

TORONTO CENTRAL WATERFRONT PUBLIC FORUM #2

Queens Quay Revitalization EA
Bathurst Street to Lower Jarvis Street
Municipal Class Environmental Assessment (Schedule C)

December 08, 2008





WATERFRONT TORONTO UPDATE

Central Waterfront International Design Competition



Waterfront Toronto Long Term Plan – Central Waterfront

CENTRAL WATERFRONT #1: High Priority

Provides access that does not exist between existing destinations



Waterfront Toronto Long Term Plan – Central Waterfront

CENTRAL WATERFRONT #2: Priority
Enhances access or creates new destinations



Waterfront Toronto Long Term Plan – Central Waterfront

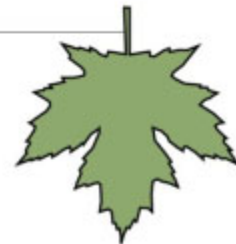
CENTRAL WATERFRONT #3: Low Priority
Restores deteriorated access or adds access of limited connectivity value



Waterfront Toronto Long Term Plan – Central Waterfront

CENTRAL WATERFRONT #4: Not Priority

Achieves design excellence but not critical to achieving other corporate objectives



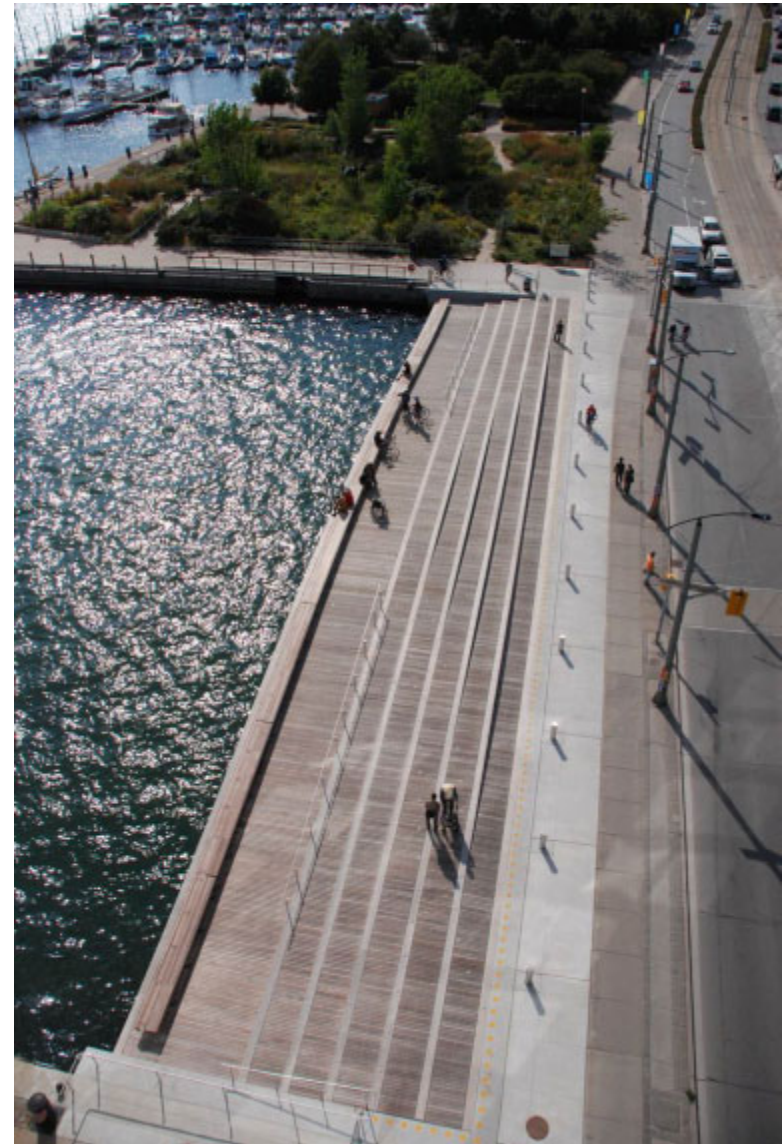
East Bayfront Waters Edge Promenade: Design Underway



Spadina Wavedeck: Opened September 2008



Spadina Wavedeck: Opened September 2008



Spadina Wavedeck: Opened September 2008

Metropolis Article

OBSERVED

public space

collective memory

urbanism

"where the city kisses the lake"



New Wave

An undulating design by West 8 gives Toronto access to its waterfront.

Toronto is creating public space quite literally out of thin air. September marked the opening of the Spadina Wavedeck, a curvy wooden plaza designed by Adriani Geuze, the founding principal of West 8, best known for the redevelopment of Amsterdam's Borneo-Speersburg docks. By cantilevering the city's waterfront over Lake Ontario, Geuze has added more than 5,000 square feet of usable ground where there just wasn't any before.

The Spadina Wavedeck spans one of downtown Toronto's many boat slips, little-used indentations in the harbor's edge that pinch the shoreline, leaving only about nine feet of sidewalk between the lake and Queens Quay Boulevard, a four-lane thoroughfare with streetcar tracks. This is no simple boardwalk, however. "We designed a specific silhouette of undulating decks where the city kisses the lake," Geuze says of the project, which will ultimately include five Wavedecks. His ipe-clad ribbons rise and fall as they cross the slips, their curves creating seating ledges and allowing the pedestrian walkway to wiggle down to the water's edge.

The fact that the project was built almost exactly as drawn (in renderings, it looks phenomenally difficult to construct) is a testament to the design aptitude and tenacity of Waterfront Toronto, a semipublic agency created in 2001 to revitalize the city's six-plus miles of lakeshore. Given control of 2,000 acres of public land and 1.5 billion Canadian dollars in seed money, the organization has hosted a series of international design competitions for various parts of the program. West 8, in collaboration with dti Teit Allison Hillier, a local firm, was selected to envision the two-mile central segment. When complete, the project will eliminate two lanes of traffic, plant maple trees near the water, and create a total of five Wavedeck segments (two more are scheduled to open next

continued on page 34

West 8's boardwalk juts out over Lake Ontario, offering Torontonians a better connection to the city's most important natural asset. The space is kept alive after dark by 24 underwater LEDs.



OBSERVED

NEW WAVE continued from page 32

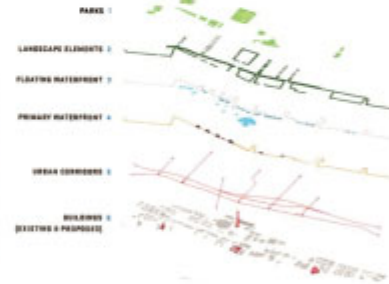


SPADINA WAVEDECK The first phase of a larger waterfront-rehabilitation effort, Spadina Wavedeck (above, foreground) also included the installation of new habitats for fish.

"You build great cities by building a great public realm," John Campbell says.

summer). Some will rise more than others, one will morph into a children's playground, and another will resemble a powerful wave. "The others are similarly detailed," Geuze says, "but they all have a different span and a different curve."

"You build great cities by building a great public realm," says John Campbell, the president and CEO of Waterfront Toronto. If he's right, then Canada's largest city—which is not merely retrofitting existing spaces but actually adding surface area—is well on its way. "We want to make sure as we march along and revitalize the waterfront," Campbell says, "that the water's edge is recaptured by the people, legally, physically, and psychologically." Accordingly, Geuze wanted to define Canada's newfound amenity by referencing a collective national memory: the beautiful view, large trees on the shore, and a rustic wooden cabin and dock perched on the edge of the lake. "This is what Canadians share," he says, "this perception of the landscape, of looking out from a shoreline or dock across the water." —Adrian Regis Avitston



CENTRAL WATERFRONT Plans for the 2.2-mile area encompassing Queens Quay and the water's edge include floating finger piers (above, 3) and bridges spanning the end of the boat slips (4).

Rees Wavedeck: Construction Underway



Simcoe Wavedeck: Construction Underway



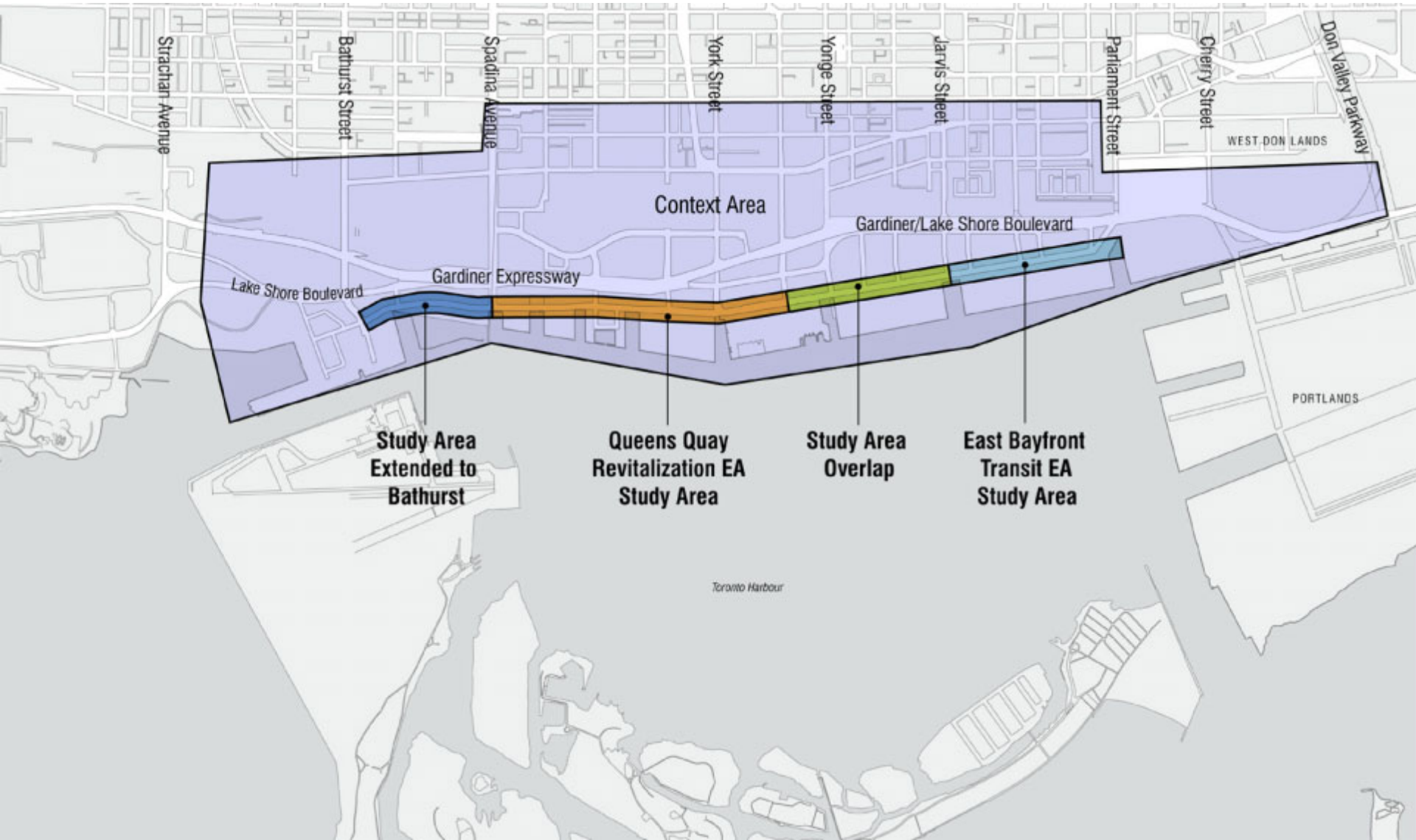
Spadina Bridge: Construction Early-2009



What Have We Been Doing for the Past 11 Months?

- Consider and follow up on comments from Public Forum 1
- Assess baseline technical feasibility of design alternatives
 - Over 90 meetings in total:
 - City and TTC technical staff
 - Partner agencies
 - Stakeholders
 - Landowners/Property Managers
 - Adjacent project efforts
- Advanced transit and traffic modelling
- Develop Alternative Design Concepts and Evaluation (Phase 3)
- Coordination with East Bayfront Transit EA

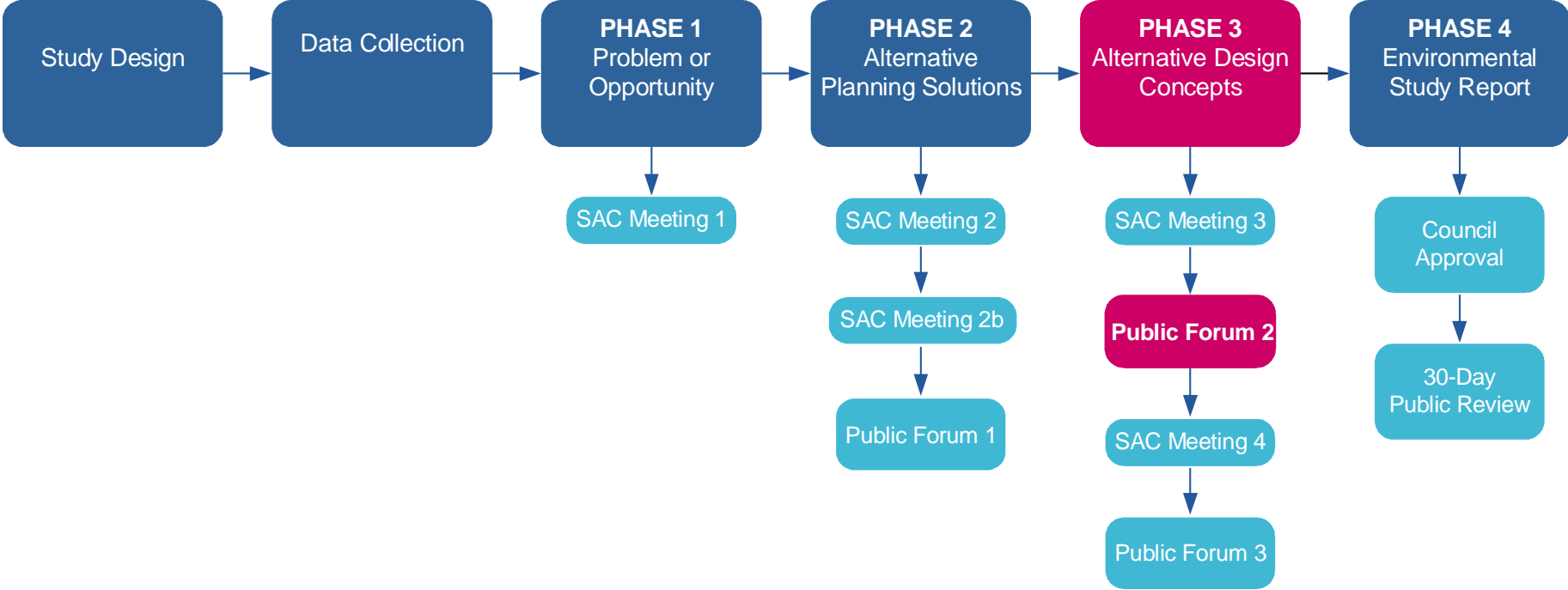
Study Area: Revised

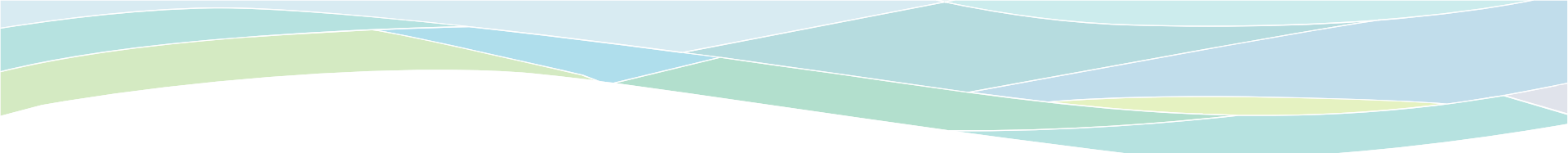


Overview

- Review of EA Phases 1 & 2 from Public Forum #1: January 2008
- EA Phase 3: Alternative Design Alternatives
 - Long list of Design Alternatives
 - Evaluation of Design Alternatives
- Next Steps
 - Evaluation Criteria for Shortlisted Design Alternatives

Process to Date





REVIEW OF EA PHASES 1 & 2
Public Forum #1: January 2008

Purpose of this EA

Recap from January 2008
Public Forum 1

- To create a plan that successfully accommodates various users:
 - Recreational
 - Transit
 - Bicycle
 - Pedestrian
 - Vehicular
- Enhances landscape and the public realm within the Queens Quay corridor.
- To develop, examine and evaluate a number of alternative solutions and design options for vehicular, transit and pedestrian routes along Queens Quay.

Innovative Design Competition

Recap from January 2008
Public Forum 1



Objectives

- Continuous public promenade
- Complete Martin Goodman Trail
- Create major points of arrival where the heads of slips meet Queens Quay
- Improve Queens Quay
- Consistent standards for finishes, furniture, pavers, boardwalks and railings
- Sustainable approach that includes habitat and water quality improvements

Quay to the City Experiment

Recap from January 2008
Public Forum 1

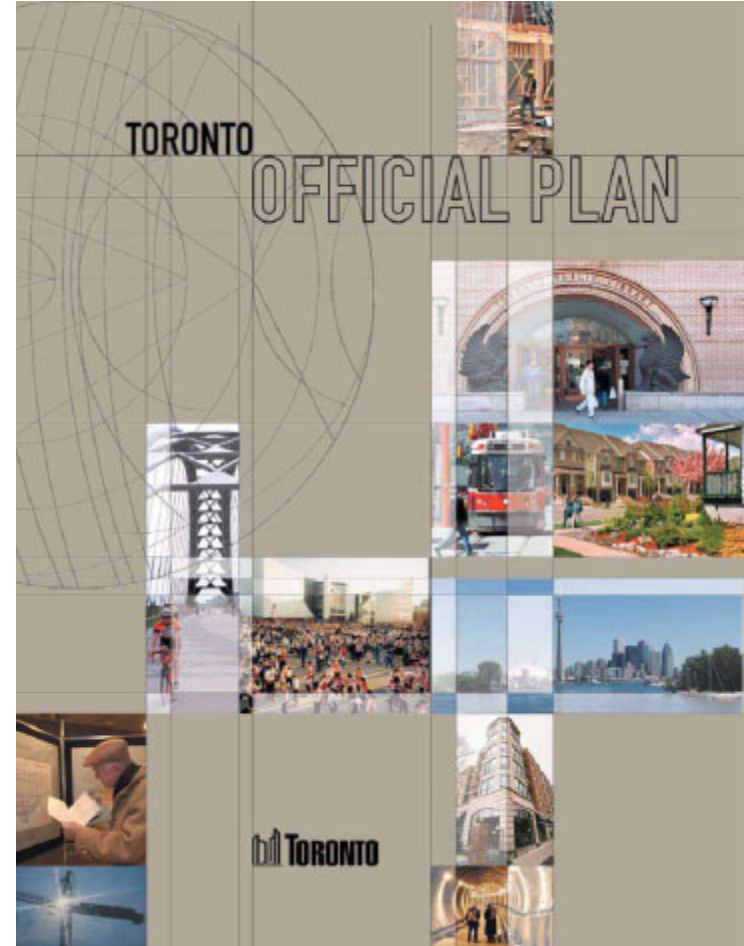


Planning Policy Context

City of Toronto Official Plan

Toronto City Council, November, 2002)

- plan in 'next generation' terms to make transit, cycling and walking increasingly attractive alternatives to using the car and to move towards a more sustainable transportation system.



Planning Policy Context

Recap from January 2008
Public Forum 1

Toronto Pedestrian Charter (Toronto City Council, May, 2002)

- walking supports community health, vitality and safety. It will increase use of public transit; decrease car dependence; reduce conflict between vehicles and pedestrians; ...

Toronto Pedestrian Charter

Walking is the most ancient and universal form of travel. It is also an important form of exercise and recreation. Every personal trip involves walking, alone or in combination with taking public transit, driving or cycling.

A pedestrian is a person moving from place to place, either by foot or by using an assistive mobility device. Pedestrians include residents and visitors to the city of all ages and abilities. In order to travel safely, conveniently, directly and comfortably, they require an urban environment and infrastructure designed to meet their travel needs.

To ensure walking is a safe, comfortable and consistent mode of urban travel, the City of Toronto respects the following principles:

Accessibility

Walking is a free and direct means of accessing local goods, services, community amenities and public transit.

Environmental Sustainability

Walking relies on human power and has negligible environmental impact.

Equity

Walking is the only mode of travel that is universally affordable, and allows children and youth, and people with specific medical conditions to travel independently.

Personal and Community Safety

An environment in which people feel safe and comfortable walking increases community safety for all.

Health and Well-Being

Walking is a proven method of promoting personal health and well-being.

Community Cohesion and Vitality

A pedestrian-friendly environment encourages and facilitates social interaction and local economic vitality.

To create an urban environment in all parts of the city that encourages and supports walking, the City of Toronto:

- upholds the right of pedestrians of all ages and abilities to safe, convenient, direct and comfortable walking conditions;
- provides a walking environment within the public right-of-way and in public parks that encourages people to walk for travel, exercise and recreation;
- supports and encourages the planning, design and development of a walking environment in public and private spaces (both exterior and interior) that meets the travel needs of pedestrians;
- provides and maintains infrastructure that gives pedestrians safe and convenient passage while walking along and crossing streets;
- ensures that residents' access to basic community amenities and services does not depend on car ownership or public transit use;
- sets policies that reduce conflict between pedestrians and other users of the public right-of-way;
- creates walkable communities by giving high planning priority to compact, human-scale and mixed land use;
- encourages research and education on the social, economic, environmental and health benefits of walking as a form of travel, exercise and recreation;
- promotes laws and regulations that respect pedestrians' particular needs;
- advocates for improving the provincial and federal regulatory and funding frameworks that affect the City's ability to improve the pedestrian environment; and
- works with individual citizens, community groups and agencies, businesses and other levels of government to achieve these goals.

An urban environment that encourages and facilitates walking supports community health, vitality and safety. It will increase use of public transit; decrease car dependence; reduce conflict between vehicles and pedestrians; lead to cleaner air; green public space; and support green tourism. Such an environment creates opportunities for the informal social interaction that is one of the main attributes of a vibrant, liveable city.

Adopted by Toronto City Council, May 21, 2002

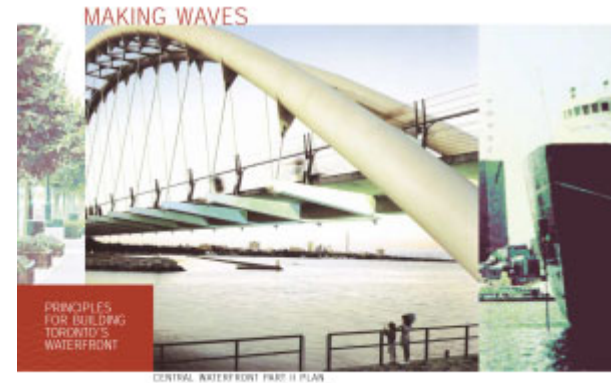


Planning Policy Context

Recap from January 2008
Public Forum 1

Central Waterfront Secondary Plan (Toronto City Council, April, 2003)

- Queens Quay will become a scenic waterfront drive
- The Martin Goodman/Waterfront Trail will be completed and connected to the city-wide trail or pathway system



Planning Policy Context

Recap from January 2008
Public Forum 1

Sustainability Framework (Waterfront Toronto, August, 2005)

- Make alternative transportation options such as walking, cycling, and public transit the natural choice for residents and visitors to the waterfront area.

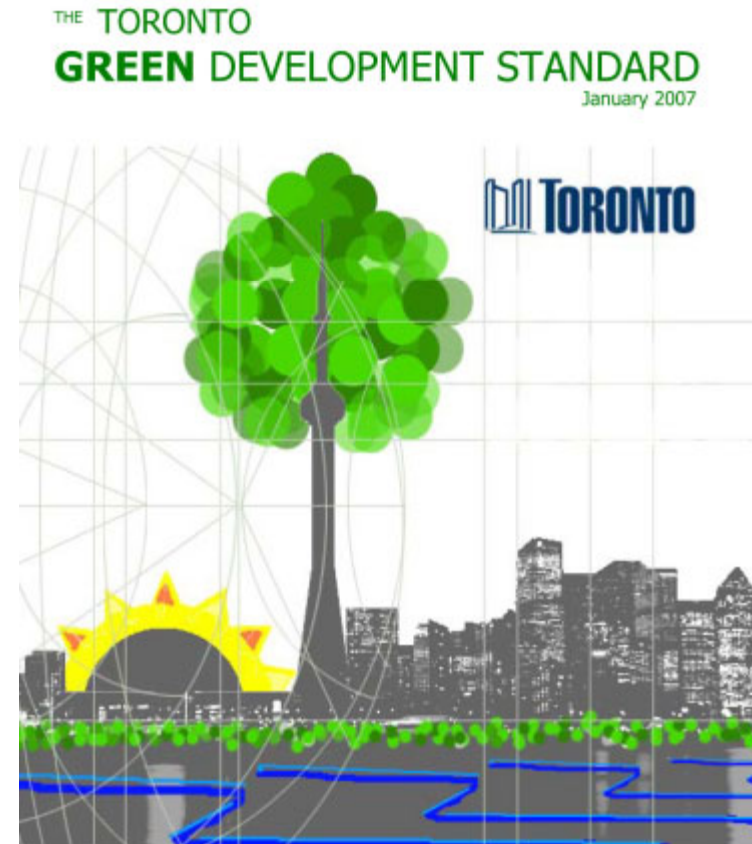


Planning Policy Context

Recap from January 2008
Public Forum 1

Toronto Green Development Standard (City of Toronto, January, 2007)

- Discourage single-occupancy automobile use
- Encourage cycling as a clean air alternative
- Encourage public transit as a clean air alternative
- Encourage walking as a clean air alternative



Problem Statement

Recap from January 2008
Public Forum 1

- **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.

Problem Statement (cont'd)

Recap from January 2008
Public Forum 1

- **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.

Problem Statement (cont'd)

Recap from January 2008
Public Forum 1

- 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.

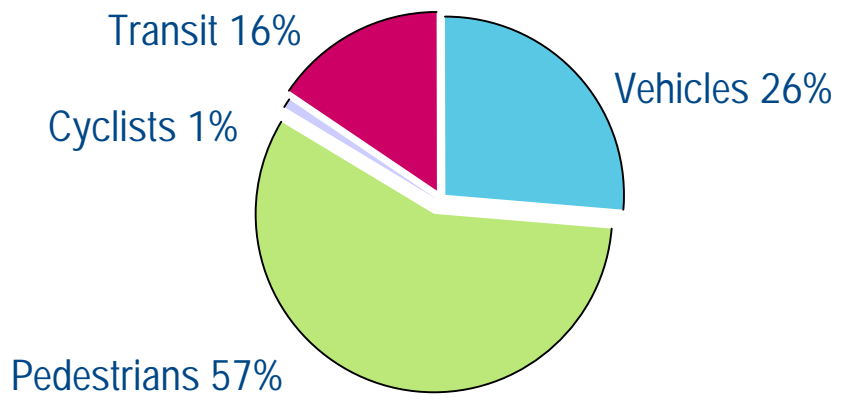
Data Collection: 2007

Recap from January 2008
Public Forum 1

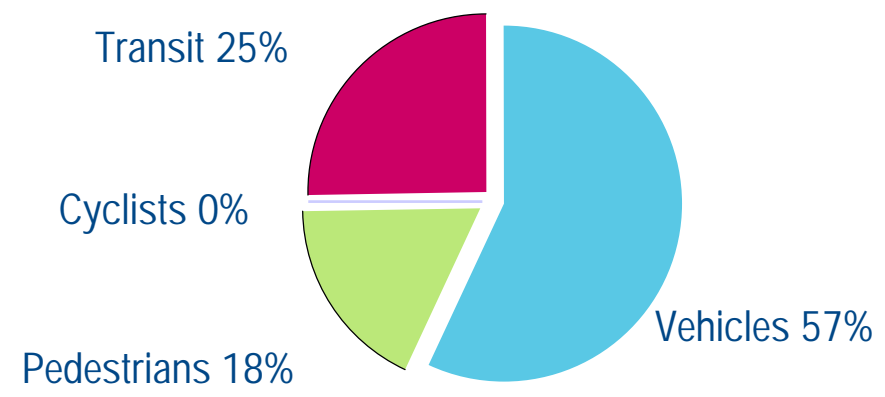


Data Collection: Existing: Volume vs. Dedicated Space

Average Intersection Volume



Dedicated Intersection Space



Existing Traffic Sample; Queens Quay / York Street



Cut-Through Traffic

Spadina EB (1) To Yonge EB (3)			
Daily Summary	Cars Matched	% Match	Total Cars
<i>AM</i>	160	21.00%	762
<i>PM</i>	175	19.64%	891
<u>Total:</u>	<u>335</u>	<u>20.27%</u>	<u>1653</u>

Yonge WB (4) to Spadina WB (2)			
Daily Summary	Cars Matched	% Match	Total Cars
<i>AM</i>	45	8.32%	541
<i>PM</i>	99	10.52%	941
<u>Total:</u>	<u>144</u>	<u>9.72%</u>	<u>1482</u>

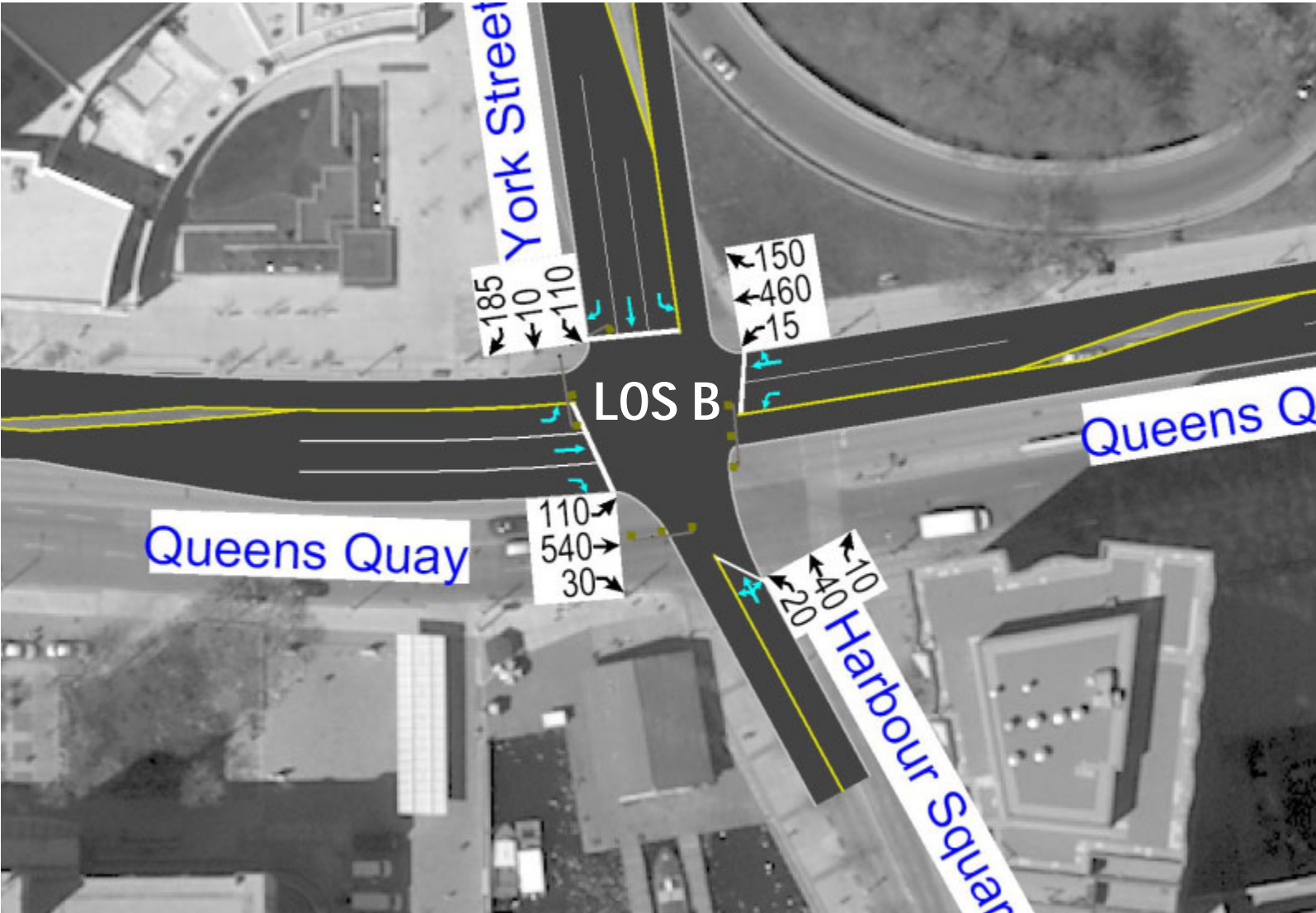
10 to 20 percent “cut-through” traffic

Estimating Future Traffic

Queens Quay / York Street – East Leg

Existing Traffic		505
<hr/>		
Plus New Development (includes 5% increase in transit mode split)		250
<i>East Bayfront</i>	175	
<i>Pier 27</i>	50	
<i>Pinnacle</i>	10	
<i>Railway Lands West</i>	10	
<i>Waterpark Place</i>	5	
<hr/>		
Less Existing Development Removed		-55
<i>East Bayfront</i>	-45	
<i>Captain John's Parking</i>	-10	
<hr/>		
Less Queens Quay cut-through (15%)		-75
<hr/>		
Future Traffic		625

Future Traffic Sample; South Side Transit



Future Traffic Sample; Centre Transit



Preliminary AM Level of Service Summary

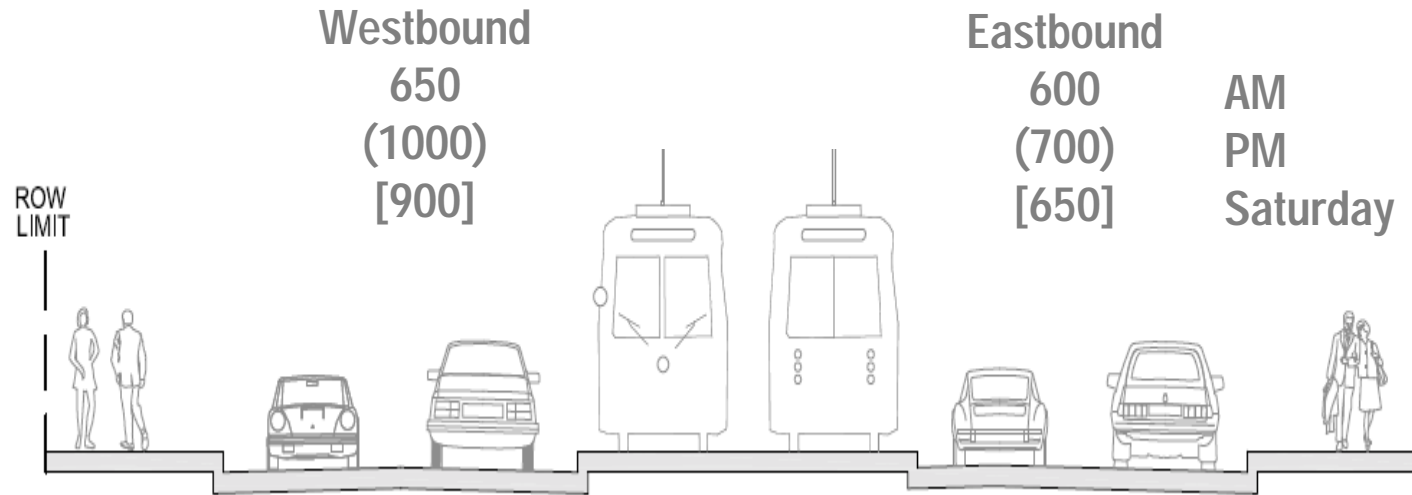
	Existing Conditions			Future Conditions		
Queens Quay @	V/C	Delay	LOS	V/C	Delay	LOS
Spadina Avenue	0.54	34	C	TBD		
TTC Loop	0.42	5	A	0.55	26	C
EMS/Beer Store	-	-	-	0.47	8	A
Rees Street	0.37	26	C	0.57	21	C
Robertson Crescent E.	-	-	-	0.48	9	A
Lower Simcoe Street	0.31	26	C	0.60	24	C
Queens Quay Terminal	-	-	-	0.61	20	B
York Street	0.53	29	C	0.58	17	B
Harbour Square	0.50	35	C	0.71	18	B
Bay Street	0.46	20	B	0.80	28	C
Yonge Street	0.35	14	B	0.70	26	C
Freeland Street	-	-	-	0.71	17	B
New Cooper Street	-	-	-	0.56	10	A
LOS Range			A to C			A to C

Traffic Feasibility Study

Comparison of Network Traffic Operations Existing 4-Lane Queens Quay versus 2-Lane Queens Quay Spadina Avenue to Parliament Street			
Scenario	2006 Existing Condition (4-lane Queens Quay)	Opening Day Condition (2-lane Queens Quay)	Percent Change (Opening Day vs. Existing)
Network Wide Statistics (All streets in the study area)			
Total Travel Time (hrs)	2600	2650	2%
Avg. Travel Time / Veh. (min)	6.6	6.7	2%
Veh. Speed (km/hr)	35.3	34.4	-2%
Key Route Statistics	Travel Time (min.)		Percent Change
Queens Quay EB	7.6	7.8	3%
Queens Quay WB	7.1	7.8	3%
Lake Shore EB	9.8	10.1	3%
Lake Shore WB	12.0	11.8	-2%
Gardiner EB	7.4	7.6	2%
Gardiner WB	7.3	7.3	0%

Existing Traffic – West of Bay

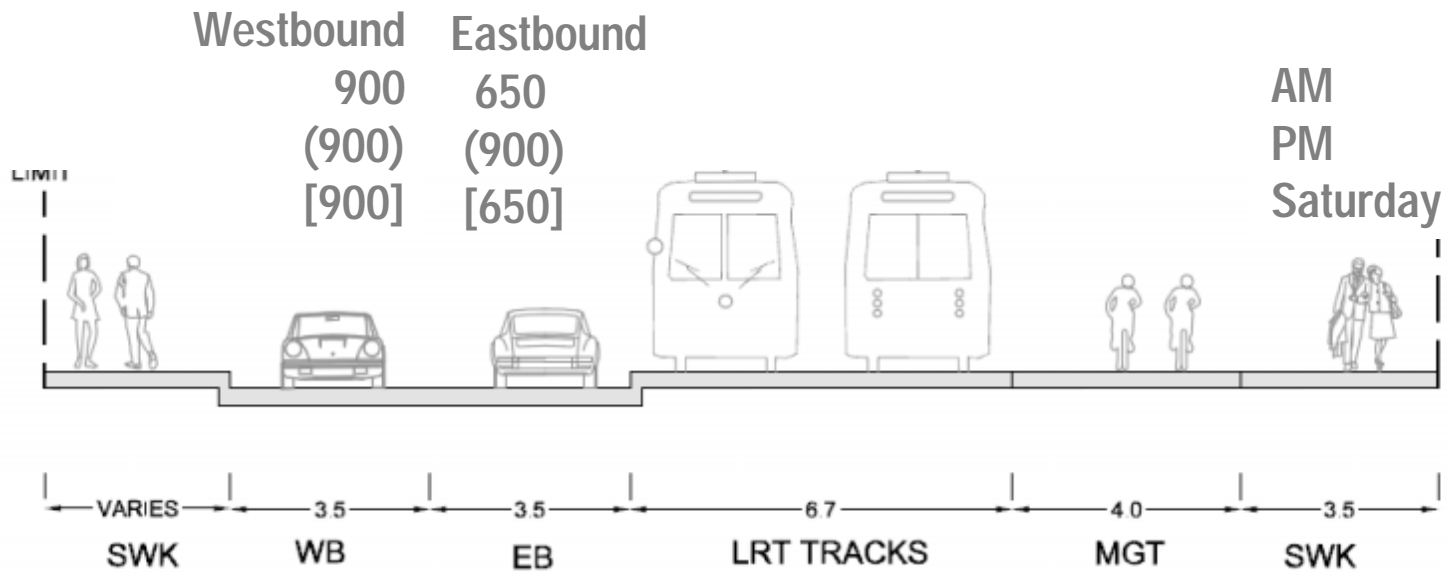
Capacity = 1400 vehicles per hour per direction



- Busiest section volumes
- Approximately 15% percent cut-through traffic

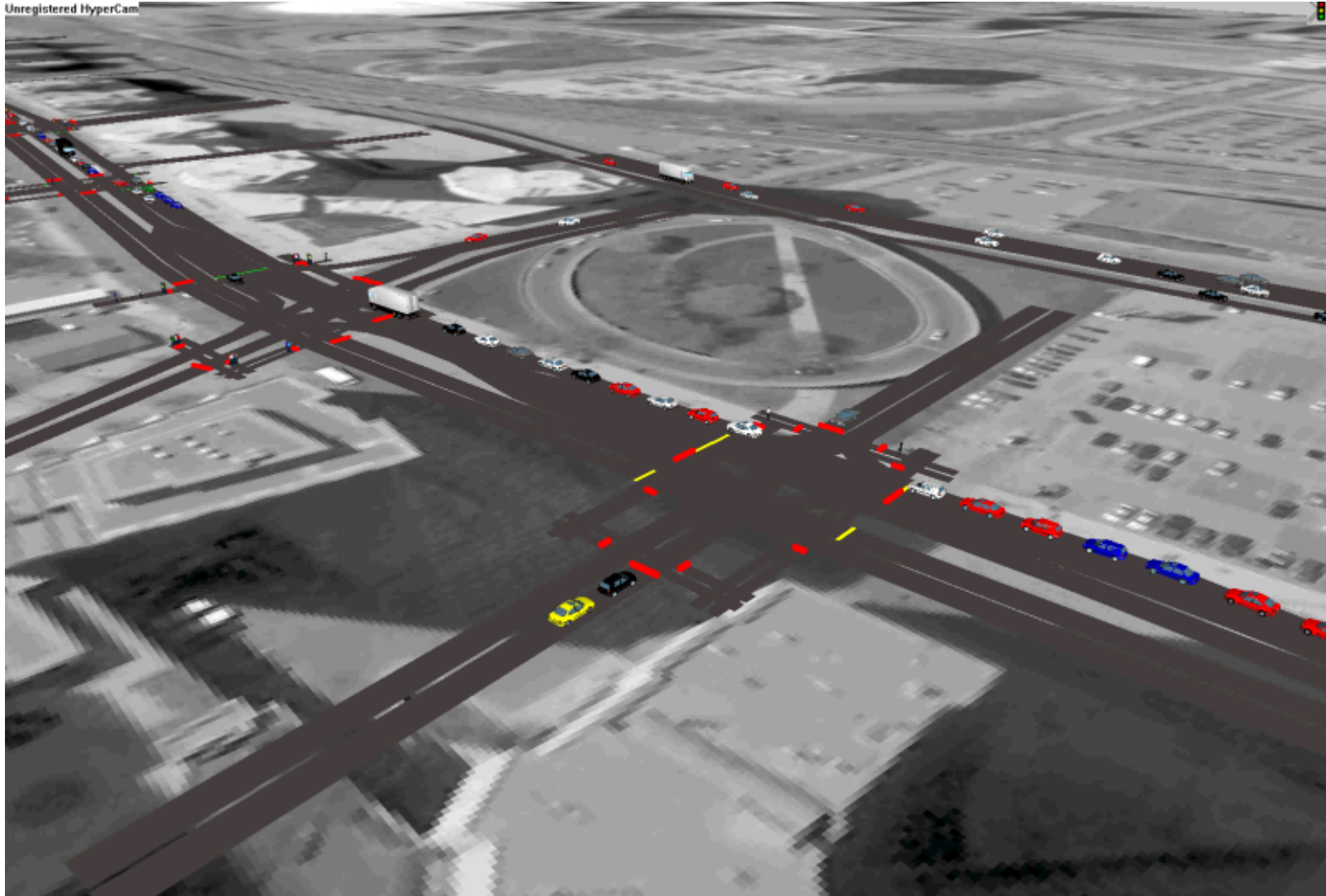
Future Traffic – West of Bay

Capacity = 1000 vehicles per hour per direction



- Busiest section volumes with new development
- Reduced cut-through traffic (15 percent)
- More east-west green time for traffic
- Better transit; bike lanes; pedestrian environment

VISSIM Micro Simulation – South Side Option



VISSIM Micro Simulation – Centre Option

Bus Parking



- New bus parking in dedicated locations
 - On-Street
 - Off-Street

Bus and Parking Strategy

“Curb Management “plan requires”

- Enforced drop-off and pick-up zones
- layover locations
- feasibility of call back system



A Solution will Rebalance Six Systems

*Recap from January 2008
Public Forum 1*

1. Landscape
2. Pedestrian Realm
3. Cycle Ways and the
Martin Goodman / Trans Canada Trail
4. Transit Ways
5. Vehicle Lanes
6. Bus and Vehicle Parking

1. Accommodate a Satisfactory Landscape

Recap from January 2008
Public Forum 1



2. Accommodate a Generous Pedestrian Realm

Recap from January 2008
Public Forum 1



3. Accommodate a Great Cycling Environment and Mend the Martin Goodman Trail

Recap from January 2008
Public Forum 1



4. Improve Streetcar Operation

Recap from January 2008
Public Forum 1



5. Accommodate Vehicle Travel with Fewer Conflicts

Recap from January 2008
Public Forum 1



6. Accommodate Bus Parking with Fewer Conflicts and ...

Recap from January 2008
Public Forum 1



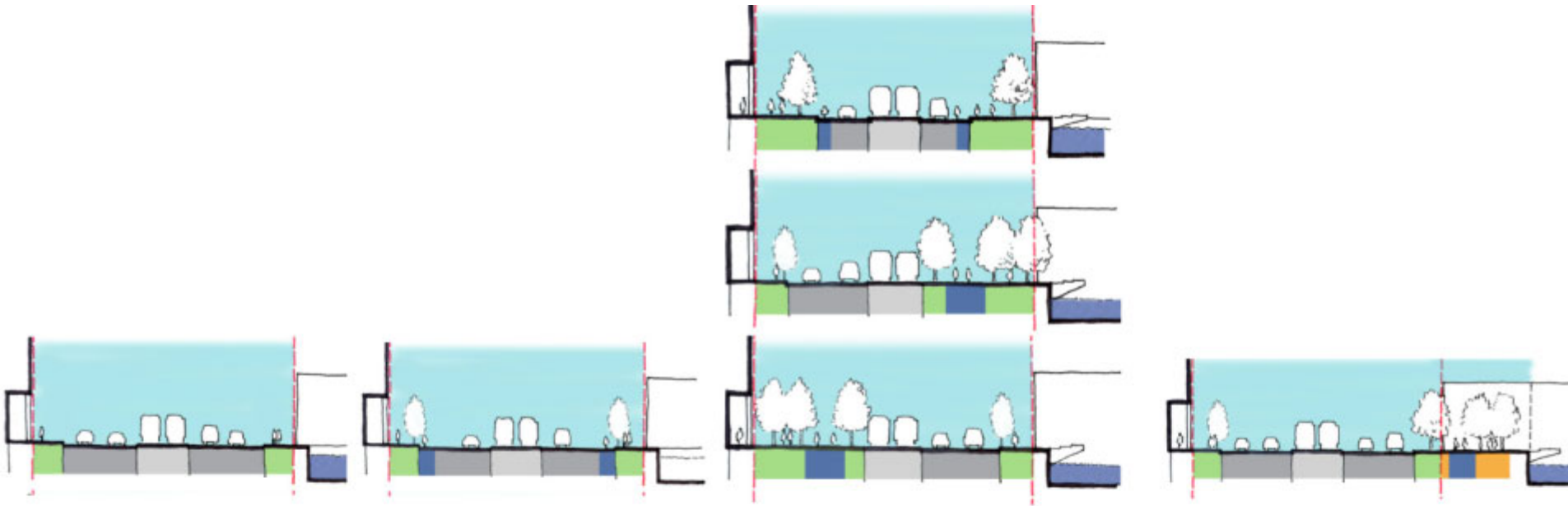
... Accommodate On-Street Parking with Fewer Conflicts

Recap from January 2008
Public Forum 1



Planning Solutions

Recap from January 2008
Public Forum 1



Do Nothing

Maintain Existing Conditions and Operations

Modify Operations

Example: Existing Curbs, Remove Through Lanes, Add Bike Lanes, Signal Modifications

Physical Modifications within ROW

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

Example 2: Through Lanes North side
Martin Goodman Trail South side

Example 3: Through Lanes South side
Martin Goodman Trail North side

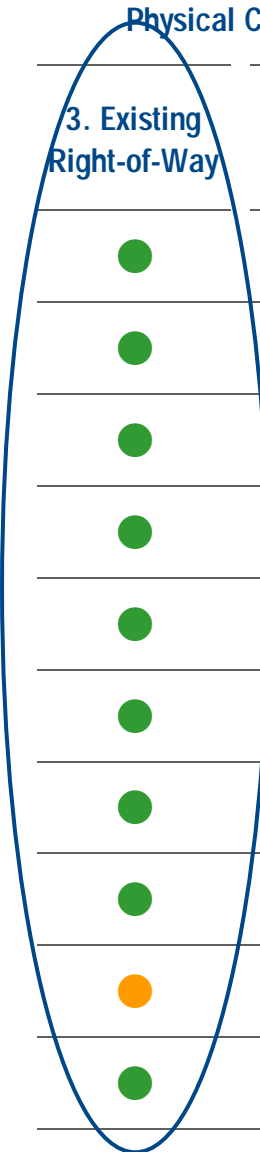
Expand ROW

Example: Acquire Property on Southside

Evaluation of Planning Solutions

Recap from January 2008
Public Forum 1

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



Recommended Planning Solution

*Recap from January 2008
Public Forum 1*

Physical Changes within the Existing Right of Way,.... including

- Operational Changes
- Possible Localized Widening

Public Forum 1: What We Heard

2. What Opportunities Do you See For Improvement?

- “Widening the sidewalk where possible, and better pedestrian crossings at intersections would all be very helpful.”
- “Bus parking on Queens Quay should be eliminated, maybe relocated north on lakeshore?”
- “Extend public transit east”
- “Reduce traffic on Queens Quay to make it more appealing to cyclists and pedestrians”
- “Continue the MGT, need better bike connections”
- “Make it more beautiful”
- “Remove the streetcar and replace it with an underground subway tunnel linked to Union Station.
- “Lack of community gathering space, nearest thing is Starbucks”
- “Consider how to make businesses more viable”

Public Forum 1: What We Heard

3. What Do You Like About the Preferred Planning Solution?

- “More green space and mature trees”
- “Trees, bikes and pedestrians are all accommodated”
- “Wider platforms for TTC”
- “Solves the bike on sidewalk problem”
- “Take focus away from traffic and back to what the residents of the area want and need”
- “Reduces commuter traffic”
- “If traffic can be made to work it would result in a huge aesthetic improvement”
- “I do like it! It treats all users equally.”
- “Please plant trees correctly and maintain them. Most trees around Queens Quay and the condo die!”

Public Forum 1: What We Heard

1. What Works Well Now?

- “We like the public spaces that are showing up (promenade, HTO Park, Spadina Slip)”
- “Nothing”
- “Streetcar service works well, but better signage is needed at Union Station”
- “Harbourfront skating rink”
- “Music Garden, Empire Sandy, Wetland”
- “For the most part, the flow of pedestrian and vehicular traffic moves very well, even in summer”

Public Forum 1: What We Heard

4. What Concerns do you have with the Preferred Planning Solution?

- “Economic activity during the colder or off-season periods”
- “How to handle increased traffic volumes during events”
- “Need drop-off areas for buses and private vehicles coming to the ferry terminal”
- “Bike paths should not be at the expense of vehicles or pedestrians”
- “TTC is too noisy”
- “Where is the money coming from”

Public Forum 1: What We Heard

5. Additional Comments

- “I just hope that this project will come true”
- “There is much resistance to reducing the number of lanes of traffic. The number of vehicles that are constantly parked illegally make this concern disappear. We currently only have one lane in each direction and the bottlenecks are a result of buses etc. which make the current situation worse than the proposed.”
- “Add bicycle racks so cyclists can walk around the waterfront”



PHASE 3: Alternative Design Concepts

What are 'Alternative Design Concepts'?

- Demonstrate alternative ways to design the Preferred Planning Solution
- Each alternative proposes the location of elements within the right-of-way:
 - curbs
 - transit right-of-way
 - sidewalks
 - intersection design
 - active transportation facilities
 - etc.
- Each alternative considers:
 - traffic and transit operations
 - property access
 - pedestrian environment
 - active transportation facilities
 - urban design character
 - etc.

Phase 3: Alternative Design Concepts – Steps

- Long list of Alternative Design Concepts
- Evaluation Process
- Shortlist of Alternative Design Concepts

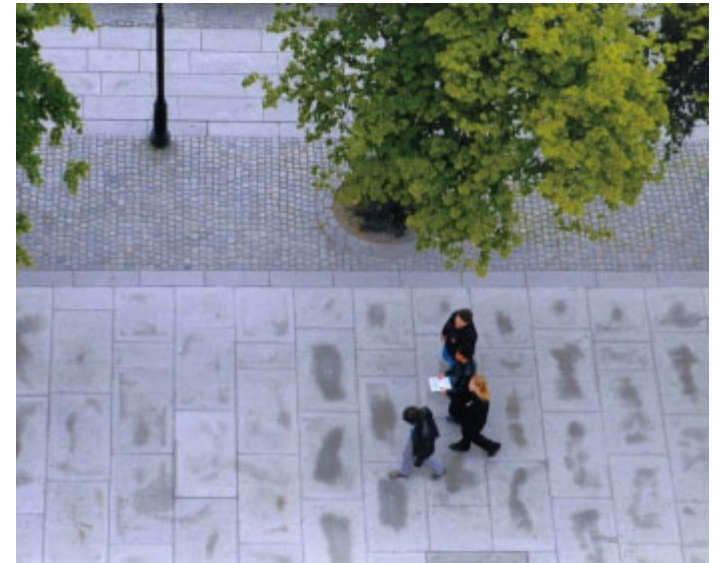
**Focus of
Tonight's Presentation**

- Detailed evaluation---including comprehensive traffic and transit simulations
- Preferred Alternative Design Concept

**Next Public Meeting
Early 2009**

Goals for Design Alternatives: Finding a Better Balance

- Finding a better balance between local traffic and other uses and looking for innovative ways to achieve it.



Goals for Design Alternatives: Providing a World Class Transit Service

- TTC on Queens Quay will be among the best downtown transit experiences in North America
- Highest transit signal priority possible
- Off-vehicle payment at transit platforms to improve passenger loading
- New accessible low-floor transit vehicles



Strasbourg, France



Minneapolis, Minnesota



Melbourne, Australia



Dublin, Ireland



Salt Lake City, Utah



Seattle, Washington

Goals for Design Alternatives: Developing a Context Sensitive Approach to Street Design

- Provide adequate capacity and maintain accessibility for residents and businesses
- Restrict turning movements to facilitate better transit operations
- Improve pedestrian crossings to promote a more walking-oriented waterfront



Goals for Design Alternatives: Improving the Public Realm across the Right-of-Way

- “Visually expand” the street segment without automobiles
- Indicate that the transit way is not a formal pedestrian area
 - Texture
 - Colour
 - Street furnishings
 - Trees
 - bollards



Goals for Design Alternatives: Supporting a Waterfront Community and a Thriving Business District

- Sidewalk improvements
- On-street parking
- Access to all properties, north and south
- Service and delivery access
- Bus drop –off zones
- Four Season Waterfront



Goals for Design Alternatives: Creating a Great Public Place...Not a Corridor

- Redefine what it means to be Toronto's waterfront 'Main Street'
- Make Queens Quay a destination
- Create a lasting, high quality environment
- Add value to the area



Alternative Design Concepts: Long List

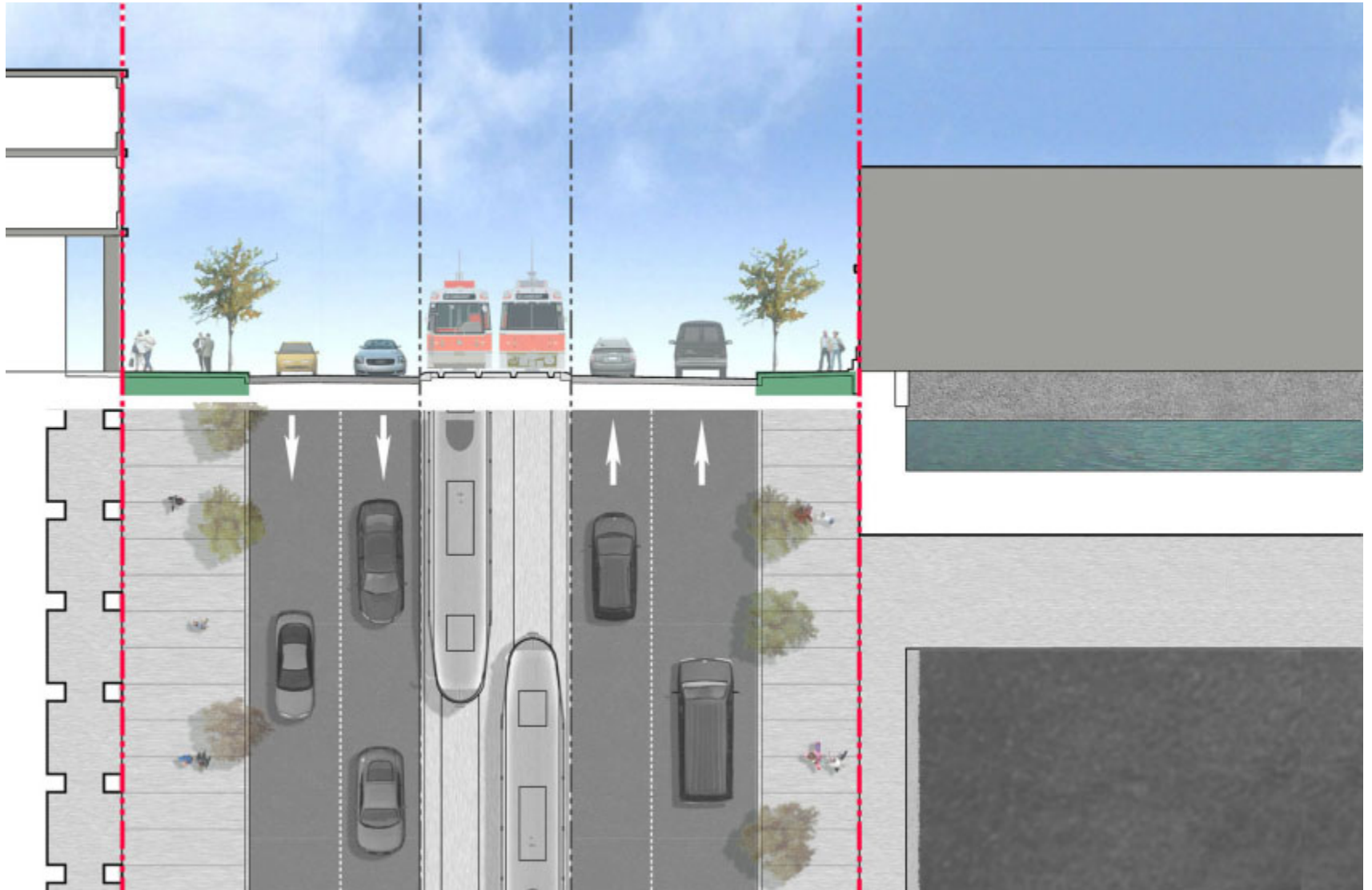
Centre Transit

- Alternative 1. Do Nothing
- Alternative 2. with On-Street Bike Lanes
- Alternative 3. with Martin Goodman Trail

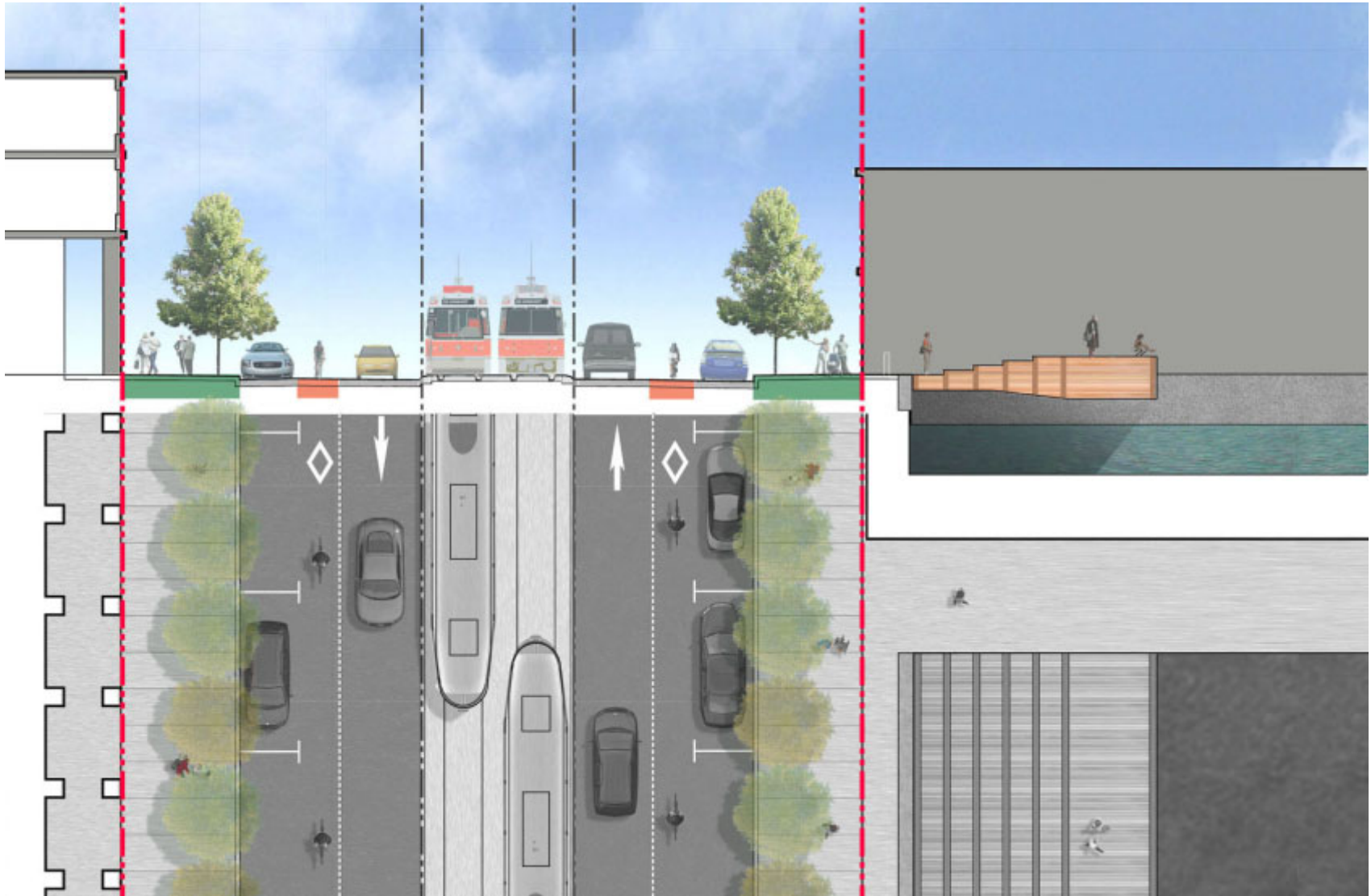
Southside Transit

- Alternative 4. Two-Way Traffic w/ Martin Goodman Trail
- Alternative 5. One-Way Traffic w/ Martin Goodman Trail

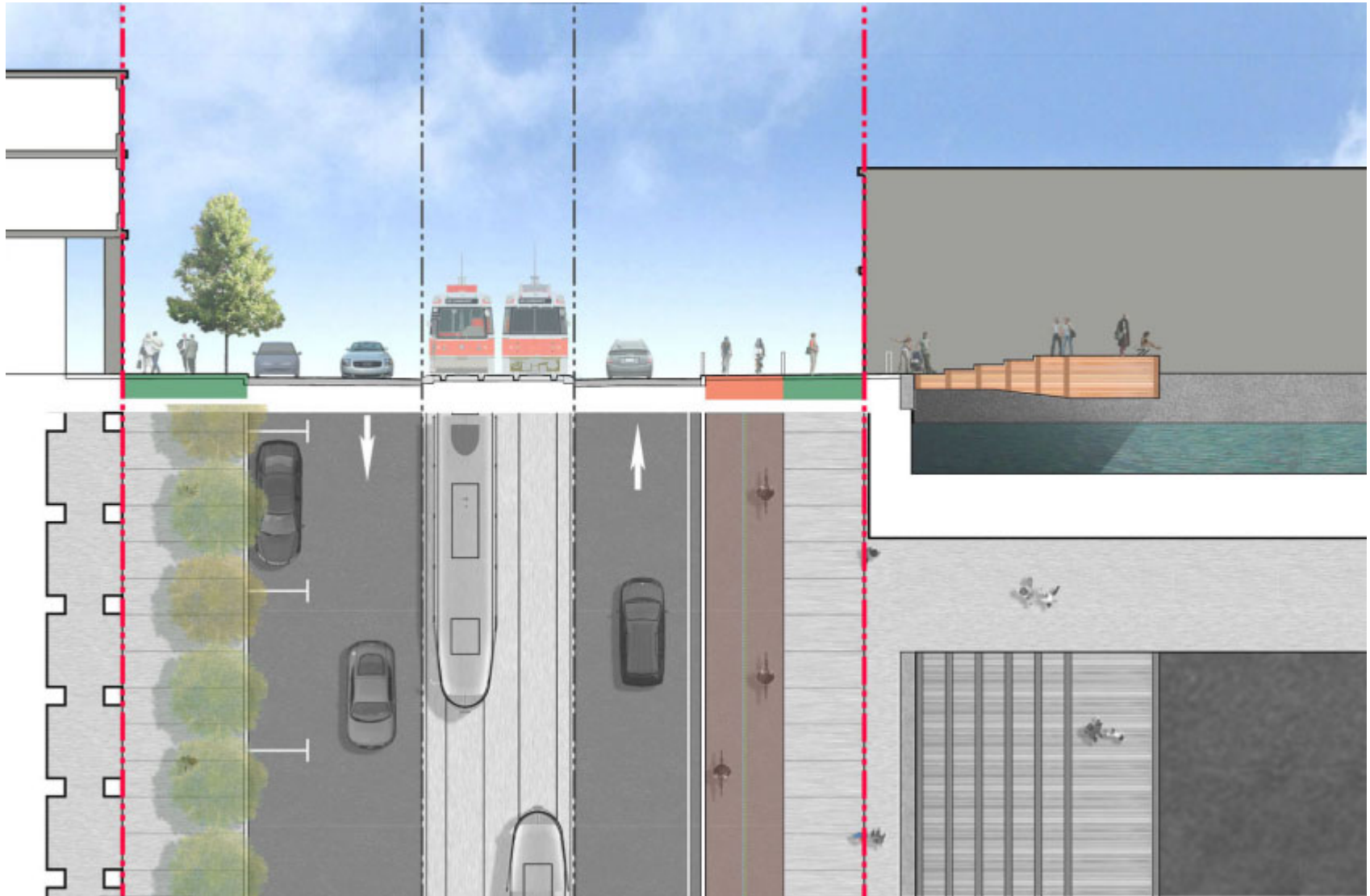
Alternative 1: Do Nothing



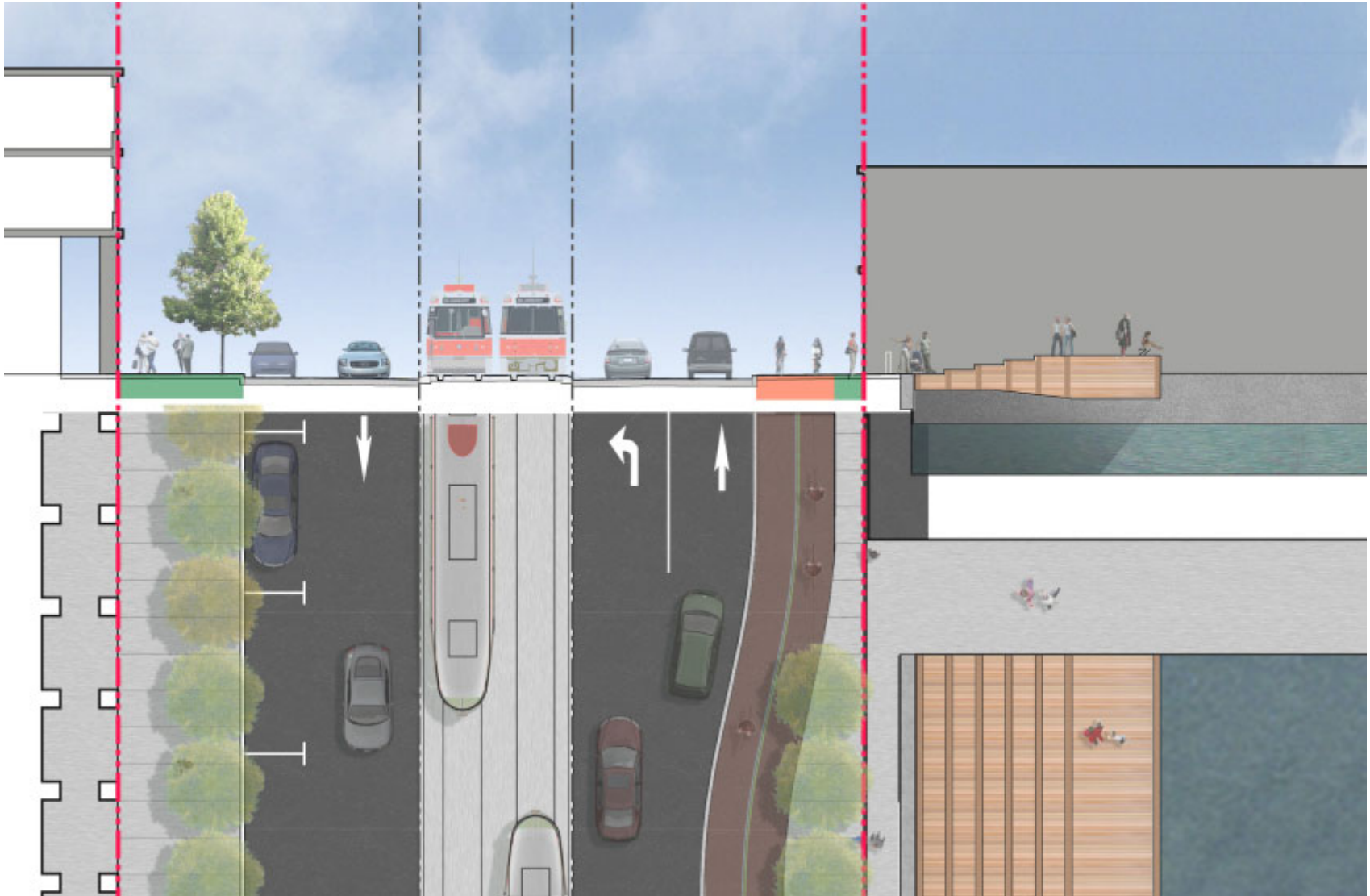
Alternative 2: Centre Transit with On-Street Bike Lanes



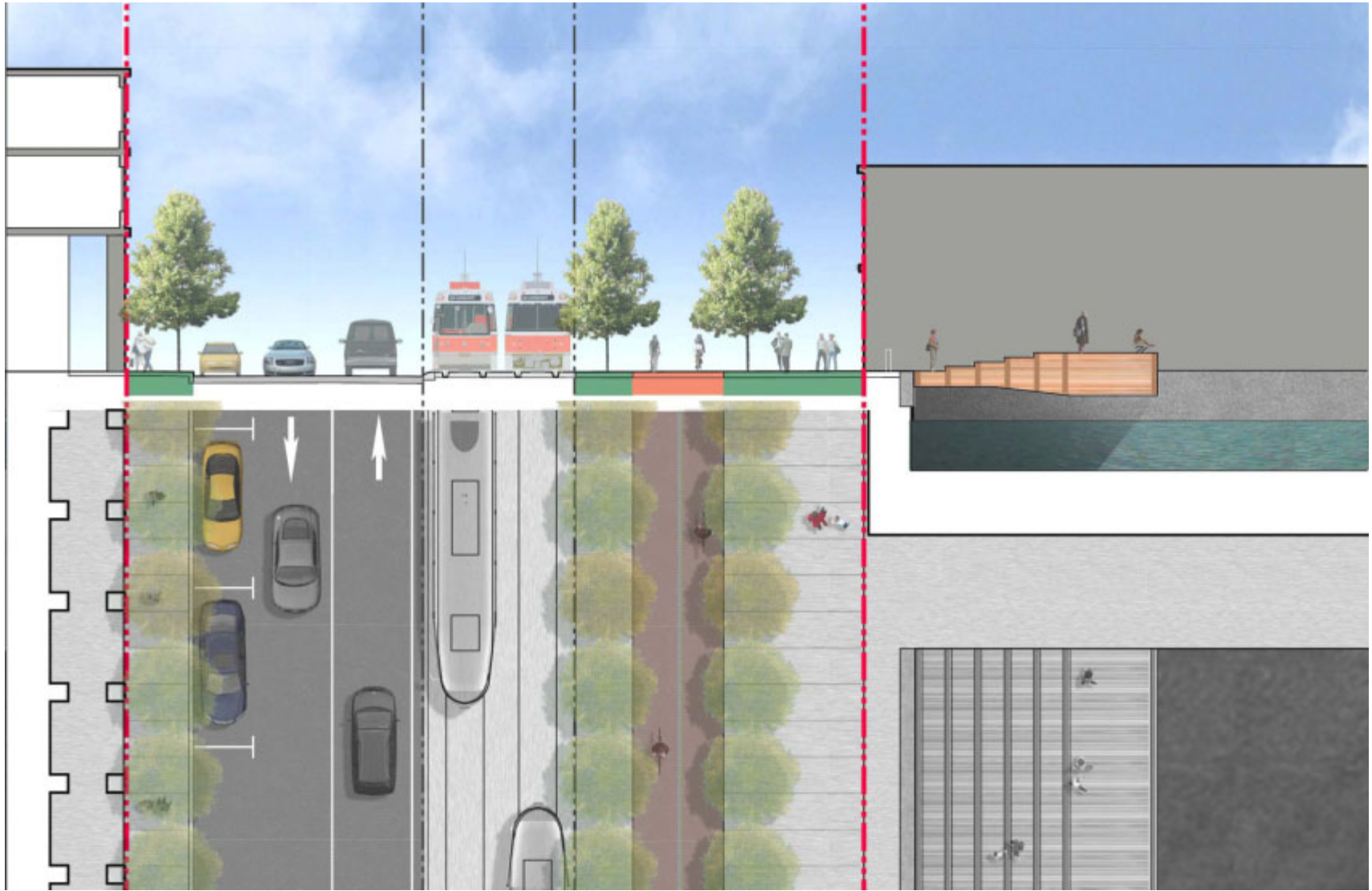
Alternative 3: Centre Transit with Martin Goodman Trail – (Mid-Block)



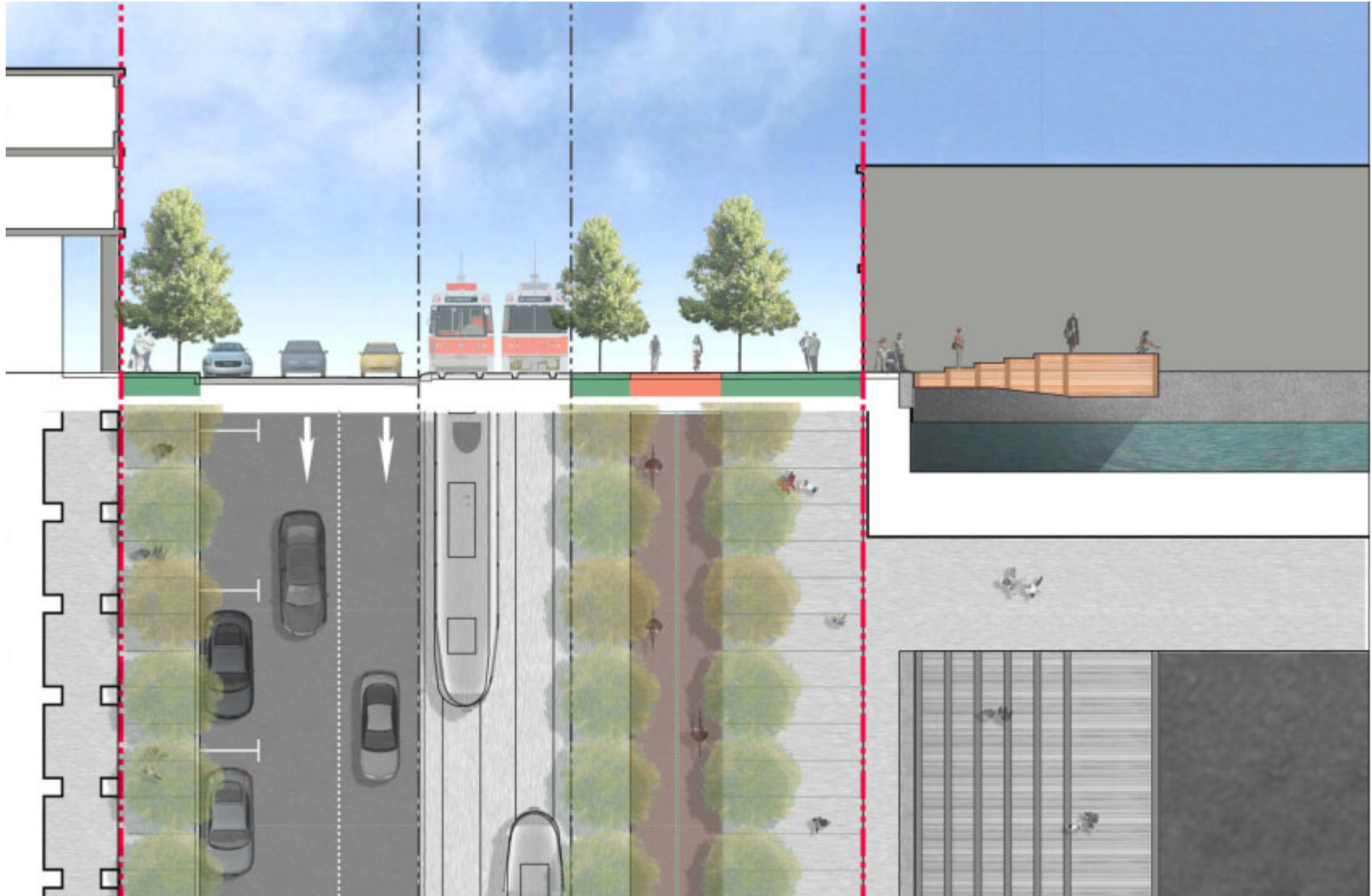
Alternative 3: Centre Transit with Martin Goodman Trail – (Intersection)



Alternative 4: Southside Transit with Martin Goodman Trail and Two-Way Traffic



Alternative 5: Southside Transit with Martin Goodman Trail and One-Way Traffic

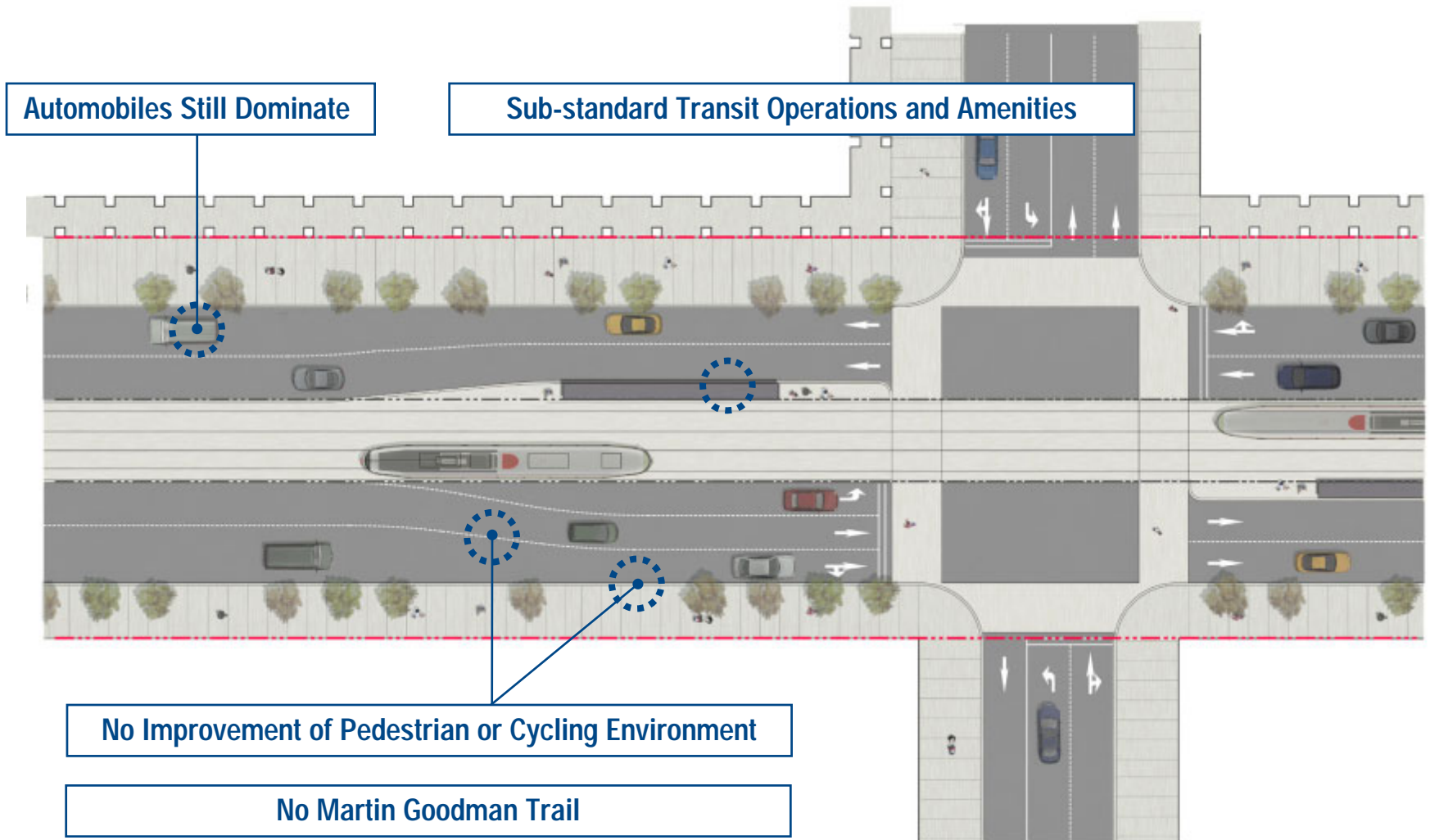


Evaluation of Long-List of Design Alternatives

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	✓	✓	✗	✓	✓

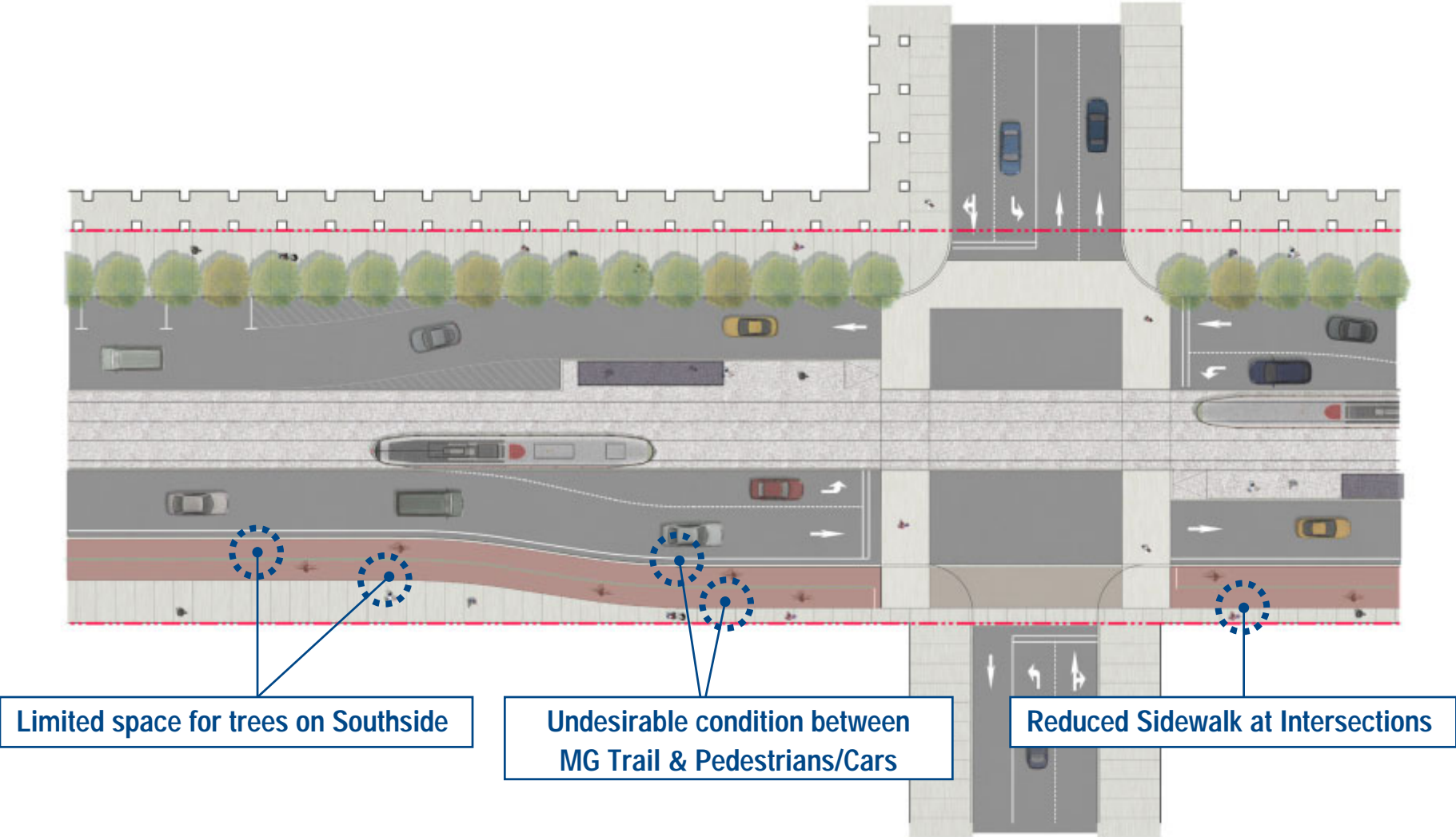
Key Reasons for Screening Out...

Alternative 1: Do Nothing

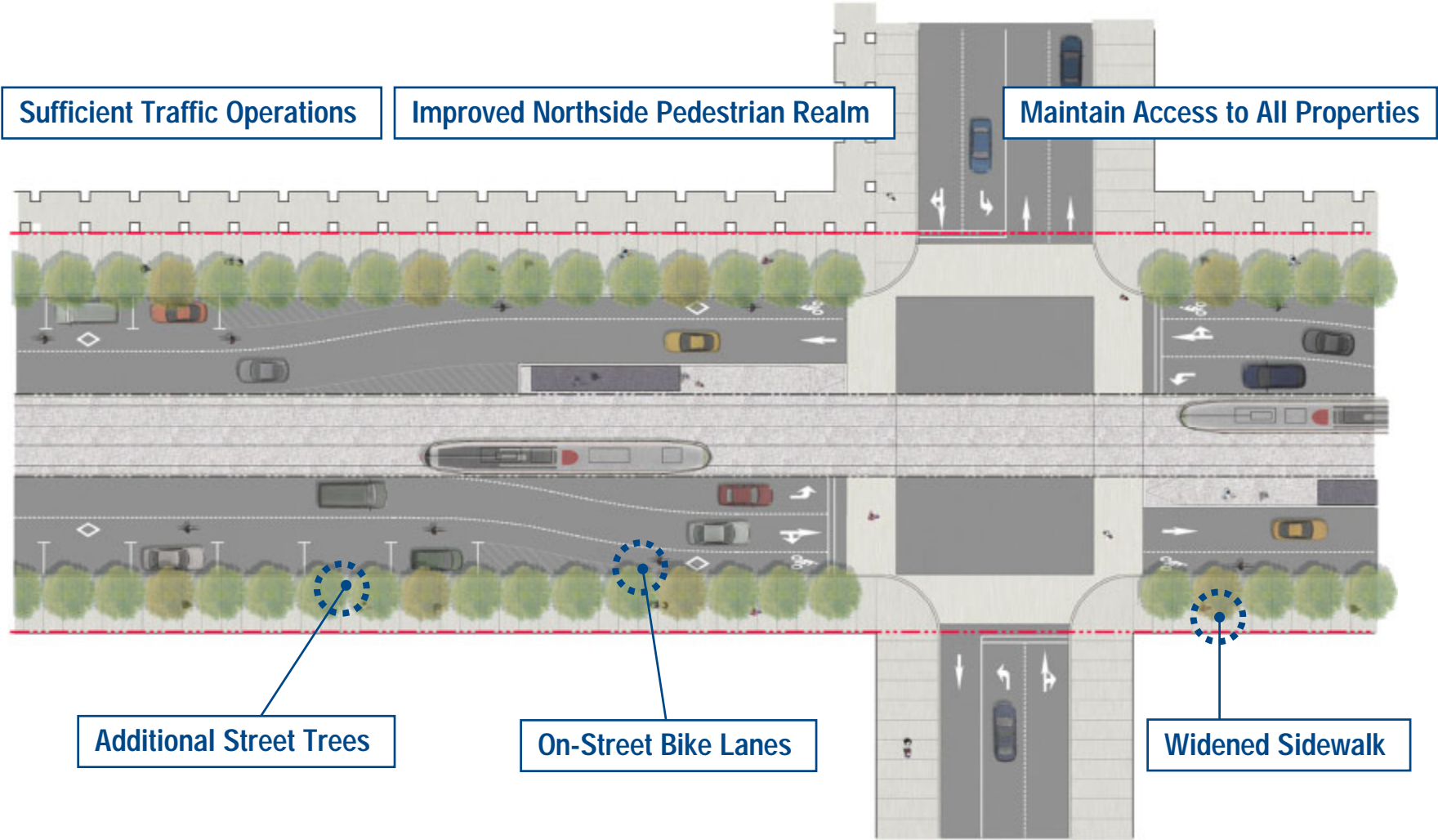


Key Reasons for Screening Out...

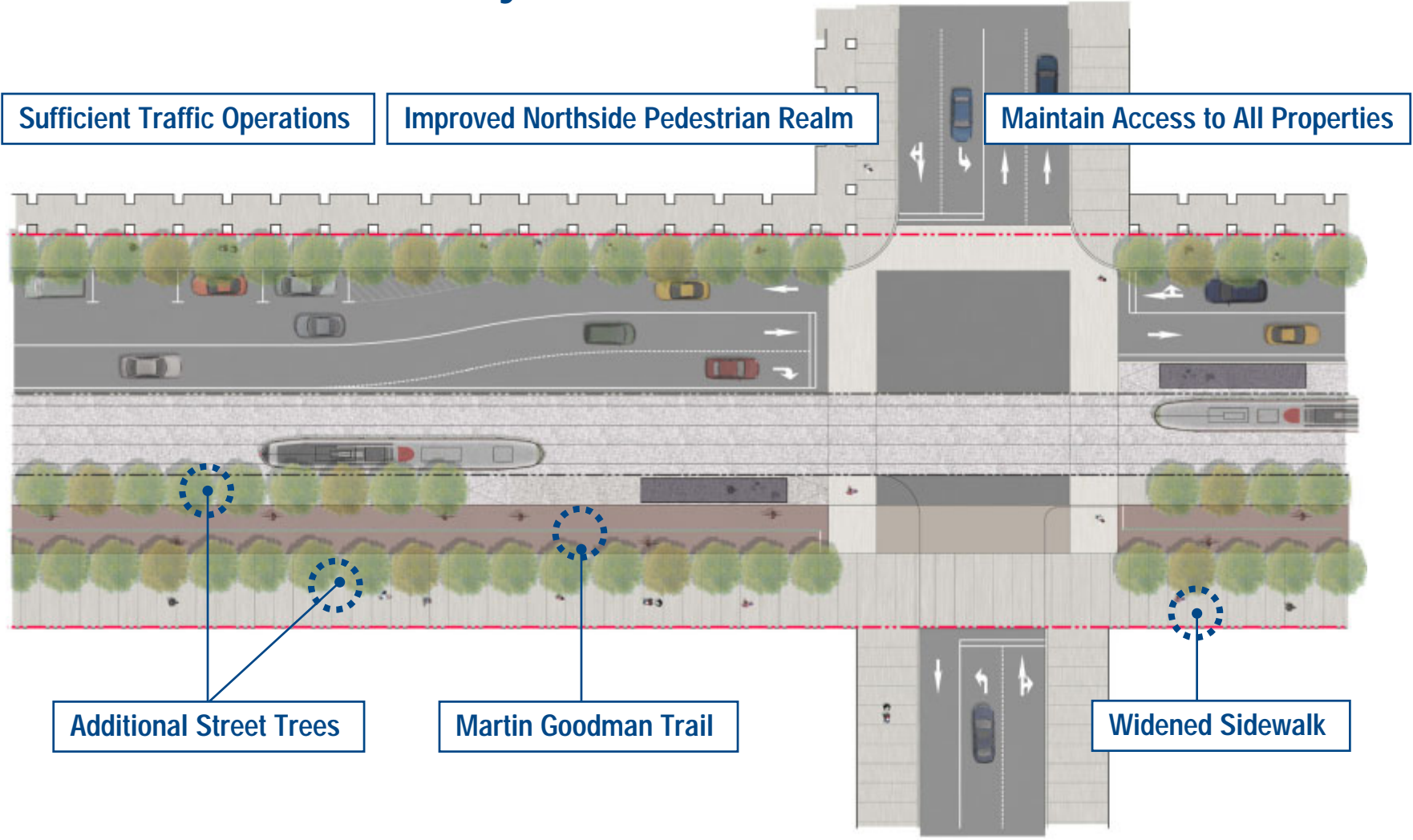
Alternative 3: Centre Transit with Martin Goodman Trail



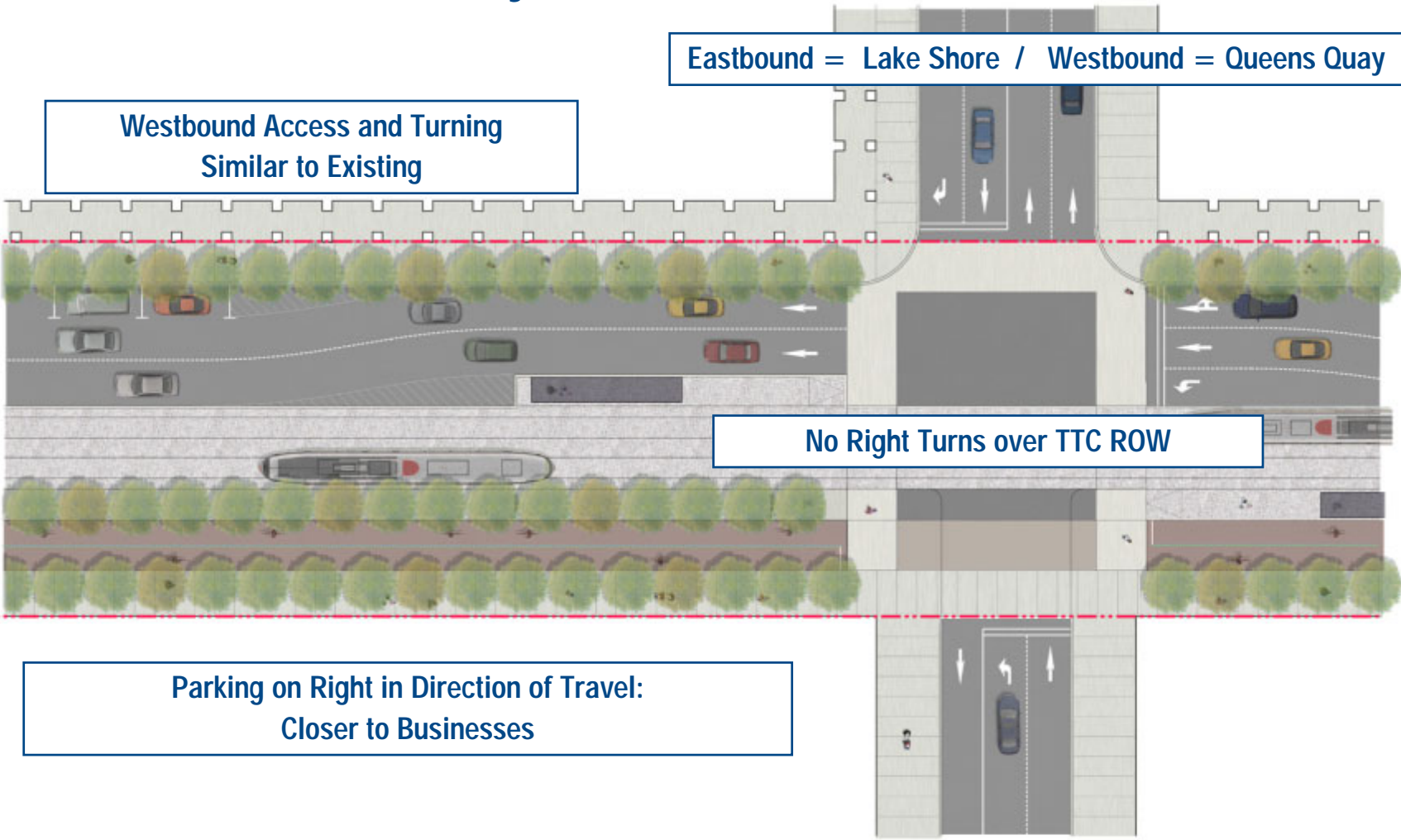
Carried Forward: Alternative 2: Centre Transit with Bike Lanes



Carried Forward: Alternative 4: Southside Transit with Martin Goodman Trail with Two-way Traffic



Carried Forward: Alternative 5: Southside Transit with Martin Goodman Trail with One-Way Traffic



Carried Forward ... for Comparison Purposes

Alternative 1: Do Nothing



Summer – Queens Quay



Winter – Queens Quay

Alternative 1: Do Nothing - Queens Quay at Simcoe Today



Alternative 2: Centre Transit at Simcoe Slip



Alternatives 4 & 5: Southside Transit at Simcoe Slip



Alternative 1: Do Nothing - Queens Quay at Simcoe Today



Alternative 2: Centre Transit at Simcoe Slip



Alternatives 4 & 5: Southside Transit at Simcoe Slip



Alternative 1: Do Nothing - Queens Quay at Simcoe Today



Alternative 2: Centre Transit - Simcoe at Harbourfront Centre



Alternatives 4 & 5: Southside Transit - Simcoe at Harbourfront Centre





NEXT STEPS

Remaining Tasks to Complete Phase 3

- Conduct Detailed Evaluation of Shortlisted Design Alternatives
- Optimize Transit Signal Priority and Traffic Operations
- Develop Parking Solutions for Queens Quay Taxis
 - School and Tour Buses
 - Taxis
 - Loading Zones
 - On-Street Parking
- Work with Affected/Impacted Landowners/Condo Boards
 - Fire/Emergency Services
 - Residential and Commercial Properties
 - Planned Development
 - Harbourfront Centre/other cultural facilities
- Undertake Round 3 of Public Consultation in Early 2009



PHASE 3 – Evaluation Criteria for Shortlisted Design Alternatives

Evaluation Criteria for Shortlisted Alternatives

1. Land Use/Planning and Policy Context
2. Urban Design and Public Realm
3. Transportation
4. Socio-Economic Environment
5. Natural Environment
6. Cultural Environment
7. Cost



QUESTIONS

TORONTO CENTRAL WATERFRONT PUBLIC FORUM #2

Queens Quay Revitalization EA
Bathurst Street to Lower Jarvis Street
Municipal Class Environmental Assessment (Schedule C)

December 08, 2008

