



## **TORONTO CENTRAL WATERFRONT STAKEHOLDER ADVISORY COMMITTEE #3**

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

**December 27, 2008**



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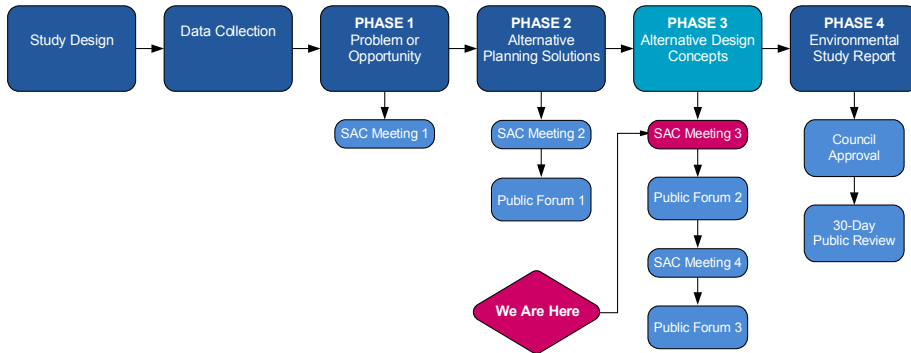


## **Presentation Outline**

- Review of Phases 1 & 2 from Public Forum #1: January 2008
- What Have We Been Doing For The Past 11 Months?
- Phase 3: Alternative Design Concepts
  - Shortlisted Alternatives
  - Evaluation Criteria
  - Discussion
- Next Steps
  - Tasks to complete in Phase 3
  - Status of East Bayfront Transit EA

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## Process to Date



## What Have Been Doing for the Past 11 Months?

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



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

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### **Purpose of this EA**

- 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.

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**International Design Competition 2006:  
Queens Quay**



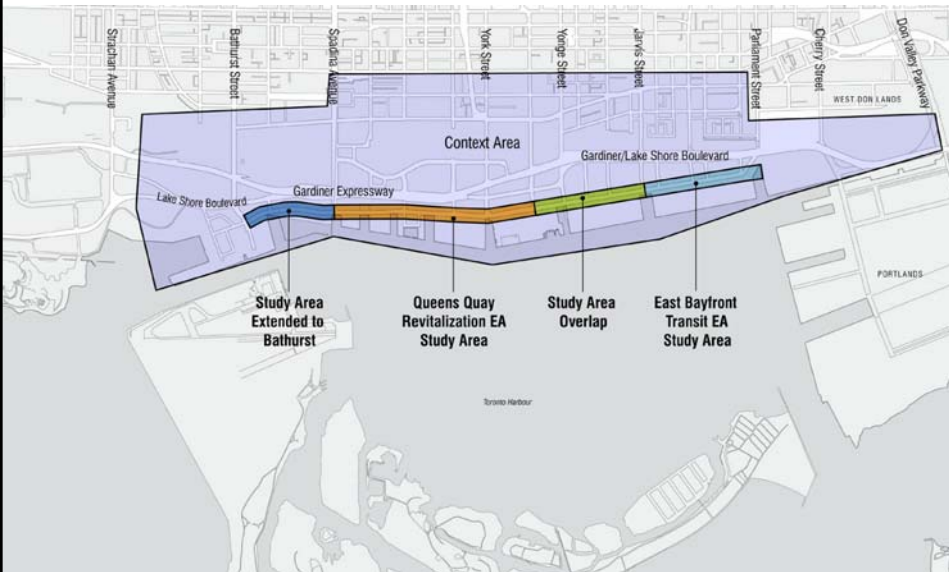
**International Design Competition 2006:  
Queens Quay**



## Competition Experiment: Quay to the City



## Study Area: Revised



## Public Consultation

### Stakeholders Advisory Committee

- Councillor Pam McConnell's Office
- Councillor Adam Vaughan's Office
- Waterfront Regeneration Trust
- Central Waterfront Neighbourhood Association
- York Quay Neighbourhood Association
- QQHBIA
- Residents-at-large
- Toronto Island
- Loblaw Properties Ltd.
- Redpath Sugar
- Radisson
- Brookfield Properties
- Harbourfront Centre
- Cruise Toronto
- Premier Conference & Events
- West Don Lands Committee
- St. Lawrence Neighbourhood Association
- Port Lands Action Committee/Waterfront Action
- Rocket Riders
- Cycling Advocate
- Feet on the Street

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## Recap of Public Forum #1: January 2008

- Planning Policy Background
- Data Collection
- Problem Statement (Phase 1)
- Alternative Planning Solutions (Phase 2)
- Selected Planning Solution:  
**Physical Changes in Existing ROW with Some Widening.** Will Inform Alternative Design Concepts in Phase 3

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## 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.

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## Problem Statement (cont'd)

- **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.

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## Problem Statement (cont'd)

- 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.

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## A Solution will Rebalance Six Systems

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

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## 1. Accommodate a Satisfactory Landscape



## 2. Accommodate a Generous Pedestrian Realm



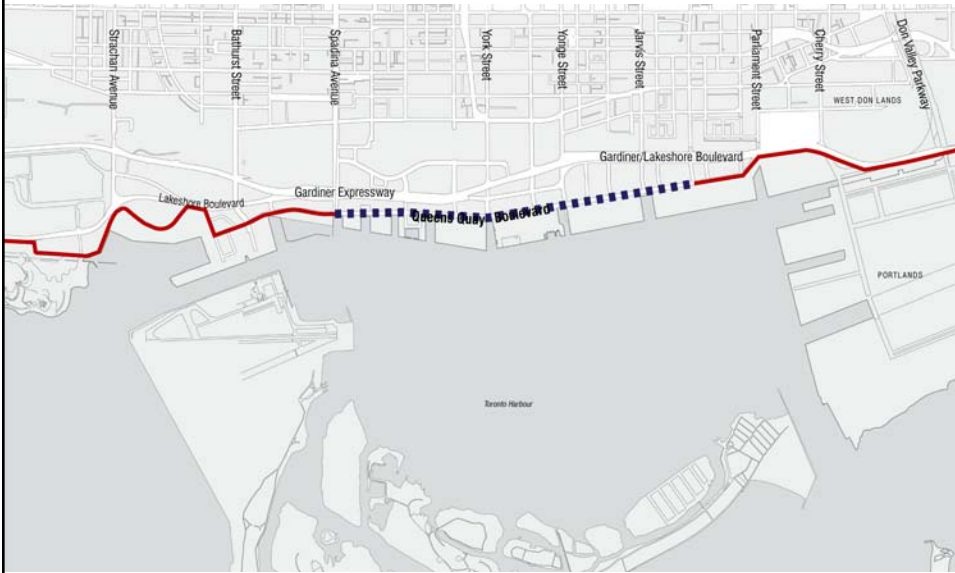
### 3. Accommodate a Great Cycling Environment and...



### ...Mend the Martin Goodman Trail...



## ...By Closing the Gap...



## ...and Connect to the Larger Network



#### 4. Improve Streetcar Operation



#### 5. Accommodate Vehicle Travel with Fewer Conflicts



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



## ... Accommodate On-Street Parking with Fewer Conflicts



## Planning Solutions

**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

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## Recap of Public Forum #1: January 2008

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	●	●	●	●

## 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”

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## 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”

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## 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!”

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## 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”

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## 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”

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## PHASE 3: Alternative Design Concepts

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### Phase 3: Alternative Design Concepts – 2-Stage Process

- Long list of Alternative Design Concepts
- Screening process
- Shortlist of Alternative Design Concepts carried forward for more detailed analysis
- **Detailed evaluation—including comprehensive traffic and transit simulations, and digital 3-D modelling**
- **Preferred Alternative Design Concept**

Focus of  
Tonight's Presentation

Next Set of Public Meetings  
Early 2009

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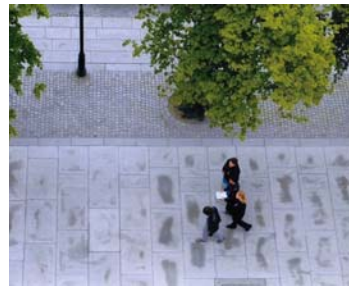
### What is an 'Alternative Design Concept'?

- **Demonstrates** the different ways to address the Preferred Planning Solution: "Physical Changes with Some Minor ROW Widening"
- Each alternative **considers**:
  - traffic and transit operations
  - property access
  - pedestrian environment
  - active transportation facilities
  - urban design character
  - etc.
- Fixes the **location** of elements within the ROW
  - curbs
  - transit right-of-way
  - sidewalks
  - intersection design
  - active transportation facilities
  - etc.

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## Guiding Principles: Finding a Better Balance

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



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## Guiding Principles: 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



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## Guiding Principles: Providing a World Class Transit Service

### RECENT LIGHT RAIL SYSTEMS IN SIMILAR SETTINGS



Strasbourg, France



Minneapolis, Minnesota



Houston, Texas



Melbourne, Australia



Dublin, Ireland



San Francisco, California



Salt Lake City, Utah



Seattle, Washington



Portland, Oregon

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## Guiding Principles: Developing a Context Sensitive Approach to Movement

- 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



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## Guiding Principles: Using All of the ROW to Improve the Public Realm

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



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## Guiding Principles: Creating a Great Public Space

- What looks good now
- What looks good over time
- What adds value to the area



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## Guiding Principles: Making a Destination...Not a Corridor

- Favour people who want to come to the area rather than those who are just passing through
- Redefine what it means to be Toronto's waterfront  
**'Main Street'**



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## Alternative Design Concepts: Long List

### Centre Transit

1. Do Nothing
2. On-Street Bike Lanes
3. w/ Martin Goodman Trail

### Southside Transit

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

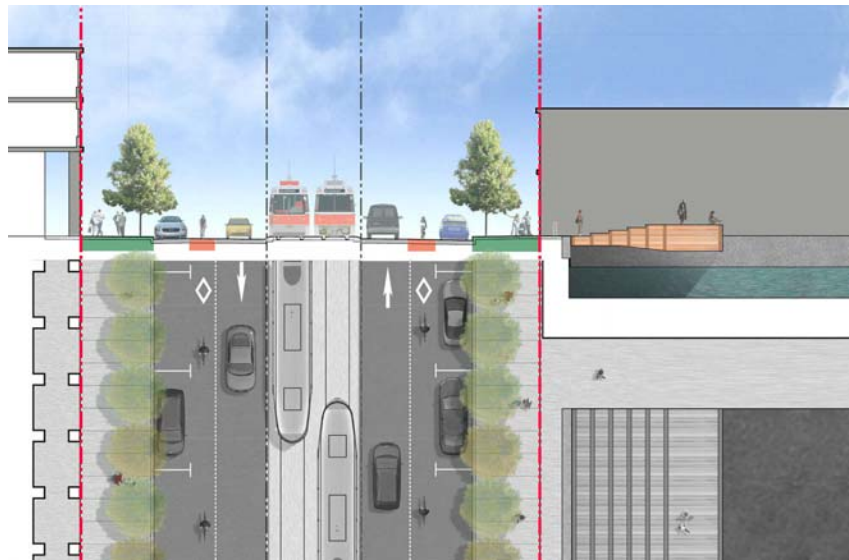
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## Alternative 1: Do Nothing



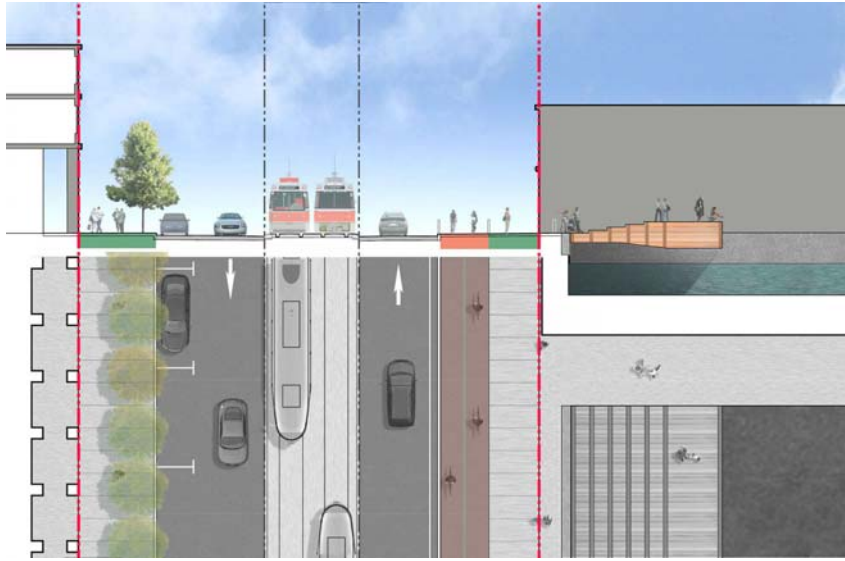
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## Alternative 2: Centre Transit with On-Street Bike Lanes

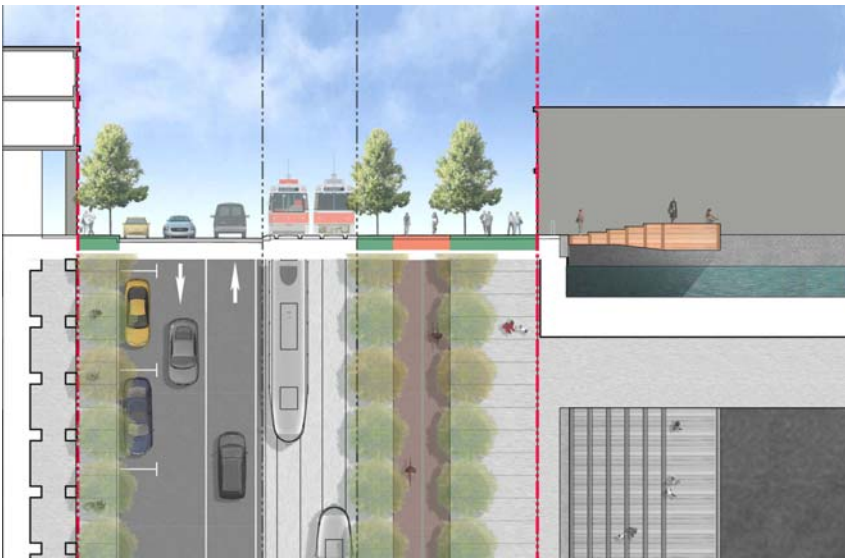


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### Alternative 3: Centre Transit with Martin Goodman Trail

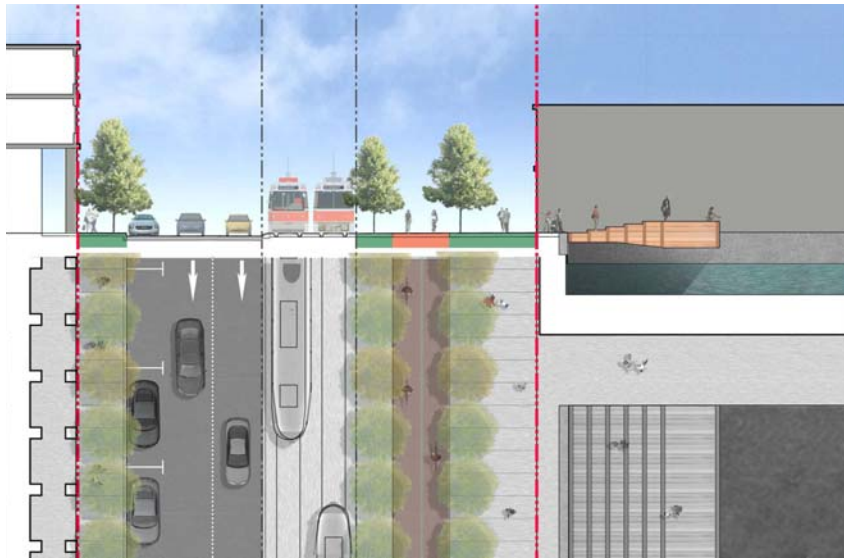


### Alternative 4: Southside Transit with Martin Goodman Trail





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



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## Evaluation of Alternative Design Concepts: Long List

- Big Question: Does the Alternative Respond to the Preferred Planning Solution?
- Use similar criteria from Phase 2: Planning Solutions evaluation.
- Exclude those criteria similar for each Alternative (such as Waterfront Main Street, Policies and Leverage Renewal).

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## Screening of Long-List Alternatives

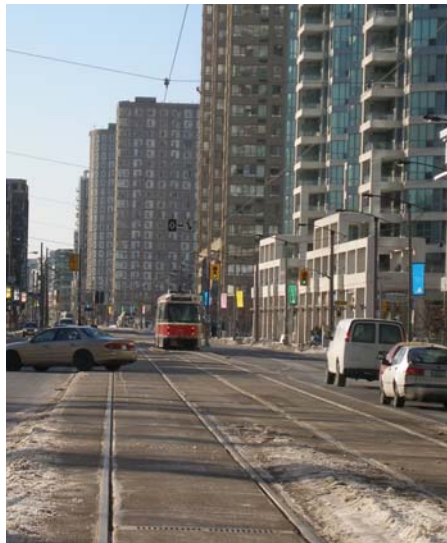
Evaluation Criteria	Centre Transit			Southside Transit	
	1. Do Nothing	2. On-Street Bike Lanes	3. Martin Goodman Trail	4. MG Trail w/ Two-Way Traffic	5. MG Trail w/ One-Way Traffic
Improve Pedestrian Environment	✗	✓	✗	✓	✓
Encourage Transit Use	✓	✓	✓	✓	✓
Encourage Active Transportation	✗	✓	✓	✓	✓
Complete Waterfront Trail System: Martin Goodman, Lake Ontario, and Trans-Canada	✗	+/-	✓	✓	✓
Aesthetically Vital	✗	✓	+/-	✓	✓
Grand + Beautiful Blvd.	✗	+/-	✗	✓	✓
Maintain Access to Properties	✓	✓	+/-	+/-	+/-
Safe Operations	✓	✓	✗	✓	+/-
Fit	✓	✓	✗	✓	✓

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## Key Reasons for Screening Out Alternative 1: Do Nothing



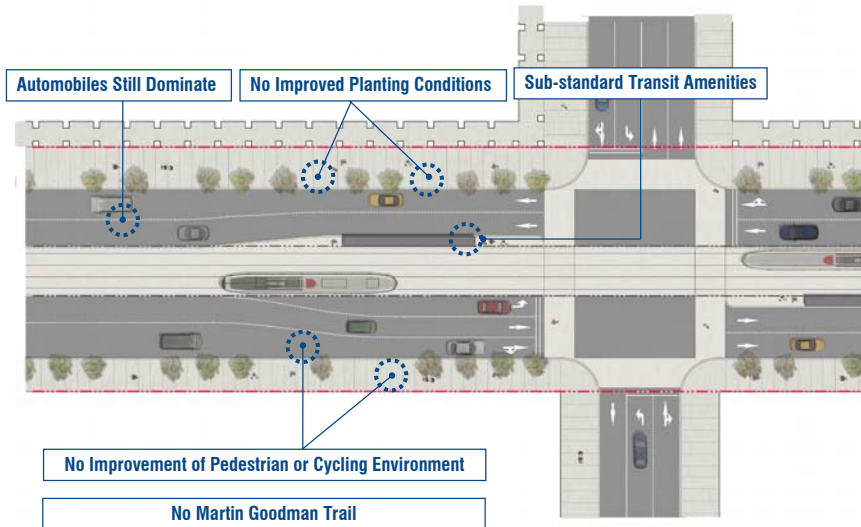
Summer – Queens Quay



Winter – Queens Quay

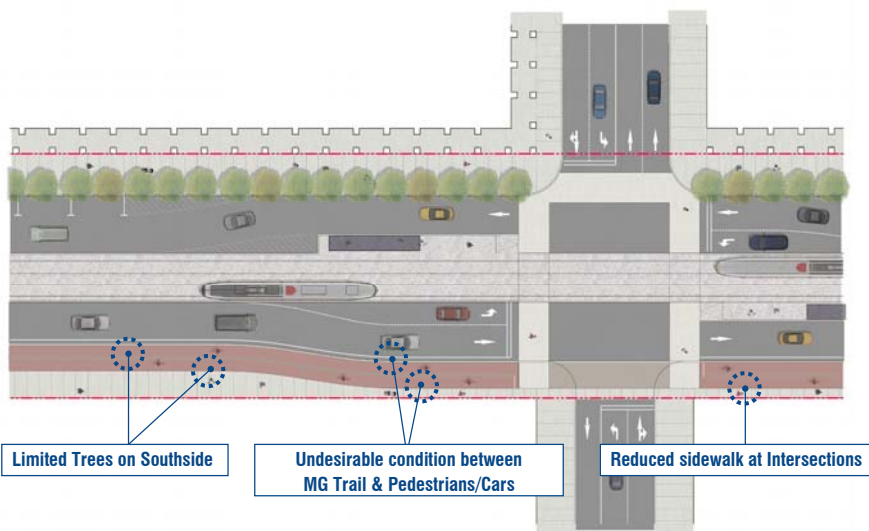
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## Key Reasons for Screening Out Alternative 1: Do Nothing



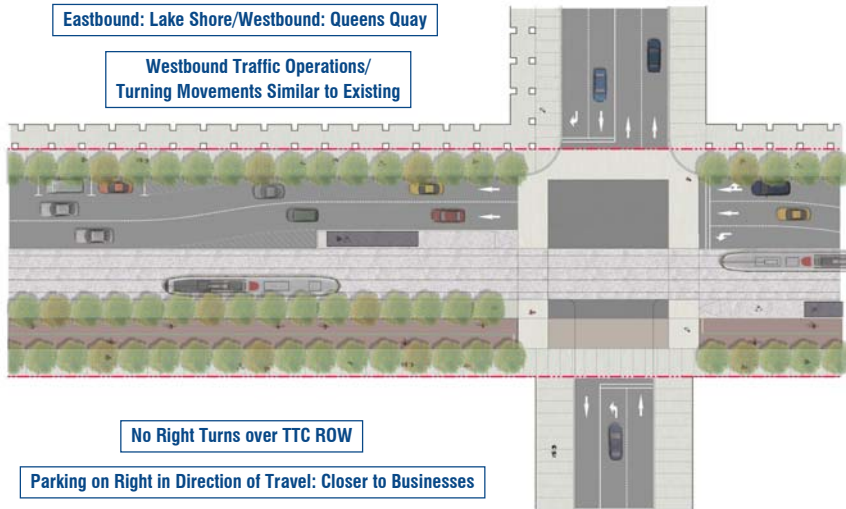
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## Key Reasons for Screening Out Alternative 3: Centre Transit with Martin Goodman Trail



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## Alternative 5...A Second Look Southside Transit with One-Way Traffic?



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## Shortlisted Alternative Design Concepts

Key Features	2. Centre Transit w/ On-Street Bike Lanes: 2-way Operations	4. Southside Transit w/ Martin Goodman Trail: 2-Way Operations	5. Southside Transit w/ Martin Goodman Trail: 1-Way Operations
Transit Operations	Dedicated Lanes in Centre of Roadway	Dedicated Lanes south of Roadway	Dedicated Lanes south of Roadway
Vehicular Operations	1-lane in each direction with left-hand turn lanes : rights permitted	1 lane in each direction with left or right turn lanes in specified locations	2 lanes in westbound direction with left turn lane in specified locations
Bike/Active Transportation	On-Street Bike Lanes	Off-Street Martin Goodman Trail	Off-Street Martin Goodman Trail
Pedestrians	Widened boulevards on each side adjacent to vehicular traffic	Widened boulevard on both sides. Southside boulevard far removed from vehicular traffic	Widened boulevard on both sides. Southside boulevard far removed from vehicular traffic
Urban Forest/Streetscape	East of Yonge: 4 rows trees West of Yonge: 2 rows trees	East of Yonge: 4 rows trees West of Yonge: 3 rows trees	East of Yonge: 4 rows trees West of Yonge: 3 rows trees

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## Queens Quay at Simcoe Today



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## Alternative 2: Centre Transit at Simcoe Slip



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## Alternatives 4 & 5: Southside Transit at Simcoe Slip



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## Queens Quay at Simcoe Today



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## Alternative 2: Centre Transit at Simcoe Slip



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## Alternatives 4 & 5: Southside Transit at Simcoe Slip



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## Queens Quay at Simcoe Today



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## Alternative 2: Centre Transit - Simcoe at Harbourfront Centre



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



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## NEXT STEPS

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### 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 Properties
  - Commercial Properties
  - Planned Development
  - Harbourfront Centre/other cultural facilities
- Round 3 of Public Consultation in Early 2009

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## PHASE 3 – Evaluation of Shortlisted Alternatives

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## Evaluation Criteria for Shortlisted Alternatives

### 7 Main Categories, Over 120 Measures

- Land Use/Planning and Policy Context
  - Local population / employment growth in the study area
  - City, Waterfront Toronto, and provincial policies
- Urban Design and Public Realm
  - Streetscape
  - Public spaces
  - Cyclists
  - Pedestrians
  - Composition/Aesthetics/ Design Quality
- Transportation
  - Transit
  - Vehicles
  - Emergency Vehicle Operations
  - Safety

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## Evaluation Criteria for Shortlisted Alternatives

### 7 Main Categories, Over 120 Measures

- Socio-Economic Environment
  - Tourism and Waterfront Access
  - Effects on Existing and Future Businesses
  - Effects on Existing and Future Residences
  - Effects on Contaminated Soils
  - Construction Impacts
- Natural Environment
  - Air Quality
  - Aquatic Habitats
  - Vegetation
  - Water Quality
  - Wildlife Habitats
- Cultural Environment
  - Built Heritage Features
  - Cultural Landscapes
  - Archaeological Features
  - First Nations Peoples and Activities
- Cost
  - Capital Costs
  - Property Acquisition
  - Operations & Maintenance
  - Construction

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## East Bayfront Transit EA: Current Status

- Currently evaluating design alternatives for the location of the new eastern transit portal.
- The street cross-section is being determined in a joint process between the Queens Quay Revitalization EA and the East Bayfront Transit EA.
- TTC will reconvene the East Bayfront Transit EA process and organize a CLC and Public Meeting in early 2009.
- Possible Joint Public Meeting with Queens Quay Revitalization EA.

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## DISCUSSION

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