




Toronto Central Waterfront

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



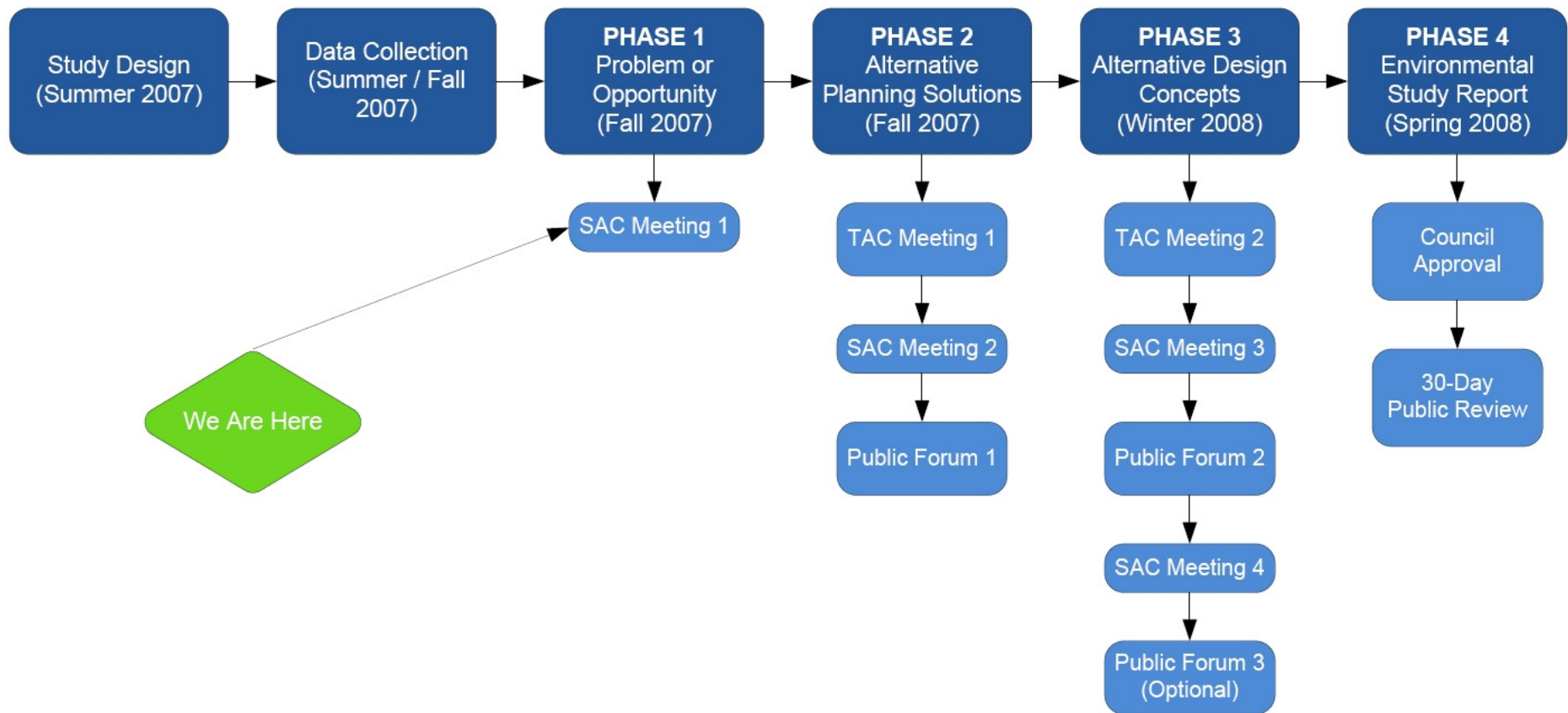
Background



Purpose



Class Environmental Assessment (EA) Process



Study Area





Data Collection

- Hot & Spicy Food Festival – Saturday August 11th
 - Aerial photography - COMPLETED
 - Ground photography/Observations - COMPLETED
 - Vehicular volume data - COMPLETED
 - Pedestrian volume data - COMPLETED
 - Time Lapse Photography – COMPLETED
- Ilha Formosa Festival – Sunday August 25th (during CNE)
 - Ground photography/Observations - COMPLETED
 - Vehicular volume data - COMPLETED
 - Pedestrian volume data - COMPLETED
- Autumn Weekday Data Collection
 - Ground photography/Observations – Fall 2007
 - Vehicular volume data – Fall 2007
 - Pedestrian volume data – Fall 2007



Aerial Photography



Aerial Photography – Illegal Parking



Aerial Photography - Congestion



Aerial Photography – Parking Accumulation

1 PM



3 PM



5 PM



Ground Photography



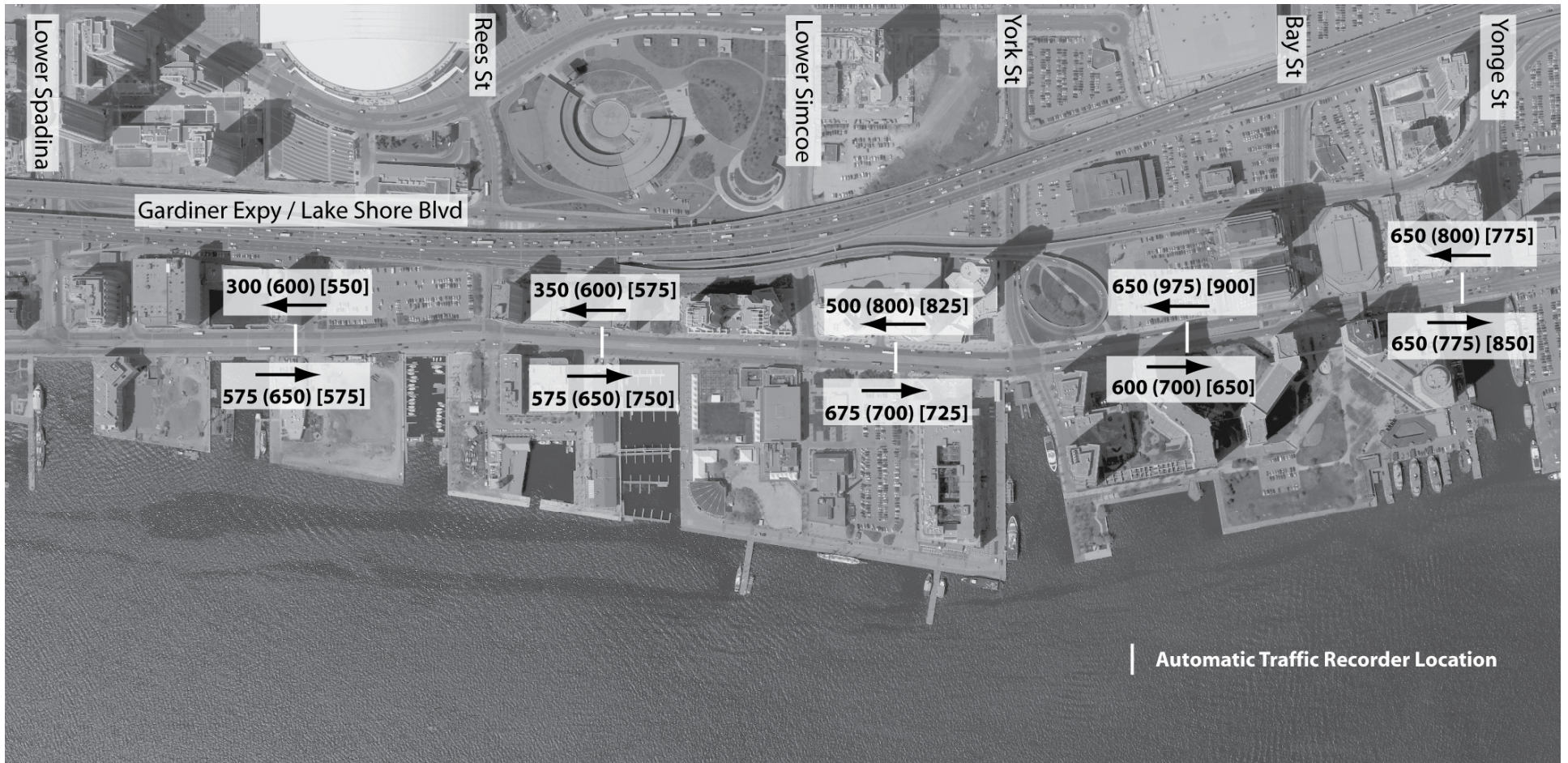


Traffic Volume Data

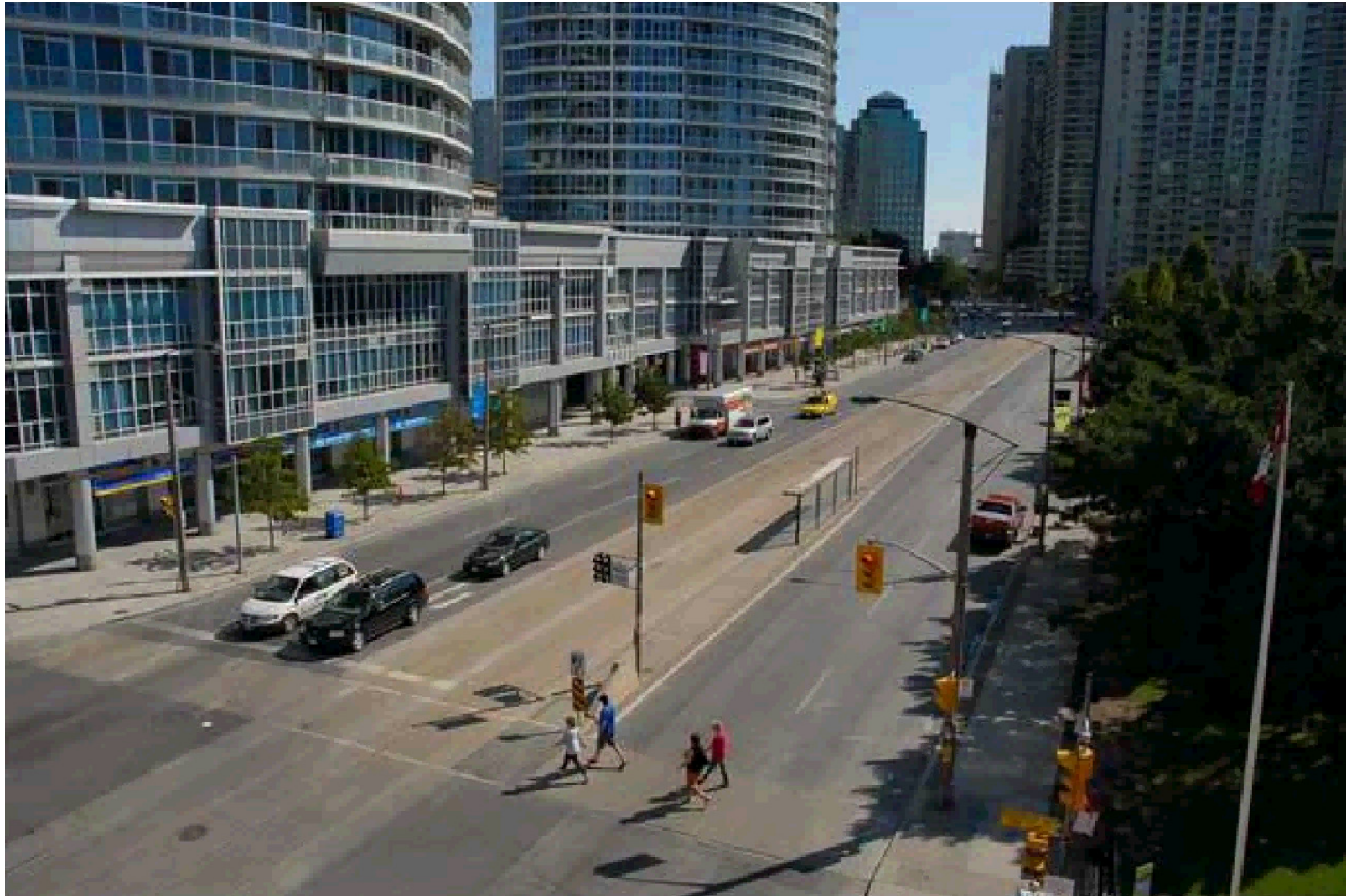
- 18 days of Automatic Traffic Recorder (ATR) counts
 - August 10th to 27th
- One Saturday, one Sunday Turning Movement Counts (TMC)
 - All signalized intersections
 - All driveways (Saturday only)
- Volumes are 0 to 13 percent higher than 2006



Traffic Volume Data



Time Lapse



Problem and Opportunity





Planning Policy Context

- **City of Toronto Official Plan** (Toronto City Council, November, 2002)
- **Central Waterfront Secondary Plan** (Toronto City Council, April, 2003)
- **Toronto Pedestrian Charter** (Toronto City Council, May, 2002)
- **Toronto Green Development Standard** (City of Toronto, January, 2007)
- **Sustainability Framework** (Waterfront Toronto, August, 2005)



Planning Policy Context

Waterfront Toronto Mandate

- In 2006, Waterfront Toronto launched the international design competition for the central waterfront public realm. The competition was intended to bring all efforts together with the following objectives:
 - *Continuous public promenade from the Western Gap to the Parliament Street Slip*
 - *Completion of Martin Goodman Trail in this area*
 - *Creation of major points of arrival where the heads of slips meet Queens Quay*
 - *Improved Queens Quay Boulevard*
 - *Consistent standards for finishes, furniture, pavers, boardwalks and railings*
 - *Sustainable approach that includes habitat and water quality improvements*





Public policy objectives



Challenges from a policy perspective

- Does not serve its intended function as a scenic water view corridor.
- How to meet the City's long term policy objectives of sustainable transportation, reduced automobile dependency and pedestrian priority.
- The Martin Goodman Trail and city's bicycle network are not complete.
- Transit facilities are inadequate and do not provide sufficient boarding and alighting space or accessibility requirements.
- How to realize City policy and Central Waterfront Innovation Design Competition objectives.





Conflicts / Dysfunction



Conflicts / Dysfunction

- Conflicts between local and regional interests for the use of Queens Quay.
- Conflicts between different road users which creates safety concerns.
- Illegal on-street parking conflicts with traffic movements.



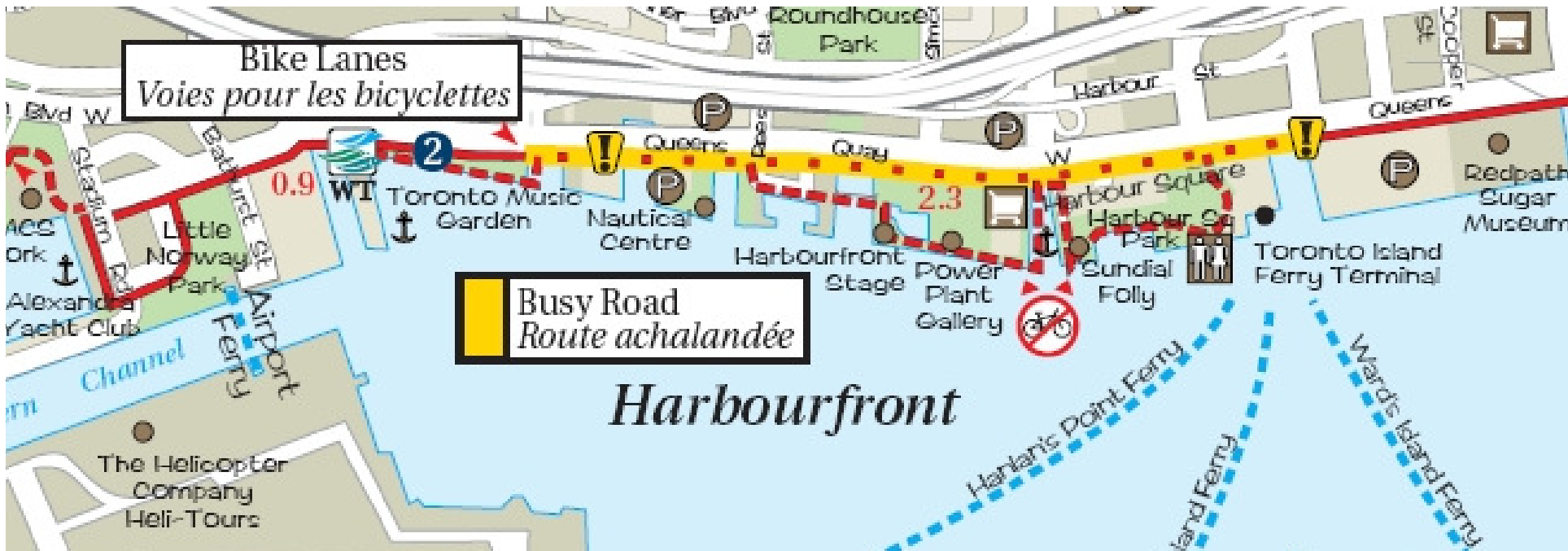




Space

- 10 acre Harbourfront Centre site has 12 million visits each year.
- Host to 30,000 children at School by The Water and 4,500 children at camps.
- Queens Quay in its current configuration cannot accommodate the volume of pedestrian traffic.
- No accommodation for continuous active transportation demand.
- Demand for public open space currently exceeds available supply.







Continuity

- The public realm is fractured within the central waterfront.
- The 350 kilometre Lake Ontario Waterfront Trail is interrupted in the central section.
- The central waterfront is intended to be the hub of Toronto's pedestrian and cycling activities.
- There is no direct public realm connectivity between waterfront attractions.



Proposed Problem and Opportunity Statement

- Queens Quay fails to meet the needs of users and fails to meet City of Toronto policy objectives.
- Queen's Quay today has an inadequate public realm and landscape, with dysfunctional pedestrian, cycling, inline skating and other recreational facilities.
- There are various forms of conflicts and dysfunctions among different modes of travel (i.e., auto, transit, cycling and pedestrian).
- The Waterfront Trail system is incomplete and disconnected within the central waterfront.
- Despite its proximity to the water, Queens Quay does not have that grand civic character that international waterfronts deserve.
- A revitalized Queens Quay will create connections, enhance and beautify public spaces, reduce conflicts, and mitigate dysfunctions.
- A revitalized Queens Quay can be constructed in the near term in tandem with the planned rehabilitation of the TTC streetcar tracks.





www.WATERFRONToronto.ca

