

Welcome to Queens Quay Public Forum 2



Purpose

Welcome to the second Public Forum as part of the Queens Quay Revitalization Environmental Assessment (EA) process.

This evening we will review the project to date, present the first stage of Phase 3, and ask you to contribute to this forum and additional opportunities to the upcoming second stage of Phase 3 of the EA.

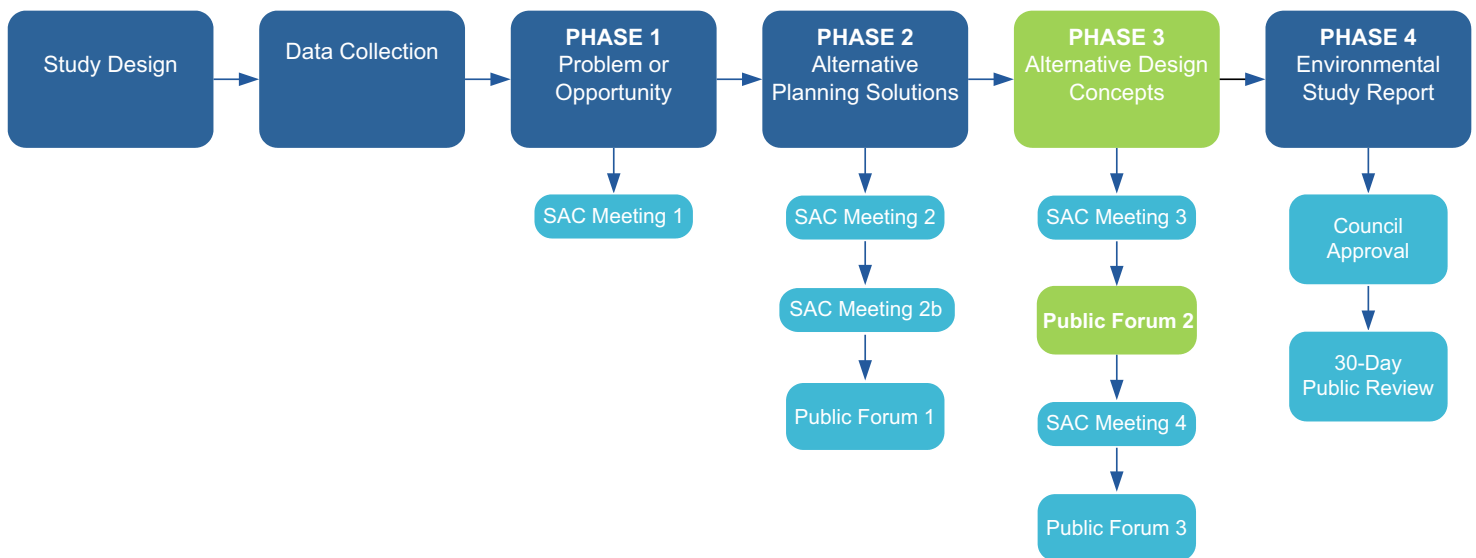
Feedback

We welcome your feedback on our work to date. Please use your “Workbook” to provide comments. You can leave it with us at the meeting or return it later by the date specified on the Workbook’s final page.

The Environmental Assessment Process

This Municipal Class Environmental Assessment (Schedule C) is mandated by the Ontario Ministry of the Environment for all infrastructure projects that may impact or alter transportation operations.

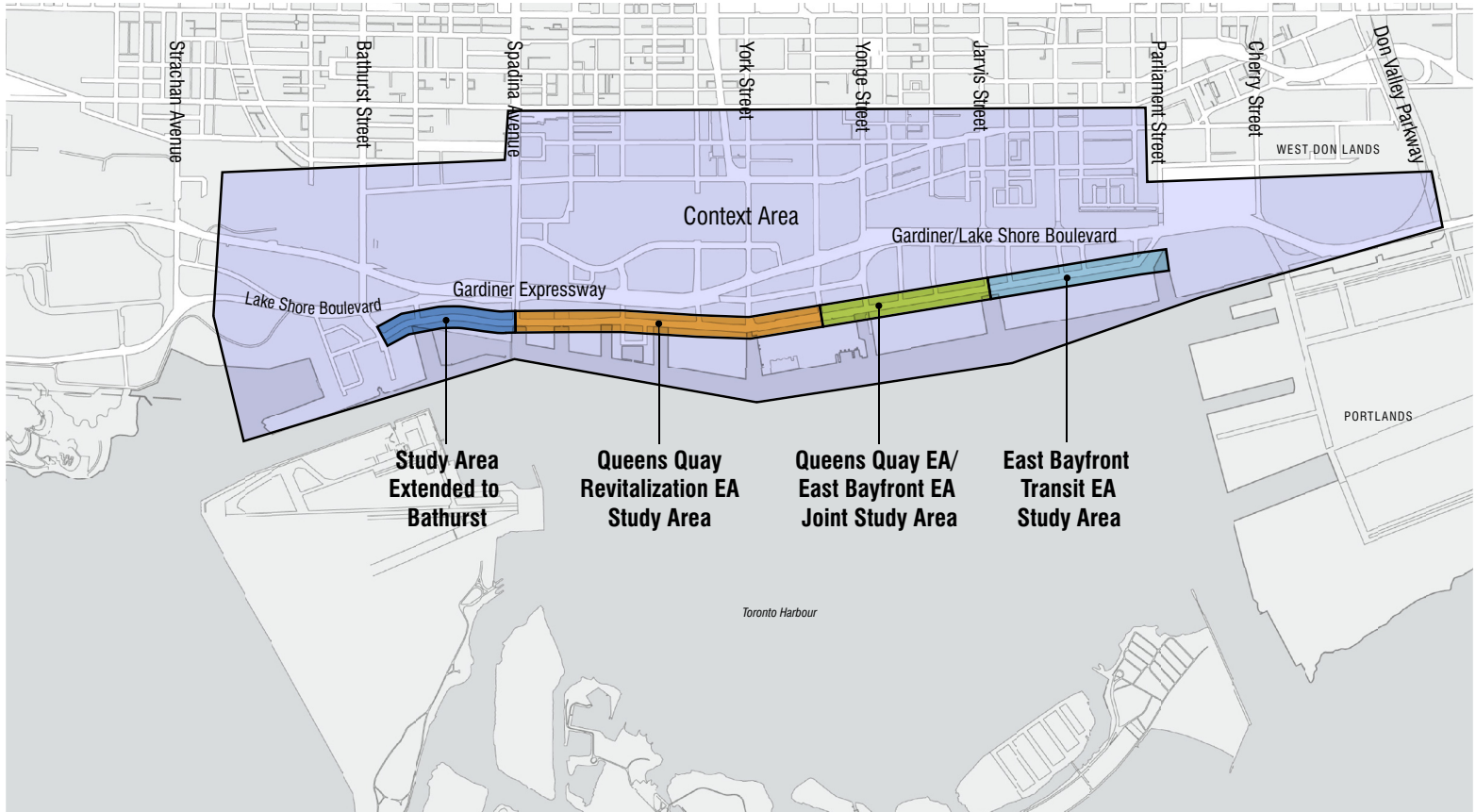
Environmental Assessments must adhere to a process clearly defined by the Ministry of the Environment. This process requires and relies on a high level of community participation to ensure that public input is a key factor in developing the final recommendation.



SAC: Stakeholder Advisory Committee
(Residents, Business Operators, Landowners, Council Representatives, Tourism Representatives, Advocates for Transit, Pedestrian and Bicycle Interests, etc.)

TAC: Technical Advisory Committee
(Emergency Medical Services, Police, Fire, Hydro, Servicing, Traffic, Tourism Operators, etc.)

Project Boundaries



Study Area

Queens Quay originally bounded by Lower Spadina Avenue and Lower Jarvis Street. Extended west to Bathurst Street.

Overlaps with part of the East Bayfront Transit EA.

Defines the area of immediate proposed streetscape improvements.

Context Area

Bounded by Strachan Avenue, the Don Valley Parkway and King Street.

The area of influence for the Study Area.

Not studied in the same level of detail as the Study Area.

Phase 1: Problem Statement



A Problem Statement is:

A clear concise description of the issues

Identifies that an improvement or change is required

Forms the basis for an EA project

- Queens Quay is Toronto's main waterfront street, yet in its current configuration acts as a barrier rather than a gateway to the waterfront.
- North-south connections to the water's edge are limited, unwelcoming, and difficult for pedestrians to cross between the north and south sides of Queens Quay.
- East-west connections between individual destinations, including the Martin Goodman Trail, are constrained or absent, creating an unpleasant experience for commuter and recreational cyclists, in-line skaters, joggers, residents and visitors moving along the lake front.
- Aesthetically it fails to provide the kind of atmosphere conducive to economic vitality, ground floor retail activity, and urban vibrancy.
- Operationally it suffers from sub-standard streetcar platforms, conflicting and illegal parking activities, and major points of conflict at intersections.
- Civically it fails to provide a grand and beautiful public realm befitting its role as the primary address for Toronto's waterfront.
- A revitalized Queens Quay presents the opportunity to implement long-standing City of Toronto policy objectives while more effectively balancing the needs of its residential, business, recreational and visitor users.
- Strategically there is an opportunity to coordinate Queens Quay revitalization with other planned waterfront projects and infrastructure renewal by the TTC.

Phase 1: Problem Statement

A Solution Will Rebalance the Use and Movement of Queens Quay



Accommodate a Satisfactory Landscape



Accommodate a Generous Pedestrian Realm



Accommodate a Great Cycling Environment



Mend the Martin Goodman Trail



Improve Streetcar Operation



Accommodate Vehicular Travel with Fewer Conflicts



Accommodate Bus Parking with Fewer Conflicts



Accommodate On-Street Parking with Fewer Conflicts

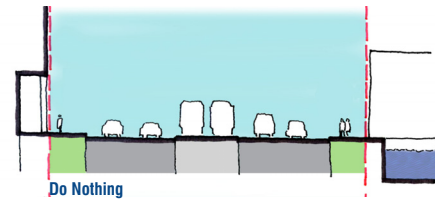
PIC 1: Evaluation of Alternative Planning Solutions

The five alternative planning solutions are organized into two categories: Existing Conditions and Physical Modifications. Note that the conceptual diagrams represent examples—not an exhaustive exploration—of the potential arrangements.

Existing Conditions

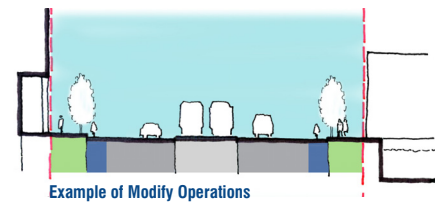
1. Do Nothing

Maintain Existing Conditions and Operations



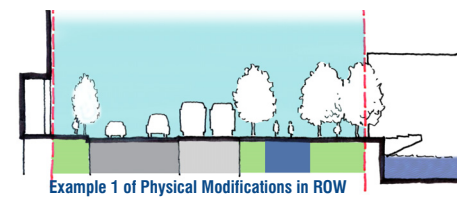
2. Modify Operations

Example: Curbs in Existing Location, Add Bike Lanes, Reduce Through Lane, Signal Modifications



3. Physical Modifications within Right-of-Way

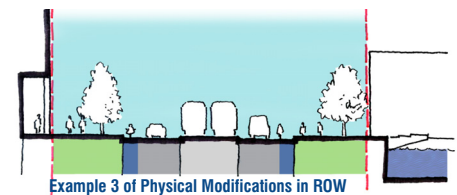
Example 1: Reduce Through Lanes, Expand Sidewalks both Sides, Add Bike Lanes



Example 2: Through Lanes Northside, Martin Goodman Trail Southside



Example 3: Through Lanes Southside, Martin Goodman Trail Northside



Physical Modifications

4. Expand Right-of-Way

Example: Acquire Property on Southside



PIC 1: Evaluation of Alternative Planning Solutions



Evaluation Matrix

- Yes. Meets criteria
- Challenging. May meet criteria
- No. Cannot meet criteria: Critical fail

Problem Statement Objectives	Existing Conditions		Physical Changes	
	1. Do Nothing	2. Operational Changes	3. Existing ROW	4. Expand ROW
Waterfront Main Street	●	●	●	●
N. S. Connections	●	●	●	●
E.W. Connections	●	●	●	●
Aesthetically Vital	●	●	●	●
Operations	●	●	●	●
Grand + Beautiful Blvd.	●	●	●	●
Policies	●	●	●	●
Leverage Renewal	●	●	●	●
Access	●	●	●	●
Fit	●	●	●	●

Preferred Planning Solution

- Physical changes within the existing right-of-way, including:
- operational changes, and
 - possible localized widening

What is an 'Alternative Design Concept'?

- Demonstrates the different ways to address the Preferred Planning Solution: “Physical Changes with Some Minor Right-of-Way Widening”

Each alternative considers:

- Traffic and transit operations
- Property access
- Pedestrian environment
- Active transportation facilities
- Urban design character

Fixes the location of elements within the Right-of-Way:

- curbs
- transit right-of-way
- sidewalks
- intersection design
- active transportation facilities

Phase 3: Alternative Design Concepts

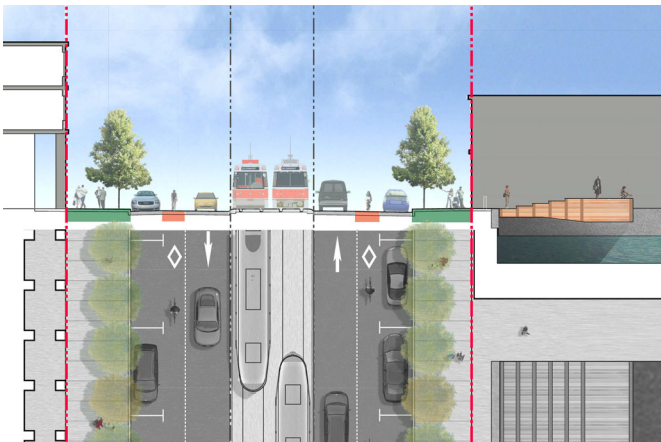
Centre Transit

Southside Transit



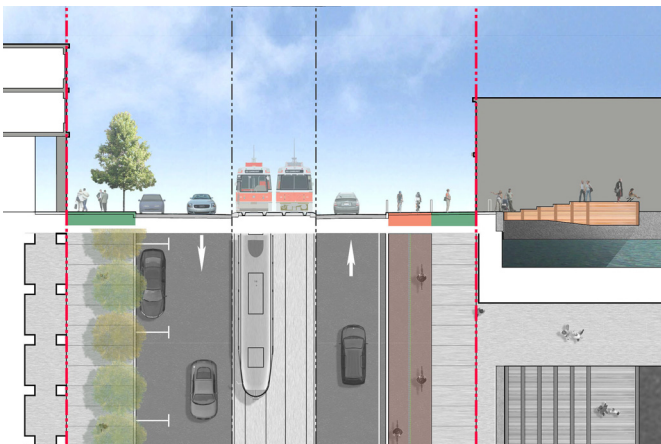
1. Do Nothing

4. Southside Transit with Martin Goodman Trail and Two-Way Operations



2. Centre Transit with On Street Bike Lanes

5. Southside Transit with Martin Goodman Trail and One-Way Operations



3. Centre Transit with Martin Goodman Trail

Evaluation Summary: Alternative Design Concepts



- ✓ Yes. Meets criteria
- Challenging. May meet criteria
- ✗ No. Cannot meet criteria: Critical fail

Evaluation Criteria	Centre Transit			Southside Transit	
	1. Do Nothing	2. On-Street Bike Lanes	3. Martin Goodman Trail	4. MG Trail w/ Two-Way Operations	5. MG Trail w/ One-Way Operations
Waterfront Main Street	✗	○	○	✓	○
N.S Connections	✗	○	○	✓	✓
E.W. Connections	✗	○	✗	✓	✓
Aesthetically Vital	✗	✓	○	✓	✓
Operations+ Safety	✗	✓	○	✓	✓
Grand+ Beautiful Blvd.	✗	✓	○	✓	✓
Policies	✗	✓	✗	✓	✓
Leverage Renewal	✗	✓	✓	✓	✓
Access	✓	✓	✓	○	○
Fit	✓	✓	✗	✓	✓

Take forward to detailed evaluation:

- Centre Transit with On-Street Bike Lanes
- Southside Transit with Martin Goodman Trail and Two-Way Traffic
- Southside Transit with Martin Goodman Trail and One-Way Transit

Carry Forward 'Do Nothing' for Comparison Purposes

Guiding Principles



Finding a Better Balance



Providing a World Class Transit System



Developing a Context Sensitive Approach to Street Design



Using All of the ROW to Improve the Public Realm



Creating a Value-Added Public Space



Making a Destination . . . Not a Corridor



Supporting a Great Community/Business District

Centre Transit: On Street Bike Lanes



Aerial Perspective at Simcoe Slip



Ground Perspective at Simcoe Slip

Southside Transit: Martin Goodman Trail, 2-Way



Aerial Perspective at Simcoe Slip



Ground Perspective at Simcoe Slip



Aerial Perspective at Simcoe Slip



Ground Perspective at Simcoe Slip

Tasks to Complete in Phase 3

- Detailed Evaluation of Shortlisted Alternatives
- Improve Transit Signal Priority and Traffic Operations
- Develop Queens Quay Parking Plan
 - School and Tour Buses
 - Taxis
 - Loading Zones
 - On-Street Parking
- Working with Affected / Impacted Landowners / Condo Boards
 - Fire/Emergency Services
 - Residential and Commercial Properties
 - Planned Development
 - Harbourfront Centre / other cultural facilities
- Round 3 of Public Consultation in Early 2009
- Coordination with Central Waterfront Master Plan

Phase 3

Evaluation Criteria: Shortlisted Alternatives



As part of the the Second Stage of Phase 3, we will evaluate the shortlisted design concepts using the following criteria. This is one of the tools used to determine the Recommended Preferred Alternative.

Objectives	Criteria	Indicators (The degree to which the alternative...)	Measures
A) Land Use / Planning and Policy Context	A1) Local population / employment growth in the study area	A1.1) Supports future transit and road capacity requirements for forecast development.	Quality of Transit service (Impacts to development potential in the Central Waterfront and Lower Don Lands.)
	A2) City, Waterfront Toronto, and provincial policies	A2.1) is congruent with existing municipal initiatives, policies and plans (Pedestrian Charter, Toronto Official Plan, Central Waterfront Secondary Plan, Sustainability Framework) A2.2) Supports Goals and Intentions of Central Waterfront Design Competition Brief (that refer to Queens Quay)	<p>Level of Service of road network in the study area</p> <p>Achieves Secondary Plan non-auto modal split objectives</p> <p>Promotes public transit, cycling and pedestrian modes over auto.</p> <p>Required Design Element 1: Accommodates gateways at the heads of slip.</p> <p>Required Design Element 2: Supports Continuous Public Promenade</p> <p>Required Design Element 3: Queens Quay - Supports a visually consistent cross section; balances competing needs and users</p> <p>Required Design Element 4: Supports an integrated transit ROW and operations on Queens Quay.</p> <p>Required Design Element 5: Martin Goodman Trail- Complete Central Waterfront Section.</p> <p>Required Design Element 6: Supports connections to existing parks and public open spaces.</p> <p>Required Design Element 7: Supports access to water-based uses and recreation.</p> <p>Required Design Element 8: Supports opportunities for a new lighting plan along the waterfront.</p> <p>Required Design Element 9: Supports a consistent body of materials, finishes and fixtures.</p>

Phase 3

Evaluation Criteria: Shortlisted Alternatives/2



Objectives	Criteria	Indicators (The degree to which the alternative...)	Measures	
B) Urban Design and Public Realm	B1) Streetscape	B1.1) Provides opportunity for landscaping	Required Design Element 10: Supports the enhancement of aquatic habitats. Change in area from existing condition (m2)	
		B1.2) Increases urban forest coverage	Number of trees (measured for corridor length) Adequate root zone for healthy tree growth? (qualitative)	
	B2) Public spaces	B2.1) Maximizes space available for public realm improvements	Public Realm (non-auto) as percentage of typical right-of-way cross-section(average % for corridor)	
			Opportunity to overlap transit stops with other public realm elements? (y/n)	
	B3) Cyclists	B 3.1) Provides connections to future cycling networks	Contributes to implementation of City Bike Master Plan?	
			B 3.2) Provides for cycling facilities	On-Street Bike Lanes? (yes/no) Off street bike facilities (i.e. Martin Goodman Trail)? (yes/no)
			B.3.3) Enhances east-west connectivity	Ratio of length continuous sections of Martin Goodman Trail to length of Queens Quay Ratio of length continuous bicycle lanes to length of Queens Quay
		B4) Pedestrians	B 4.1) Minimizes intersection waiting and crossing times	Ratio of total length of bicycle lanes + Martin Goodman Trail to total length of Queens Quay
				B 4.2) Maximizes cross-street access by minimizing crossing distance
			B 4.3) Minimizes distance from transit stops to locations of interest	Max distance (m) from nearest transit stop to: HTo Park Harbourfront Centre Queens Quay Terminal Ferry Docks
B.4.4) Enhances east-west connectivity				min/max/average width of north sidewalk (m) min/max/average width of south sidewalk (m)
B.4.5) Enhances north-south connectivity	Number of north/south crossings (signalized)			
	Min/Max/Average distance (m) between crossings			
	B 4.6) Accommodates safe and pleasant pedestrian sidewalks of a sufficient width	Percent increase in sidewalk area (m2)		
B 4.7) Provides connections to future waterfront boardwalk	Number of direct connections			
	B5) Composition/Aesthetics/Design Quality	B5.1) Act as character-defining element for the Central Waterfront	Consistency in cross section along Queens Quay. Ability to provide consistent: - cross section - landscape features - furniture - pavement	

Evaluation Criteria: Shortlisted Alternatives/3

Objectives	Criteria	Indicators (The degree to which the alternative...)	Measures
C) Transportation	C1) Transit	B5.2) Provides a recreational relationship with water's edge and head of slip enhancements.	Identify barriers between trail, slip heads, water edge promenade
		C 1.1) Provides attractive transit service (reliability, speed, few transfers)	Travel speed between Spadina Avenue and Bay Street (km/h). Typical weekday morning peak hour (peak ridership direction of travel is westbound). Dependability/Reliability of transit service in terms of headways (Level of Service). Access to transit stops (number of stops; min/max/average distance between stops)
		C 1.2) Provides flexibility and adaptability for staging and expansion by preserving opportunities for existing and future connections.	Accommodates future planned transit service
	C 1.3) Provides for transit travelers wishing to travel though the study area but who are not destined for locations in the study area.	Integrates with existing streetcar services to/from Central Waterfront and Union Station	
C2) Vehicles	C2) Vehicles	C 2.1) Connects to adjacent precincts.	Maintains connections (yes/no) to network at: - Lower Spadina Ave - Rees St - York St - Bay St
		C 2.2) Provides Acceptable Traffic Operations	Intersection Level-of-Service - Lower Spadina Ave - TTC Loop - EMS/Beer Store - Rees St./ Robertson Cr East - Robertson Cr West - Lower Simcoe (Harbourfront Centre) - Queens Quay Terminal - York St - Harbour Square - Bay St - Yonge St - Freeland Street - Cooper Street - Lower Jarvis St - Corridor Level-of-Service - Corridor Travel Time
	C3) Emergency Vehicle Operations	C.3.1) Supports/Enhances key existing emergency response routes/access points	Impacts on existing routes and procedures (Qualitative Description)
	C4) Safety	C 4.1) Enhances/Maximizes Safety	Compatible with EMS practices/requirements -Transit - Vehicles - Cyclists - Pedestrians Consistency with Policies, Practices and Design Standards - Transit (TTC/City) - Vehicles (City) - Cyclists (City) - Pedestrians (City)

Phase 3

Evaluation Criteria: Shortlisted Alternatives/4



Objectives	Criteria	Indicators (The degree to which the alternative...)	Measures	
D) Socio-Economic Environment	D1) Tourism and Waterfront Access	D 1.1) Provides transit stop access to attractions	Measures to minimize potential collisions/conflicts - Transit (TTC/City) - Vehicles (City) - Cyclists (City) - Pedestrians (City) See C4.3	
		D.1.2) Provides tour bus on/off-loading opportunities		
	D2) Effects on Existing and Future Businesses		D 2.1) Affects existing & proposed properties	Number of stop/parking locations and distance from destinations Location, Length of Potential Parking Areas Max distance from each location to: - HtO Park - Harbourfront Centre - Queens Quay Terminal - Ferry Docks
			D 2.2) Affects parking for existing businesses	Changes to access to existing businesses
			D 2.3) Minimizes noise adverse effects (after construction)	Impacts taxi stand at Queens Quay Terminal
			D 2.4) Minimizes vibration adverse effects (after construction)	Number of additional at-grade transit turning movements
			D 2.5) Access to Transit	See D2.5
	D3) Effects on Existing and Future Residences		D 3.1) Minimizes adverse effects on existing residences (number of residences directly affected)	Number of commercial/institutional uses fronting Queens Quay and greater than 300 metres from a transit stop. Changes to access to existing residences
			D 3.2) Minimizes noise adverse effects (after construction)	Number of sensitive uses within zone of influence
			D 3.3) Minimizes vibration adverse effects (after construction)	Number of sensitive uses within zone of influence
D 3.4) Access to Transit			Percentage of households within 300 metres of LRT Stop Potential for impacting potential contaminants	
D4) Effects on Contaminated Soils		D 4.1) Minimizes impacts on/of contaminated soils		
D5) Construction Impacts		D 5.1) Reduces lane reductions/detours	Lane Closure requirements	
		D 5.2) Reduces Noise/Vibration impacts	Relative impact of noise and vibration for each alternative	
		D5.3) Reduces Air Quality impacts	See E.1.1	
E) Natural Environment	E1) Air Quality	E 1.1) Minimizes adverse effects to air quality	Relative impact to local air quality for each alternative (qualitative)	
		E 1.2) Maximizes opportunities to improve air quality	Unique design elements that will improve air quality	
		E 1.3) Minimizes emission of greenhouse gases	Relative impact to local air quality for each alternative (qualitative)	
	E2) Aquatic Habitats	E 2.1) Minimizes adverse effects to aquatic habitats	Area of existing aquatic habitat impacted (ha)	
		E 2.2) Maximizes opportunity to enhance aquatic habitat	Ability to provide enhanced water quality treatment	

Phase 3

Evaluation Criteria: Shortlisted Alternatives/5



Objectives	Criteria	Indicators (The degree to which the alternative...)	Measures
	E3) Vegetation	E 3.1) Minimizes adverse effects to vegetation E 3.2) Maximizes opportunity to enhance vegetation	Area (ha) of existing vegetation removed Area (ha) of green space provided
	E4) Water Quality	E 4.1) Maximizes potential for stormwater quality control E 4.2) Minimizes adverse effects to existing stormwater facilities	Relative complexity and effectiveness of proposed systems Consistent with City SWM principles and practices (I.e., Wet Weather Flow Master Plan) Conflicts with existing storm water management facilities
	E5) Wildlife Habitats	E5.1) Reduces adverse effects to wildlife	Area (ha) of existing habitat directly impacted
F) Cultural Environment	F1) Built Heritage Features	F 1.1) Minimizes built heritage features affected F 1.2) Maximizes opportunities to enhance built heritage features	Number of Built Heritage Features directly impacted Opportunities to enhance Heritage features
	F2) Cultural Landscapes	F 2.1) Minimizes cultural landscapes affected F 2.2) Maximizes opportunities to enhance cultural landscapes	Proximity to cultural landscapes within the study area Opportunities to enhance cultural landscape (including access to waterfront and Harbourfront Centre)
	F3) Archaeological Features	F 3.1) Minimizes archaeological features affected	Effect on potential archaeological features
	F4) First Nations Peoples and Activities	F 4.1) Minimizes adverse effects to land and resources used for traditional purposes	Area of land used for traditional purposes (ha)
G) Cost	G1) Capital Costs	G 1.1) Minimizes construction costs	Cost as a percentage of Do-Nothing
	G2) Property Acquisition	G 2.1) Minimizes property acquisitions	Cost/area (ha) of property acquisition
	G3) Operations & Maintenance	G 3.1) Minimize operating cost	Cost as a percentage of Do-Nothing Utilizes conventional and best maintenance/operations practices
	G4) Construction	G4.1) Reduces complexity of utility relocation G4.2) Maintains acceptable levels of service (all modes) during construction G4.3) Reduces construction time G4.4) Provides opportunity to stage construction G4.5) Potential to coordinate construction with other projects	Relative complexity Closures, Detours, Access Issues Construction timeframe Staging opportunities consistent with City and WT planning and construction program Issues limiting opportunities to coordinate construction