



Problem Statement

- 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 2: Alternative Planning Solutions

The following alternative planning solutions represent functionally different and feasible alternative ways of addressing the problems and opportunities stated above. Each solution is evaluated using broad parameters defined as "pass-fail" criteria. The preferred solution(s)— which meets all criteria—is (are) carried forward to Phase 3: Alternative Design Concepts, which explores the range of possible street configurations that fit within the boundaries defined by the Recommended Planning Solution.

1. **Do Nothing**
 - Maintain existing physical conditions and operations
2. **Modify Operations**
 - No physical modifications
 - Curbs remain in current location
 - Add bicycle lanes where possible
 - Adjust signal operation

3. Physical Modifications Within Existing Right-of-Way

- Includes modified operations
- Convert existing lanes to other uses
- Relocate existing streetcar infrastructure
- Adjust signal operation

4. Physical Modifications Within an Expanded Right-of-Way

- Acquire property