

TORONTO CENTRAL WATERFRONT JOINT PUBLIC FORUM

Queens Quay Revitalization EA | East Bayfront Transit EA
Bathurst Street to Parliament Street

March 25, 2009



WATERFRONTToronto



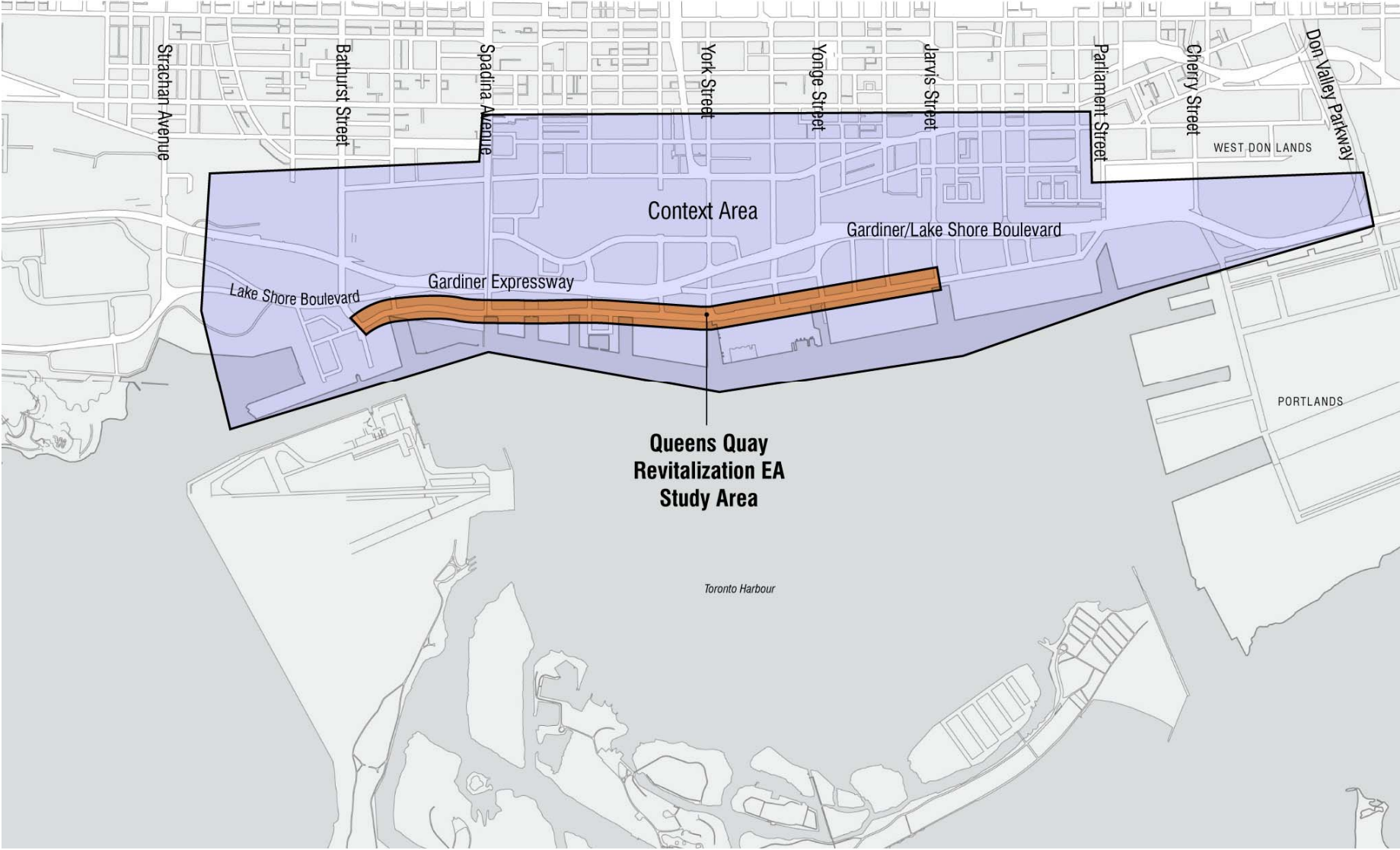
1. INTRODUCTION

Queens Quay

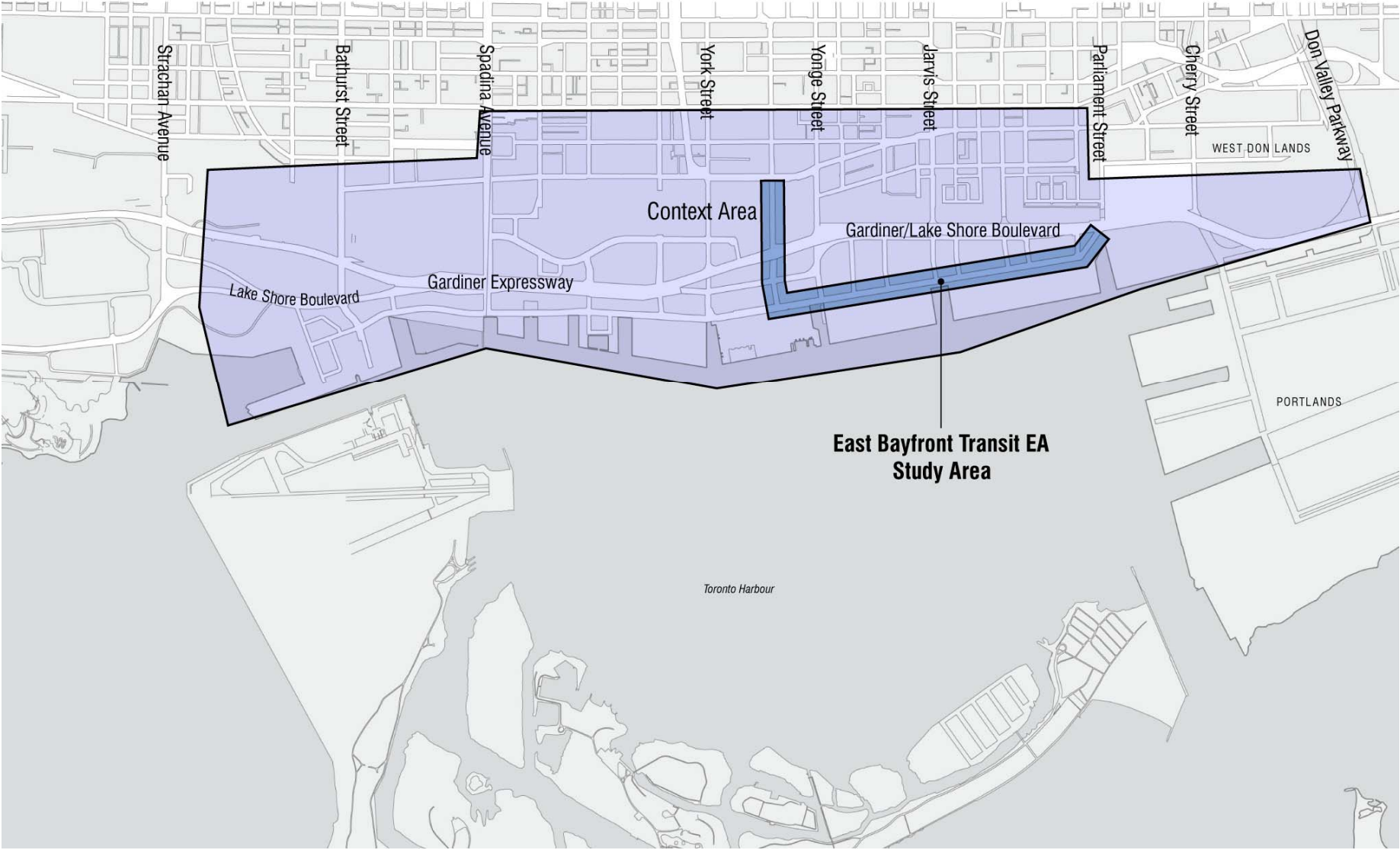


**Toronto's Main Waterfront Street Connects Multiple Precincts
Cohesive and Comprehensive Planning Required**

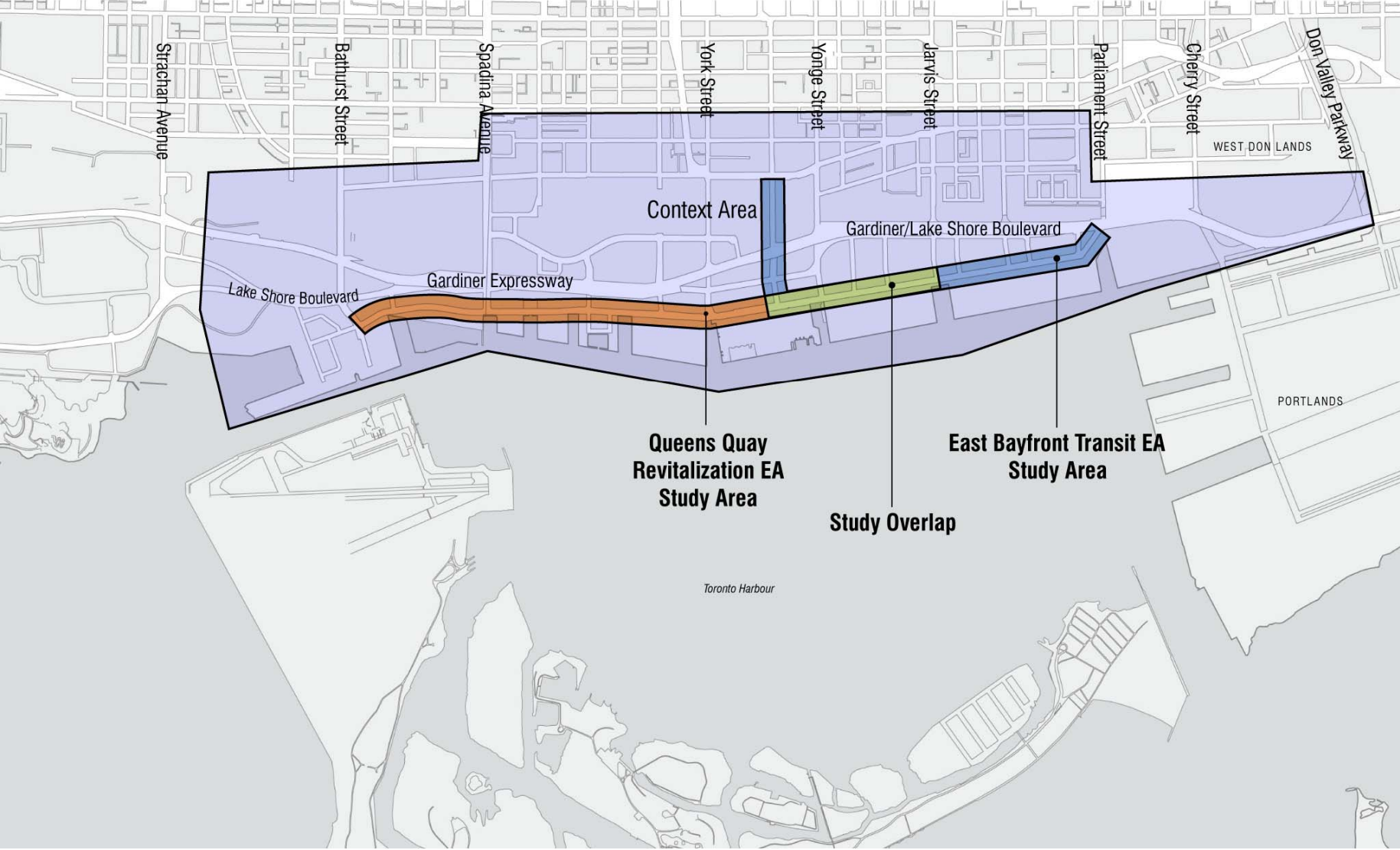
Study Area: Queens Quay Revitalization EA



Study Area: East Bayfront Transit EA



Joint EA Study Area



Agenda

- Queens Quay Revitalization EA Presentation
- East Bayfront Transit EA Presentation
- Facilitated Discussion
- Wrap-Up & Next Steps

Drop-In Centre

Saturday March 28, 2009, 10:00 AM

Drop-In Centre w/ Panel Display

Harbourfront Centre, York Quay Centre

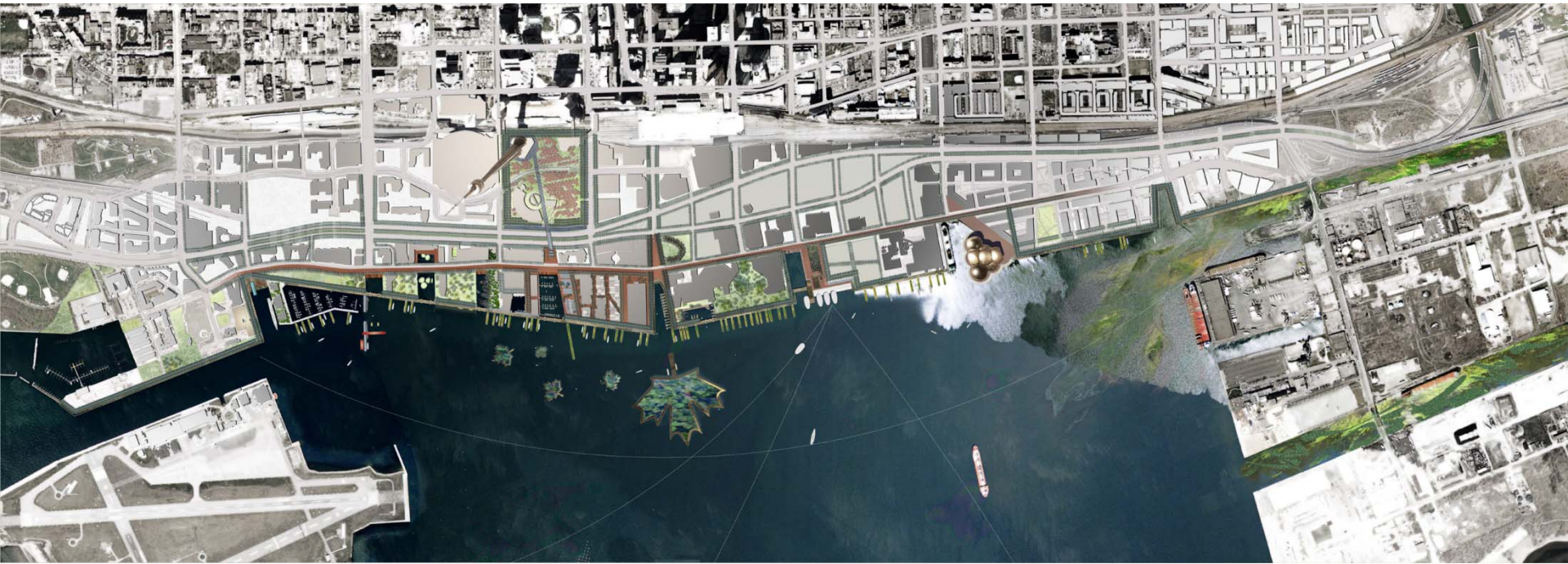
235 Queens Quay (at Simcoe)

Lakeside Terrace Room



2. PURPOSE OF TONIGHT'S MEETING

Central Waterfront Competition Plan



Notice Of Study Commencement

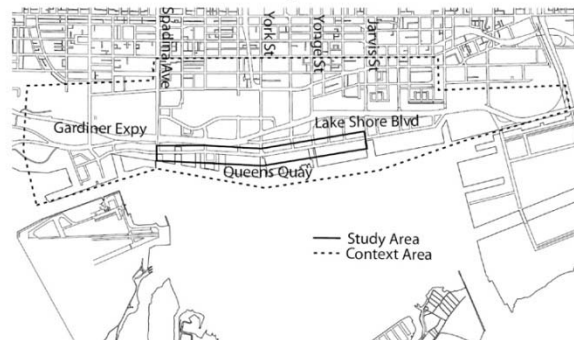
NOTICE OF STUDY COMMENCEMENT

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

Waterfront Toronto (formerly Toronto Waterfront Revitalization Corporation) and the City of Toronto, as co-proponents, are undertaking a Municipal Class Environmental Assessment (Class EA) Study for a revitalized Queens Quay that will extend from Lower Spadina Avenue to Lower Jarvis Street.

The purpose of the Queens Quay revitalization is to provide a facility that balances the needs of all users by successfully accommodating recreational, transit, bicycle, pedestrian and vehicular traffic while enhancing landscape features and the public realm within the Queens Quay corridor.

Study Area



The project is being planned under **Schedule C** of the Municipal Class EA process. Public consultation is a key component of this study. The proposed consultation plan provides for public forums at multiple points in the study. Further advertisements will be posted once public forum dates are scheduled.

During the Class EA, Waterfront Toronto and the City of Toronto will be collecting comments and information regarding this project from the public in accordance with the requirements of the *Ontario Environmental Assessment Act*. If you wish to receive further information or would like to be added to the project mailing list, please contact:

Andrea Kelemen
Communications + Marketing
Waterfront Toronto
20 Bay Street, Suite 1310
Toronto ON M5J 2N8
Tel: (416) 214-1344 x 248
central@waterfronttoronto.ca
www.waterfronttoronto.ca

This notice was issued on September 20, 2007

Toronto Star, September 20, 2007

Next Steps

June 2, 2009

Executive Committee

July 6, 2009

City Council

August, 2009

Filing of ESR for Public Review

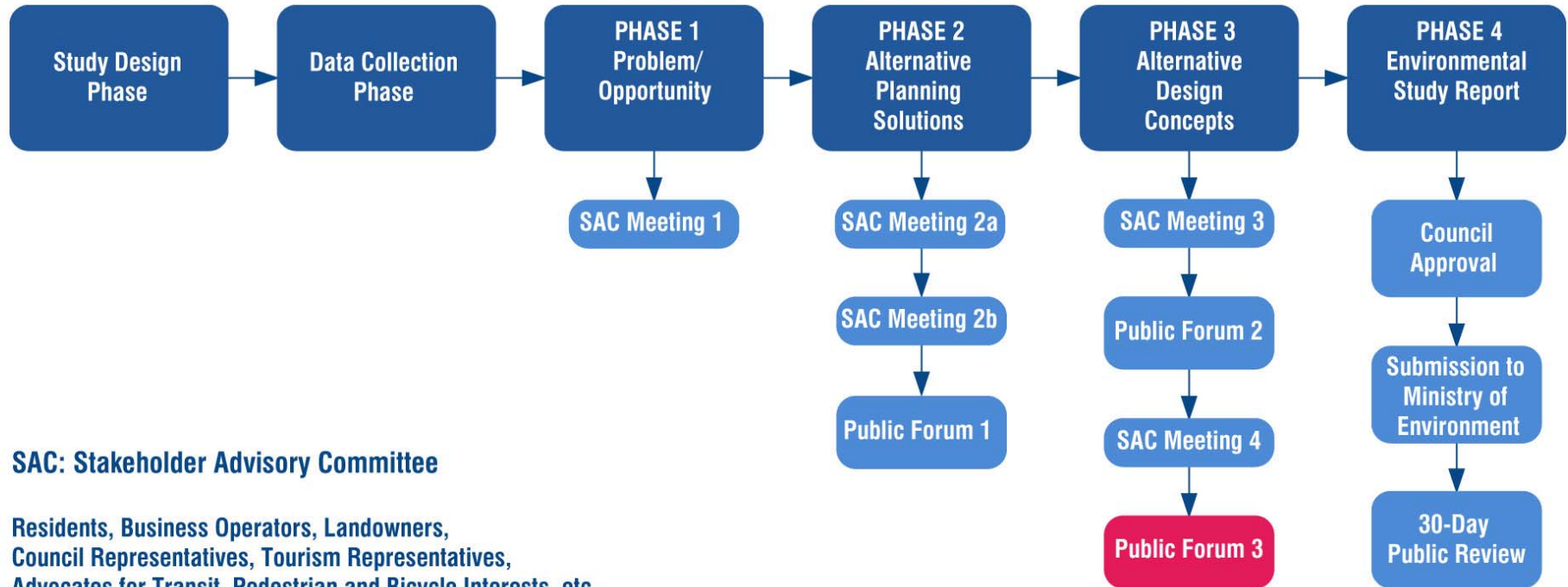
September, 2009

30-Day Public Comment and Review Period



3. REVIEW OF QUEENS QUAY EA PROCESS TO DATE

Environmental Assessment Process



Stakeholder Advisory Committee

- **Waterfront Regeneration Trust** (Vickie Barron)
- **Central Waterfront Neighbourhood Association** (Malcolm King)
- **York Quay Neighbourhood Association** (Ulla Colgrass, Braz Menezes, Bob Rasmussen, Kelly Gorman)
- **QQHBIA** (Kevin Currie, Carl Carter)
- **Residents-at-large**
- **Toronto Island** (Pam Mazza, Anna Prodanou)
- **Loblaw Properties Ltd.**
- **Redpath Sugar** (Andrew Judge)
- **Radisson** (Dermot McKeowen)
- **Brookfield Properties** (Rob Zeidler)
- **Harbourfront Centre** (Helder Melo)
- **Toronto Passenger Vessel Association** (Michael Gerecht, Jill Hicks, Cindy Vanden Heuvel, Kathie Rogers)
- **Bus and Boat Company** (Neil Manville)
- **Premier Conference & Events** (Ann Corbitt)
- **Toronto Bicycling Network** (Ron Fletcher)
- **West Don Lands Committee** (Cindy Wilke)
- **St. Lawrence Neighbourhood Association** (Sylvia Pellman)
- **Port Lands Action Committee/
Waterfront Action** (Dennis Findlay)
- **Gooderham & Worts Neighbourhood Association** (Julie Beddoes)
- **Bathurst Quay Neighbourhood Association** (Michael Brown)
- **Transit Advocate** (David Fisher)
- **Cycling Advocate** (Clay McFayden, Ron Fletcher)
- **Pedestrian Advocate** (Stephanie Tencer)
- **Councillor Pam McConnell's Office**
- **Councillor Adam Vaughan's Office**

Public Consultation

- Public Meetings
- Stakeholder Meetings
- Individual Resident Meetings
- Individual Landowners
- Condominium Corporations and Boards of Directors



Data Collection Phase

Queens Quay

Signalized Intersection Locations:

- Queens Quay West / Lower Spadina Avenue
- Queens Quay West / TTC Loop / 401 Queens Quay West (Harbour Terrace) / 410 Queens Quay West (Aqua on Queens Quay)
- Queens Quay West / Rees Street / Robertson Crescent West
- Queens Quay West / Lower Simcoe Street / Harbourfront Centre (including S. side peds)
- Queens Quay West / York Street / Harbour Square
- Queens Quay West / Parking Lot / Harbour Square
- Queens Quay West / Bay Street / Harbour Square
- Queens Quay / Yonge Street

Unsignalized Intersection Locations:

- Queens Quay West / Beer Store / EMS
- Queens Quay West / Parking Lot Access
- Queens Quay West / Robertson Crescent East
- Queens Quay West / 250 Queens Quay West Access
- Queens Quay West / 228 & 230 Queens Quay West (The Riviera)
- Queens Quay West / Harbourfront Centre Parking Lot
- Queens Quay West / 208 Queens Quay / 8 York Street (Waterclub)
- Queens Quay West / Queens Quay Terminal / York Quay Loading Access
- Queens Quay West / Harbour Square Loading / Waterpark Place Underground Garage
- Queens Quay West / 10 Queens Quay West / Westin Convention Centre Driveway
- Queens Quay East / Captain John's Parking Lot
- Queens Quay East / Pier 27 Parking Lot (could be combined with Captain John's)
- Queens Quay East / Freeland Street
- Queens Quay East / Tate & Lyle Accesses
- Queens Quay East / Cooper Street (could be combined with Tate & Lyle Access)
- Queens Quay East / Loblaw's Driveway (please split by loading [ramp] and parking)

Lake Shore Boulevard / Harbour Street

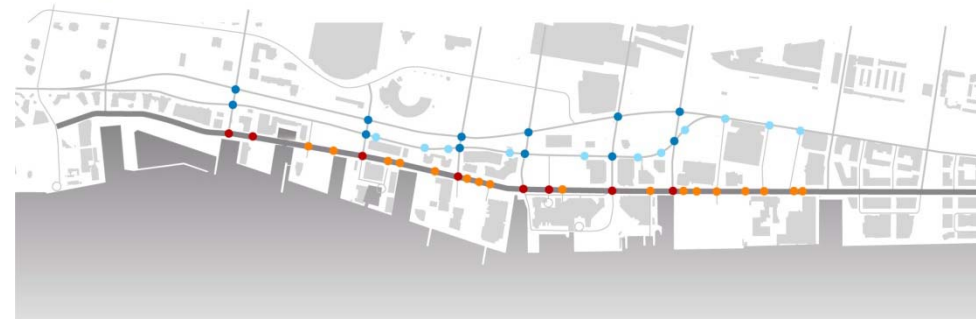
Signalized Intersection Locations

- Lake Shore West / Lower Spadina Avenue
- Lake Shore West / Rees Street
- Lake Shore West / Lower Simcoe Street
- Lake Shore West / York Street
- Lake Shore West / Bay Street
- Lake Shore / Harbour / Yonge Street

Unsignalized Intersection Locations:

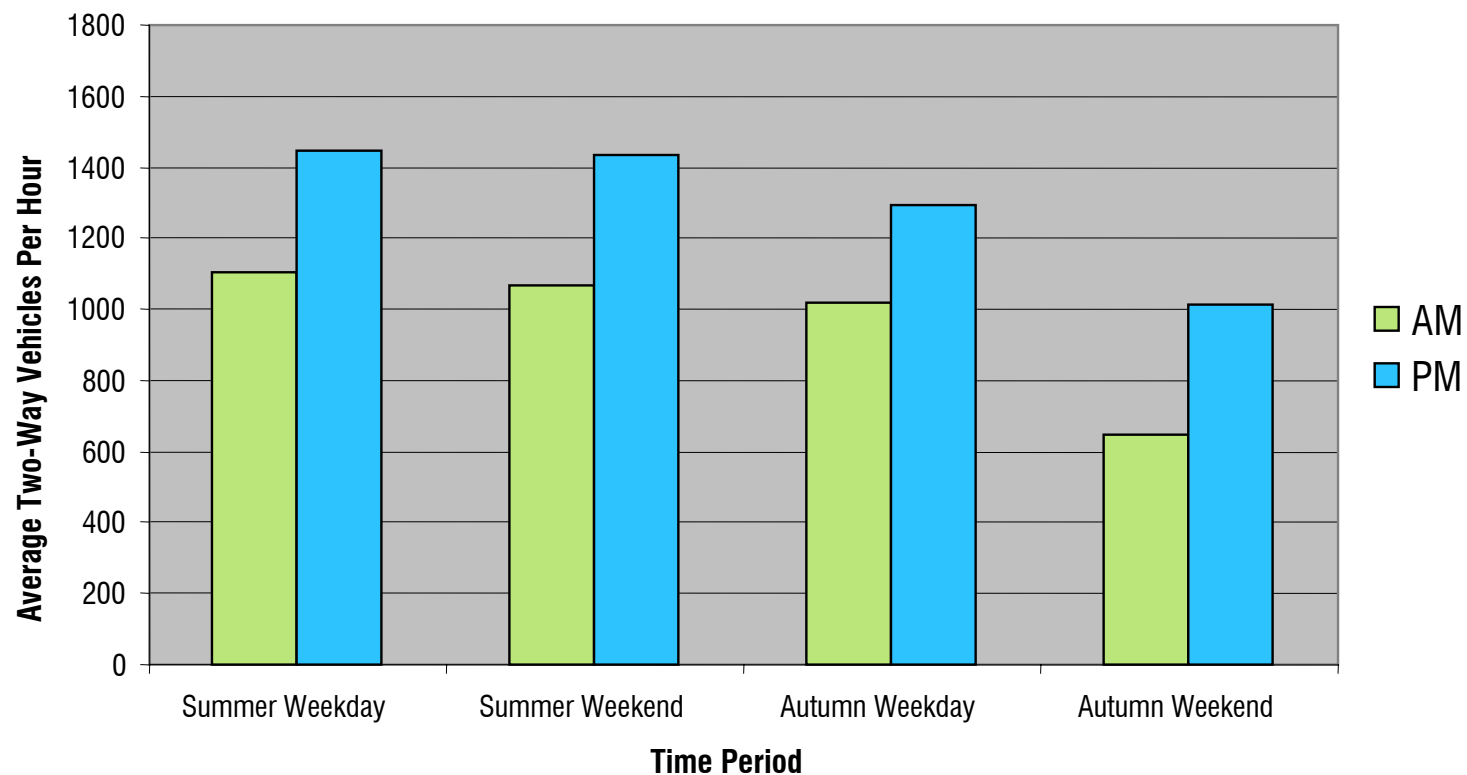
- Lake Shore West / 208 Queens Quay / 8 York Street (Waterclub)
- Lake Shore West / Harbour / Westin Convention Centre
- Lake Shore East / Freeland Street
- Lake Shore East / Cooper Street
- Lake Shore East / Loblaw's Loading Egress (could be done with Cooper)
- Additional Driveways
- Rees / Condo Driveway (East side)
- Simcoe / 228 & 230 Queens Quay West (The Riviera) (West Side)
- Simcoe / 208 Queens Quay / 8 York Street (Waterclub) (East Side)
- Yonge Street / 10 Queens Quay West

- Queen's Quay Signalized Intersection
- Queen's Quay Unsignalized Intersection
- Lake Shore Blvd. Signalized Intersection
- Lake Shore Blvd. Unsignalized Intersection



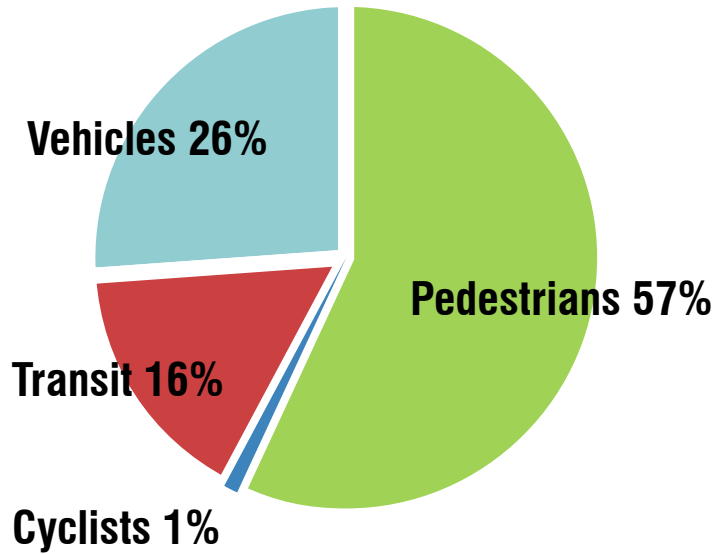
Automatic Traffic Recorder Count Comparison

**Queens Quay Overall Average ATR
2007 Weekday vs. Weekend Peaks**

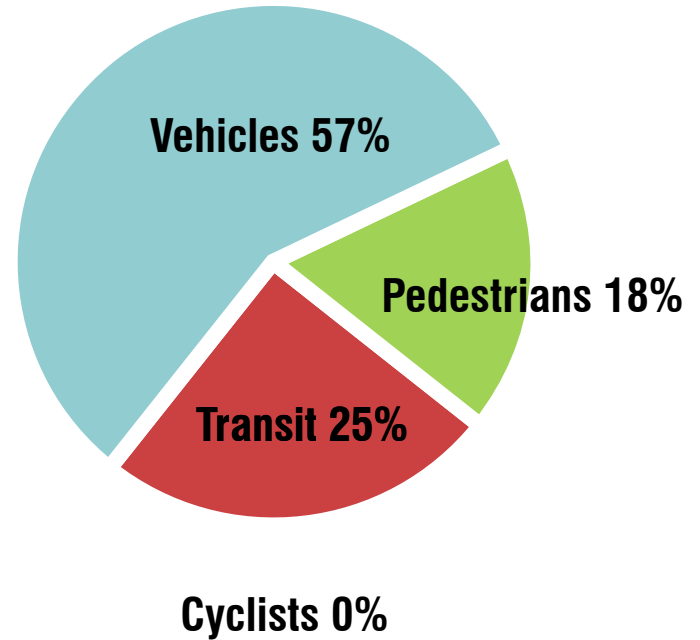


Existing: Volume vs. Dedicated Space (Bay Street)

Intersection Volume

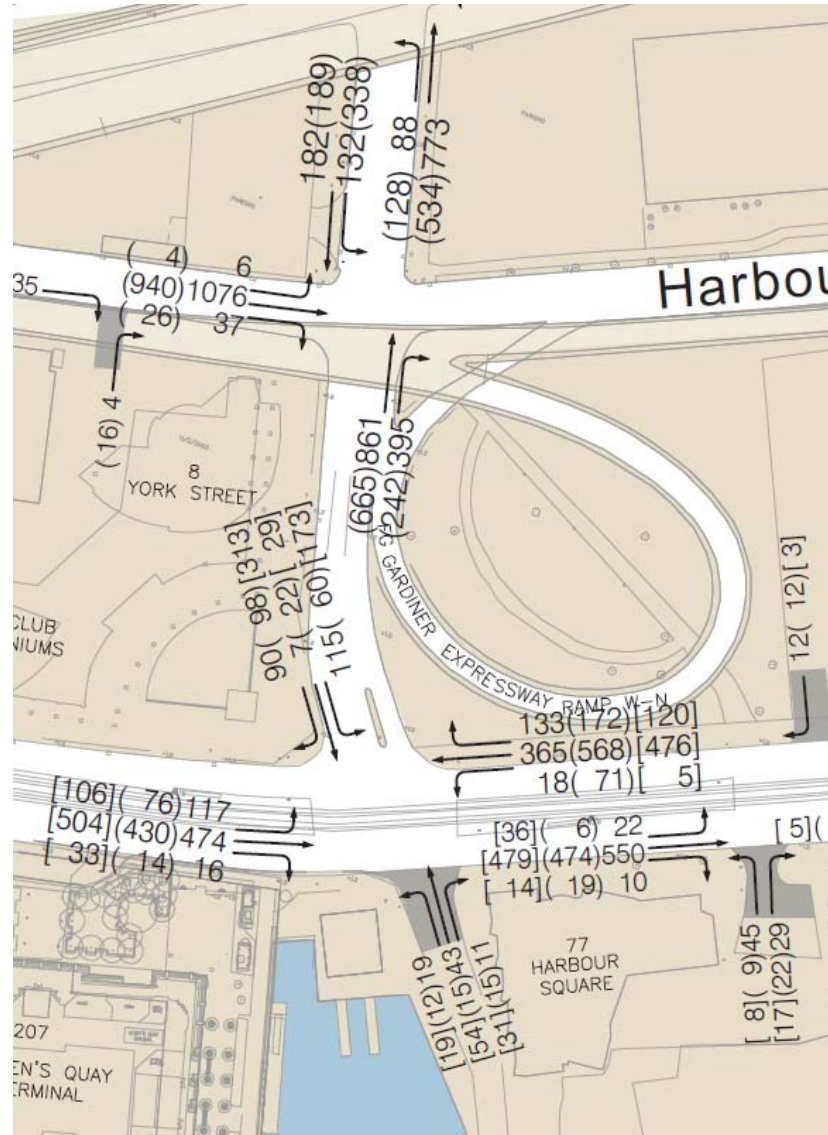


Dedicated Intersection Space

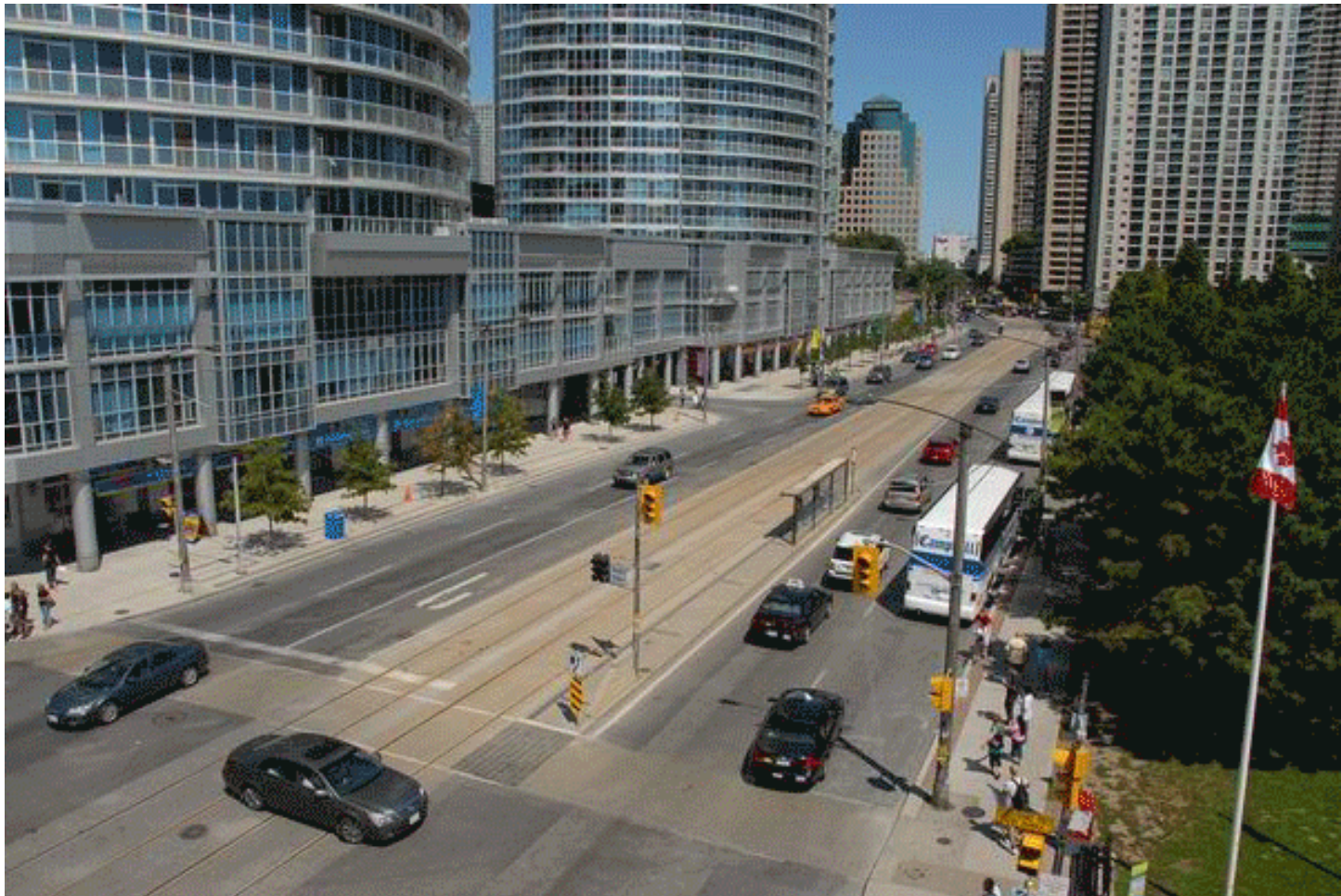


Understanding the Existing Traffic: Turning Movements

Sample: York Street - AM Peak (PM Peak) [Weekend Peak]



Time-Lapse

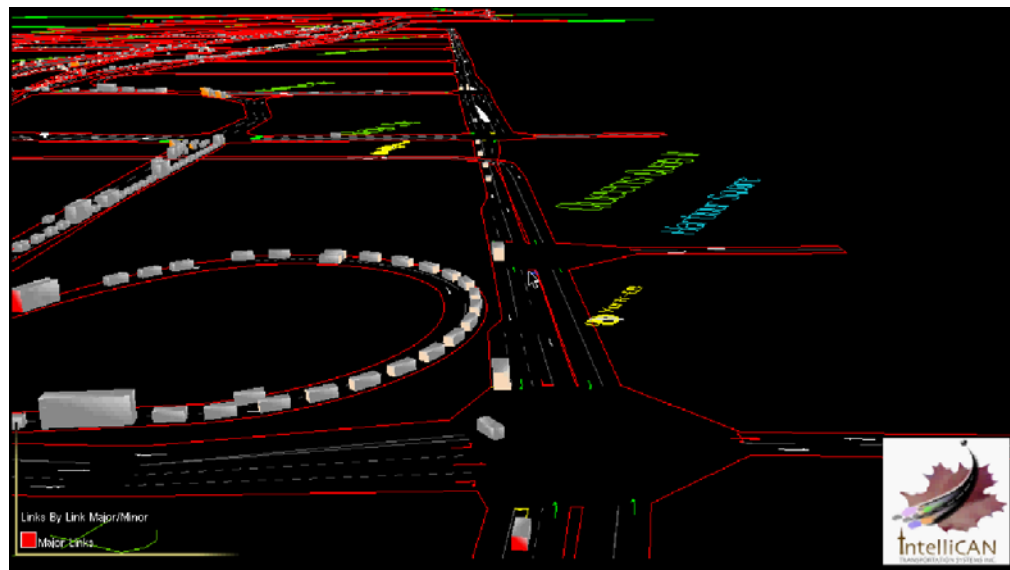


Hot & Spicy Food Festival
2007.08.11
2:00 pm - 4:00 pm

Stakeholders Committee Walking Tour



Traffic Model



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.

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.

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.

Evaluation of Planning Solutions

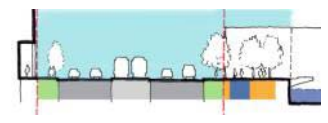
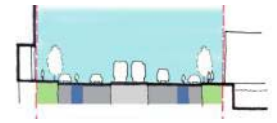
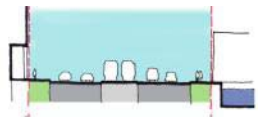
Problem Statement Objectives/
Evaluation Criteria

1. Do
Nothing

2. Modify Operations

3. Modify 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



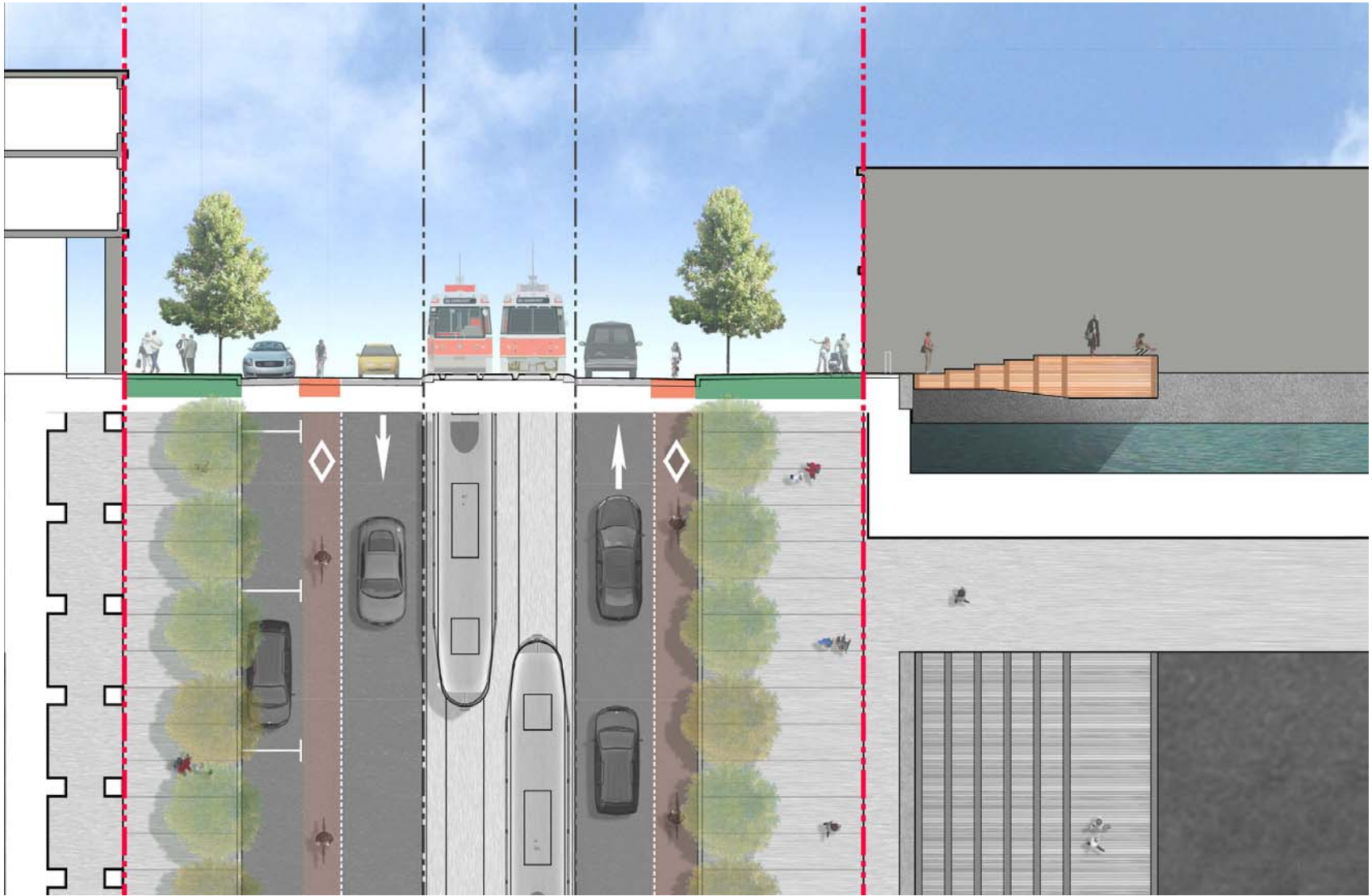
Five Alternative Design Concepts

1. Do Nothing



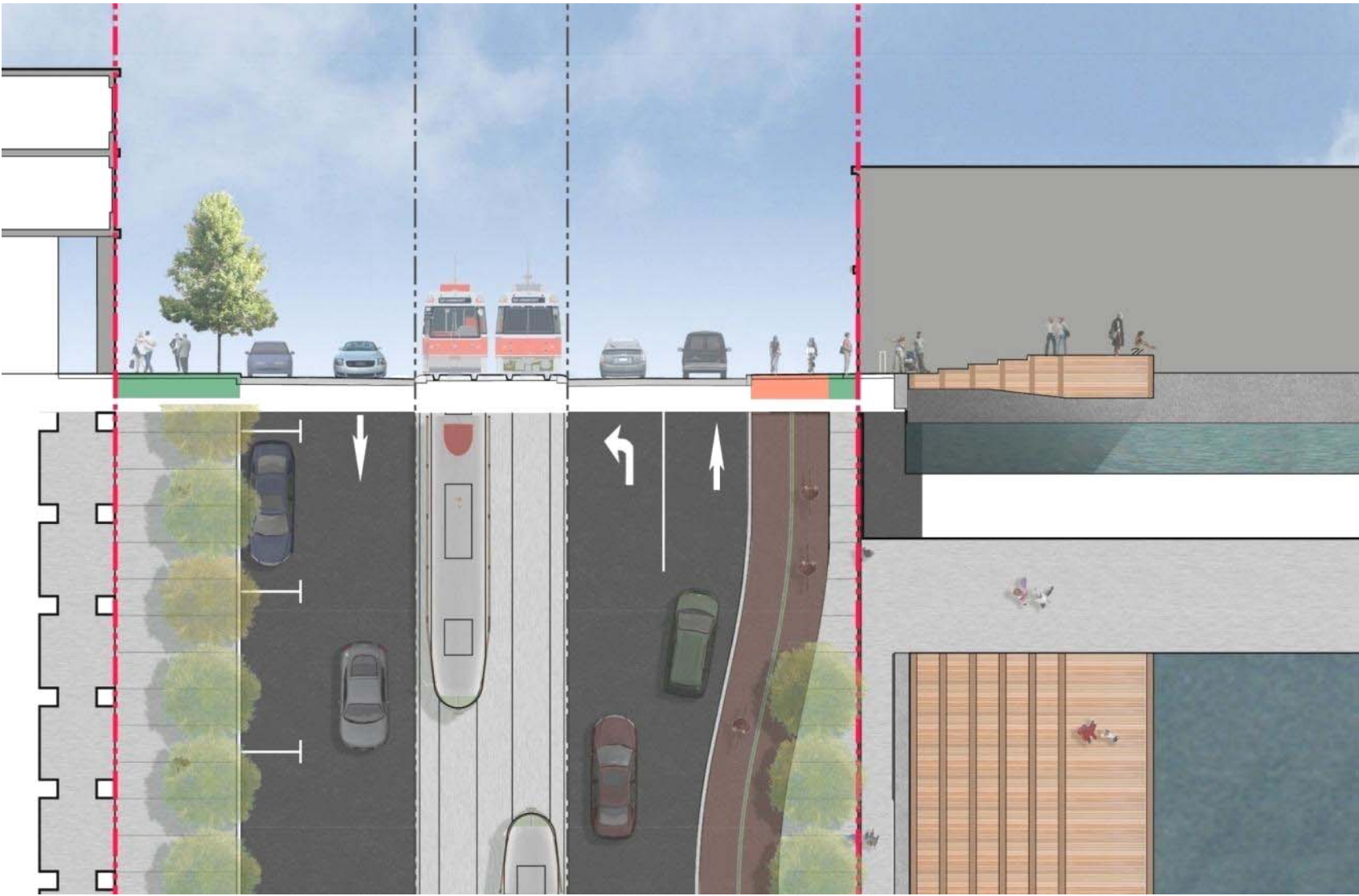
Five Alternative Design Concepts

2. Centre Transit with On-Street Bike Lanes



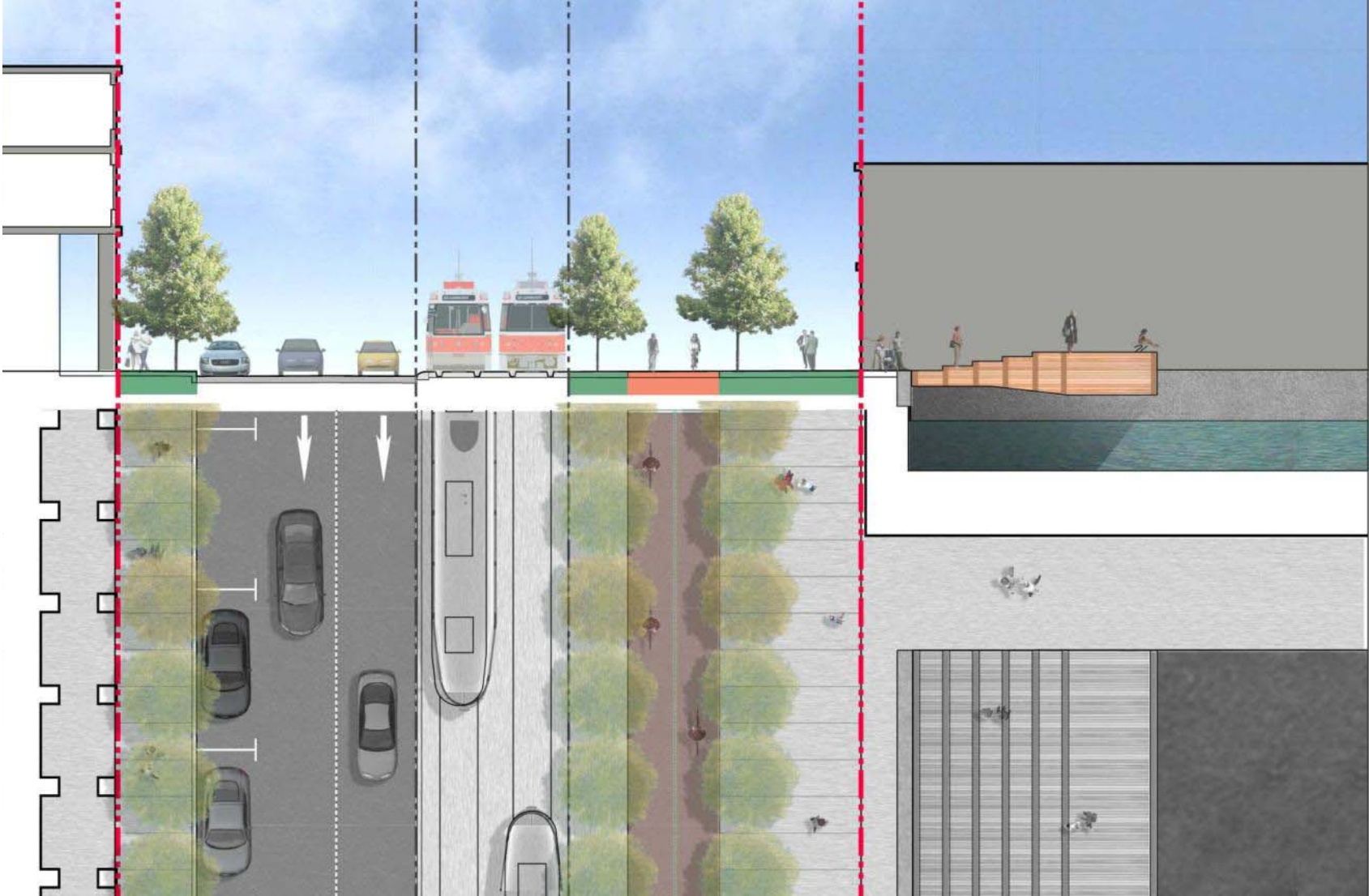
Five Alternative Design Concepts

3. Centre Transit with Expanded Right of Way



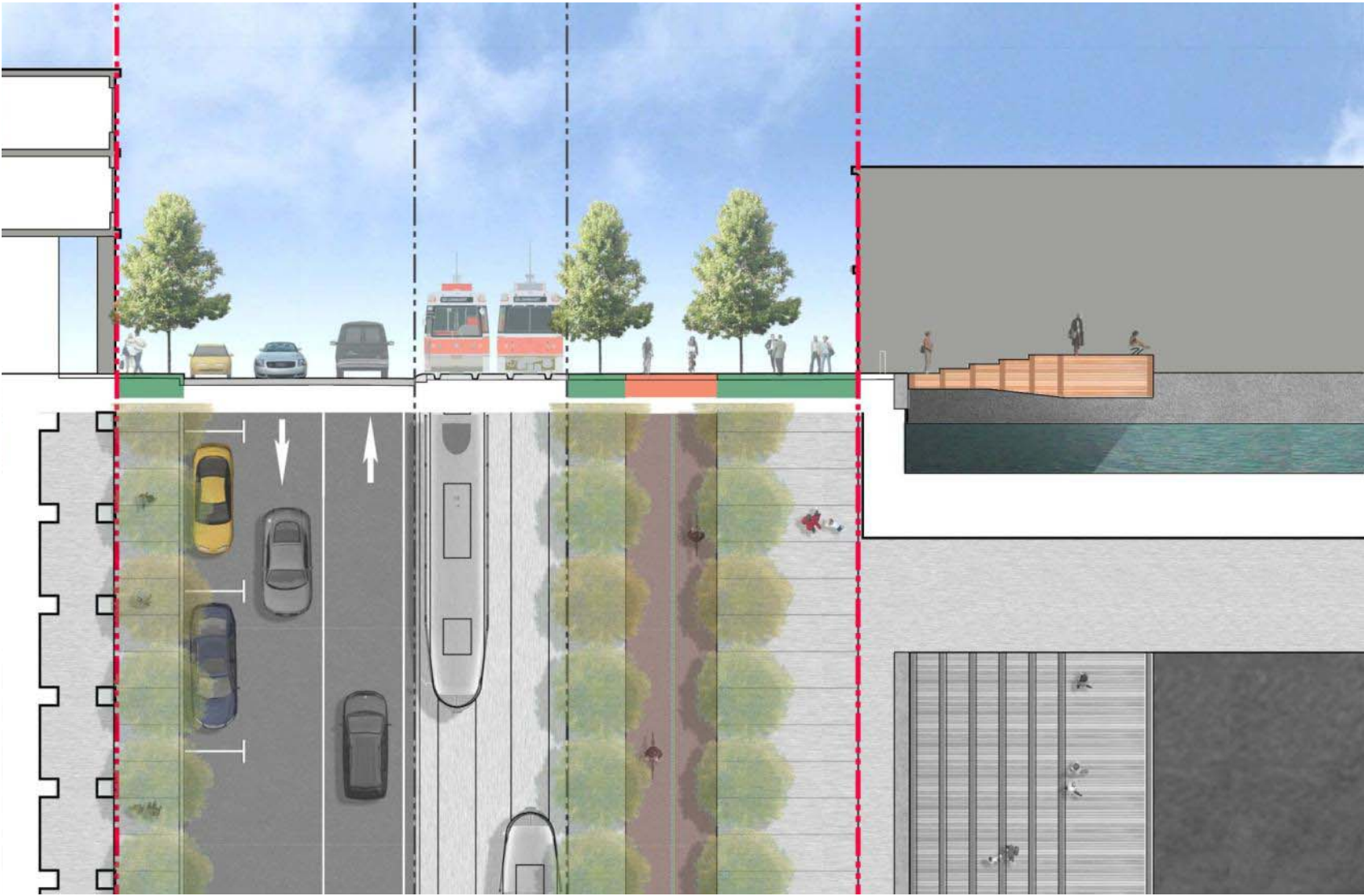
Five Alternative Design Concepts

4. Southside Transit with One Way Operations and Expanded Public Realm



Five Alternative Design Concepts

5. Southside Transit with Two Way Operations and Expanded Public Realm



Evaluation of Design Alternatives

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

Evaluation of Design Alternatives

Problem Statement Objectives/
Evaluation Criteria

1.
Do Nothing

2.
Centre Transit
On-Street
Bike Lanes

3.
Centre Transit
Martin Goodman Trail

4. Southside Transit
Expanded
Public Realm
One-Way Operations

5. Southside Transit
Expanded
Public Realm
Two-Way Operations



Waterfront Main Street



N.S Connections



E.W. Connections



Aesthetically Vital



Operations + Safety



Grand + Beautiful Blvd.



Policies



Leverage Renewal



Access



Fit





4. GOALS FOR A REVITALIZED QUEENS QUAY

Goals for Design Alternatives: Transform Queens Quay into a Neighbourhood Main Street

- Human-scale
- Local
- Vibrant
- Retail Destination
- Add Value



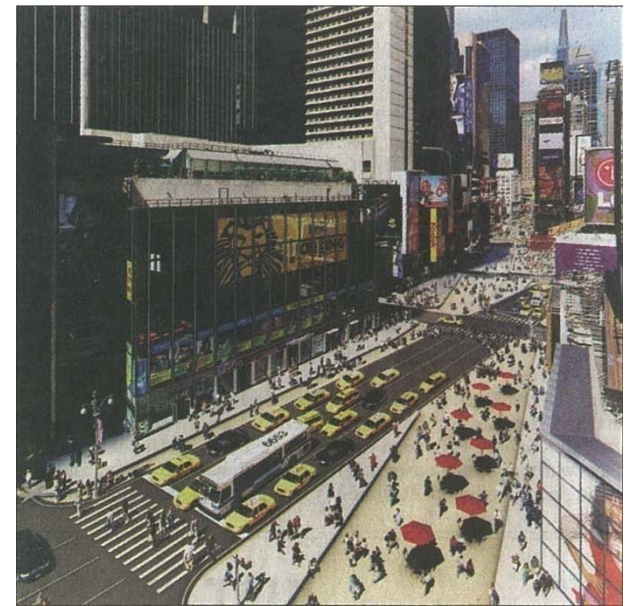
Goals for Design Alternatives: Connect Waterfront to the City

- Increase direct north-south connections from Downtown
- Two-sided retail on experience on Queens Quay
- Increased Pedestrian Crossings



Goals for Design Alternatives: Finding a Better Balance

- Improve pedestrian, cyclist and driver safety
- Provide best transit possible
- Provide capacity to accommodate future traffic demand
- Rebalance space for each mode of travel to achieve overall improvements
- Improve east west traffic flow
- Promote alternatives to car travel



Goals for Design Alternatives: Create a Destination Boulevard

- Transform Queens Quay from an artery to a place
- Recognizable identity
- Successful destination retail
- Continuous and cohesive



Goals for Design Alternatives: Provide a World Class Transit Experience

- 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
- Expanded platforms with improved shelters



Strasbourg, France



Minneapolis, Minnesota



Melbourne, Australia



Dublin, Ireland



Salt Lake City, Utah



Seattle, Washington

Goals for Design Alternatives: Easy and Attractive Point of Arrival

- Provide adequate capacity and maintain accessibility for residents and businesses
- Streamline traffic operations
- Restrict turning movements to facilitate better transit operations
- Improve pedestrian crossings to promote a more walking friendly waterfront
- Provide positive experience for tour buses arriving at the waterfront



Goals for Design Alternatives: Creating a Grand and Beautiful Public Realm

- “Visually expand” the street segment without automobiles



OPINION

**ARE WE SERIOUS ABOUT BEAUTY?
FOR TORONTO, IT'S LATER THAN WE THINK**

EST-CE QUE LA BEAUTÉ NOUS TIENT À CŒUR ? POUR TORONTO, C'EST PLUS TARD QU'ON NE LE PENSE

by/par Joe Berridge

Voir le résumé de cet article on page 45.



Is this one of the ugliest places in Toronto? Queens Quay West is perhaps the ugliest urban waterfront boulevard of any major city. /Avez-vous déjà vu quelque chose de plus laid dans la Ville Reine? Le Queens Quay West remporte probablement la palme d'or des boulevards riverains les plus laids à meubler nos grandes villes.



Throughout history, people have been very comfortable with the idea of the beautiful and its importance to the way we live. Beauty is not a frill, a distraction or an indulgence, but the basic reason for existence. The creation and presence of beauty is important for its own sake — it makes for a better life and better people. Yet for many complex reasons, we have become very uncomfortable with this notion in the post-bloody, strife-filled century. We have developed a complex anti-beauty paradigm

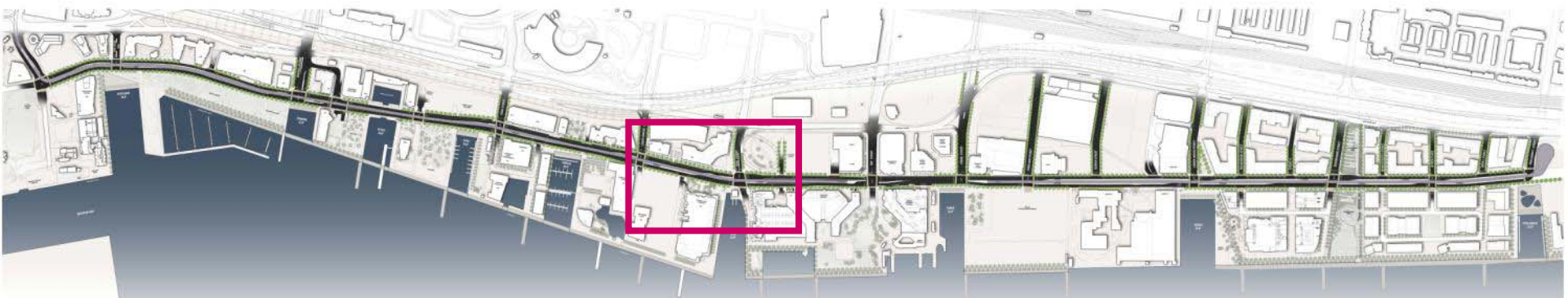
that denies or subjugates the importance of beauty in our daily life.

Richard Florida offers as a replacement what might be called the functionalist, utilitarian justification for beauty; it is important to have a beautiful city because such a place will attract the footloose knowledge workers, skateboarders and gay people, and together they will create the new economy. Beauty is the cosmetic of the global urban dating game, the principal urban product of the twenty-first century. Let's face whatever reason for beauty we can.



5. EVALUATION OF SHORTLISTED ALTERNATIVES

Alternative 2: Centre Transit with On-Street Bike Lanes



Alternative 2: Centre Transit with On-Street Bike Lanes



Alternative 4: Southside Transit w/ Martin Goodman Trail and One-Way Operations



Alternative 4: Southside Transit w/ Martin Goodman Trail and One-Way Operations



Alternative 5: Southside Transit with Expanded Public Realm and Two-Way Operations



Alternative 5: Southside Transit with Expanded Public Realm and Two-Way Operations



Evaluation Matrix Sample

PHASE 3: EVALUATION MATRIX - QUEENS QUAY SHORTLISTED DESIGN ALTERNATIVES

Legend:
 ● = Best
 ● = Good
 ● = Poor
 X = Fail

Category	Group	Criteria	Measures	Option 1 Do Nothing	Option 2 Centre Transit	Option 4 Southside Transit: One-Way Operations	Option 5 Southside Transit: Two-Way Operations
A. Transportation	A.1. Pedestrians	A.1.1 Sidewalks	A.1.1.1 Increase in pedestrian (percent) A.1.1.2 Sidewalk width				
		A.1.2 Crossing Frequency	A.1.2.1 Number of north / south crossings (signalized/2-stage with refuge)				
		A.1.3 Crossing Distance	A.1.3.1 Min / Max / Average north-south crossing distance (m) A.1.3.2: Number of traffic lanes to cross				
	A.2. Transit	A.2.1. Transit Speed	A.2.1.1. Travel speed between Spadina Avenue and Bay Street (km/h)				
		A.2.2. Stops Frequency	A.2.2.1. Number of / distance between transit stops (min/max/avg) Spadina Avenue to Bay Street				
		A.2.3. Transit Accommodation	A.2.3.1. Accommodates existing and future planned transit service A.2.3.2. Accommodates current accessible platform requirements				
	A.3. Cycling	A.3.1. Bicycle Friendly	A.3.1.1. Dedicated bike route? A.3.1.2. Bicycle lane width				
		A.3.2. Network Connections	A.3.2.1. Links to adjacent routes?				
		A.3.3. East-West connection	A.3.3.1. Completes Martin Goodman Trail?				
	A.4. Automobiles	A.4.1. Corridor Measures Queens Quay	LOG (based on speed) Avg. travel time Spadina to Yonge AM/PM (minutes)				
		A.4.2. Intersection Measures Queens Quay	Queuing - Intersections with approaches where queue lengths exceed storage capacity (Spadina to Yonge) Lower Spadina Avenue TTC Loop FMS Access Road Rees Street Robertson Crescent Lower Simcoe Street Queens Quay Terminal Access York Street Harbour Square Access Bay Street Yonge Street Intersection Level of Service AM/PM				
		A.4.3. Intersection Measures Lake Shore Blvd	Intersection Level of Service AM/PM Lower Spadina Avenue TTC Loop BMS Access Drive Rees Street Robertson Crescent Lower Simcoe Street Queens Quay Terminal Access Drive York Street Harbour Square Access Drive Bay Street Yonge Street Intersection Level of Service AM/PM				
		A.4.4. Intersection Measures Lake Shore Blvd	Intersection Level of Service AM/PM Lower Spadina Rees Lower Simcoe Gardner W/B On/Off York York Bay South Side Bay North Side Yonge Bay South Side Yonge North Side				

Evaluation Summary

● Best ● Good ● Poor X Fail

Criteria	1. Do Nothing	2. Centre Transit	4. Southside Transit One-Way Operations	5. Southside Transit Two-Way Operations
A. Transportation				
B. Safety/Emergency Response				
C. Urban Design/Quality of Place				
D. Socio-Economic Conditions				
E. Natural Environment				
F. Cultural Environment				
G. Cost				
Summary				

A. Transportation

● Best ● Good ● Poor X Fail

Group	1. Do Nothing	2. Centre Transit	4. Southside Transit One-Way Operations	5. Southside Transit Two-Way Operations
A1. Pedestrians				
A2. Transit				
A3. Cycling				
A4. Automobile				
A5. School bus/motor coach				
A6. Servicing				

A1. Pedestrians

● Best ● Good ● Poor X Fail

Criteria	1. Do Nothing	2. Centre Transit	4. Southside Transit Two Way Operations	5. Southside Transit One-Way Operations
A.1.1 Sidewalk width (min/max)	● 2-6m	● 3-7m	● 3-10m	● 3-10m
A.1.2 Crossing Frequency (avg)	● 285m	● 250m	● 160m	● 160m
A.1.3 Crossing Distance (avg)	● 24.5m	● 22.8m	● 16.9m	● 16.9m
Summary	●	●	●	●

A2. Transit

● Best ● Good ● Poor X Fail

Criteria	1. Do Nothing	2. Centre Transit	4. Southside Transit One-Way Operations	5. Southside Transit Two-Way Operations
A.2.1 Transit speed (km/h)	● 12-14	● 17-21	● 16-21	● 16-21
A.2.2 Stops Frequency (avg. QQ West)	● 325m	● 325m	● 325m	● 325m
A.2.3 Transit Accomodation (platform width)	● 1.5m	● 2.4-3m	● 2.4-3m	● 2.4-3m
Summary	●	●	●	●

A3. Cycling

● Best ● Good ● Poor X Fail

Criteria	1. Do Nothing	2. Centre Transit	4. Southside Transit One-Way Operations	5. Southside Transit Two-Way Operations
A.3.1 Bicycle Friendly	● No	● On Street. 2x1.8m	● MG Trail. 4m	● MG Trail. 4m
A.3.2 Network Connections	● None	● Yes	● Yes	● Yes.
A.3.3 East West Connection (MG Trail)	● No	● Removes part of existing MGT.	● Yes.	● Yes.
Summary	●	●	●	●

A4. Automobile

● Best ● Good ● Poor X Fail

Criteria	1. Do Nothing	2. Centre Transit	4. Southside Transit One-Way Operations	5. Southside Transit Two-Way Operations
A.4.1 Corridor Level of Service(QQ)	● E	● D-E	● D	● D
A.4.2 Intersection Level of Service (QQ)	● A-F	● A-F	● A-D	● A-D
A.4.3 Intersection Level of Service (LS)	● E-F	● E-F	● E-F	● E-F
A.4.4 Intersection Queuing (QQ)	● 8 with	● 8 with	● 2 with	● 9 with
A.4.5 Vehicle Access to Properties	● 0 changes	● 5 changes	● 12 changes	● 12 changes
A.4.6 On-Street Parking	● 0	● 32	● 106	● 40
Summary	●	●	●	●

A5. School Bus/Motor Coach Operations

● Best ● Good ● Poor X Fail

Criteria	1. Do Nothing	2. Centre Transit	4. Southside Transit One-Way Operations	5. Southside Transit Two-Way Operations
A.5.1 Pick-up/drop-off facilities	● 4	● 21	● 21	● 21
Summary	●	●	●	●

A6. Servicing

● Best ● Good ● Poor X Fail

Criteria	1. Do Nothing	2. Centre Transit	4. Southside Transit One-Way Operations	5. Southside Transit Two-Way Operations
A.6.1 Shipping/Loading	● No Change	● No Change	● Retained	● Retained
A.6.2 Residential servicing	● No Change	● No Change	● Retained	● Retained
Summary	●	●	●	●

A. Transportation

● Best ● Good ● Poor X Fail

Group	1. Do Nothing	2. Centre Transit	4. Southside Transit One-Way Operations	5. Southside Transit Two-Way Operations
A1. Pedestrians	●	●	●	●
A2. Transit	●	●	●	●
A3. Cycling	●	●	●	●
A4. Automobile	●	●	●	●
A5. School bus/motor coach	●	●	●	●
A6. Servicing	●	●	●	●
Summary	●	●	●	●

Evaluation Summary

● Best ● Good ● Poor X Fail

Criteria	1. Do Nothing	2. Centre Transit	4. Southside Transit One-Way Operations	5. Southside Transit Two-Way Operations
A. Transportation	●	●	●	●
B. Safety/Emergency Response				
C. Urban Design/Quality of Place				
D. Socio-Economic Conditions				
E. Natural Environment				
F. Cultural Environment				
G. Cost				
Summary				

E1. Terrestrial Habitat

● Best ● Good ● Poor X Fail

Criteria	1. Do Nothing	2. Centre Transit	4. Southside Transit One-Way Operations	5. Southside Transit Two-Way Operations
E.1.1 Soil volume	● constrained	● adequate	● generous	● generous
E.1.2 Number of Trees	● 100	● 200	● 300	● 300
E.1.3 Tree canopy coverage	● 10%	● 25%	● 35%	● 35%
Summary	●	●	●	●

Evaluation Summary

● Best ● Good ● Poor X Fail

Group	1. Do Nothing	2. Centre Transit	4. Southside Transit One-Way Operations	5. Southside Transit Two-Way Operations
A. Transportation	●	●	●	●
B. Safety/Emergency Response	●	●	●	●
C. Urban Design/Quality of Place	X	●	●	●
D. Socio-Economic Conditions	X	●	●	●
E. Natural Environment	●	●	●	●
F. Cultural Environment	●	●	●	●
G. Cost	n/a	●	●	●
Summary	X	●	●	●
	Not Carried	Not Carried	Carried	Carried

Technically Recommended Alternative: Southside Transit

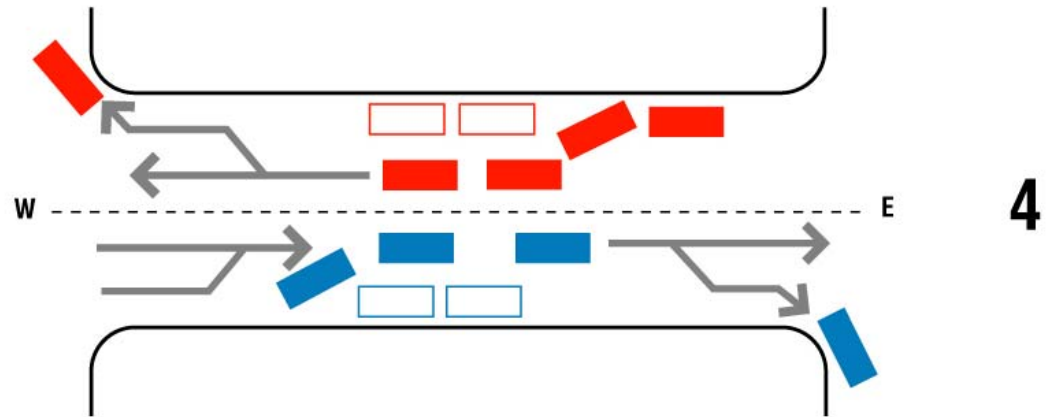


- Balances space for all modes of travel
- Continuous off-street Martin Goodman Trail, completing the Lake Ontario Trail
- Vastly improved urban tree canopy/a linear park
- Improves transit experience
- Generous pedestrian boulevards
- Provides greatest opportunity for a world-class waterfront street
- All this while accommodating traffic and access to all sites

Functional Diagram

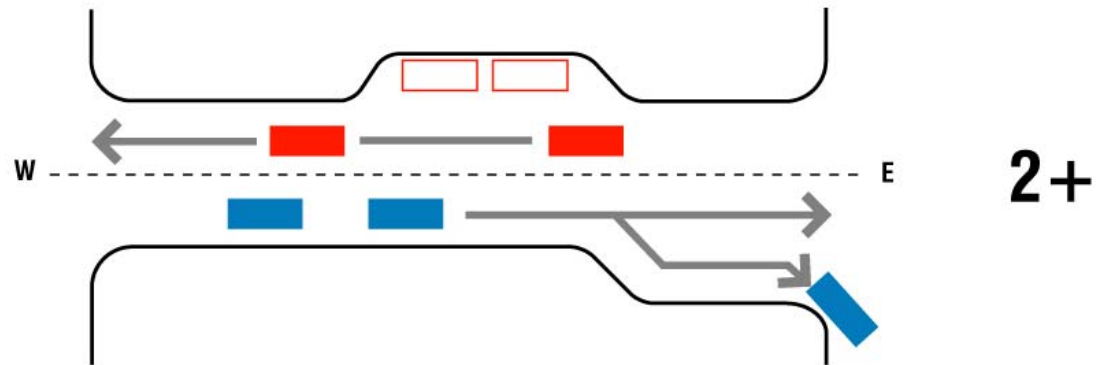
Existing

- 4 lanes
- Curbside conflicts
- Some shared through and turn lanes
- Lanes don't work efficiently
- Dedicated transit phase (full stop for all modes)



Proposed

- 2 lanes
- Reduce curbside conflicts
- Provide dedicated turn lanes and parking lanes
- Restrict some turns
- Increased east-west green time





**6.
TECHNICALLY RECOMMENDED
ALTERNATIVE -
SOUTHSIDE OPTION:
4 and 5**





Transit Plan

East of Bay

Existing:

2 transit routes, 5 stops
Platforms: 1.5m by 30m

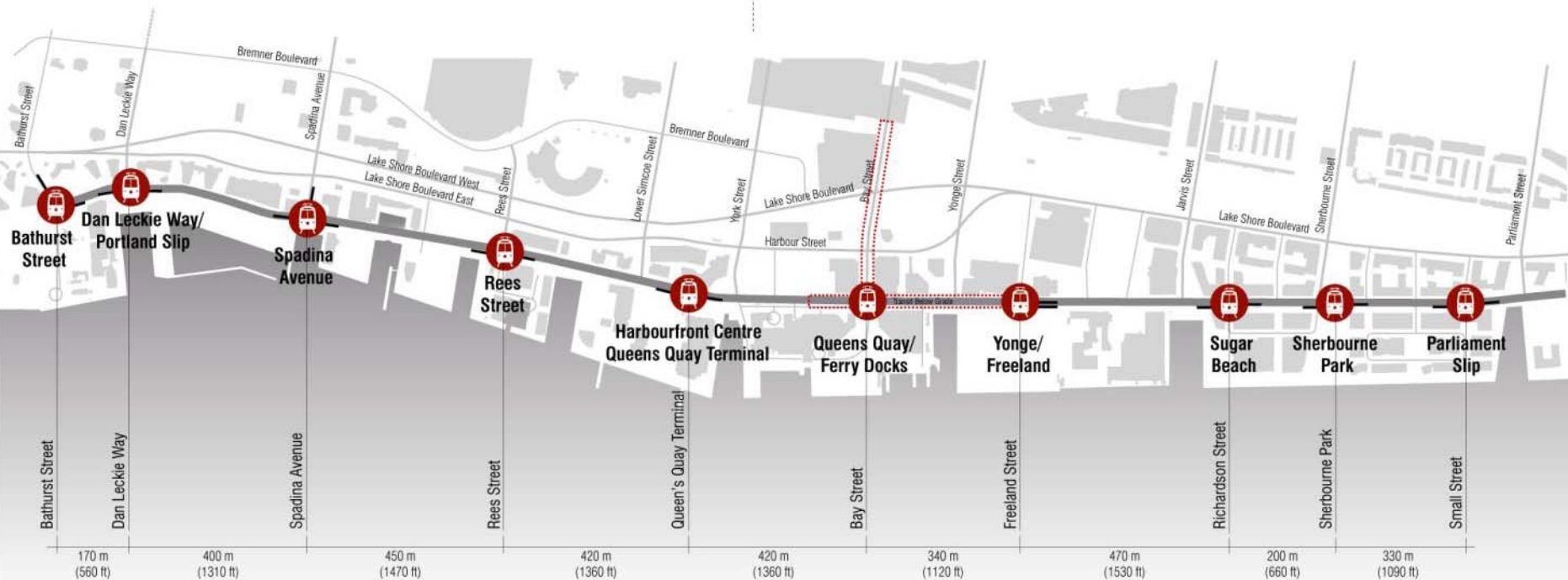
Proposed:

2 transit routes, 4 stops
Platforms: 2.4m - 3m by 60m

West of Bay

Existing: No complete transit routes
Platforms: None

Proposed: 1 complete route
Platforms: 2.4 - 3m by 60m







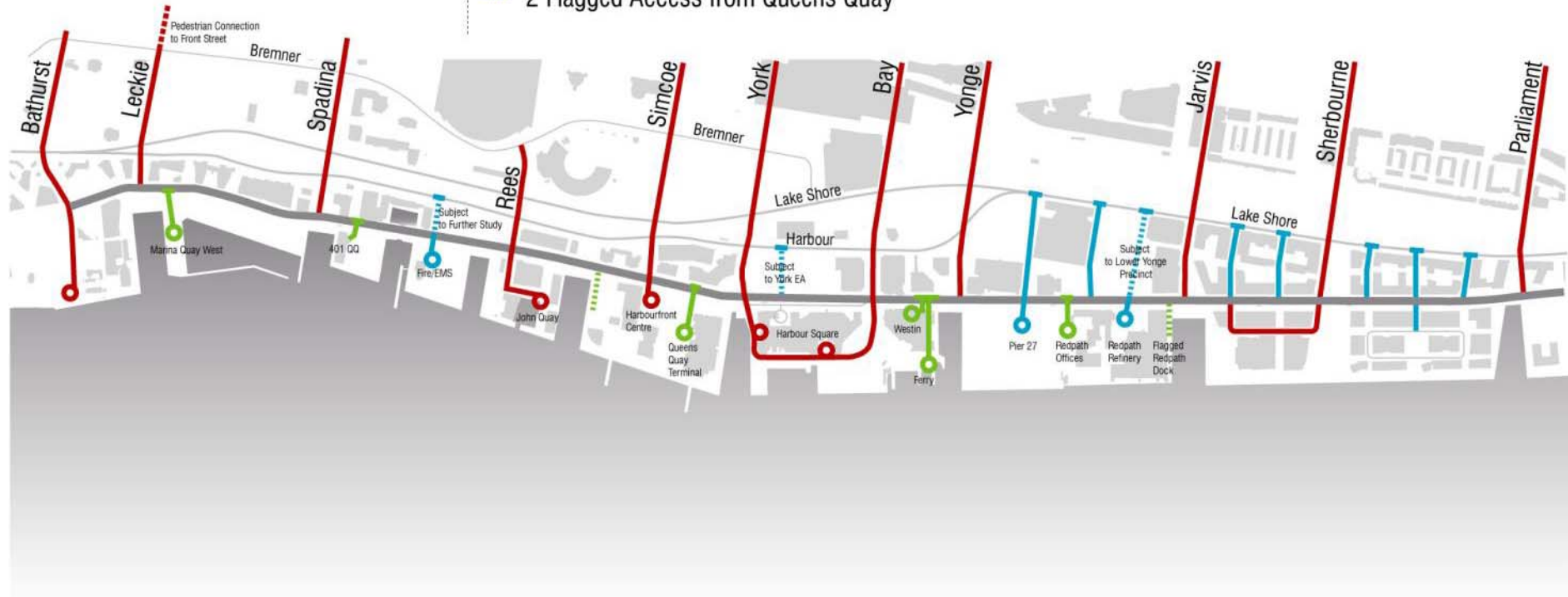
Access Plan

Existing

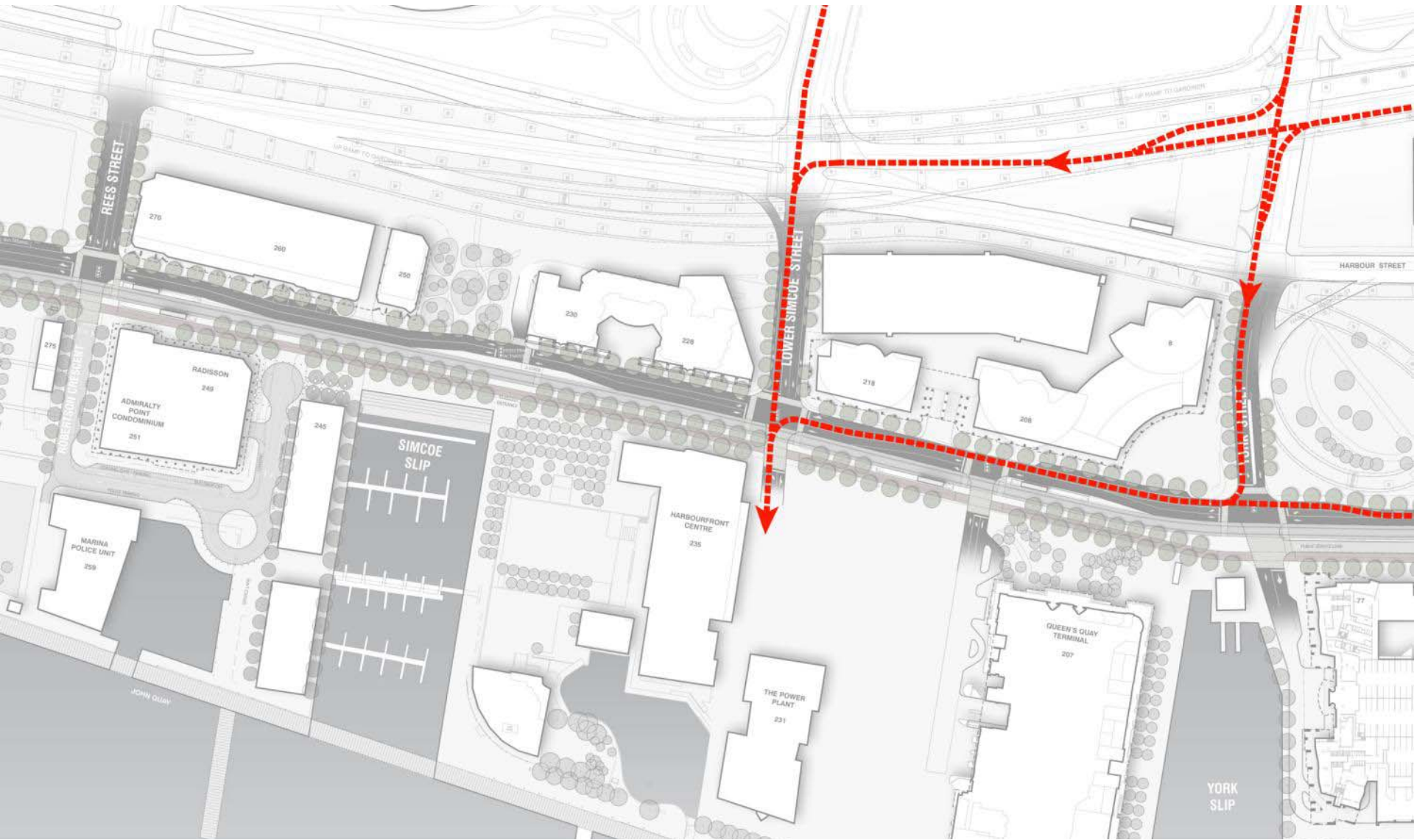
- 7 Direct Downtown Access
- 4 Direct Lake Shore Access
- 8 Queens Quay Access Only

Proposed

- 9 Direct Downtown Access
- 6 Direct Lake Shore Access
- 6 Queens Quay Access Only
- 2 Flagged Access from Queens Quay



Access: How to Get to Harbourfront Centre from the East





Servicing and Loading Plan

Existing

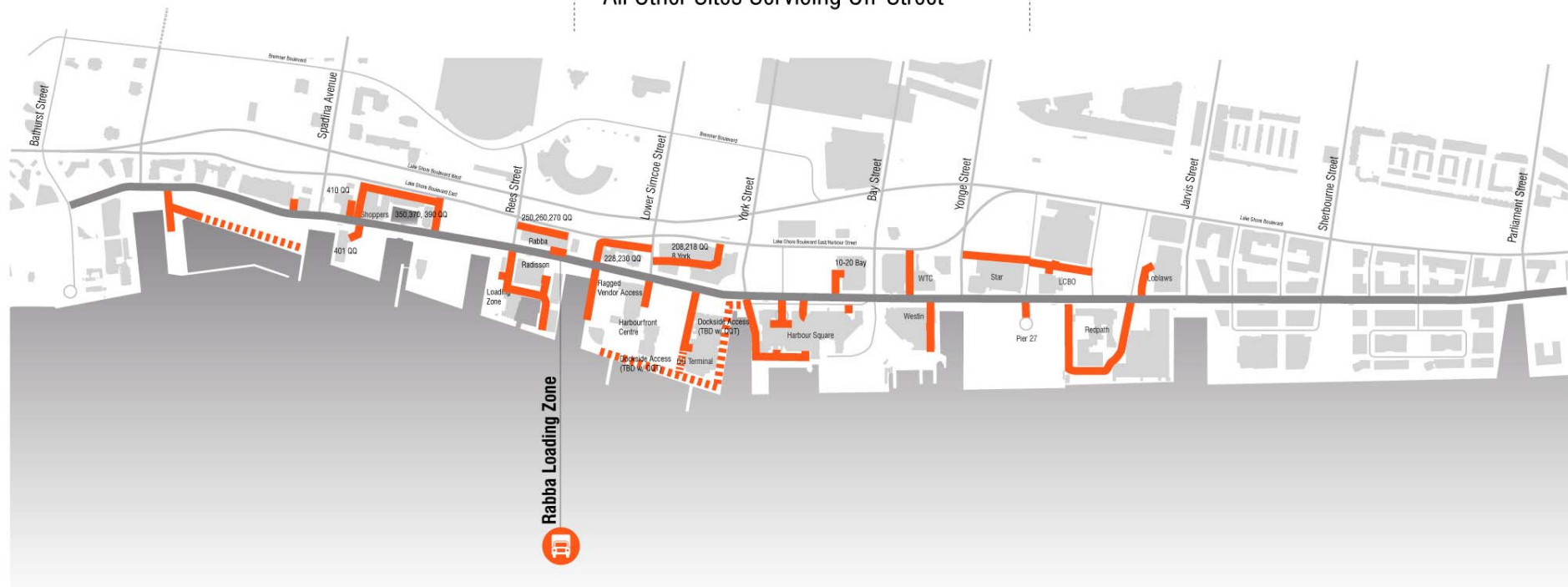
No On-Street Loading Zones
between Bathurst and Parliament

Proposed

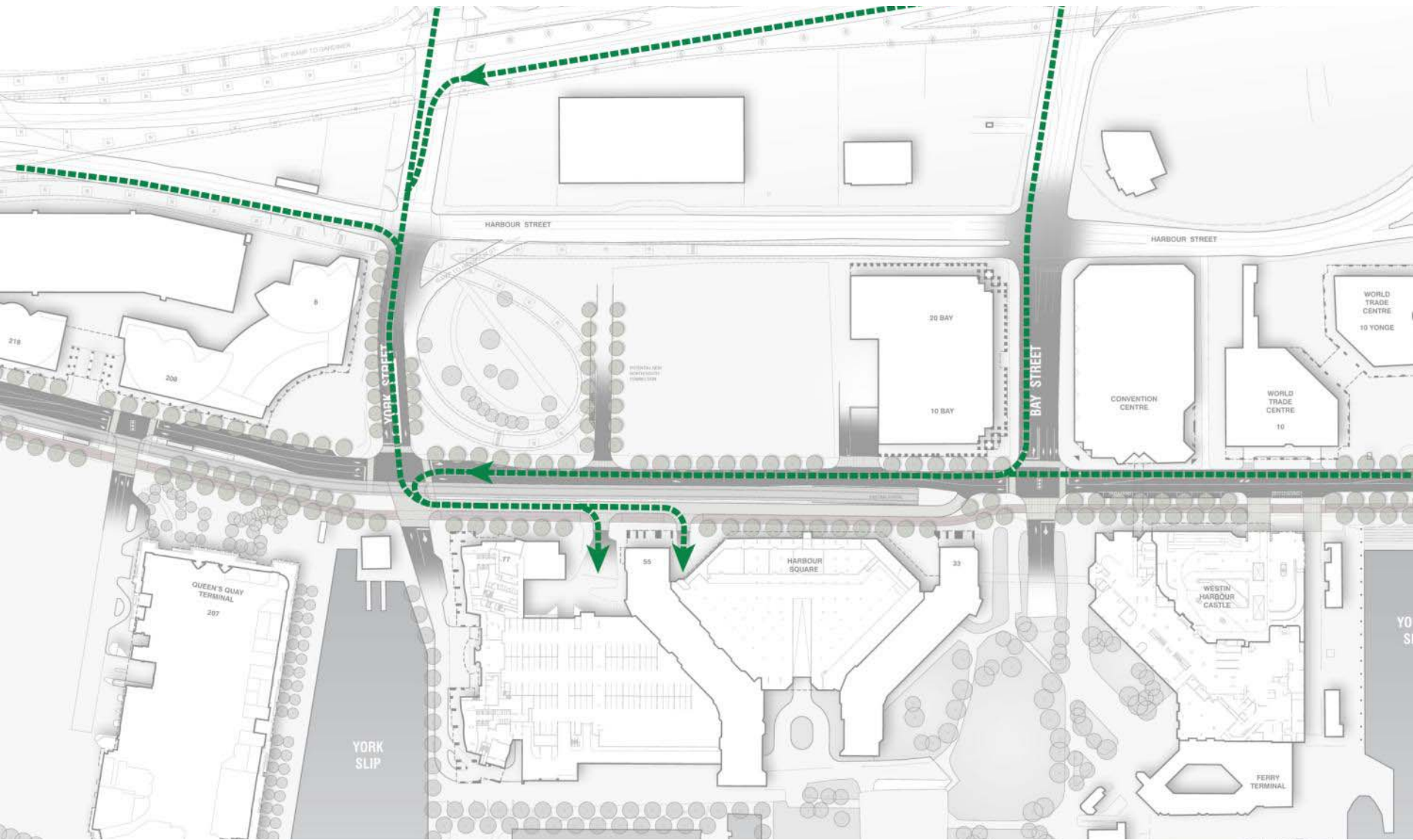
1 On-Street Loading Zone
East of Rees Street (Rabba)

All Other Sites Servicing Off-Street

-  Servicing Routes
-  Dockside Access
-  On-Street Loading Zone



Access: How to Get to Harbour Square's Service Lane





Bus Plan

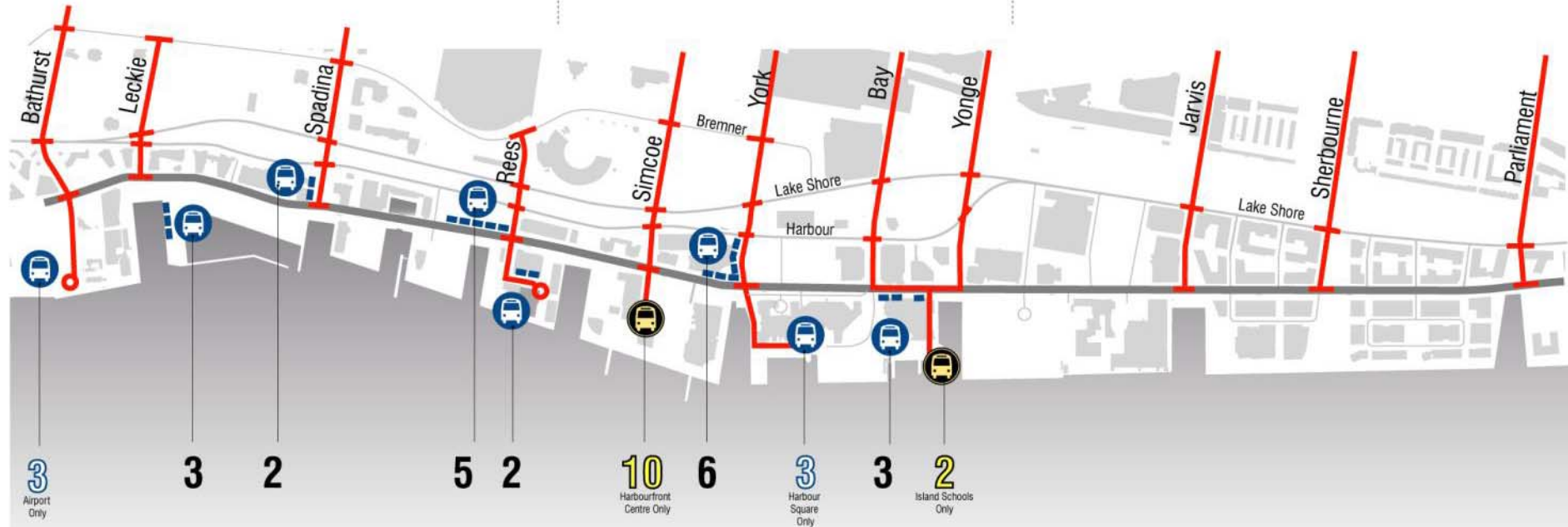
Existing

1 Dedicated Drop-Off/Pick-Up Space

Potential

21 Dedicated Drop-Off/Pick-Up Spaces

- Bus Drop-Off/Pickup & Hop-On/Hop-Off
- School Bus Drop-Off/Pickup
- Bus Drop-Off/Pickup Spaces
- North-South Connections



P Public Parking Plan

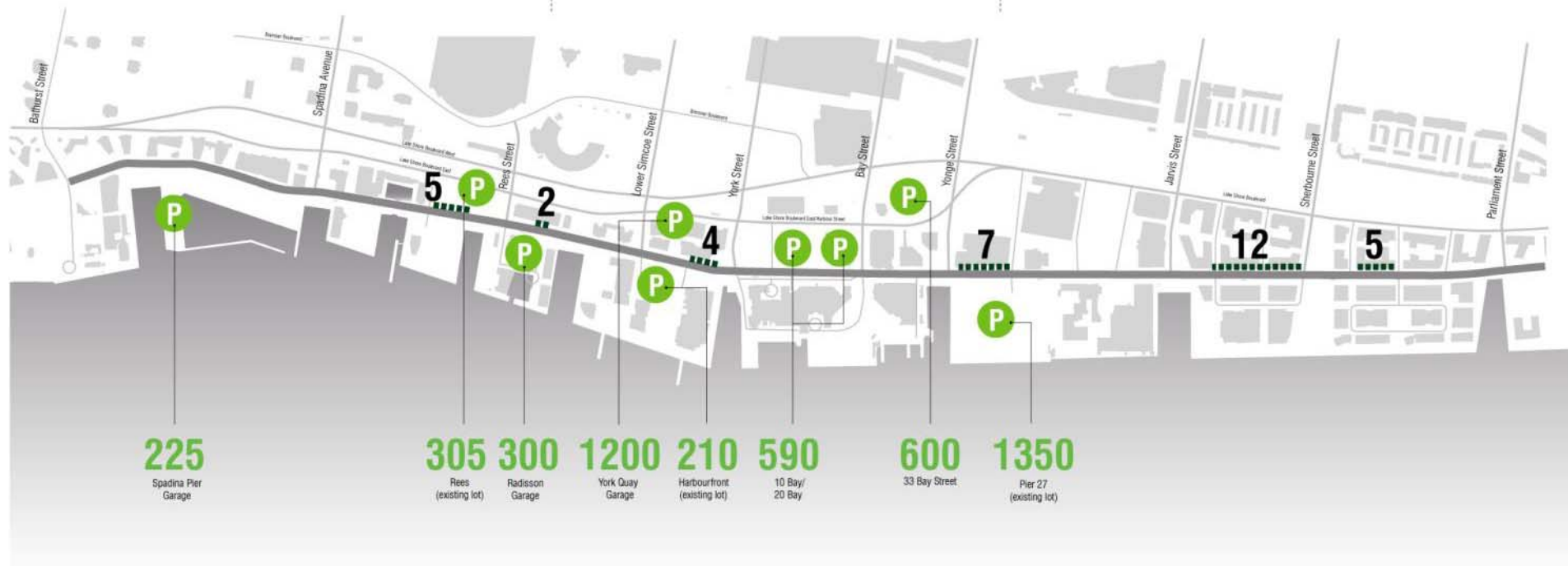
Existing

- 0 On-Street Parking
- 4780 Off-Street Parking (Longer-Term)

Proposed

- 11 On-Street Parking West of Yonge
- 24 On-Street Parking East of Yonge
- 4780 Off-Street Parking (Longer-Term)

- P** Public Parking (Longer-Term)
- On-Street Parking





Bicycle Plan

Existing

No Bike Facility between Spadina to Yonge
 On-Street: Stadium to Spadina, Yonge to Sherbourne
 Off-Street: Sherbourne to Portlands

Proposed

Complete Queens Quay Bike Facility
 On-Street: Stadium to Yo-Yo Ma
 Off-Street: Yo-Yo Ma to Portlands



Major Cycling Connection



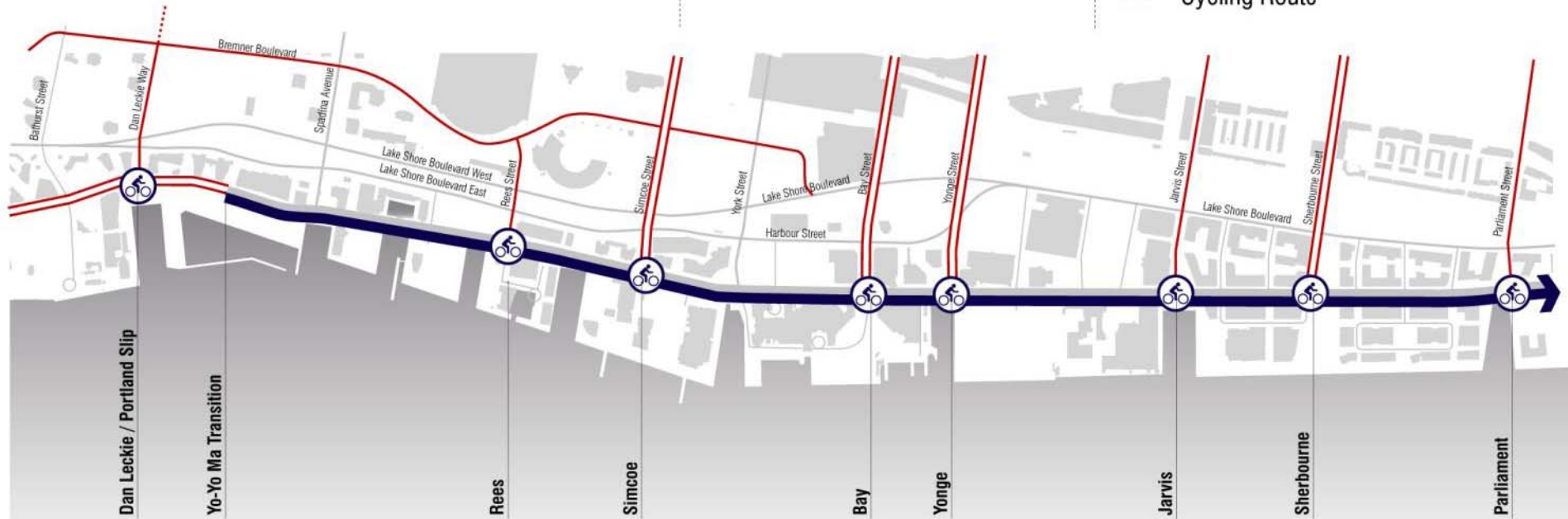
Martin Goodman Trail



On-Street Bike Lane



Cycling Route







Pedestrian Plan

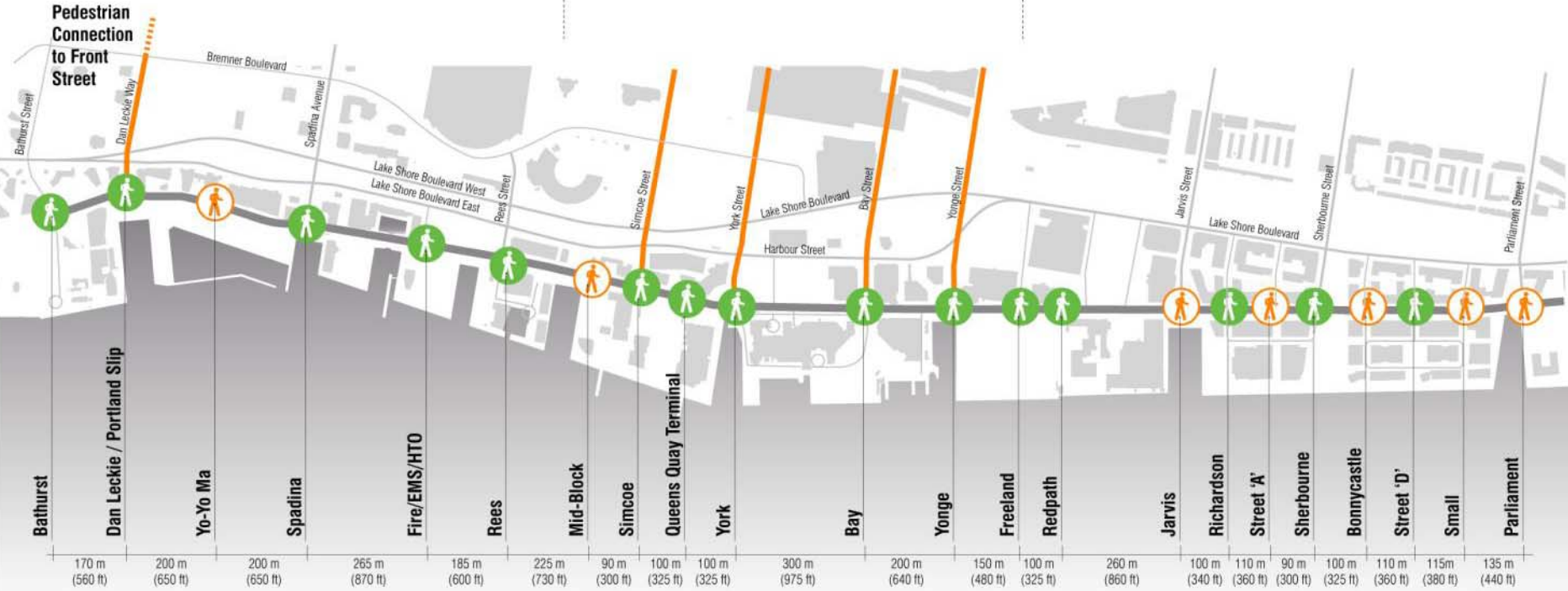
Existing

10 signalized north-south crossings
 Maximum distance between: 760m
 Average distance between: 285m

Proposed

19 signalized north-south crossings
 Maximum distance between: 300m
 Average distance between: 160m

- Signalized 1-Stage Crossing (Typical)
- Signalized 2-Stage Crossing (with Refuge)
- Pedestrian Promenades















Bathurst Street

600

Dan Leckie

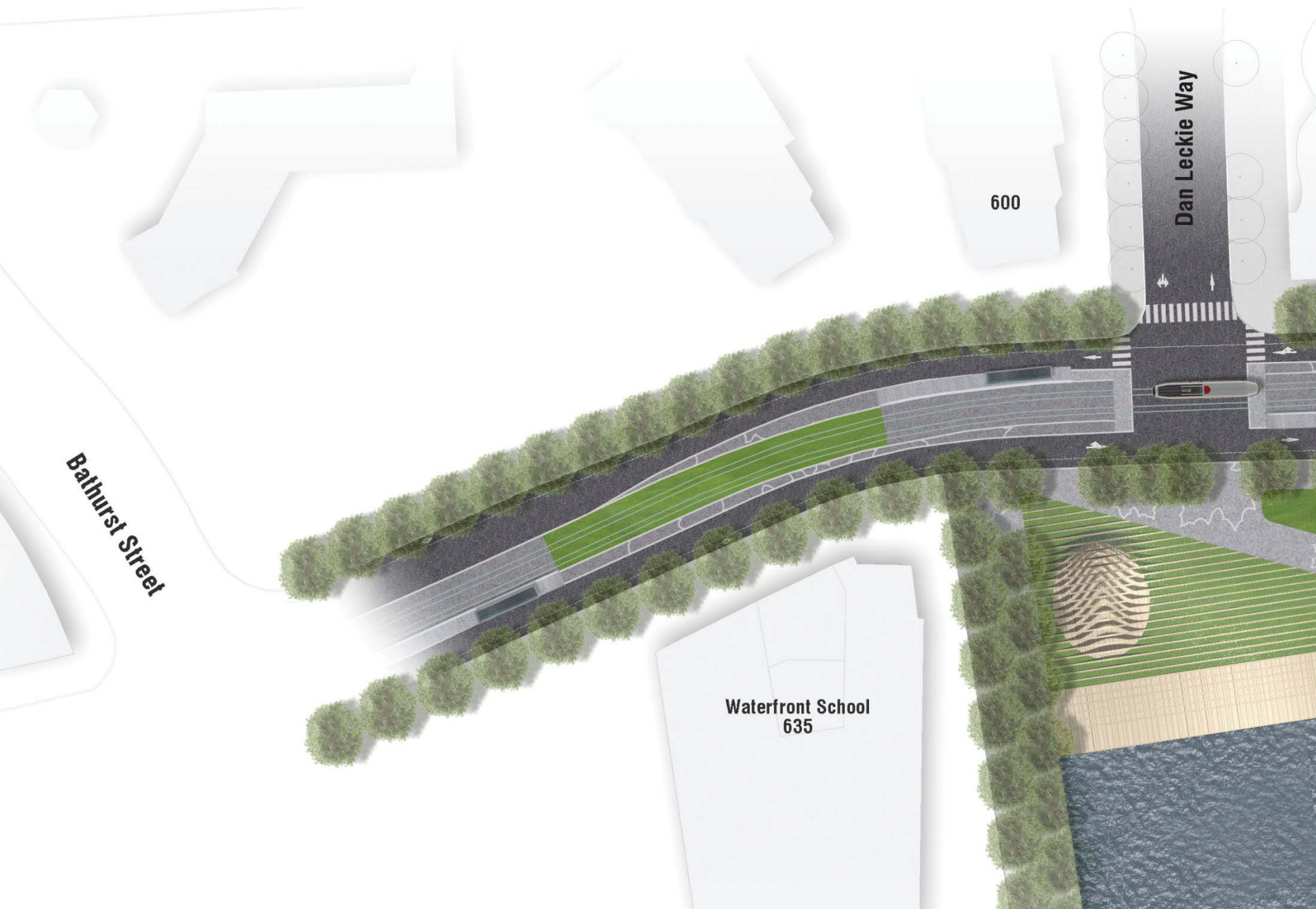
Waterfront School
635

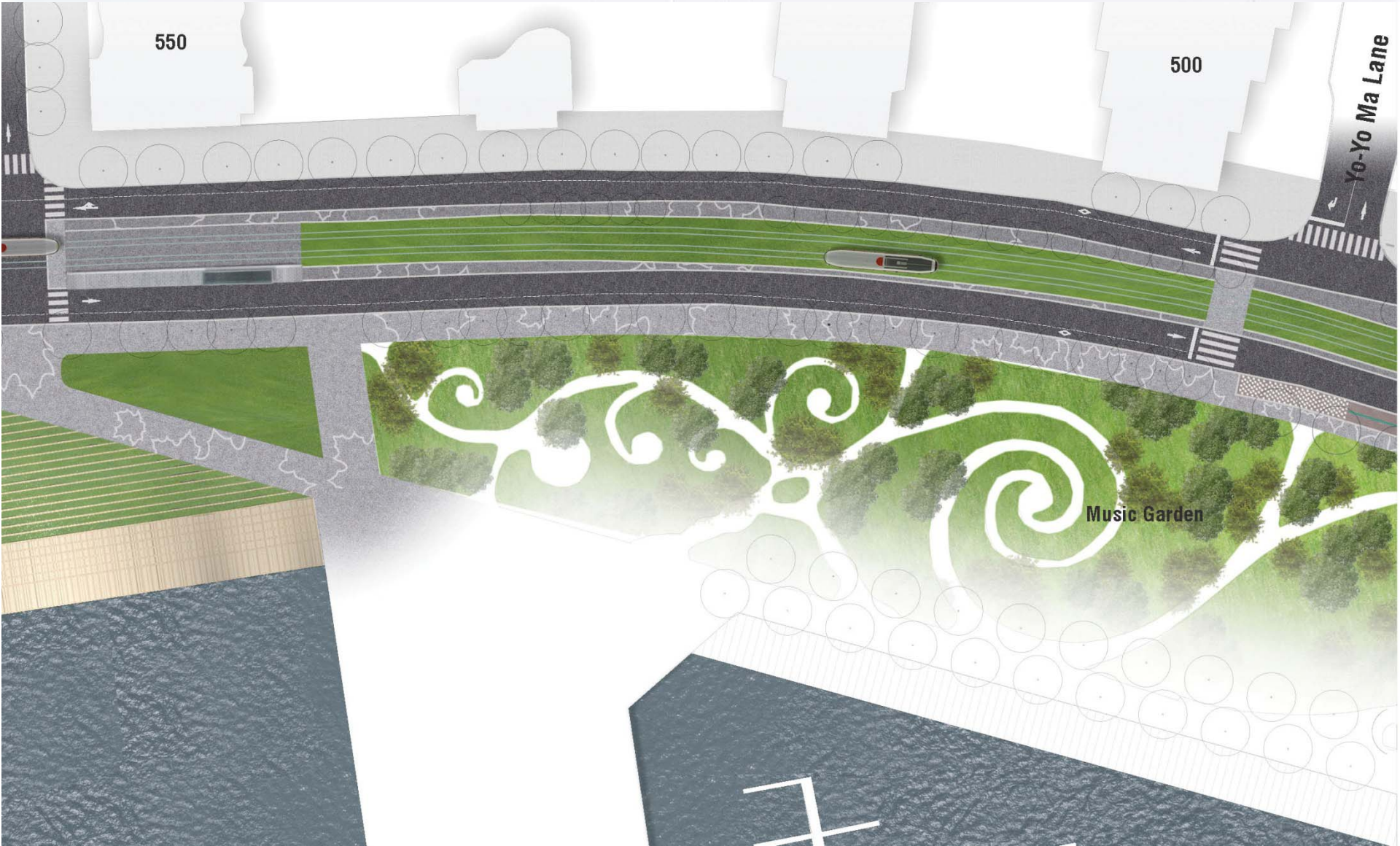
Bathurst Street

600

Dan Leckie Way

Waterfront School
635



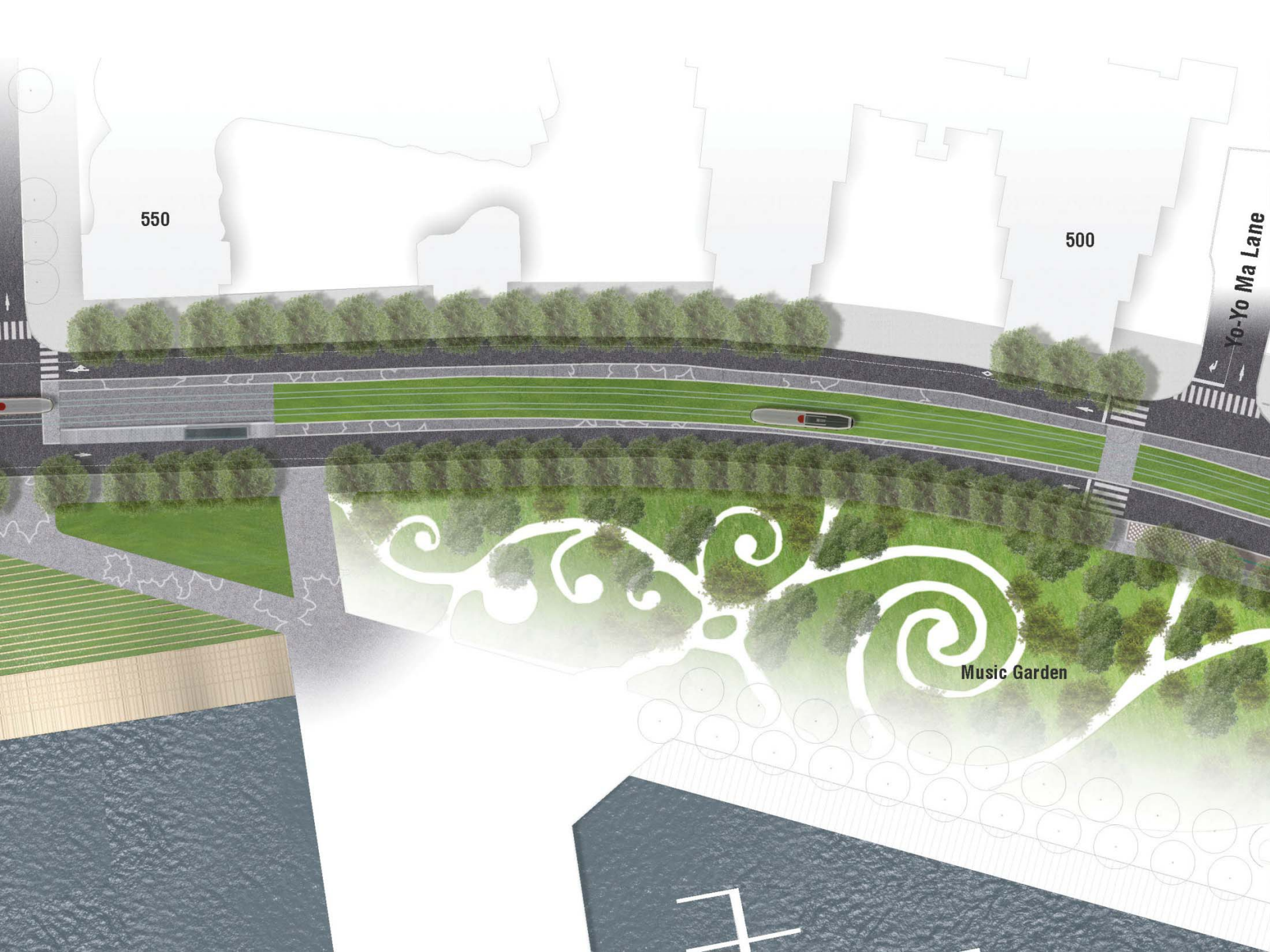


550

500

Yo-Yo Ma Lane

Music Garden





480

450

Lower Spadina

Spadina Wetland

Spadina Slip



480

450

Lower Spadina Avenue

Spadina Wetland

Spadina Slip





410

Shoppers Drug Mart

390

370

Maple Leaf Quay

350

401

HTO Park West

Peter Slip



Parking Lot



270

Rees Street

275

Robertson Crescent

Admiralty Point
Condominium
251

HTO Park East

Rees Slip

Parking Lot

Rees Street

270

HTO Park East

275

Robertson Crescent

Admiralty Point
Condominium
251

Rees Slip





260

250

230

Radisson Hotel
249

Pawsway
245

oint
im

270

260

250

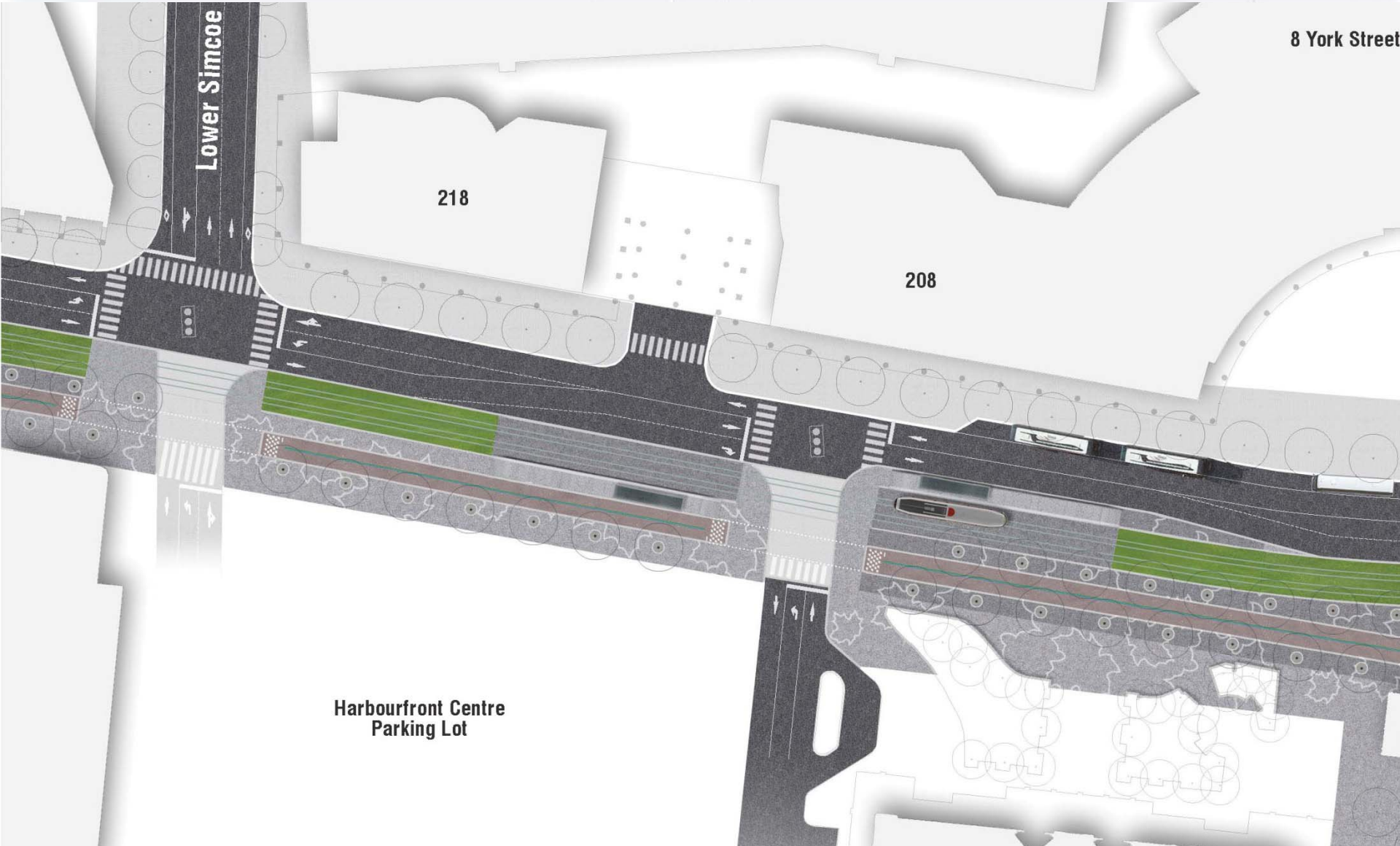
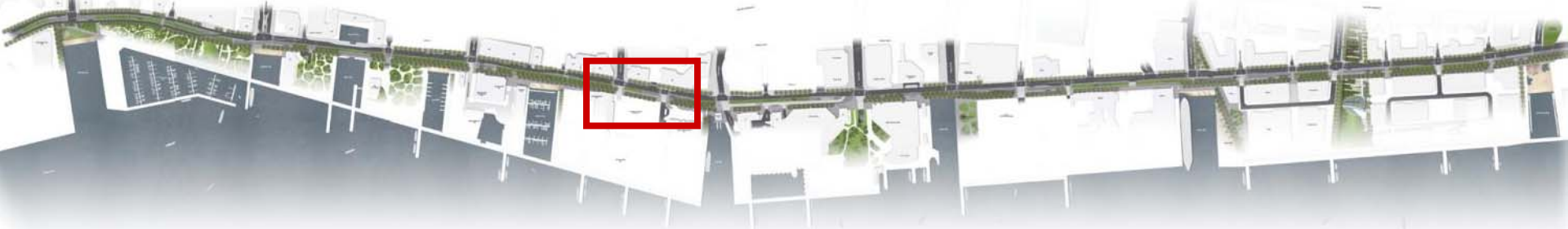
230

Radisson Hotel
249

Pawsway
245

oint
um





218

208

8 York Street

Lower Simcoe

Harbourfront Centre
Parking Lot

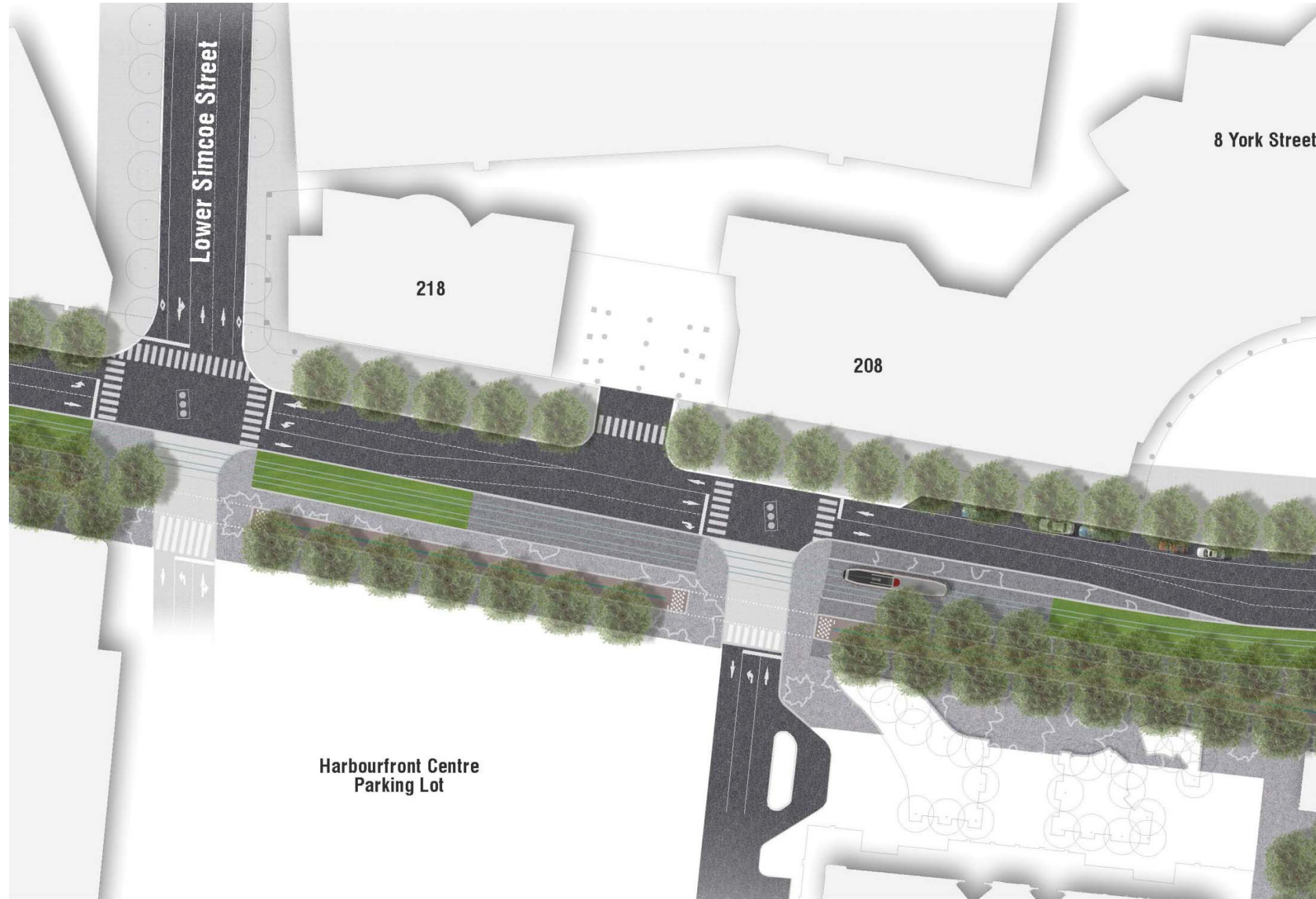
Lower Simcoe Street

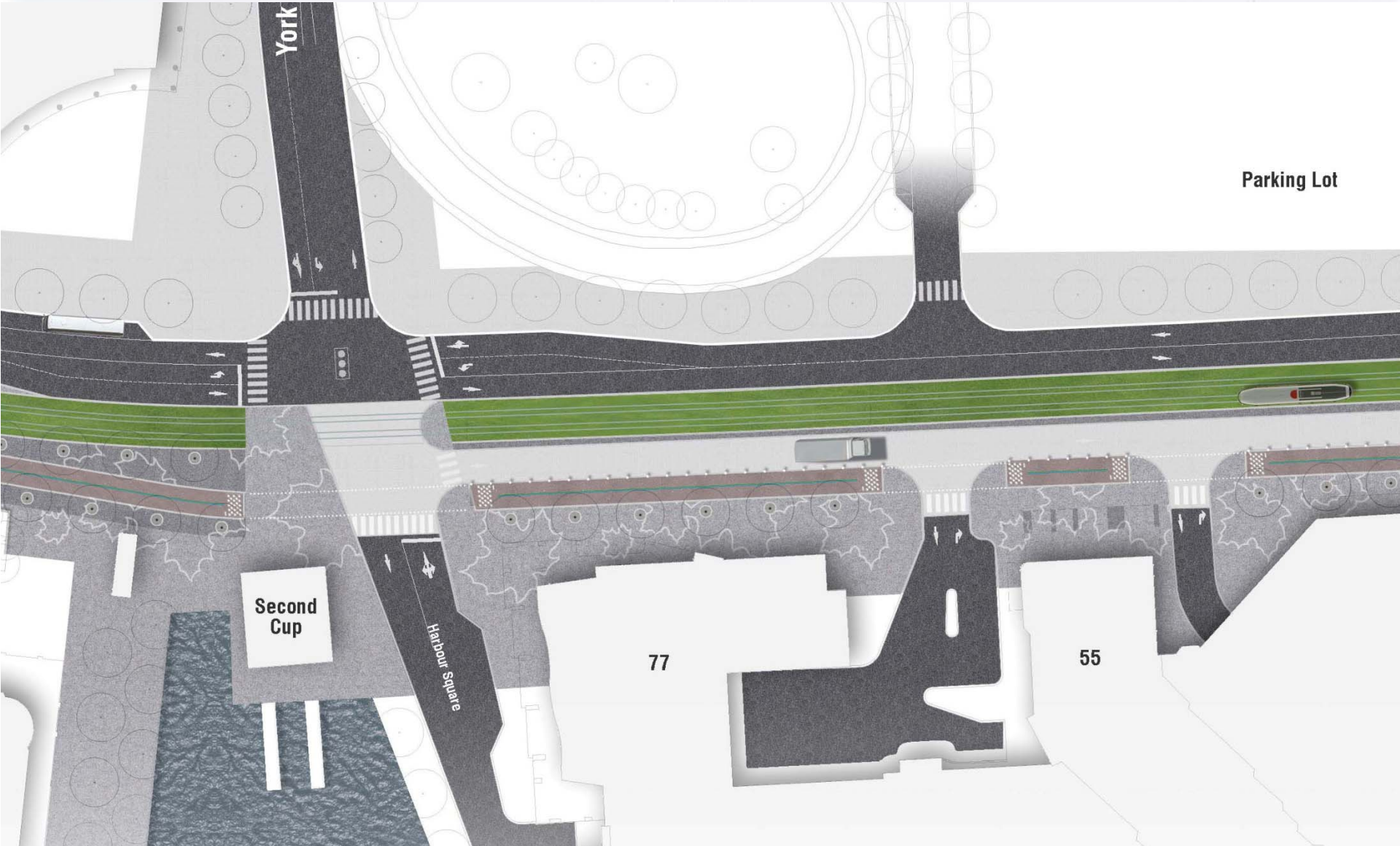
8 York Street

218

208

Harbourfront Centre
Parking Lot





8 York Street

York Street

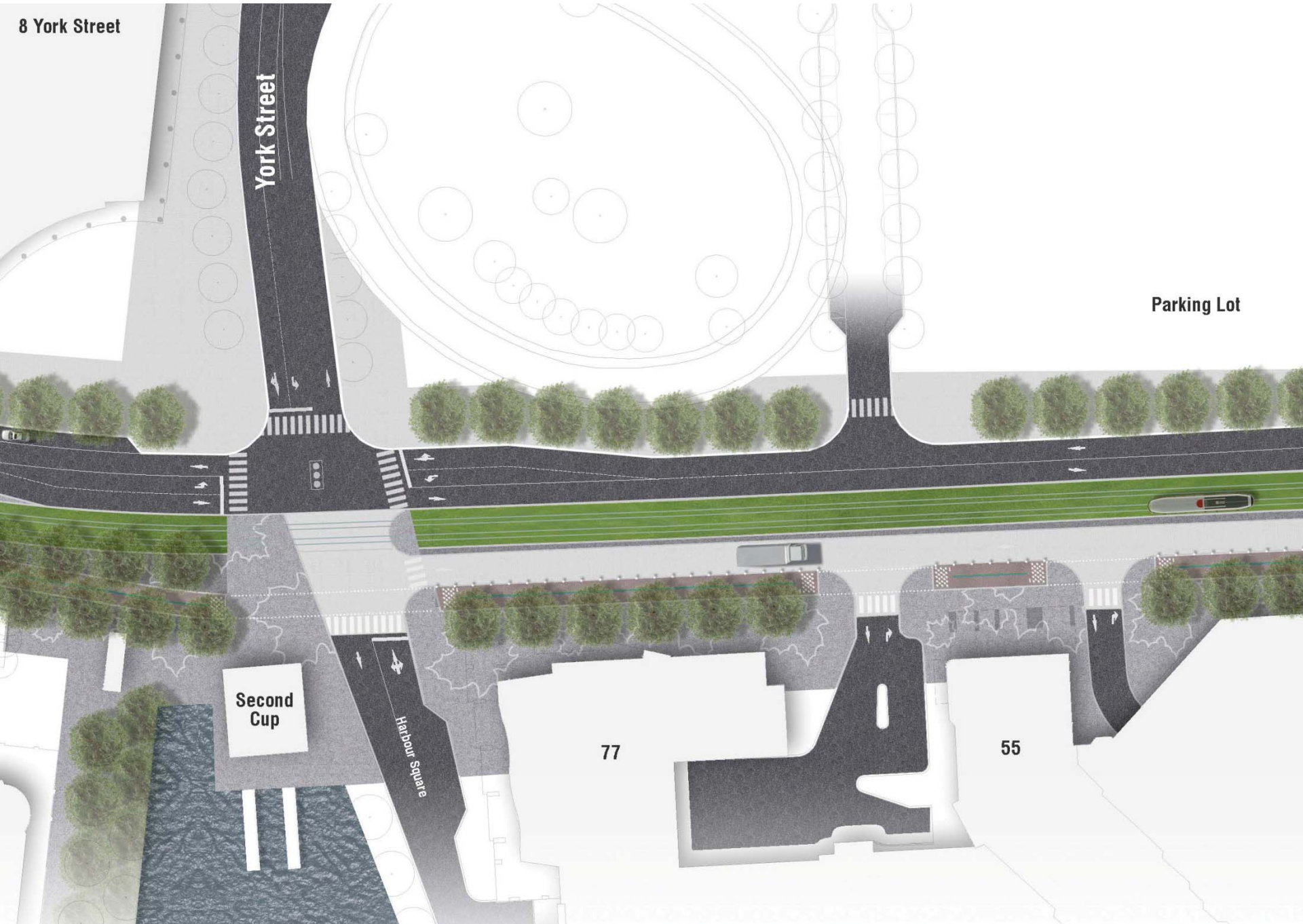
Parking Lot

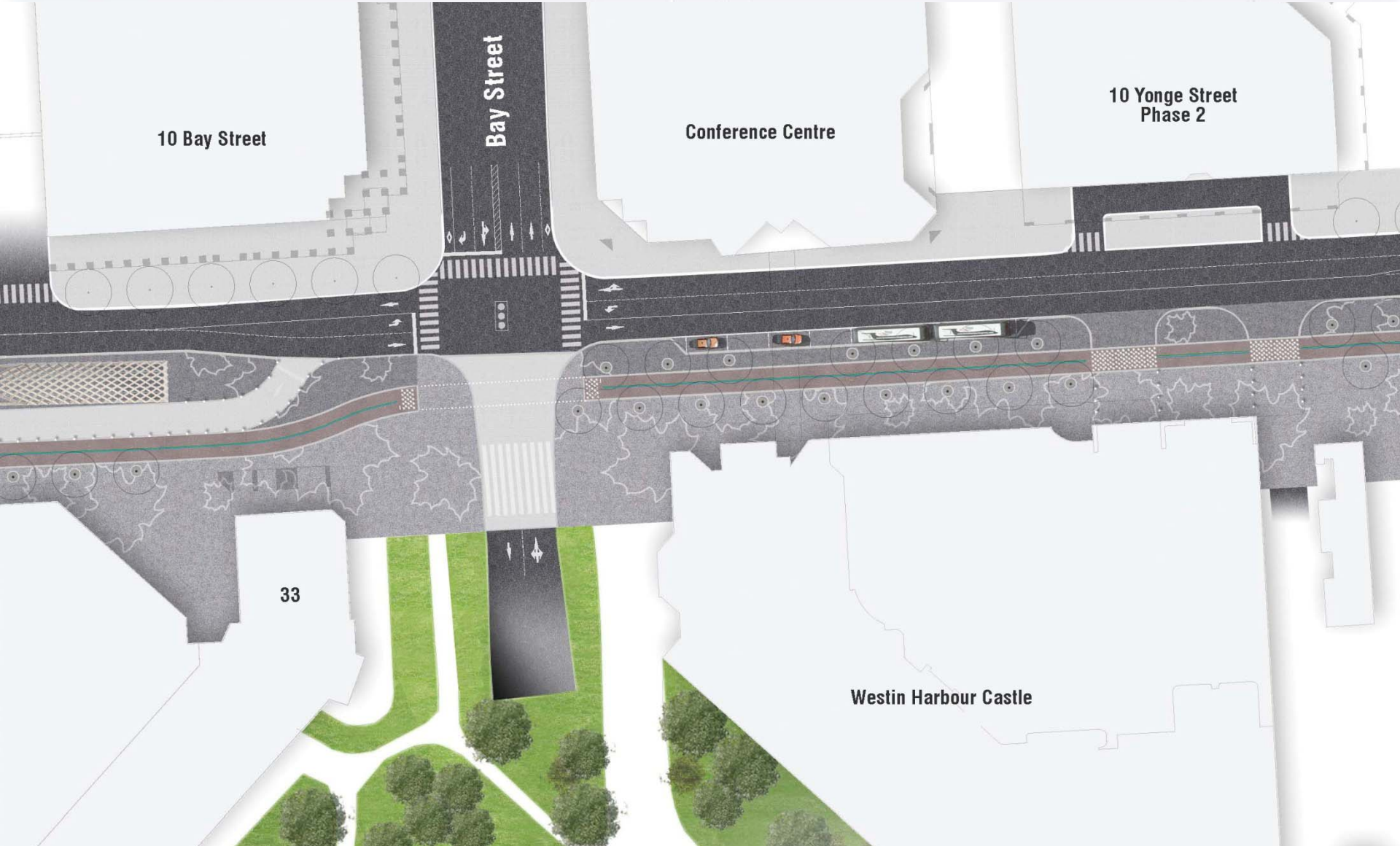
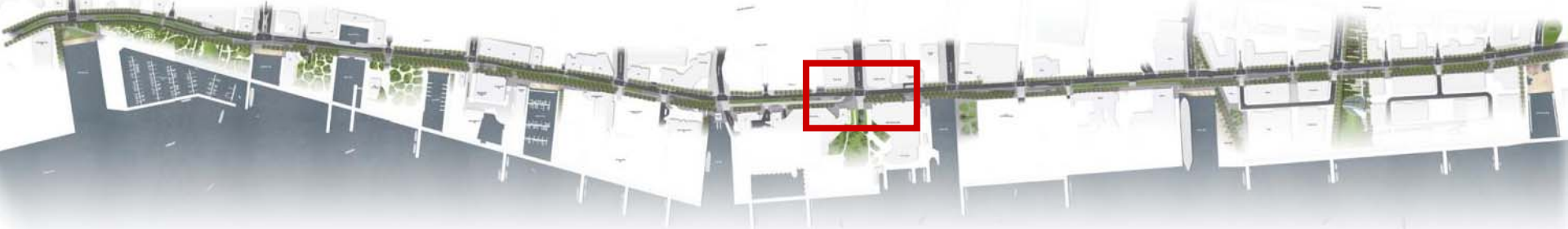
Second Cup

Harbour Square

77

55





20 Bay Street

10 Bay Street

Bay Street

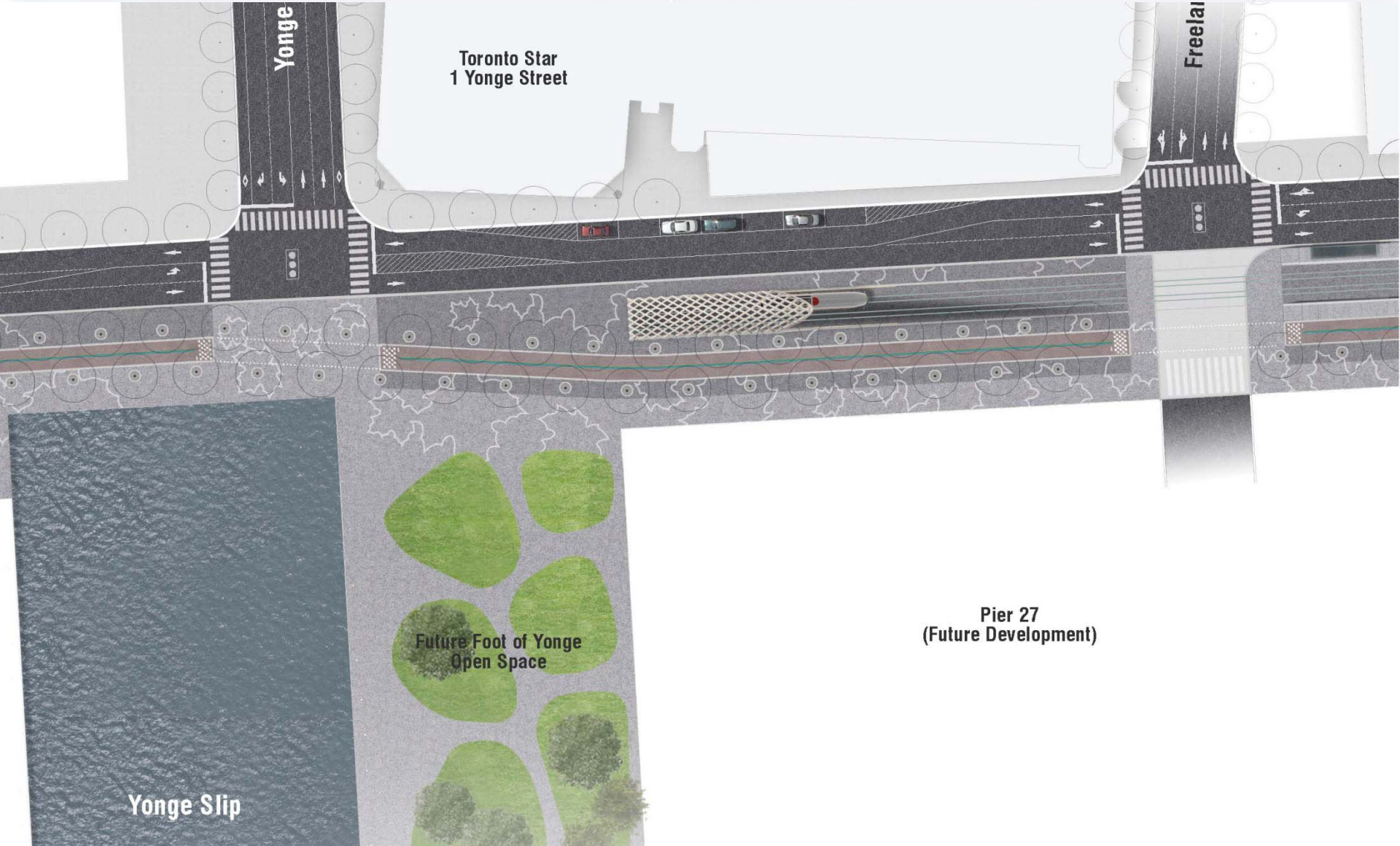
Conference Centre

10 Yonge Street
Phase 2

33

Westin Harbour Castle





Yonge

Toronto Star
1 Yonge Street

Freeland

Yonge Slip

Future Foot of Yonge
Open Space

Pier 27
(Future Development)

Yonge
street

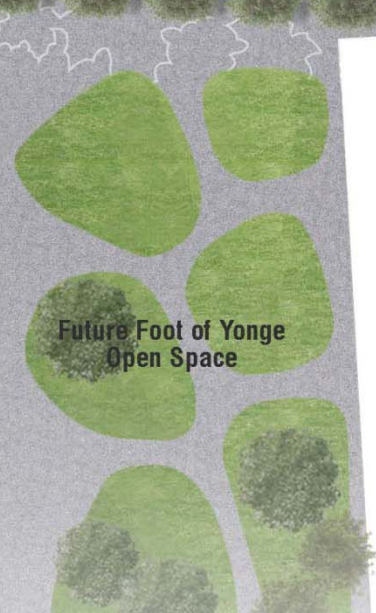
Yonge Street

Toronto Star
1 Yonge Street

Freeland Street



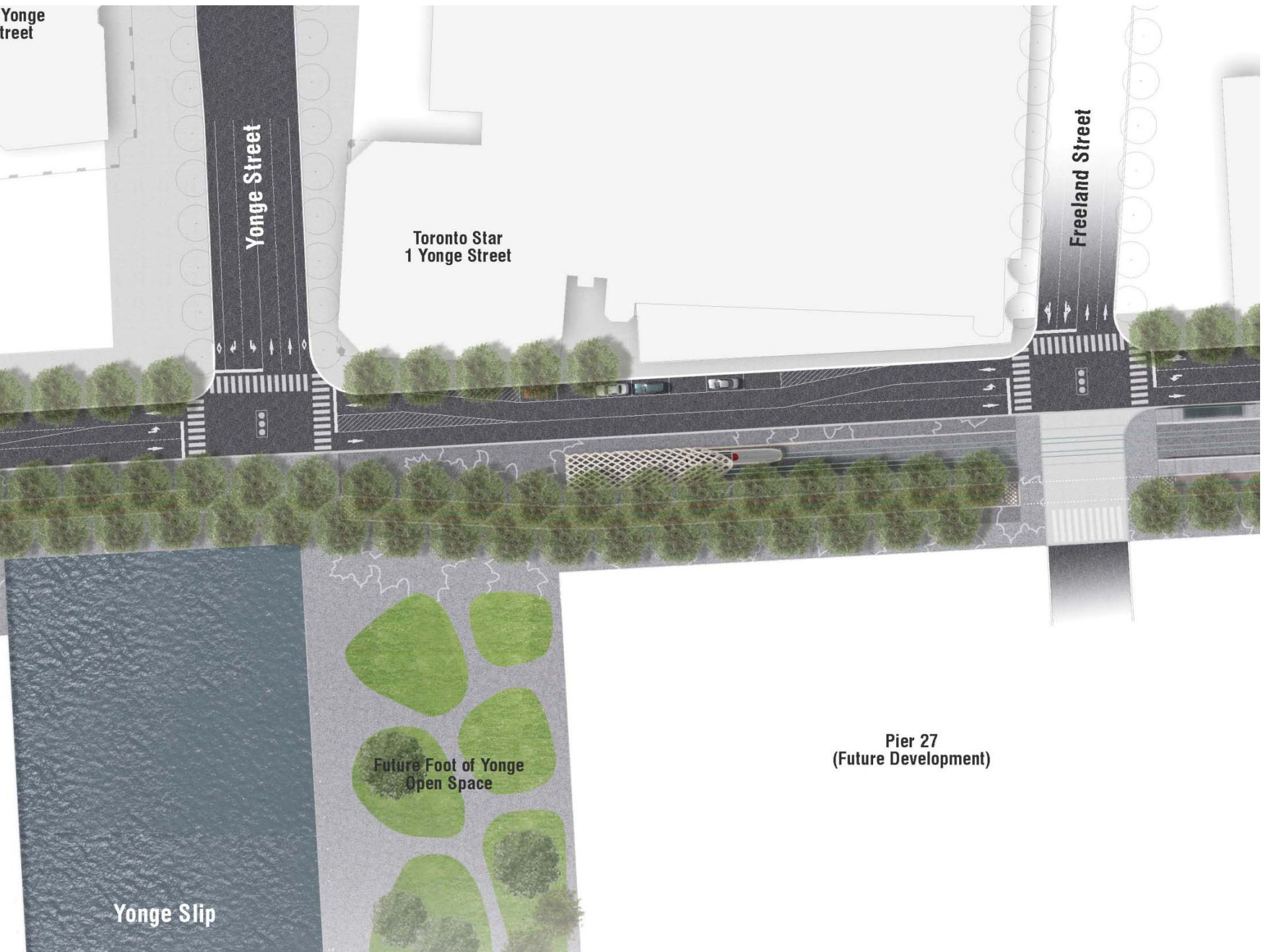
Yonge Slip



Future Foot of Yonge
Open Space



Pier 27
(Future Development)

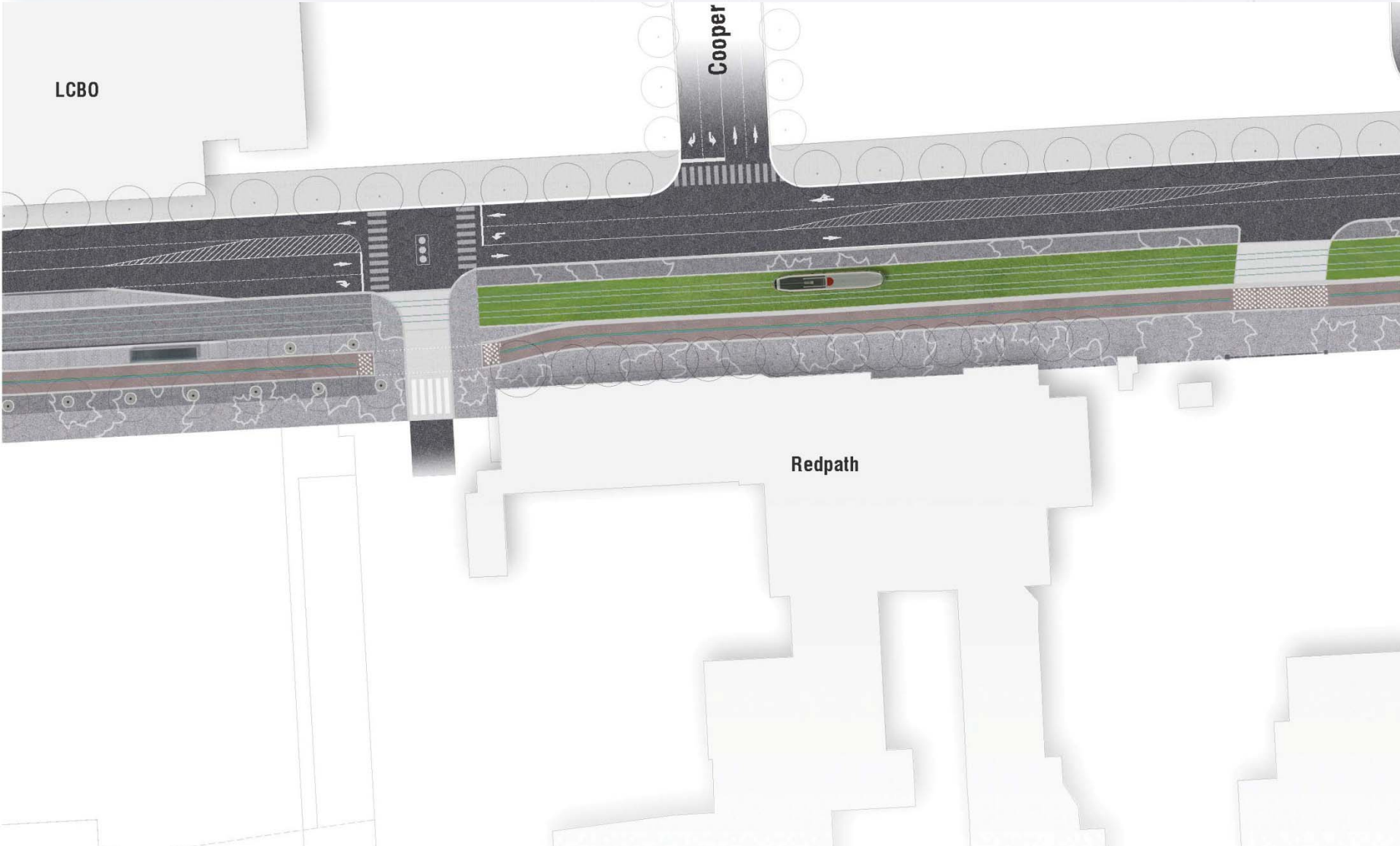




LCBO

Cooper

Redpath



LCBO

Cooper Street

Redpath





Loblaws

Lower Jarvis

Richardson St

Redpath

Block 1



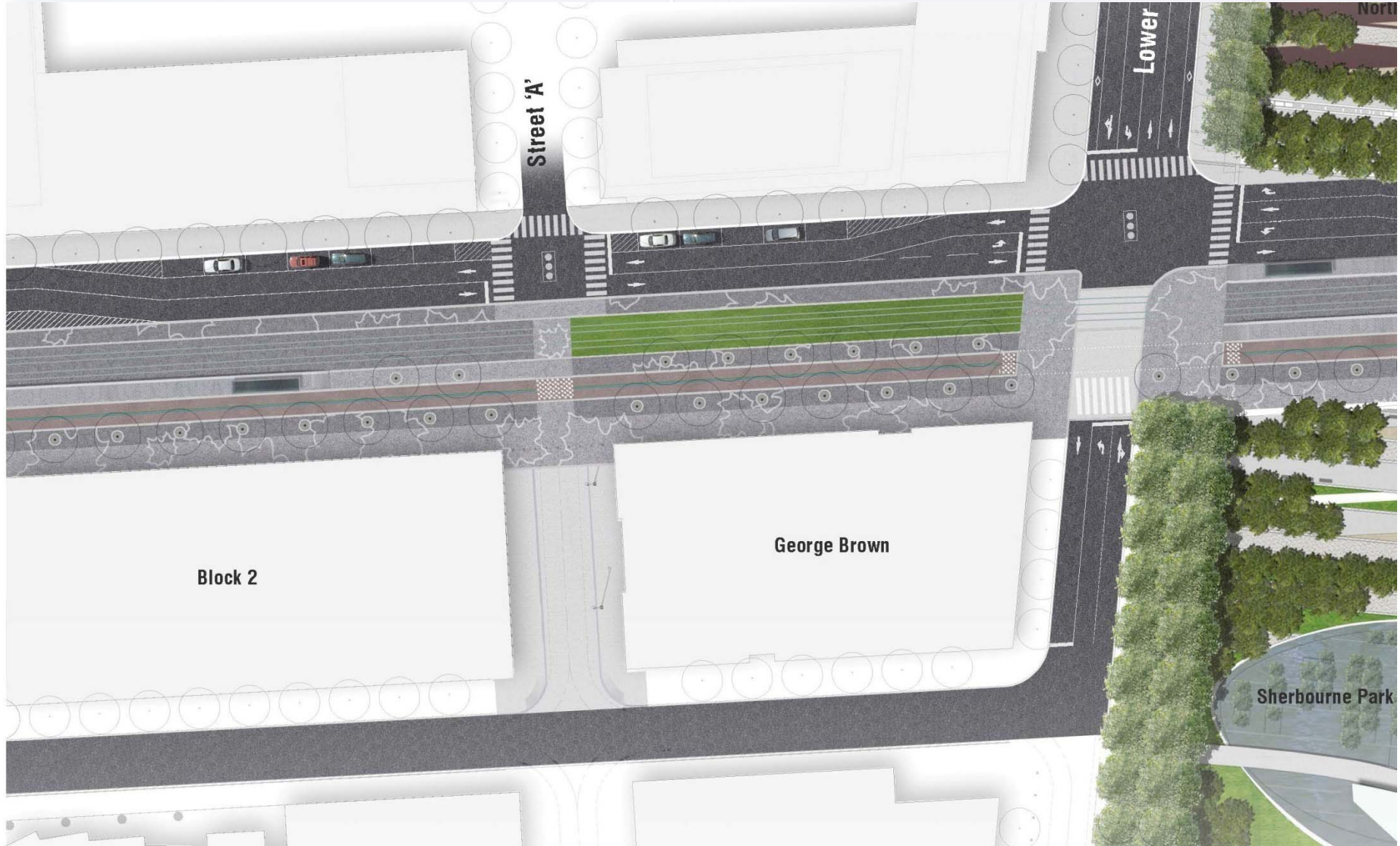
Loblaws

Lower Jarvis Street

Richardson Street

Redpath

Block 1



Block 2

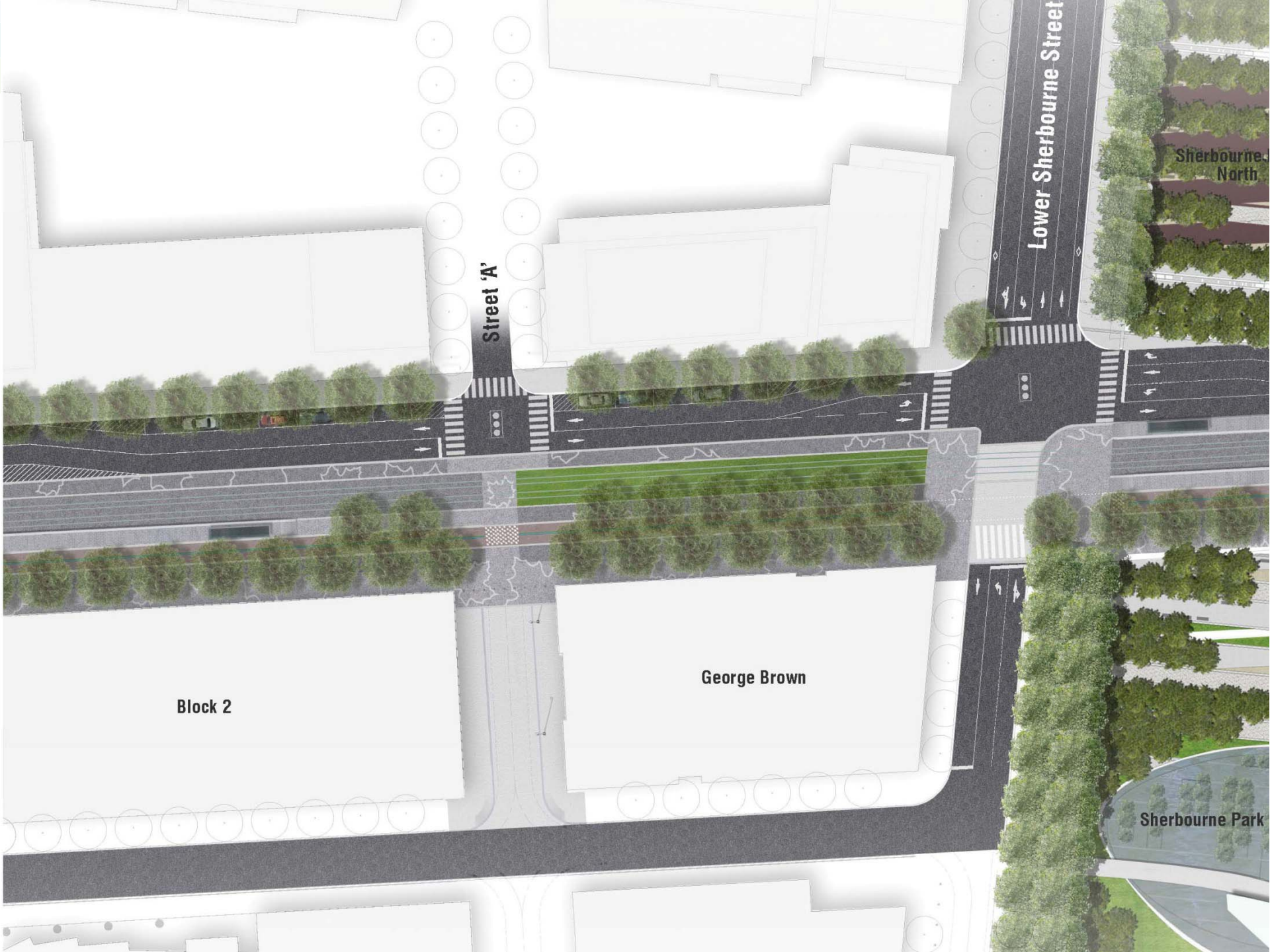
George Brown

Street 'A'

Lower

Sherbourne Park

North



Block 2

George Brown

Street 'A'

Lower Sherbourne Street

Sherbourne North

Sherbourne Park





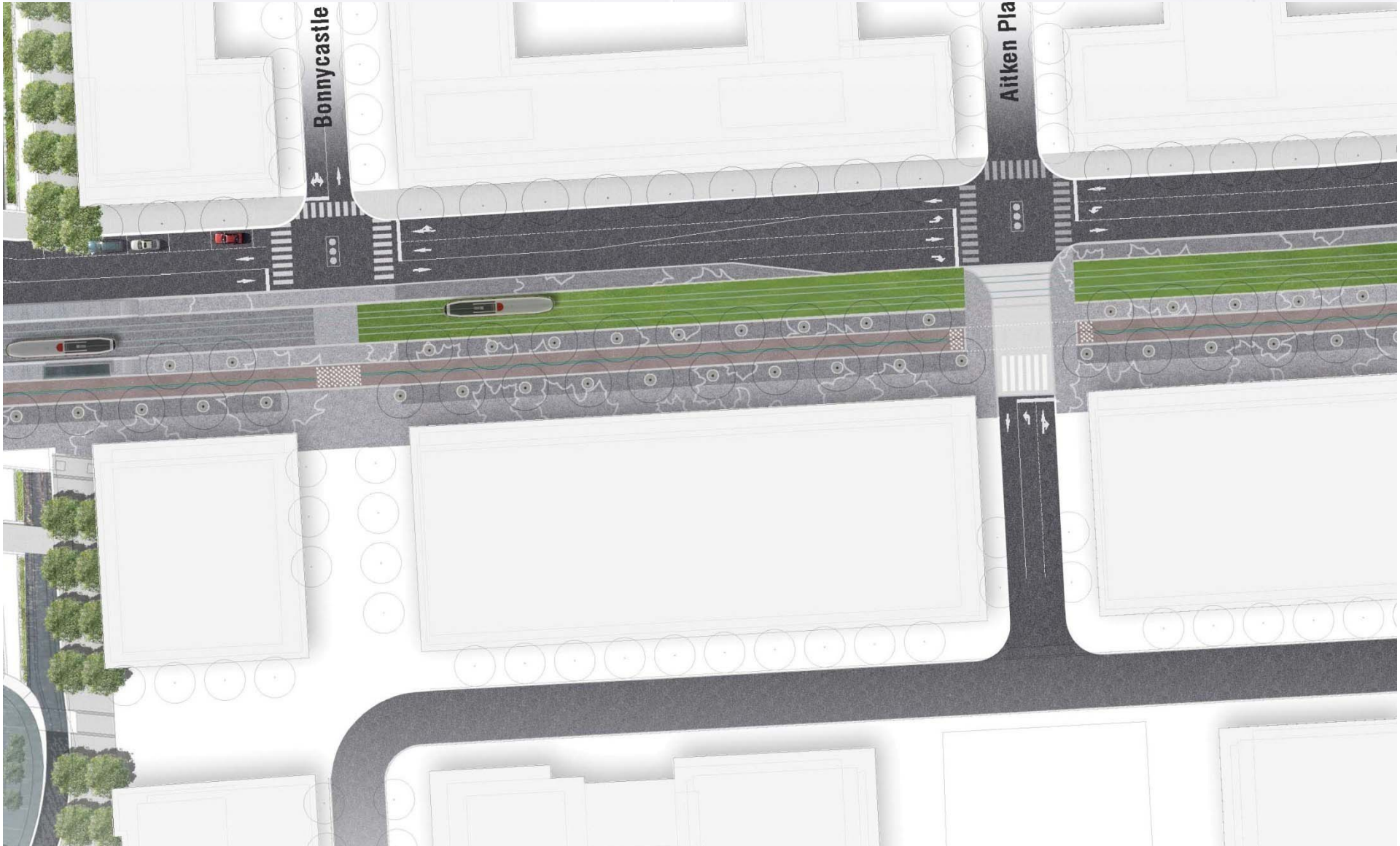
Lower Sherbourne Street

Sherbourne Park North

Bonnycastle Street

George Brown

Sherbourne Park South



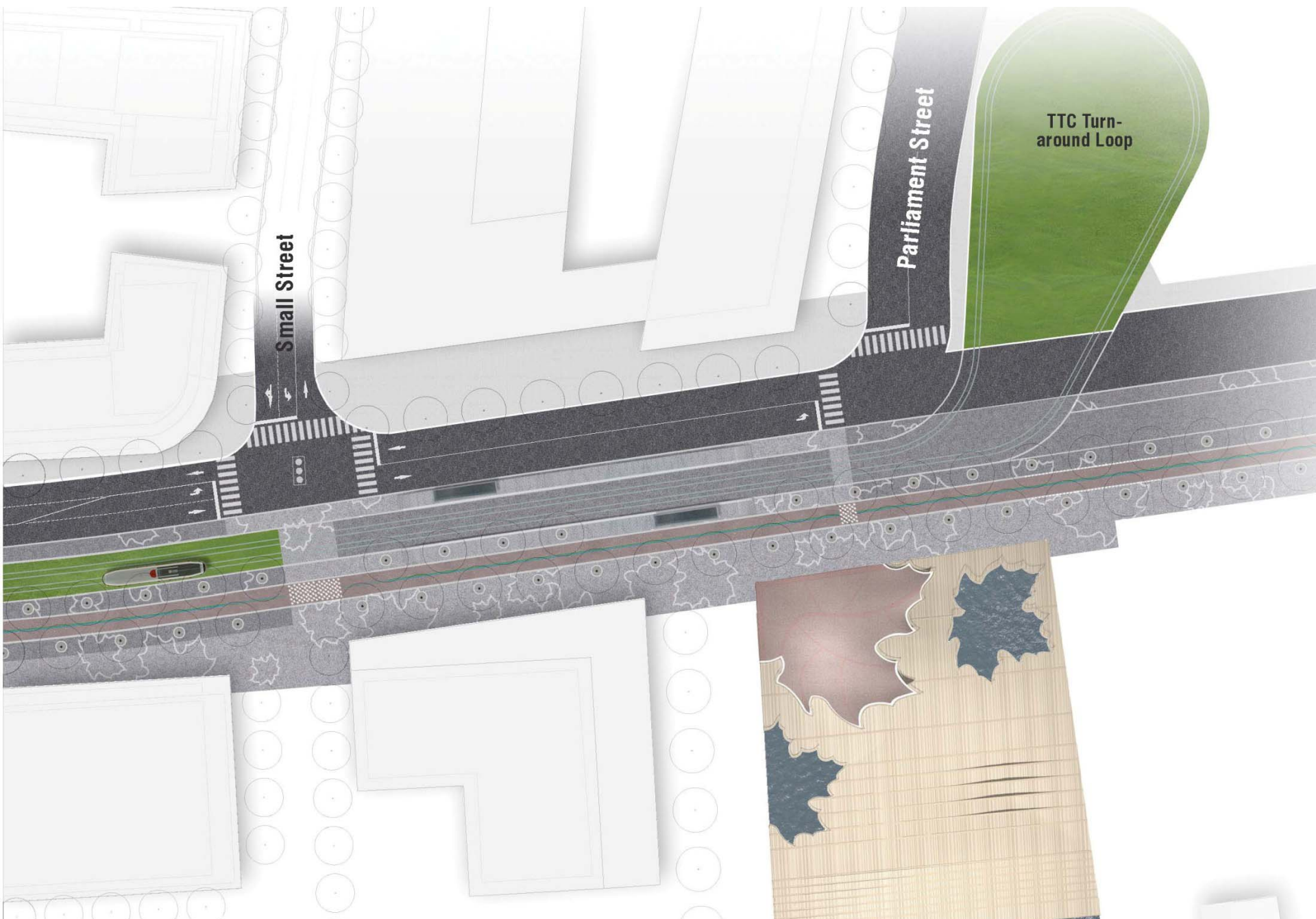
Bonnycastle

Aitken Pla



Bonnycastle Street

Aitken Place



Small Street

Parliament Street

TTC Turn-around Loop



Small Street

Parliament Street

TTC Turn-around Loop





7.REVIEW OF EAST BAYFRONT TRANSIT EA

Dennis Callan, McCormick Rankin

Integrated Transit Network in the Eastern Waterfront



East Bayfront Transit EA: Process to Date

March 2007 – PIC 1

- Corridor Selection: Queens Quay to Union Station via Bay Street

June 2007 – PIC 2

- Technology Selection: Streetcar in dedicated Right-of-Way
- Potential Portal Locations: Bay Street (2 options) & Queens Quay (3 options)

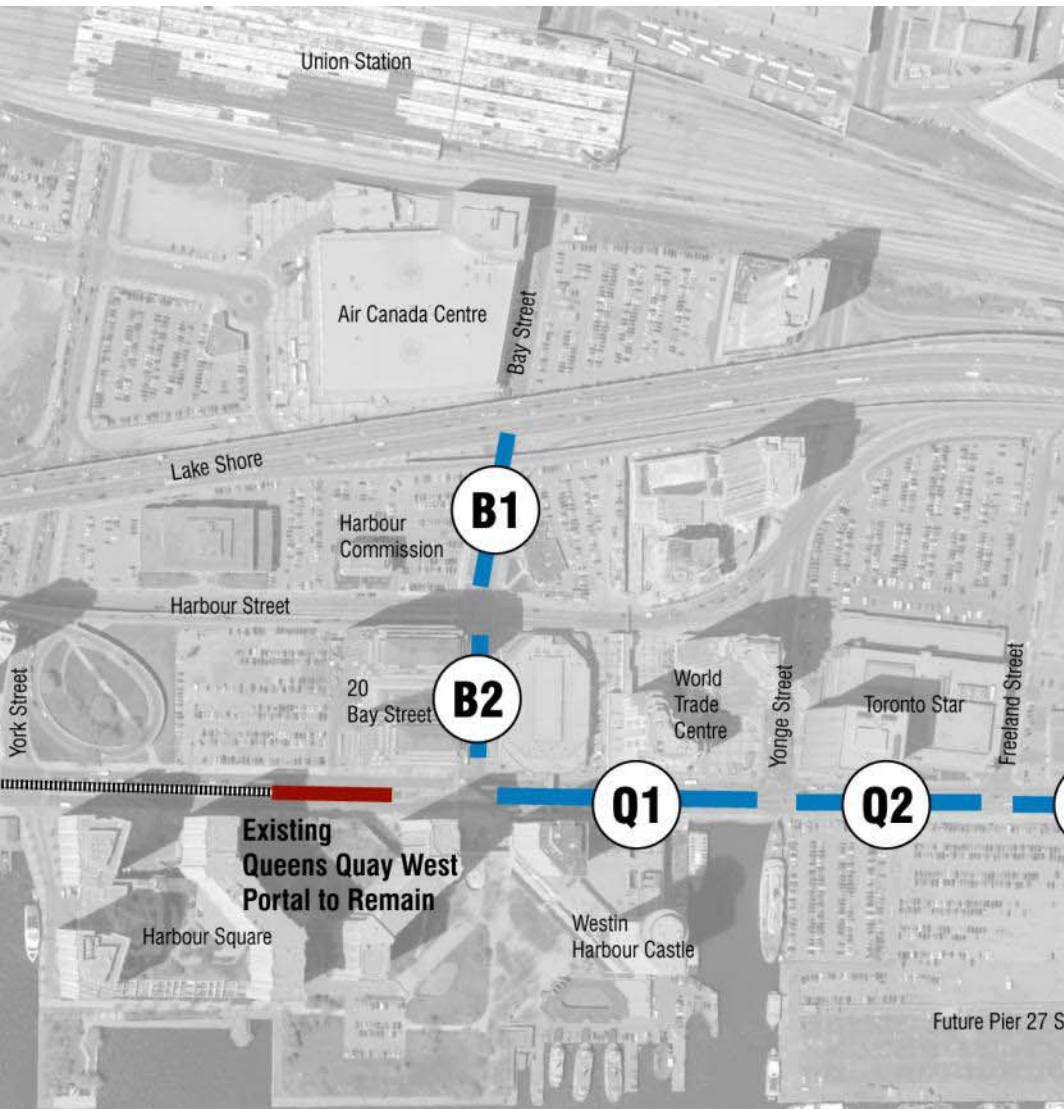
January 2008

- Joined consultation plan and project timeline with Queens Quay Revitalization EA to facilitate coordination between the two studies

Transit Specific Elements

- Portal options
- Eastern terminus of the Queens Quay East Streetcar line
- Expansion of the Union Station streetcar loop

Transit Portal Options



Bay Street Options:

B1 – between Lake Shore and Harbour

B2 – between Harbour and Queens Quay

Queens Quay Options:

Q1 – between Bay and Yonge

Q2 – between Yonge and Freeland

Q3 – between Freeland and Cooper

Bay Street Options

- Close/fill existing portal on Queens Quay and existing underground station
- Streetcars turn east and west through the Queens Quay/Bay intersection **at grade**, mixed with surface traffic and pedestrian movements
- Results in only 1 portal to serve Queens Quay West and Queens Quay East streetcars

Queens Quay Options

- Extend existing Bay Street tunnel easterly from Queens Quay/Bay Street to a new portal on Queens Quay
- Streetcars would turn east and west **under** the Queens Quay/Bay intersection, grade-separated from traffic and pedestrian movements
- Existing portal would serve Queens Quay West streetcars; new portal would serve Queens Quay East streetcars

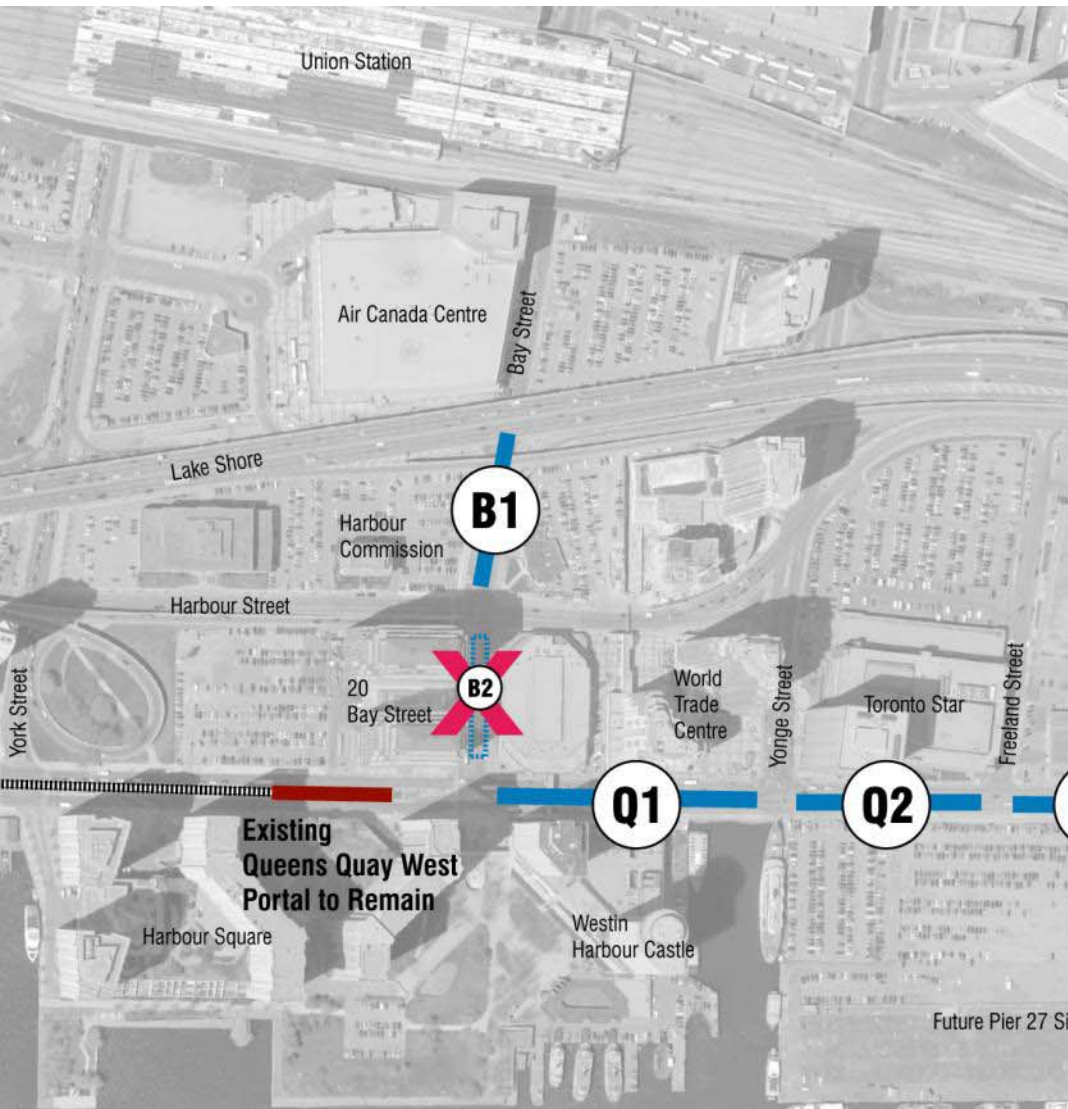
Analysis Approach

- Complete assessment of factors pre-determined during development of the EA Terms of Reference
 - Planning Policies
 - Urban Design
 - Transportation
 - Socio-Economic Environment
 - Natural Environment
 - Cultural Environment
 - Cost

- Evaluation based on key decision relevant factors

Objectives	Criteria	Indicators (The degree to which the alternative...)	Measure
A) Planning Policies	A1) Local population / employment growth in the study area	A1.1) Supports future transit and road capacity requirements for forecast development.	
	A2) City, TWRC, and Provincial Policies	A 2.1) Supports the City's Central Waterfront Secondary Plan, East Bayfront Class EA Master Plan, and standards for transportation planning and design	Provides all ROW amenities as per Master Plan
		A 2.2) Supports Goals and Intentions of Central Waterfront Design Competition	Compatible with streetcar ROW on the south side of Queens Quay?
		A 2.3) Supports Waterfront Toronto's East Bayfront Precinct Plan and Sustainability Framework.	Minimize car use, increase walking, cycling, and public transit use Vibrant, diverse, and economically strong community (qualitative)

B2: Screened Out



Bay Street Options:

- B1** – between Lake Shore and Harbour
- B2** – **SCREENED OUT**

Queens Quay Options:

- Q1** – between Bay and Yonge
- Q2** – between Yonge and Freeland
- Q3** – between Freeland and Cooper

Portal Evaluation: Planning Policies

SUMMARY	B1 Lake Shore-Harbour	Q1 Bay-Yonge	Q2 Yonge-Freeland	Q3 Freeland-Cooper
Planning Policies	Supports City of Toronto policies and Waterfront Toronto goals	Supports City of Toronto policies. Does not support results Waterfront Toronto's Central Waterfront Design Competition	Supports City of Toronto policies and Waterfront Toronto goals. Portal location consistent with Central Waterfront Secondary Plan	Supports City of Toronto policies and Waterfront Toronto goals
	✓	○	✓	✓

- ✓ Meets Criteria
- Challenging. May Meet Criteria
- ✗ Does Not Meet Criteria

Portal Evaluation: Urban Design

SUMMARY





	B1 Lake Shore-Harbour	Q1 Bay-Yonge	Q2 Yonge-Freeland	Q3 Freeland-Cooper
--	----------------------------------	-------------------------	------------------------------	-------------------------------

Urban Design





Improves streetscaping on Queens Quay between Bay and Yonge	Reduces streetscaping on Queens Quay between Bay and Yonge	Improves streetscaping on Queens Quay between Bay and Yonge	Improves streetscaping on Queens Quay between Bay and Yonge
One portal on Bay Street	Two portals on Queen's Quay	Two portals on Queen's Quay	Two portals on Queen's Quay
Some potential to enhance public spaces and improve public realm	Minimal potential to enhance public spaces and improve public realm	Fits within ROW - high potential to enhance public spaces and improve public realm	Fits within ROW - high potential to enhance public spaces and improve public realm
Limits a continuous Martin Goodman Trail	Interferes with a continuous Martin Goodman Trail	Fits full width of Martin Goodman Trail	Fits full width of Martin Goodman Trail



Portal Evaluation: Transportation





SUMMARY	B1 Lake Shore-Harbour	Q1 Bay-Yonge	Q2 Yonge-Freeland	Q3 Freeland-Cooper
Transportation	Provides poor transit service and operation - delays at Harbour, Bay, and Yonge intersections result in longer travel time and lower service reliability	Provides adequate transit service and operation	Provides better transit service and operation - grade-separated operation through Harbour, Bay, and Yonge intersections results in shorter delay, shorter travel time, and better service reliability	Provides better transit service and operation - grade-separated operation through Harbour, Bay, and Yonge intersections results in shorter delay, shorter travel time, and better service reliability
	Reduces north-south roadway capacity and ability for motorists to travel in and around the study area	Complex intersection operation at QQ/Yonge as a result of need for eastbound traffic to weave across streetcar ROW	No major impact on roadway operation	No major impact on roadway operation
				

Portal Evaluation: Socio-Economic Environment

SUMMARY	B1 Lake Shore-Harbour	Q1 Bay-Yonge	Q2 Yonge-Freeland	Q3 Freeland-Cooper
Socio-Economic	<p>Potential future redevelopment site on west side of Bay Street - access limited to SB right-in/right-out only as a result of the portal; streetcar tracks in conflict with Westin Harbour Castle Hotel driveway, Ferry Docks east driveway</p> <p>Harbour Square Condominium – requires driveway modification</p> <p>Lowest potential to minimize perceived noise and vibration effects on existing residents - streetcars will operate at-grade between Harbour Street and Yonge Street and through the QQ/Bay intersection</p>	<p>Westin Harbour Castle Hotel and Ferry Docks east driveway - access limited to eastbound right-in/right-out only as a result of the portal</p> <p>World Trade Centre Condominium - access on QQ reduced to right-in/right-out only</p> <p>Lower potential to minimize perceived noise and vibration effects on existing residents - streetcars will reach surface between Bay Street and Yonge Street</p>	<p>No impact on access to existing commercial properties</p> <p>Portal will be located just west of Freeland Street - main access to MT 27 residential development; however, it is anticipated that full access can be maintained</p> <p>Higher potential to minimize perceived noise and vibration effects on existing residents - streetcars will be underground between Harbour Street and Yonge Street</p>	<p>Redpath Sugar – end of streetcar ramp in conflict with main driveway - likely requires modification of driveway</p> <p>No impact on access to existing residential properties</p> <p>Higher potential to minimize perceived noise and vibration effects on existing residents - streetcars will be underground between Harbour Street and Yonge Street</p>
				

Portal Evaluation: Cost

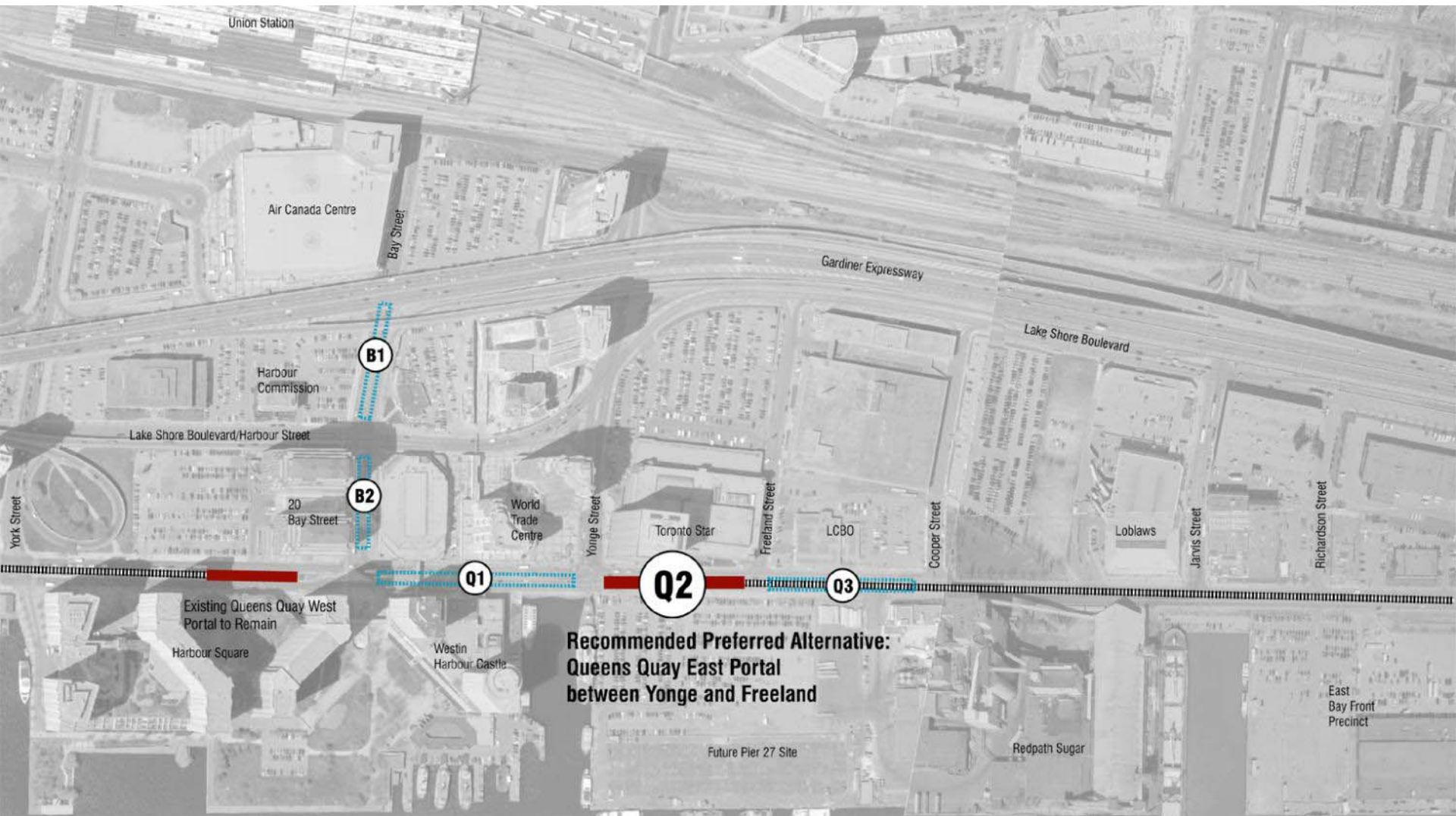
SUMMARY

	B1 Lake Shore-Harbour	Q1 Bay-Yonge	Q2 Yonge-Freeland	Q3 Freeland-Cooper
Cost	Medium potential to minimize construction cost	Highest potential to minimize construction cost	Medium potential to minimize construction cost	Lowest potential to minimize construction cost
	Lower potential to minimize vehicle acquisition cost	Higher potential to minimize vehicle acquisition cost	Higher potential to minimize vehicle acquisition cost	Higher potential to minimize vehicle acquisition cost
	Potentially costly measure for mitigating access issues at Westin Harbour Castle Hotel	Potentially costly measure for mitigating access issues at Westin Harbour Castle Hotel	No major property acquisition anticipated	No major property acquisition anticipated
	Lower potential to minimize transit operating cost during and after construction	Higher potential to minimize transit operating cost during and after construction	Higher potential to minimize transit operating cost during and after construction	Higher potential to minimize transit operating cost during and after construction
				

Portal Evaluation: Summary

	B1 Lake Shore-Harbour	Q1 Bay-Yonge	Q2 Yonge-Freeland	Q3 Freeland-Cooper
Planning Policies	✓	○	✓	✓
Urban Design	○	✗	✓	✓
Transportation	✗	✗	✓	✓
Socio-Economic	✗	✗	✓	○
Natural	Not Decision Relevant			
Cultural	Not Decision Relevant			
Costs	✗	✓	○	✗
	Not Carried	Not Carried	Carried	Not Carried

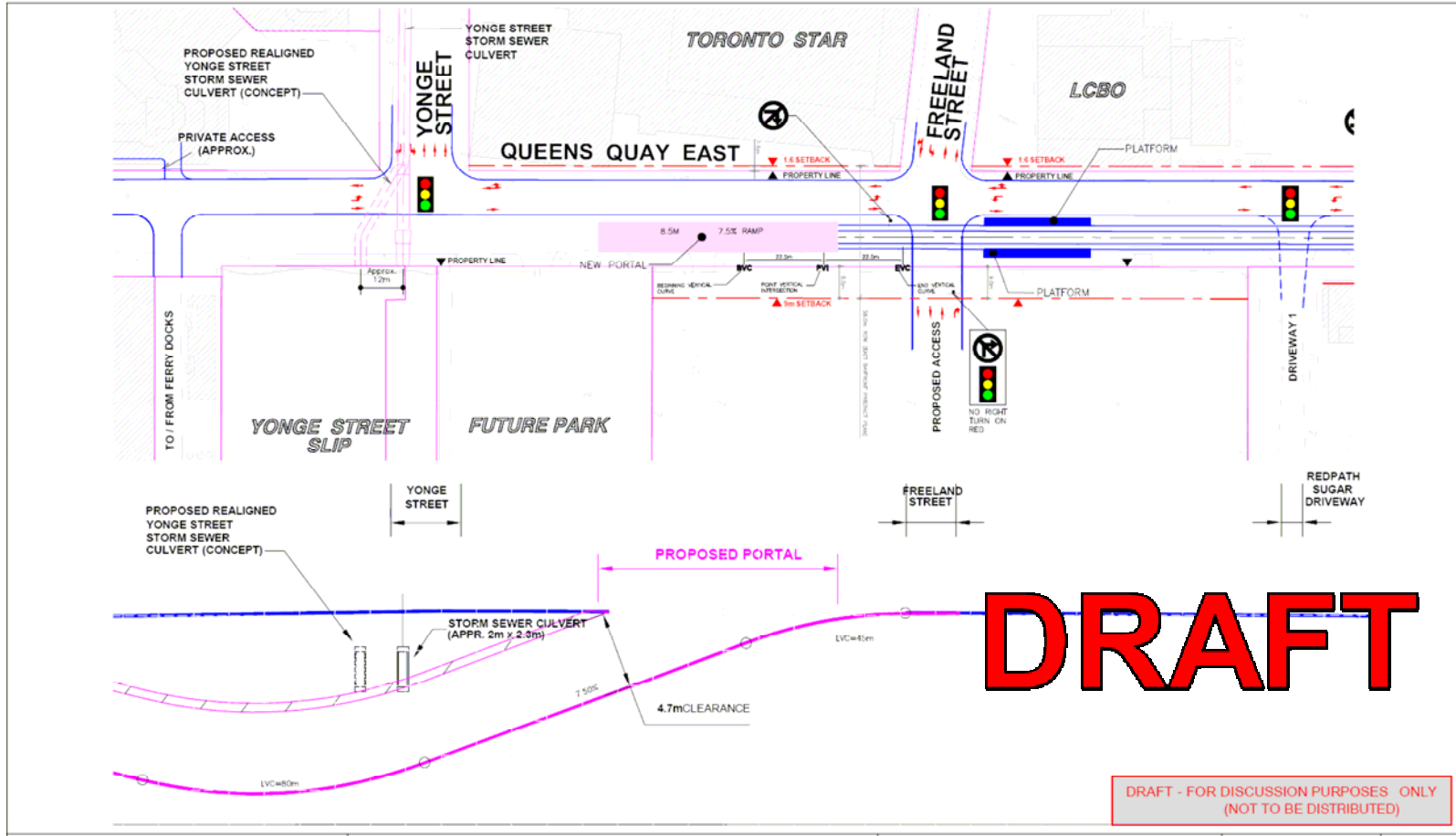
Recommended Portal Option: Q2 – between Yonge and Freeland



Recommended Portal Option: Q2 – between Yonge and Freeland

- Transit – better quality of service as a result of shorter delay at intersections, shorter travel time, and better service reliability; no impact on roadway capacity
- Portal fits within ROW – extra width available on the south side of Queens Quay between Bay and Yonge for public realm improvement
- Lowest impact on existing commercial and residential properties

Recommended Portal Option: Q2 – between Yonge and Freeland



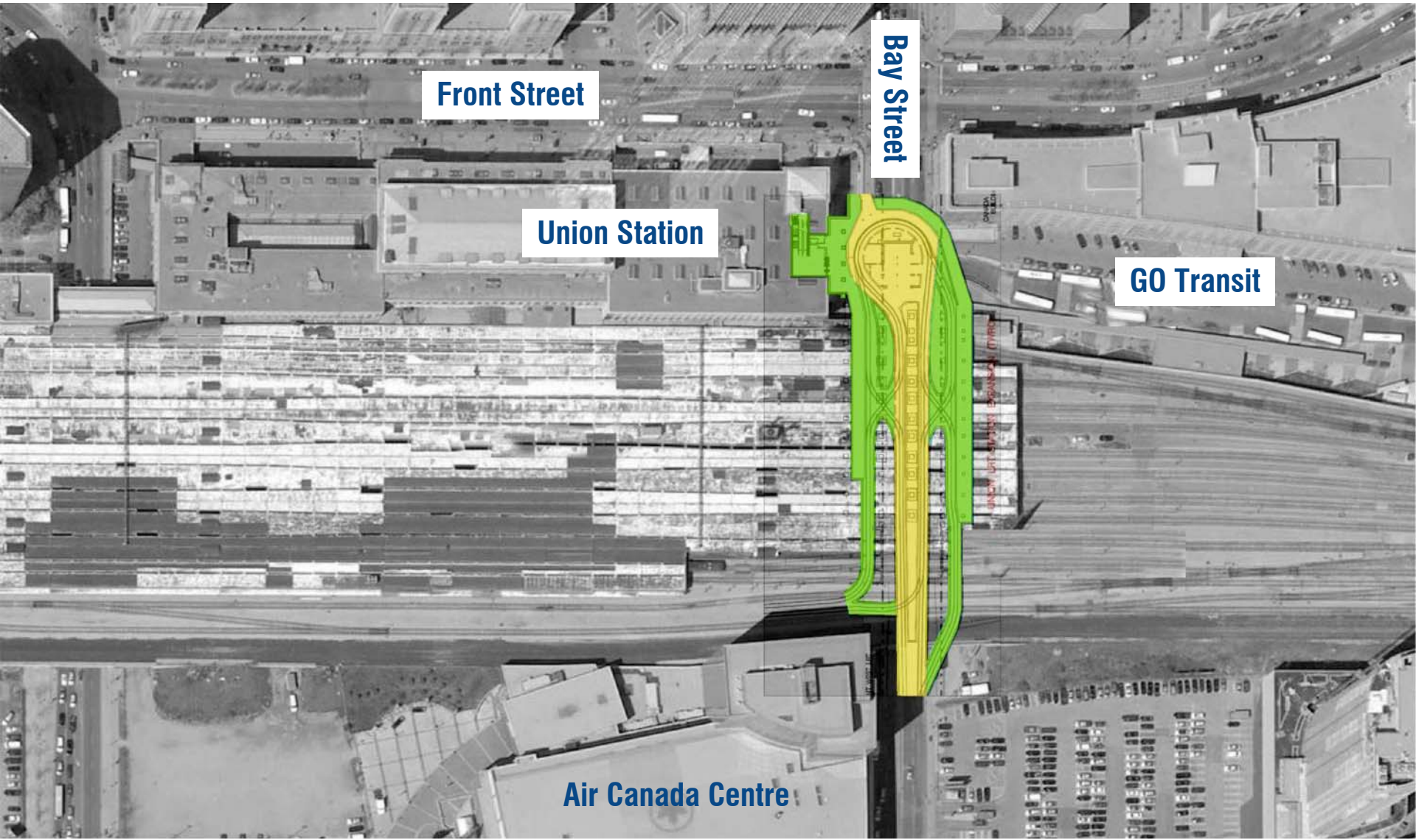
Queens Quay East Streetcar Connection to Cherry Street

- Alignment of Queens Quay Blvd. east of Parliament to be confirmed by Lower Don Lands Class EA Master Plan
- Interim terminus loop at Small/Parliament until Queens Quay Blvd. extended to Cherry Street
 - minimise interim affect on developable property
 - maintain operation during construction of extension
- EBF Transit EA will show location of interim loop and conceptual connections:
 - with approved West Don Land streetcar on Cherry Street
 - connection with future streetcar network in the Port Lands via Cherry Street

Interim Parliament Loop

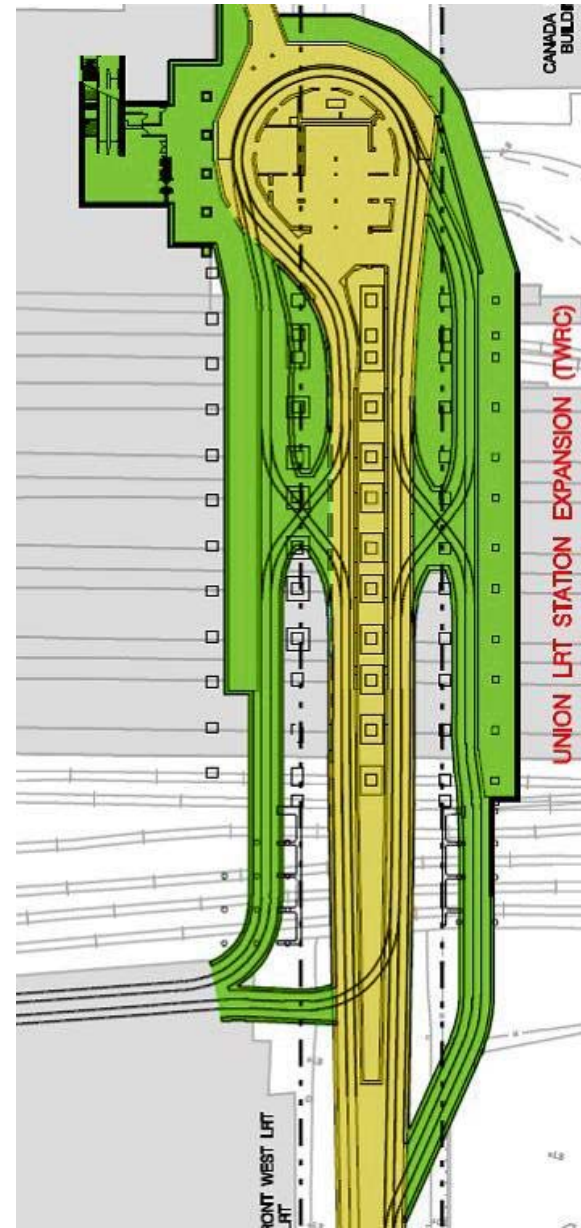


Union Station Platform Expansion



Union Station Platform Expansion

- Significant platform expansion required to carry high transit volumes from east and west of Union Station (in green).



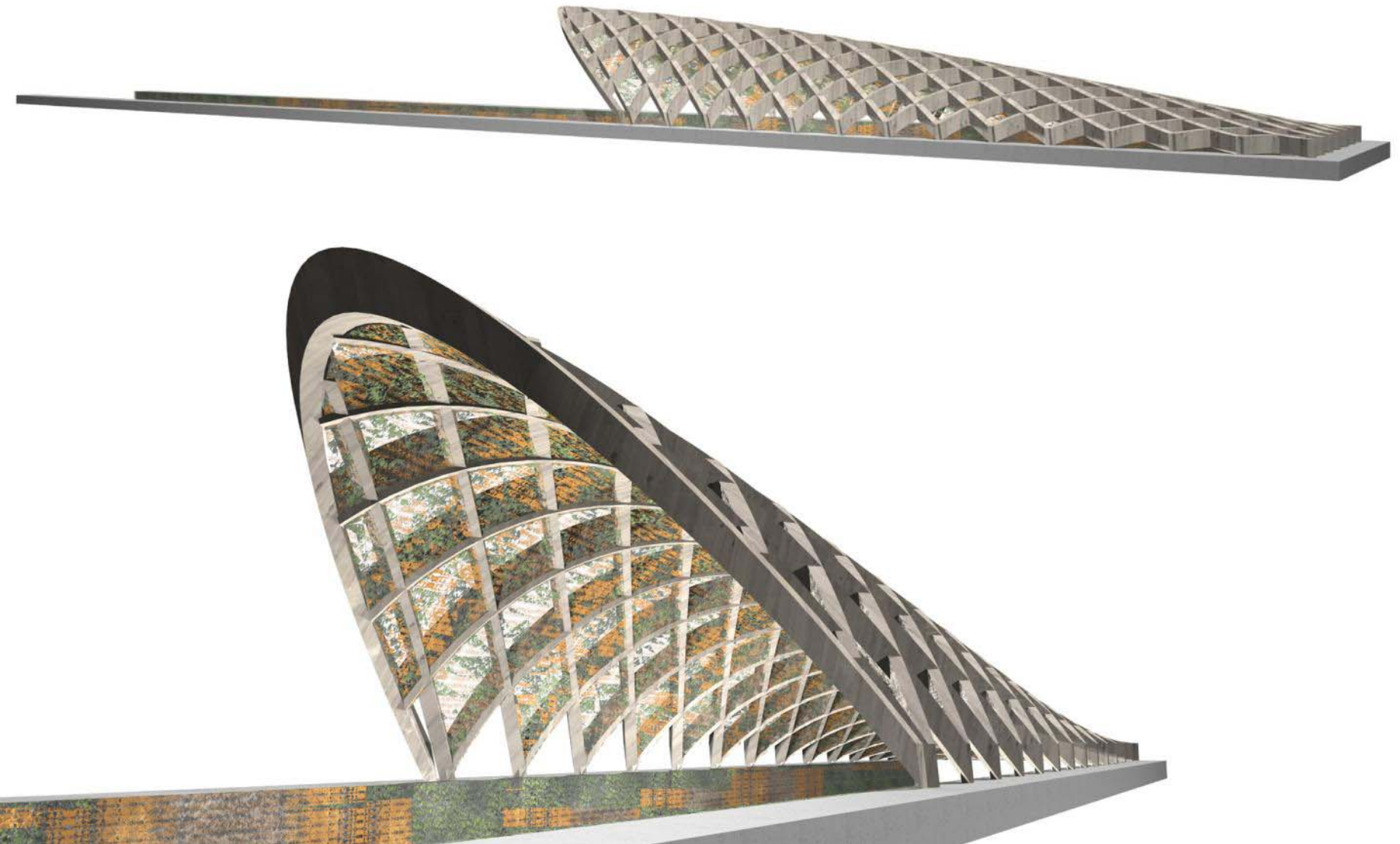
Recommended Portal Option: Q2 – between Yonge and Freeland

Potential Portal Canopy



Recommended Portal Option: Q2 – between Yonge and Freeland

Potential Portal Canopy





NEXT STEPS

Next Steps

June 2, 2009

Executive Committee

July 6, 2009

City Council

August 2009

Filing of ESR for Public Review

September 2009

30-Day Public Comment & Review Period