

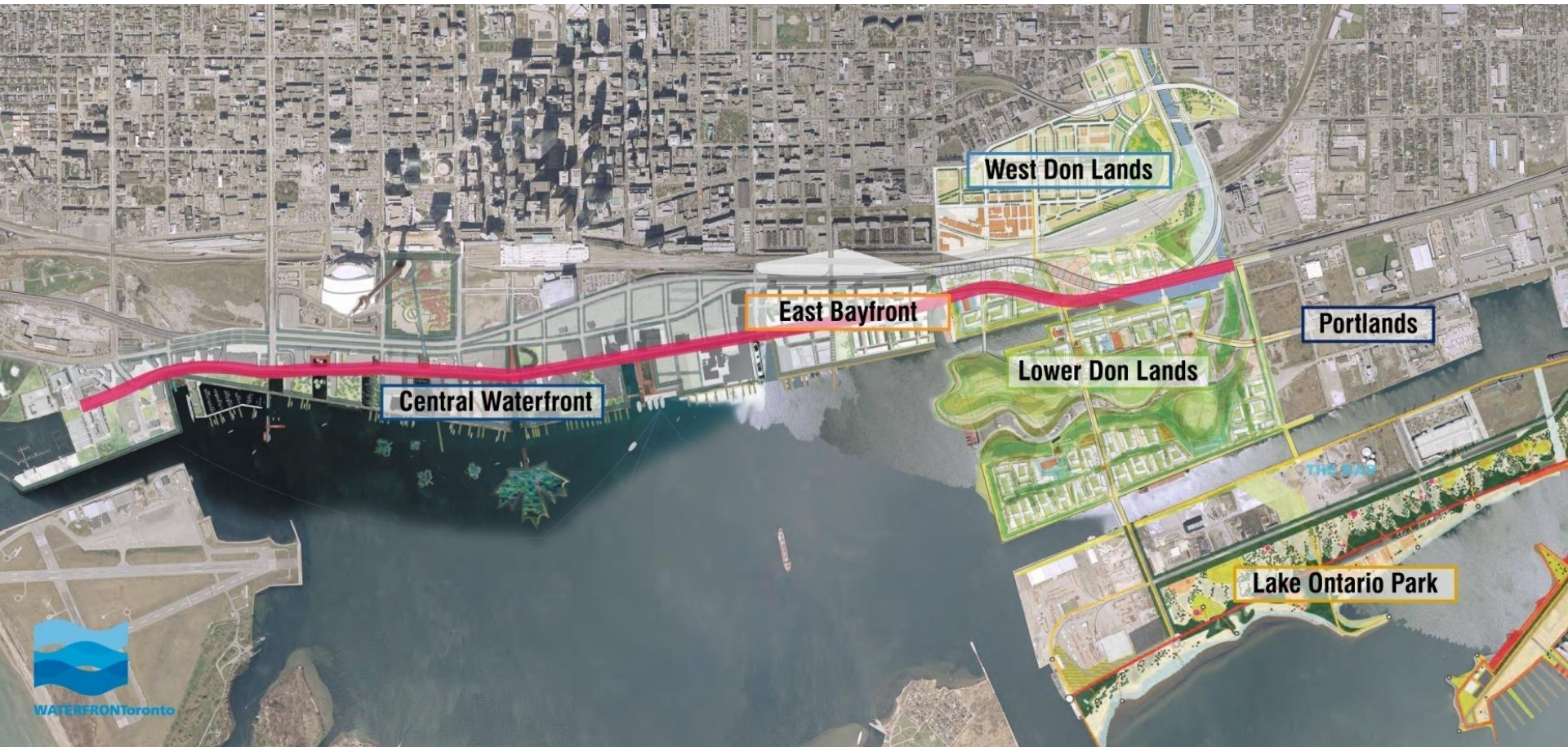
QUEENS QUAY REVITALIZATION
ENVIRONMENTAL ASSESSMENT
BOARD OF DIRECTORS
SEPTEMBER 9, 2009



UPDATE

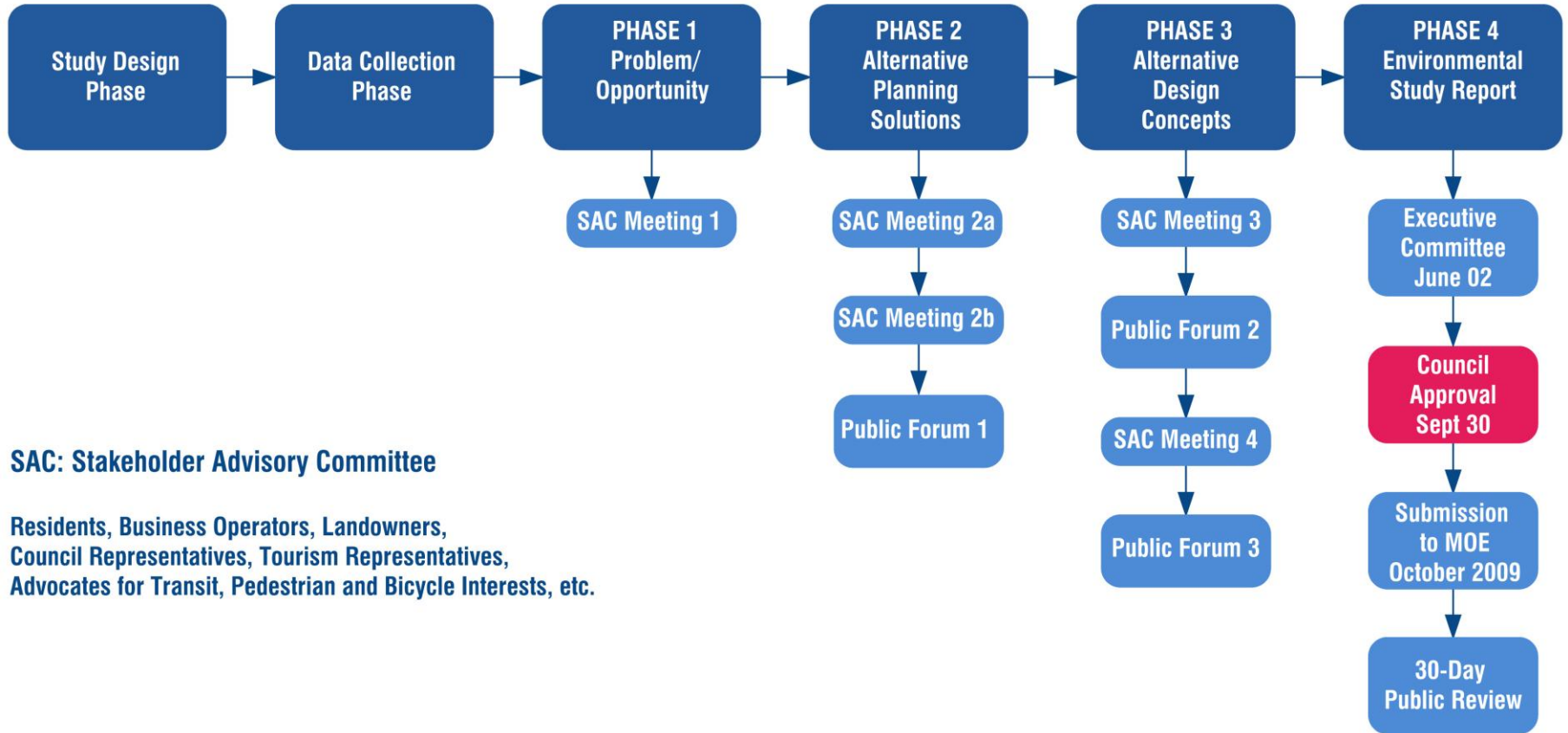


WATERFRONToronto



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

Environmental Assessment Process



SAC: Stakeholder Advisory Committee

Residents, Business Operators, Landowners,
Council Representatives, Tourism Representatives,
Advocates for Transit, Pedestrian and Bicycle Interests, etc.

Public Consultation

Public Meetings

Stakeholder Meetings

Individual Resident Meetings

Individual Landowners

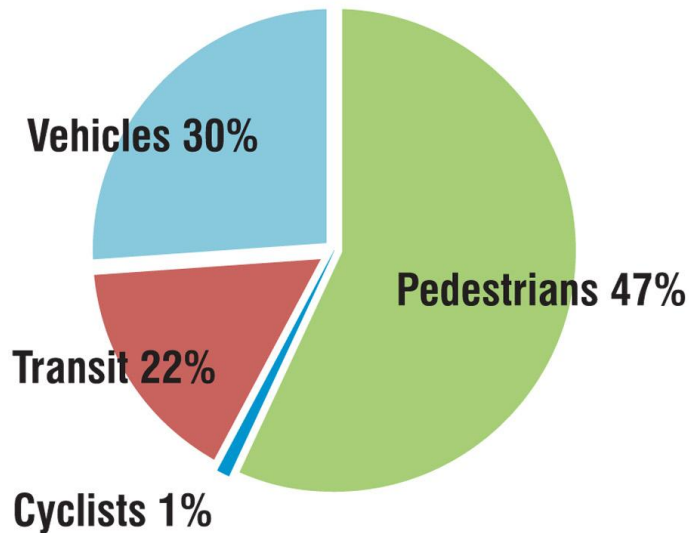
Condominium Corporations and Boards of Directors



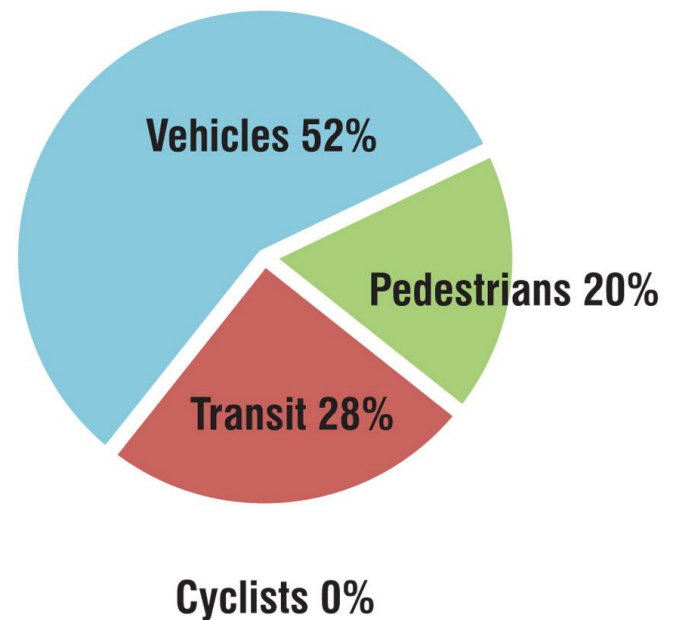
Data Collection Phase

Existing: Volume vs. Dedicated Space (York Street)

**Intersection Volume
York Street**



**Dedicated Intersection Space
York Street**



Data Collection Phase

Time-Lapse



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

Problem Statement

Queens Quay is Toronto's main waterfront street, yet in its current configuration acts as a **barrier** rather than a gateway to the waterfront.

North-south connections to the water's edge are limited, unwelcoming, and **difficult** for pedestrians to cross between the north and south sides of Queens Quay.

East-west connections between individual destinations, including the Martin Goodman Trail, are **constrained** or absent, creating an unpleasant experience for commuter and recreational cyclists, in-line skaters, joggers, residents and visitors moving along the lake front.

Aesthetically it fails to provide the kind of atmosphere conducive to economic vitality, ground floor retail activity, and urban vibrancy.

Problem Statement (cont...)

Operationally it suffers from sub-standard streetcar platforms, conflicting and illegal parking activities, and major points of conflict at intersections.

Civically it **fails to provide a grand and beautiful public realm** befitting its role as the primary address for Toronto's waterfront.

A revitalized Queens Quay presents the opportunity to implement **long-standing City of Toronto policy objectives** while more effectively balancing the needs of its residential, business, recreational and visitor users.

Strategically there is an **opportunity to coordinate** Queens Quay revitalization with other planned waterfront projects and infrastructure renewal by the TTC.

Goals for a Revitalized Queens Quay: Transform Queens Quay into Neighbourhood Main Street

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



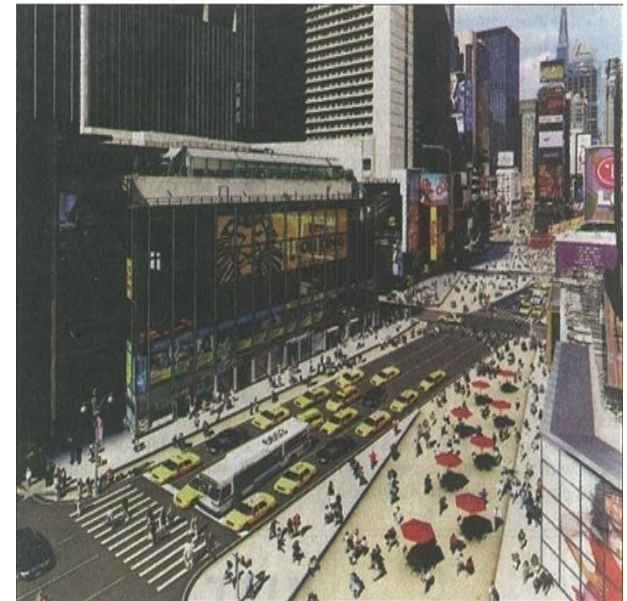
Goals for a Revitalized Queens Quay: Connect Waterfront to the City

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



Goals for a Revitalized Queens Quay: 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 a Revitalized Queens Quay: Create a Destination Boulevard

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



Goals for a Revitalized Queens Quay: 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 a Revitalized Queens Quay: 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 a Revitalized Queens Quay: 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 Berthiaume

Voir le résumé de cet article en page 45.



Courtesy of the City of Toronto

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 Réelle? 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 thrill, 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 past 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 take whatever reason for beauty we can.



Shortlisted Design Alternatives and Evaluation Summary

<p>● Best ● Good ● Poor X Fail</p> <p>Group</p> 	<p>1. Do Nothing</p> 	<p>2. Centre Transit</p> 	<p>4. Southside Transit One-Way Operations</p> 	<p>5. Southside Transit Two-Way Operations</p> 
A Transportation	●	●	●	●
B. Safety/Emergency Response	●	●	●	●
C. Urban Design/Quality of Place	●	●	●	●
D. Socio-Economic Conditions	X	●	●	●
E. Natural Environment	●	●	●	●
F. Cultural Environment	●	●	●	●
G. Cost	●	●	●	●
H. Land Use Plans and Policies	X	●	●	●
Summary	X	●	●	●
	Not Carried	Not Carried	Carried	Carried

PREFERRED ALTERNATIVE:
SOUTHSIDE TRANSIT WITH EXPANDED PUBLIC REALM
TWO-WAY OPERATIONS

Preferred Alternative



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

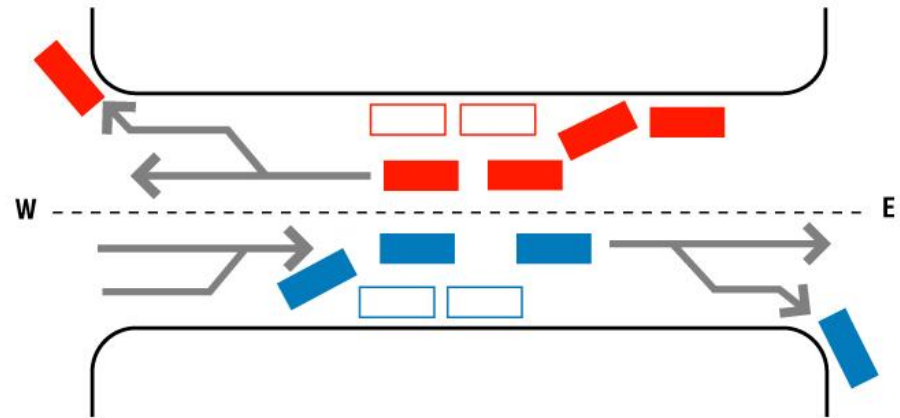
Provides greatest opportunity for a world-class waterfront street

All this while accommodating traffic and access to all sites

Functional Diagram

Existing

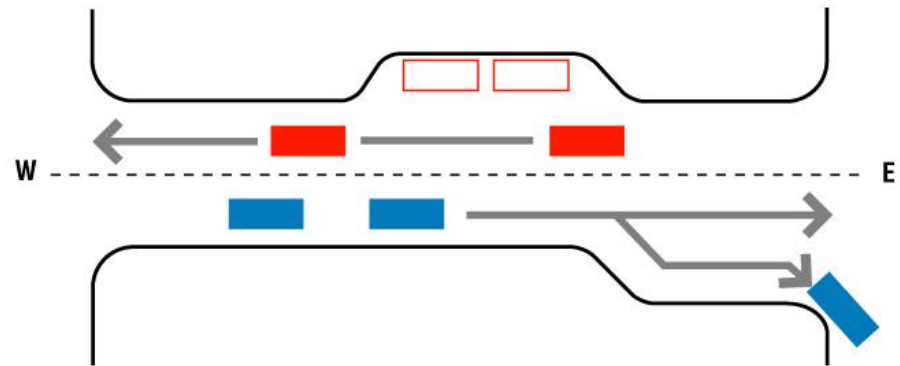
- 4 lanes
- Curbside conflicts
- Some shared through and turn lanes
- Lanes don't work efficiently
- Dedicated transit phase (full stop for all modes)



4

Proposed

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



2+

Queens Quay Overall Intersection Performance (Level of Service)

Queens Quay @	Do Nothing	Centre Transit	South Side Two-Way	South Side One-Way
Lower Spadina Avenue	D / D	D / E	C* / C	C / D*
TTC Loop	B / B	A / A	B / A	A / A
EMS / Beer Store	Unsignalized	A / B	A / B	A / A
Rees Street	B / C	D / C	C* / B	B / C
Lower Simcoe Street	C / B	D / C	B / A	B / B
Queens Quay Terminal	Unsignalized	Unsignalized	B / B	A / A
York Street	D / F	C / C	B / B	C / D*
Harbour Square	C / D	C / D	Removed	Removed
Bay Street	C / D*	D / C	C / C*	C* / C*
Yonge Street	B / B	B / C	B* / C*	B / C*

Notes:

morning peak hour / afternoon peak hour

* indicates individual through movements with $V/C > 0.80$ or left turn $V/C > 1.0$

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





Lower Sherbourne Street

Sherbourne Park North

Bonnycastle Street

George Brown

Sherbourne Park South

Improved Transit Operations



New Waterfront Transit Connections



Connected Martin Goodman Trail



Martin Goodman Trail Graphics

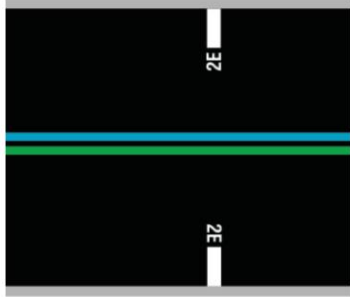
Proposed Elements MGT Graphic Identity

1. Centreline Markings
Blue and Green Striping



Maintain the well-established graphic language of the overall trail system - simply green and blue

2. Distance Markings
White Stripe and Numeric Marker



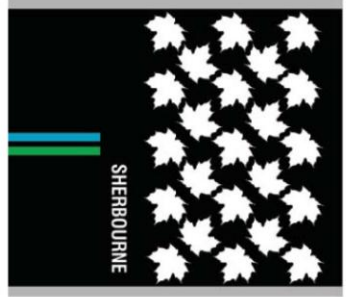
Distance code was developed as relative distance to Yonge Street as a datum line, with markings every 500m

3. Special Place Markings
Leaf Applique



Placed at discretion to indicate significant public destinations adjacent to the trail

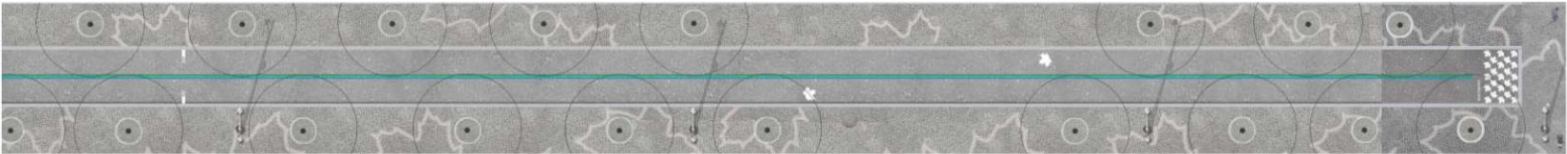
4. Intersection Carpet
Leaf Applique and Street Nameplate



Indicates a transition into pedestrian areas where different modes intersect and caution/stopping is required



A prototype to be applied to all Waterfront Toronto implementation projects of the MGT



Impression within Central Waterfront

Generous Public Promenade



Civic Scale



Removing Pinch Points Creating Gateways



Recommendation to Proceed:

Management recommends commencing detailed design for Queens Quay from Spadina to Parliament Streets upon completion of the Environmental Assessment.

Recommended Motion:

ON MOTION duly made, seconded and carried, be it **RESOLVED** that the Board approves Management's recommendation to proceed with a contract (which may exceed \$5 million) for Detailed Design for Queens Quay from Spadina to Parliament Streets upon completion of the Environmental Assessment.