



Queens Quay East Revitalization & East Waterfront LRT
Schematic Design
March 24th, 2021

East Waterfront LRT Project Components

Queens Quay East – 2A

Proponent: Waterfront Toronto

Design Team: West8, DTAH

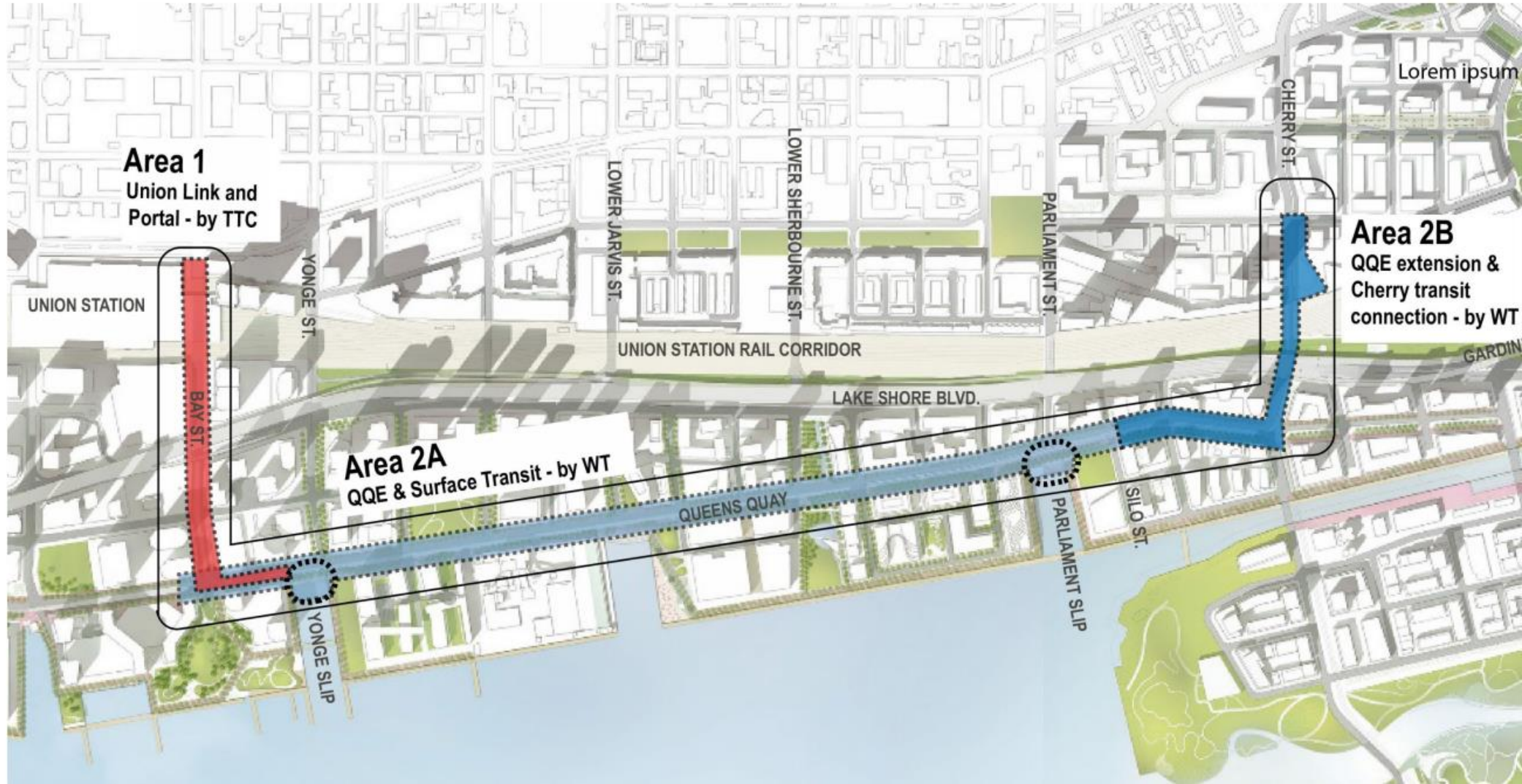
Review Stage: Schematic Design

Scope Areas

1) 30% design for the Union Loop, tunnel, Queens Quay Station and Portal. Managed by TTC.

2A) 30% design for the section between the Portal and the Silos (Future Silo Street). Managed by Waterfront Toronto.

2B) 30% design for the Queens Quay East extension to New Cherry Street and design along New Cherry Street, from Queens Quay to the Distillery Loop. Managed by Waterfront Toronto.



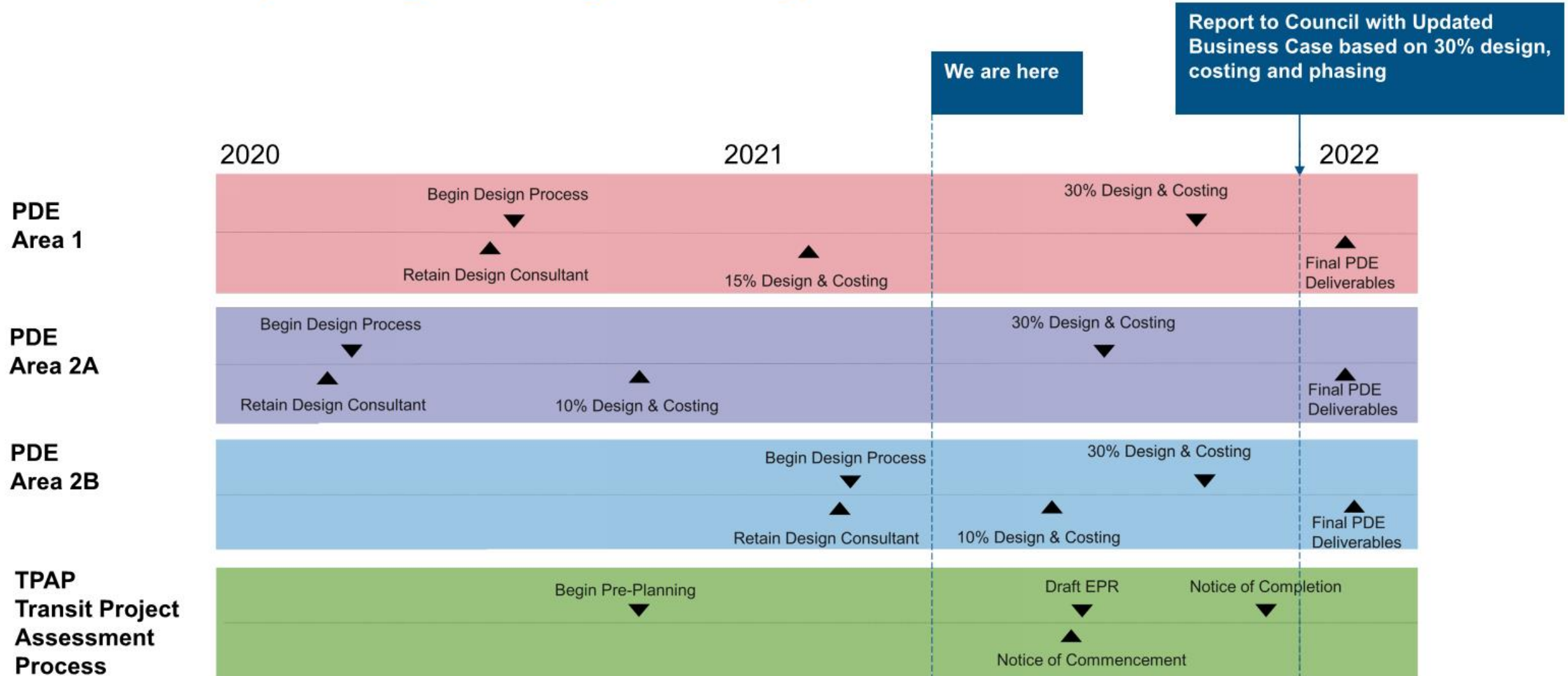
East Waterfront LRT Preliminary Design & Engineering Schedule

Queens Quay East – 2A

Proponent: Waterfront Toronto

Design Team: West8, DTAH

Review Stage: Schematic Design



Estimated construction timelines, subject to funding, are between 2023-2026 for QQE and 2024-2029 for Union to QQ link

Project Description & Background

Queens Quay East – 2A

Proponent: Waterfront Toronto

Design Team: West8, DTAH

Review Stage: Schematic Design

Background

- 30% Preliminary Design and Engineering and Costing of Queens Quay East LRT and streetscape to inform a business case for Waterfront Transit implementation funding for consideration in the City's Fall 2021 budget

Description/ Scope of Work

- 30% design for transit , streetscape and public realm for Queens Quay East from Bay to Cherry St. including a transit connection to Distillery Loop is the full scope led by Waterfront Toronto .
- This team's scope is **Area 2A which extends from Bay St. to future Silo St.** inclusive of slip fill at Yonge and Parliament slips to facilitate the road and transit extension.
- This design is an update of the previously completed 2012 design for Queens Quay East to current best practices in ecology and mobility and integrating lessons learned from Queens Quay West
- Embodied carbon assessment will be part of 30% design and future stages

Anticipated Timeline

- 30% design for Area 2A by May 2021
- Full program 30% design and costing, and business case by Fall 2021
- Future phases of design and implementation subject to funding
- Estimated construction timeline 2023-2026 for Queens Quay East subject to funding

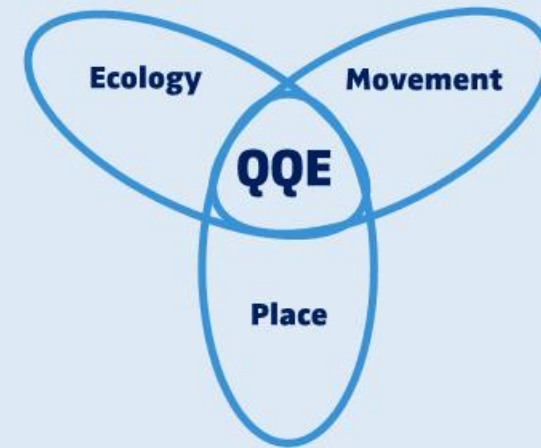
Design Brief

Vision

Queens Quay is Toronto's **primary lakefront boulevard** connecting its existing and emerging precincts, parks and public spaces and **establishing a strong cohesive character across the waterfront**. Building on the successful revitalization of the western section, Queens Quay East will further integrate urban ecology, active transportation, and place-making to create a street that is resilient to future change.

Objectives:

1. Integrating with Urban Ecology
2. Moving People
3. Building a Destination



Continuous Identity with the West with Optimizations



Design Brief

1/ Integrating with Urban Ecology:

Design for ecological performance

- Expanded tree canopy and planting
- Integrated green infrastructure
- More permeable ground surface
- Enhanced user comfort
- Habitat and eco-corridors for biodiversity
- Resilient species selection for waterfront
- Customized details for variable lake levels
- Low-maintenance landscape
- Monitoring and adaptive maintenance

2/ Moving People: Design for safety, convenience and flexibility

- Improve clarity at intersections
- Improve pedestrian crossings
- Safe intermodal interactions
- More convenient cycling environment
- Accommodate new micro-mobility
- Flexibility to accommodate new trends
- Performance review & adaptive management

3/ Building a Destination:

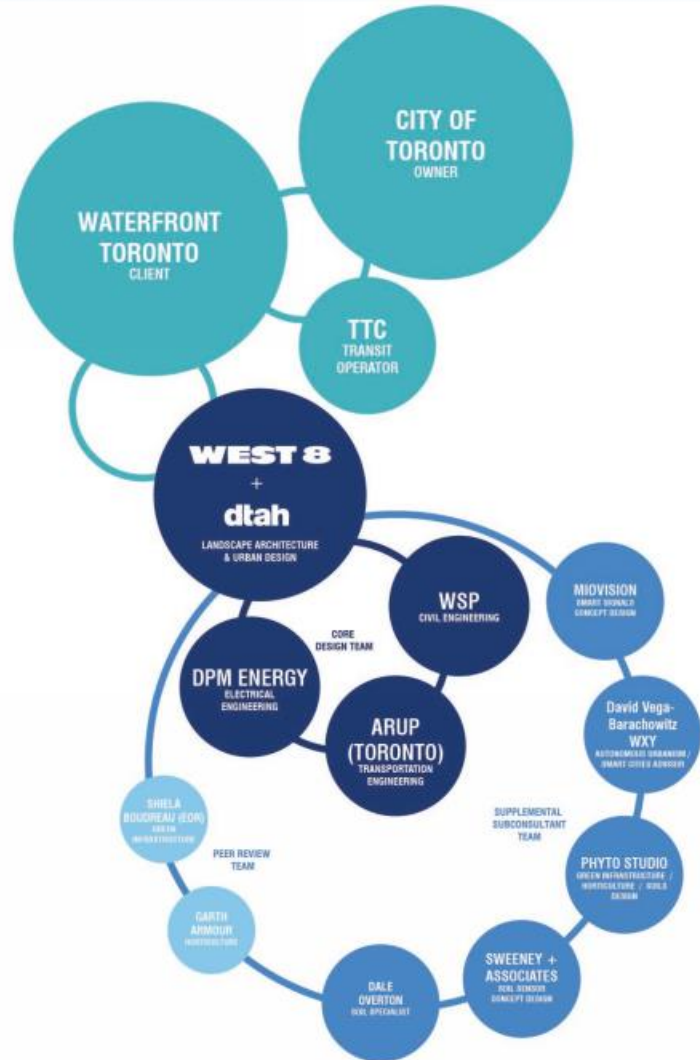
Design for character and experience

- Continuity of design language with QQW
- Greater coherence of paving materials
- Durable materials and craftsmanship
- Slips and intersections as destinations
- Flexibility for closures & programming
- Consistent palette of furniture, lighting, etc.
- Integrated infrastructure for programming
- Encourage social interaction

Project Team

Queens Quay East – 2A

Proponent: Waterfront Toronto
Design Team: West8, DTAH
Review Stage: Schematic Design



Core Team:

West 8 + DTAH – *Landscape Architecture & Urban Design*

ARUP (Toronto) – *Transportation Engineering*

WSP – *Civil Engineering*

DPM Energy – *Electrical Engineering*

Supplementary Consultant team:

- Dale Overton – *Soil Specialist*
- Sweeney + Associates – *Soil sensor concept design*
- Phyto Studio – *Green infrastructure, horticulture, soils design*
- David Vega-Barachowitz WXY – *Autonomous urbanism / smart cities adviser*
- Miovision - *Smart signals concept design*

Peer Review Team:

- Sheila Boudreau – *Green Infrastructure*
- Garth Armour - *Horticulture*

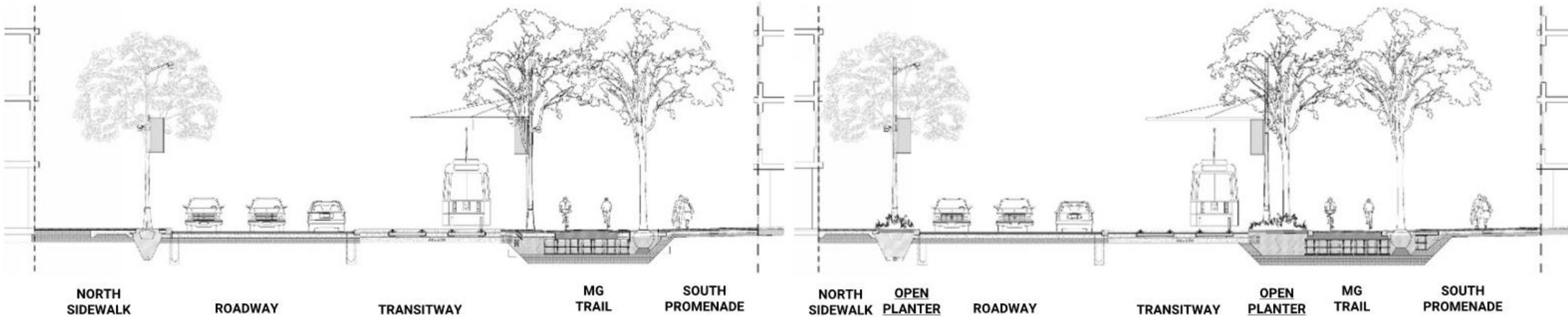
Continuous Identity with Enhancements

Queens Quay East – 2A

Proponent: Waterfront Toronto

Design Team: West8, DTAH

Review Stage: Schematic Design



2012 - Typical Cross Section

2020 - Typical Cross Section + Understory Planting

Enhancing the Arrival Experience to the Water

Queens Quay East – 2A

Proponent: Waterfront Toronto
Design Team: West8, DTAH
Review Stage: Schematic Design



QUEENS QUAY BLVD



plaza intersections



movement intersections



arrival streets



TTC
transit stop



landmarks



Activation Hubs

Improving Clarity at Intersections

Queens Quay East – 2A

Proponent: Waterfront Toronto

Design Team: West8, DTAH

Review Stage: Schematic Design



2012 Design
Mixing Zone



2020 Design
Delineation between cyclists and pedestrians

Public Information Center Feedback

Feb 17, 2021

Queens Quay East – 2A

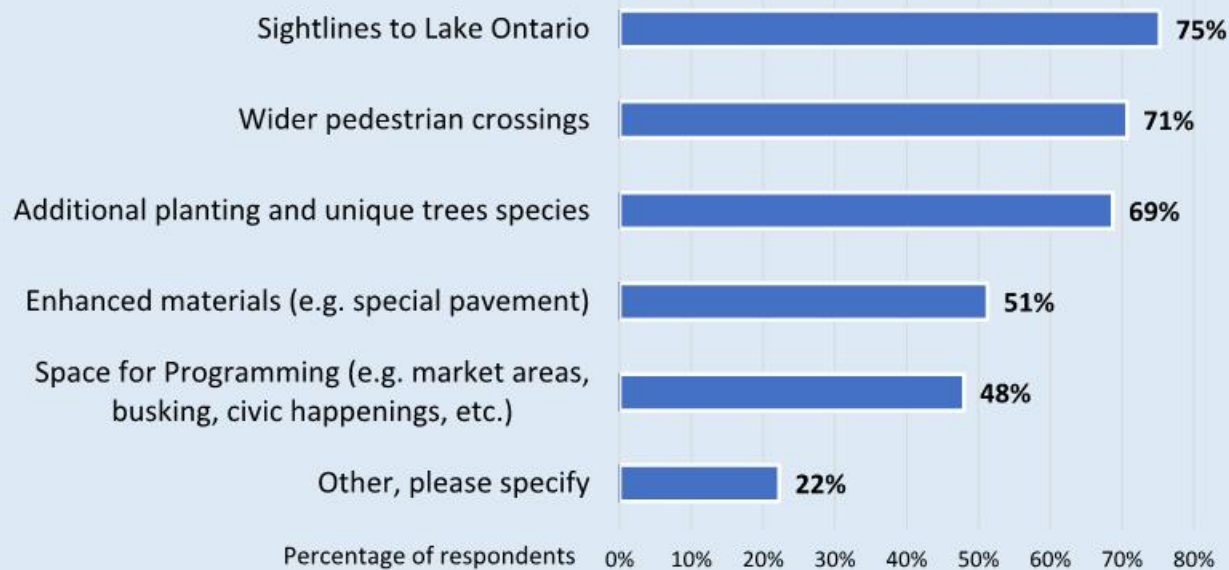
Proponent: Waterfront Toronto

Design Team: West8, DTAH

Review Stage: Schematic Design

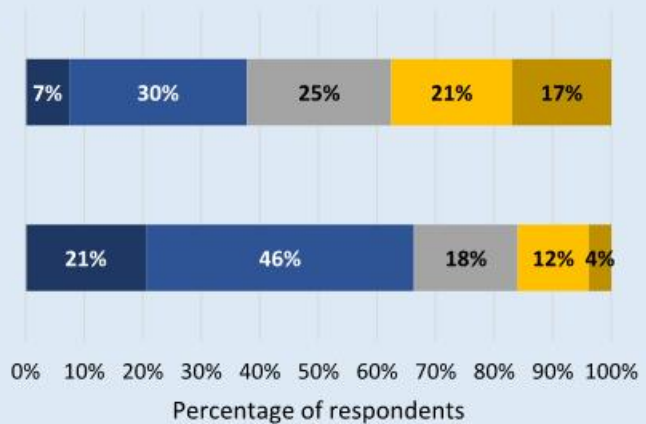
Participants identified the importance of **clearly differentiating the cycling track on the Martin Goodman Trail to mitigate against conflicts between people riding bikes and other visitors** to the waterfront. Overall, participants stressed the importance of the **waterfront as an iconic part of the city** that should feel welcoming and connected to the city's past and present. Participants emphasized the need for a **variety of seating areas, lighting, hardy vegetation, and wayfinding improvements**.

What design elements would contribute most to a sense of arrival to the waterfront at key intersections?

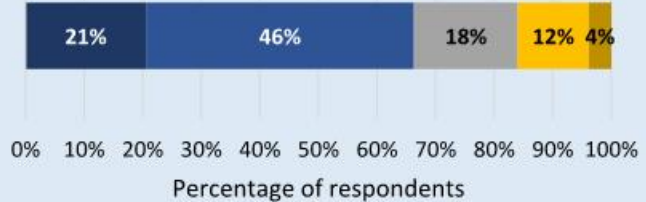


Shared Space and Delineated Intersection Concepts

Do you think the proposed shared space design at the head of slip plazas and the signage concept will help slow down cyclists and give priority to pedestrians within the plaza space?



Do you think the delineated intersection concept will make it clearer for how pedestrians and cyclists navigate the intersections?



Legend: Strongly Agree (Dark Blue), Agree (Blue), Neutral (Grey), Disagree (Yellow), Strongly Disagree (Orange)

DRP Stream 2: Public land – Site Plan Approval

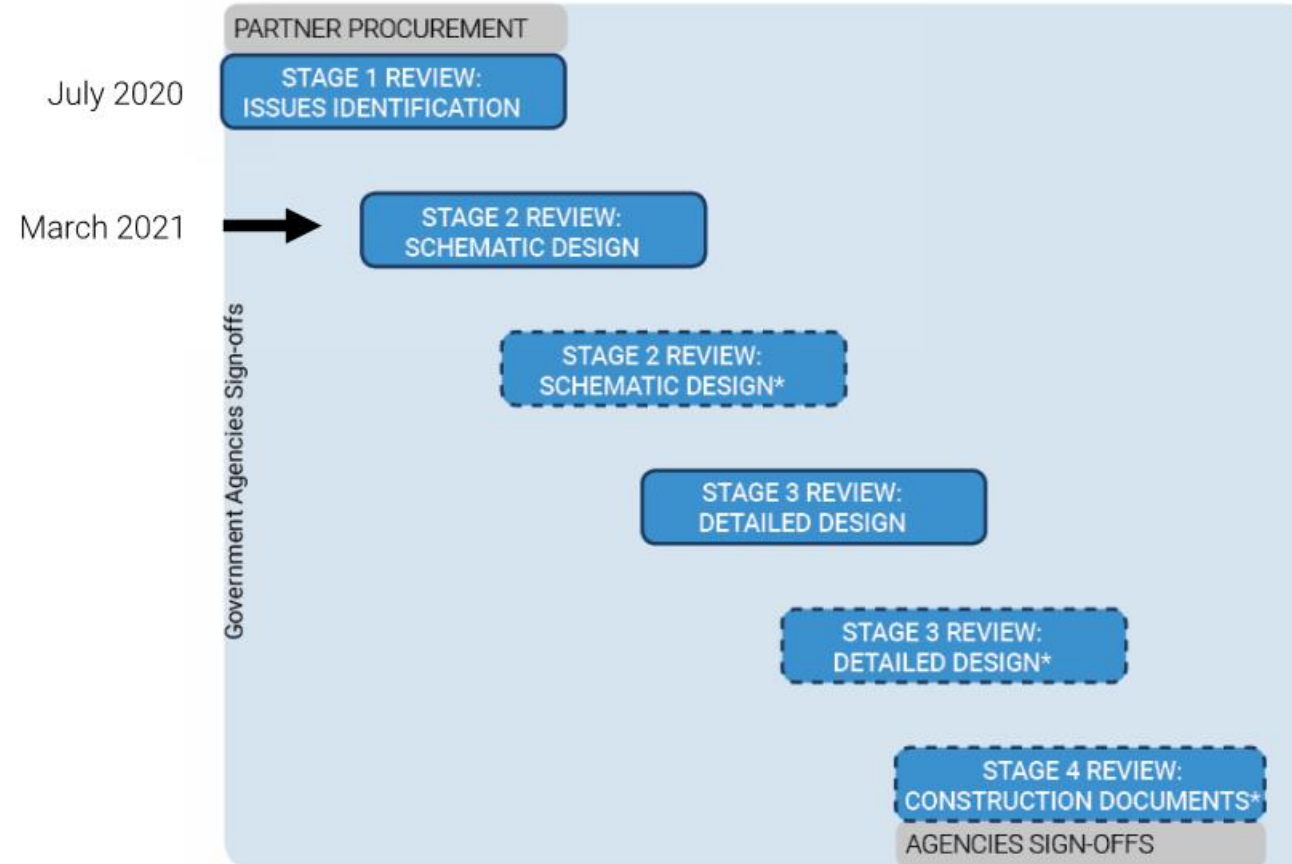
Project Approval Stage

Queens Quay East – 2A

Proponent: Waterfront Toronto

Design Team: West8, DTAH

Review Stage: Schematic Design



Recap from July 2020

Stage One Consensus Comments

Queens Quay East – 2A

Proponent: Waterfront Toronto

Design Team: West8, DTAH

Review Stage: Schematic Design

General

- Supportive of the **team continuity** from the Queens Quay West project and appreciated the design continuity by carrying the vision forward.
- **Support for the overall project.**
- **Appreciated the “lessons learned”**, consider showing photos of critical areas at the next review to provide greater understanding moving forward.
- It is important to **share the knowledge base** from the project in the future, such as street tree biodiversity, to help the public understand the role of public realm infrastructure.

Public Realm

- **Signage** will be an important, consider further studies and provide more information at the next review.
- Supported the overall design strategy of the **north - south streets** meeting Queens Quay.
- As an iconic point of interest, provide more information and the rationale on the **design of the foot of Yonge Street** at the next review.
- It is important to ensure Queens Quay East will be a great **urban retail street**.
- Focus on the **intersections** as they are major points of movement with various modes of mobility.

Landscape

- Supportive of the proposed **urban ecology strategies** to include diverse **tree allee**, increased **ground cover planting**, and **continuity in the public realm**.

Does the updated design of Queens Quay East address our objectives for:

- Continuity of identity and design language for entire Queens Quay Boulevard as one cohesive street
- Enhanced ecological performance, active transportation, and placemaking
- Arrival experience at intersections and heads of slips
- Resilient planting approach & integration of ecological infrastructure
- Martin Goodman Trail refinements and delineated intersections
- Accessibility enhancements



MATTUPHEN Toronto

Queens Quay East 30% PDE Design Review Panel: Schematic Design

March 24, 2021

WEST 8 + utah

The 15 year legacy of Queens Quay Boulevard as the Spine of the Secondary Waterfront



Agenda

1. Design Principles (15 minutes)

- Overview of Principles
- **Maintain a Continuous Identity**
 - Five sacred elements of QQ Blvd
 - Waterfront Signature Light
- **Improved Arrival Experience**
 - City Scale - QQ context
 - Waterfront Scale - 5 arrival zones
 - Street scale - two types of intersections
 - Flexible laybys
- **Enhanced Martin Goodman Trail**
- **Green and Climate Resilient**
 - Green features
 - Groundwater research, recommendations, outcomes
 - Planting character and Species
 - Two understory approaches
- **Open and Accessible**
 - Bike share and scooter parking
 - Heated Paving
 - CNIB and TO360

2. Walk Through West to East (15 minutes)

Overview of Project and Zone Breakdown
Bay and Yonge Arrival Zone

Yonge Slip to Redpath Factory

Redpath Factory

Jarvis Arrival

Jarvis to Sherbourne

Sherbourne Arrival

Bayside and Quayside

Parliament Arrival

Area 2B Boundary and Alignment to Cherry Street

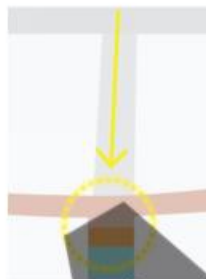
An aerial perspective of a modern urban street scene. A red and white tram is moving along a dedicated track in the foreground. The street is wide and features multiple lanes for cars, a pedestrian walkway, and a bicycle lane. Large, dark, 3D letters spelling out 'EARTH' are positioned across the street, partially obscuring the view. The background shows a tall glass skyscraper and other city buildings under a clear sky. The overall scene depicts a vibrant, walkable, and transit-oriented urban environment.

1. Design Principles

Five Design Principles for Queens Quay East Refresh



1. Maintain a Continuous Identity



2. Improve the Arrival Experience



3. Enhance the Martin Goodman Trail



4. Green and Climate Resilient



5. Open and Accessible

1. Maintain a Continuous Identity

The Five Sacred Elements of Queens Quay Boulevard



Queens Quay is Queen

- Hierarchy of Queens Quay over adjacent parks and N-S streets
- Paving comes up to building faces
- A continuous and consistent streetscape width and character



The Paving Palette

- Iconic pink granite cobblestone with world class detailing
- Maple leaf pattern on south side
- Grey granite curbs, ramps, and let downs
- Paleotec unit pavers at driveways
- Asphalt MGT and Roadway



Mature Shade Trees

- Double row "allee" beside MGT with shared soil volume
- Single row on north side with continuous trench



The MGT Markings

- Blue green centre stripe
- Maple leaves coming to a stop
- Blue box with STOP



The Furnishing Zone

- A place for benches, trash cans, poles, signs, bike parking, newspaper stands, mailboxes, water fountains, you name it!



1. Maintain a Continuous Identity

Signature Light Pole optimized with WT Request for off the shelf products for acceptance by Toronto Hydro



Queens Quay West



Original Signature Waterfront Toronto Light

- Olivio Grande Fixture
- Custom brackets
- Custom glulam pole
- Custom shroud

Optimized Signature Waterfront Toronto Light

- Philips MileWide2 Fixture
- Philips Brackets
- Structura glulam pole or
- Valmont metal round tapered pole

2. Improve the Arrival Experience

25 Intersections with 11 “arrivals” on Queens Quay, 12 Intersections with 5 “arrivals” in project site



2. Improve the Arrival Experience

5 “arrival intersections” with bigger focus on pedestrian and cycling experience

Bay Street
(Union Station, Ferry Terminal)



Yonge Street
(Longest Street in the World)



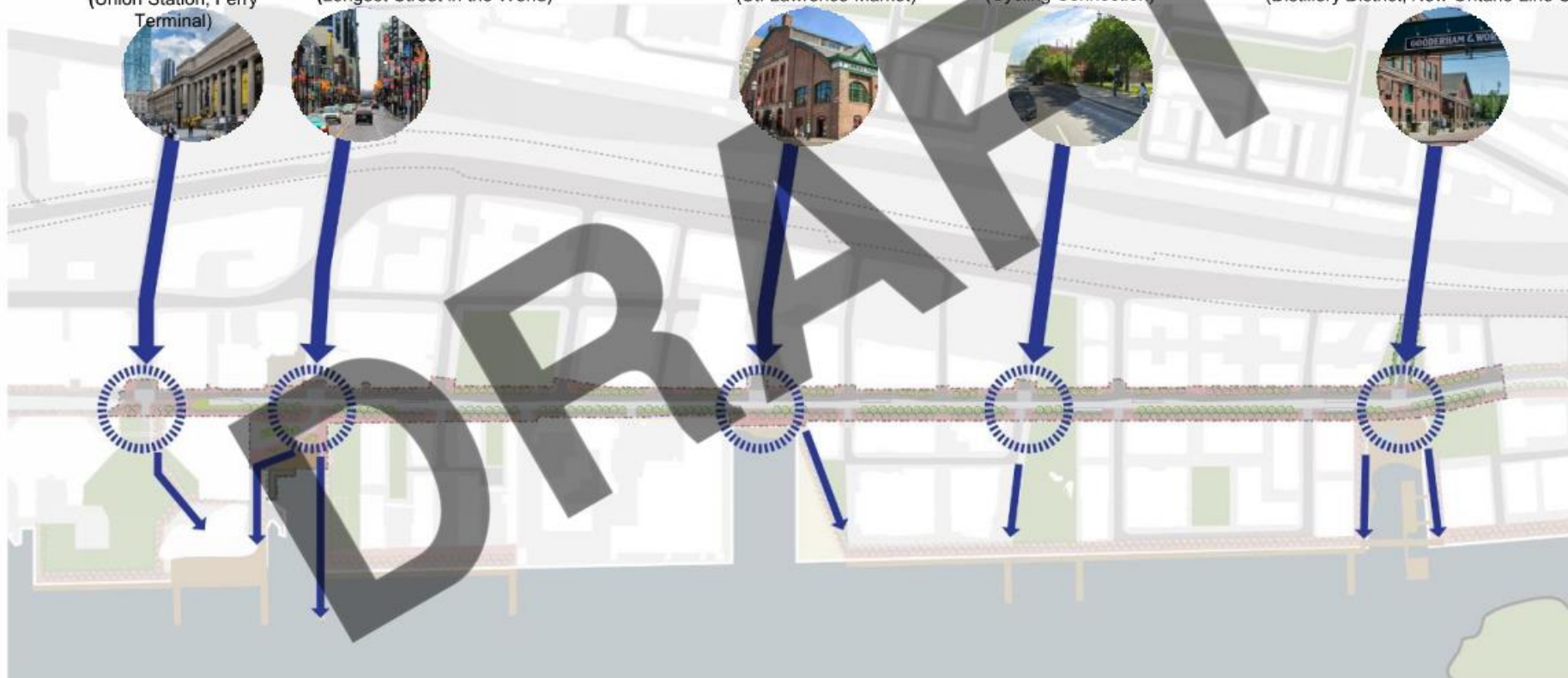
Jarvis Street
(St. Lawrence Market)



Sherbourne Street
(Cycling Connection)



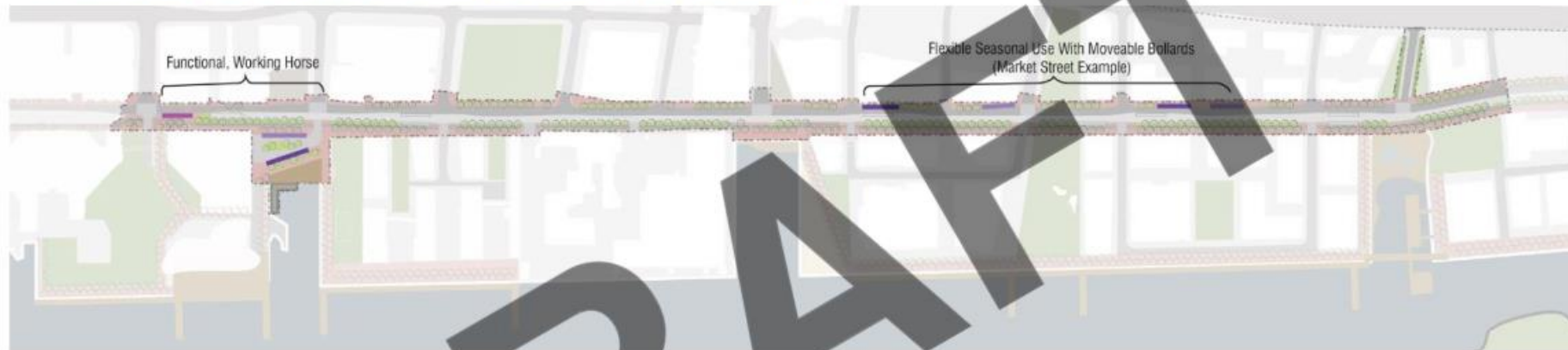
Parliament Street
(Distillery District, New Ontario Line Stop)





2. Improve the Arrival Experience

Flexible Layby Areas and Integrated Layby at Yonge



— Fire Truck Access — Bus Layby — Vehicular Layby



Laybys throughout are at same grade as sidewalk. Pedestrians and automobilists are separated with bollards and contrast curb.



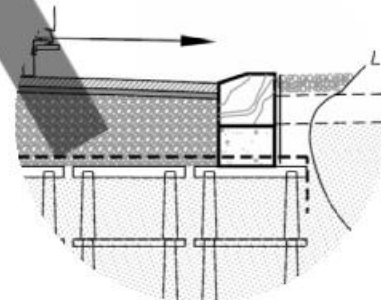
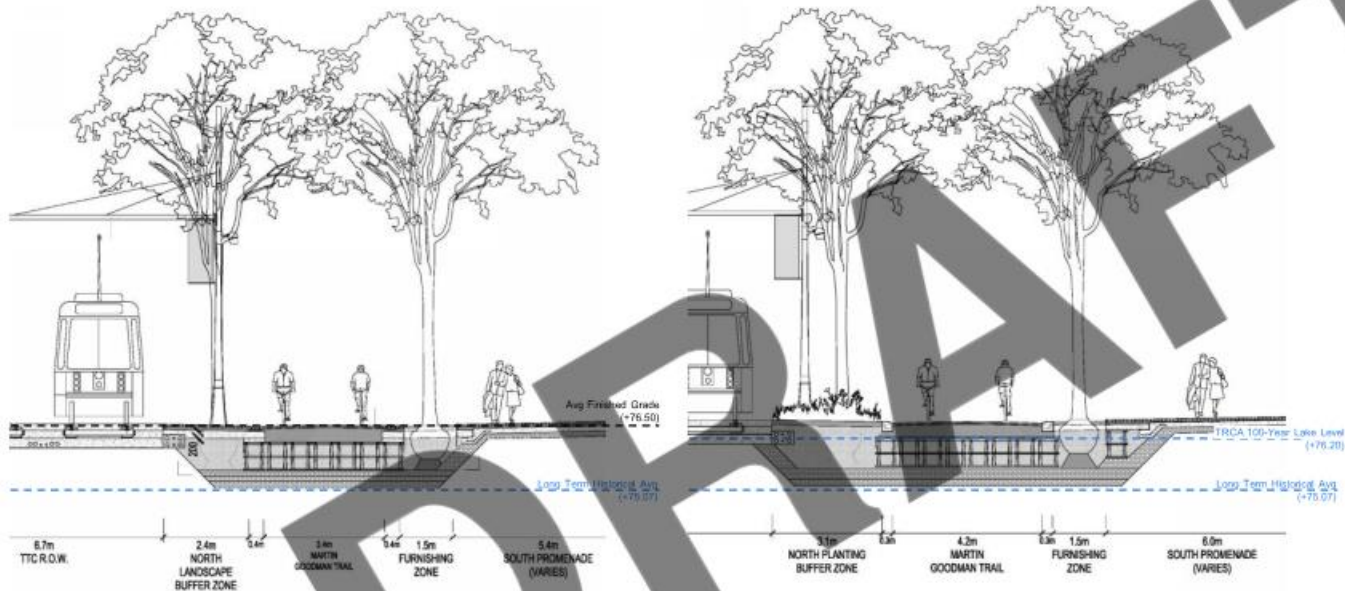
Client Aspiration: Digital Signage Pilot
Reference: Solar powered e-ink signs in Australia, software by Visionect



Reference: Market Street in the winter and the summer. A simple and effective transformation with moveable bollards.

3. Enhanced Martin Goodman Trail

Wider and grade separated



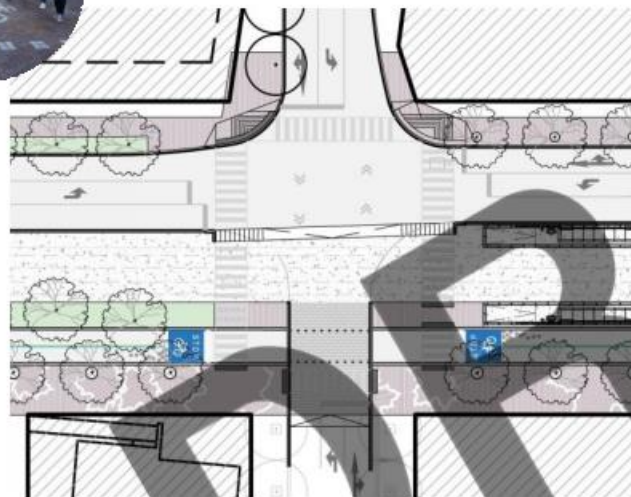
- Clearer delineation of cycling path
- Anticipates increased use of MGT
- Increases accessibility
- Gives cyclists small foot rest when stopped

3. Enhanced Martin Goodman Trail

Two types of Intersections - fully delineated Martin Goodman Trail



Queens Quay West - "Mixing Zone" for pedestrians and cyclists

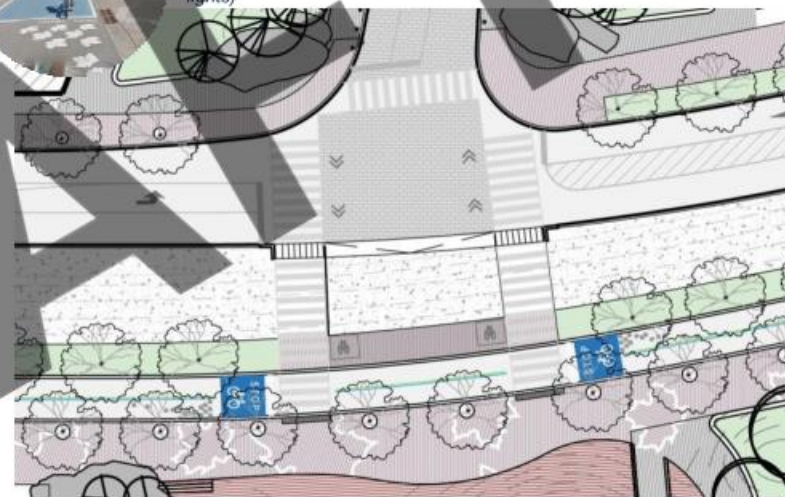


Intersections with Automobilitists

- Reduces conflict between cyclists with green light and pedestrians standing in MGT
- Extend pedestrian crossing times
- Raised pedestrian crosswalks across MGT



Queens Quay West - "watch and yield zone" for cyclists (no cyclist lights)

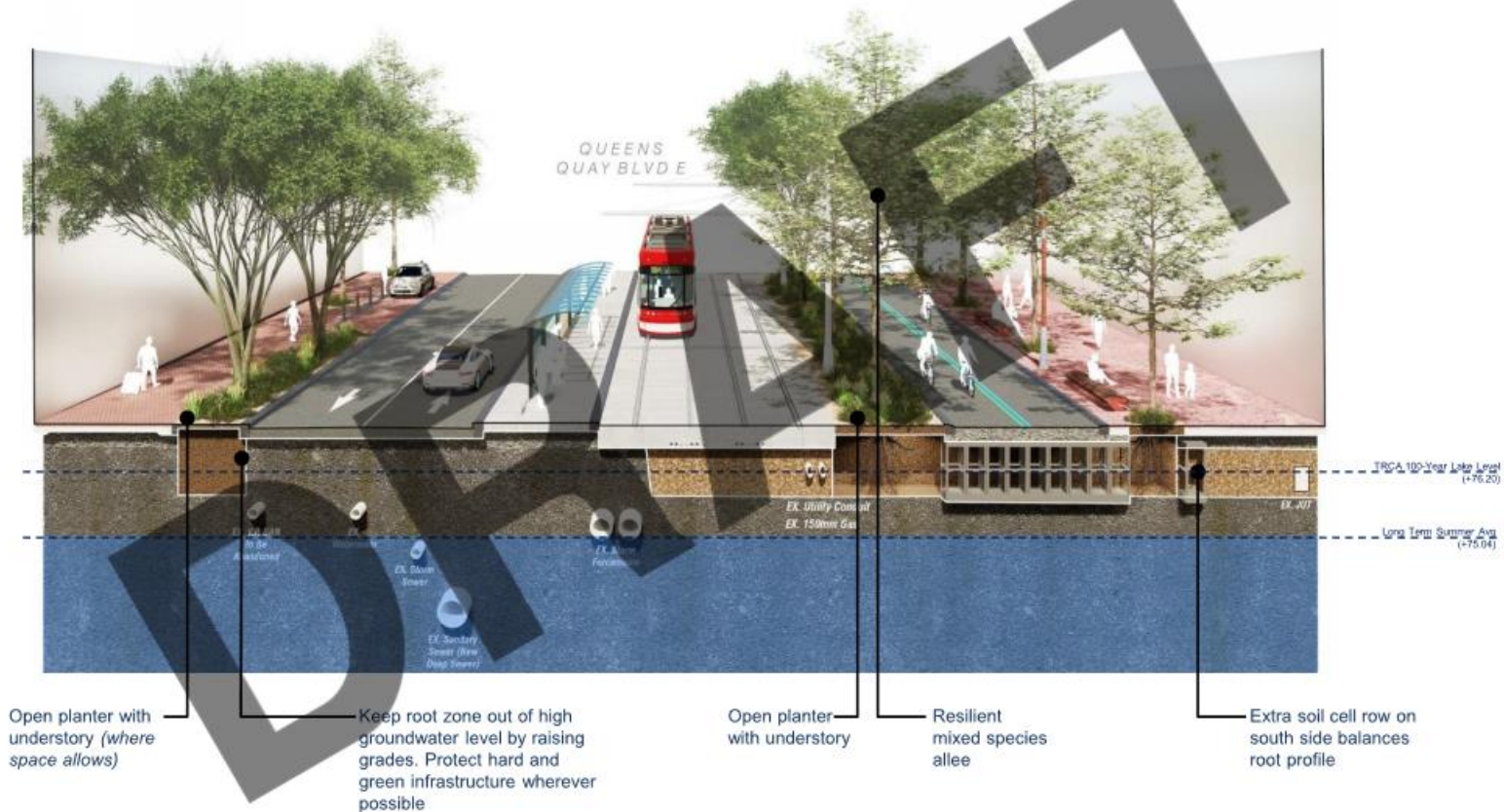


"T" Intersections

- Introduction of Cycling Signals for clarity of movement
- Waiting space for N-S cyclists
- Paleotec "welcome mat" in the roadway on Queens Quay
- Facilitate fluid movement of large groups
- Reserve space for small scale temporary programming



4. Green and Climate Resilient



4. Green and Climate Resilient - Situation

How to build lake-resilient and look for opportunities?



Lake Ontario: Two record high water events in last four years

2020 Regulatory 100-year High Water Level, TRCA,
76.20 2019 Regulatory High Water Level, TRCA, 76.08
2019 Record High Water 75.93
2017 Record High Water 75.88
1952 Record High Water 75.82

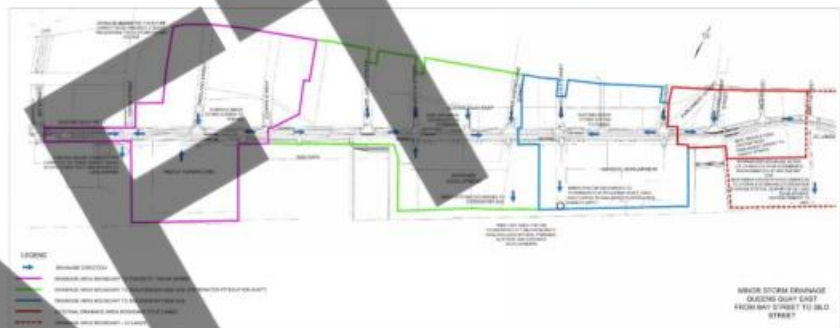
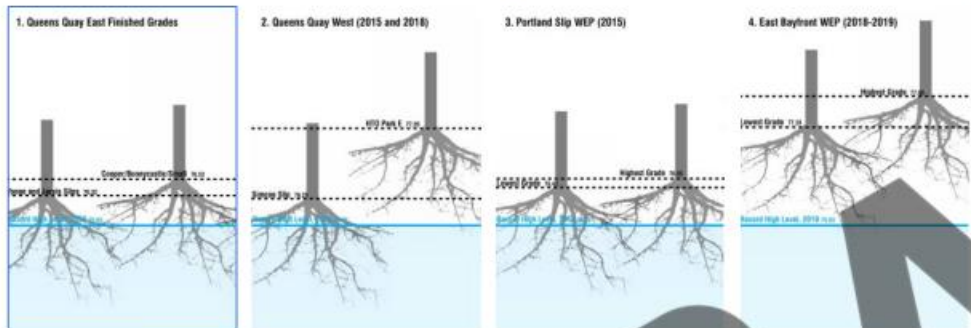
Long Term Summer Average, measured since 1918, 75.07



Image: mcfrandall.blog

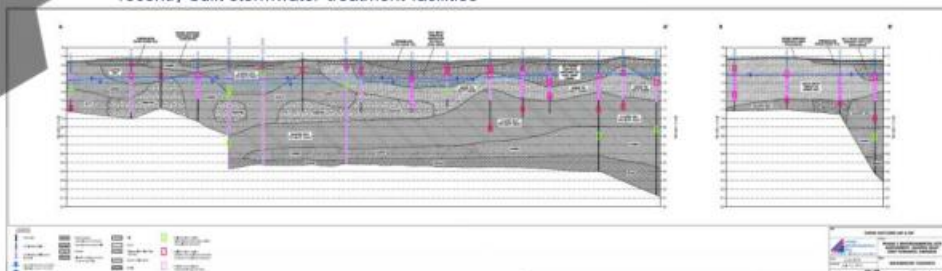
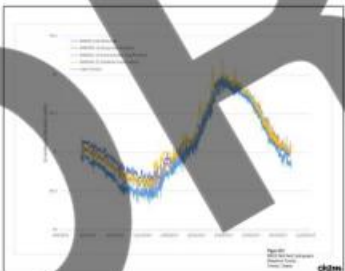
4. Green and Climate Resilient - Site Conditions

Outcome of evidence based approach will double check the groundwater conditions for site resiliency



How does QQE compare to other built areas of the central waterfront?
Existing Grades on Queens Quay East are lower than Queens Quay West and the Waters Edge Promenade

Why is Queens Quay Lower and what is its role in the local watershed?
Queens Quay serves as overland flow route, with 1/4 of watershed stormwater flowing to new recently built stormwater treatment facilities



Can we raise the entire district, like was done for the Portlands?
Existing building grades and overland flow routes have to be respected, future developments to east can be raised

Groundwater level is equal to or greater than lake water level, based on existing groundwater data
*Sources:

- LVM borehole readings
- Franz borehole readings, 2012
- Waterfront Toronto groundwater monitoring wells, 2017
- Recent development application borehole data
- Portlands shallow monitoring well borehole data

Existing data on subsurface composition, presence of shallow sand, indicate high permeability, support parameter of hydraulic connection between Lake level and groundwater

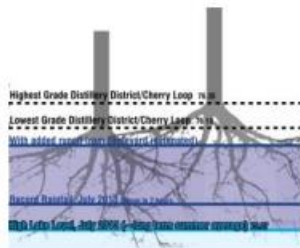
4. Green and Climate Resilient- Research



How have other waterfront trees responded to recent extreme climate events and what are their grades?

July 8, 2013 Distillery District and Cherry Loop
+ Record Rainfall in Summer
+ Average Lake Level

* 100% trees drowned, no gas exchange for more than 48-72 hours (Ormston-Holloway)



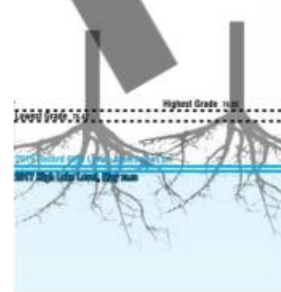
Images: Ormston Holloway 2015-2017

May 25-29, 2017 Queens Quay West
+ Rainfall Event in Spring
+ Record High Lake Level
+ Spring Snowmelt

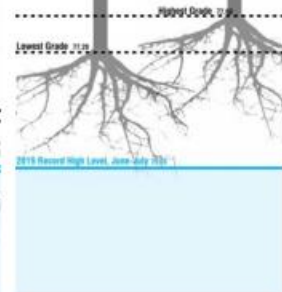
* Platanus diagnosed with Sycamore anthracnose fungal disease in 2018, replaced in 2019



Portland Slip WEP (planted 2015)
* No recorded signs of disease or death to date

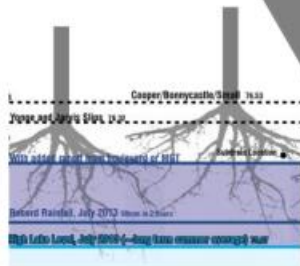


East Bayfront WEP (planted 2018-2019)
* No recorded signs of disease or death to date

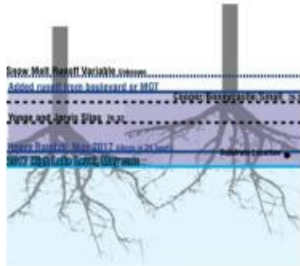


How would QQE trees have fared in recent extreme climate events at existing grades?

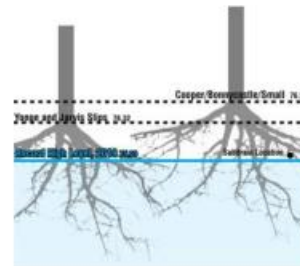
July 8, 2013
+ Record Rainfall in Summer
+ Average Lake Level



May 25-29, 2017
+ Rainfall Event in Spring
+ Record High Lake Level
+ Spring Snowmelt



June - July 2019
+ Record High Lake Level in Summer
(No Rainfall)



-Trees illustrated with 1.2m root depth (silva cell volume)
-30% soil porosity for rainfall events

4. Green and Climate Resilient - Active Monitoring Program

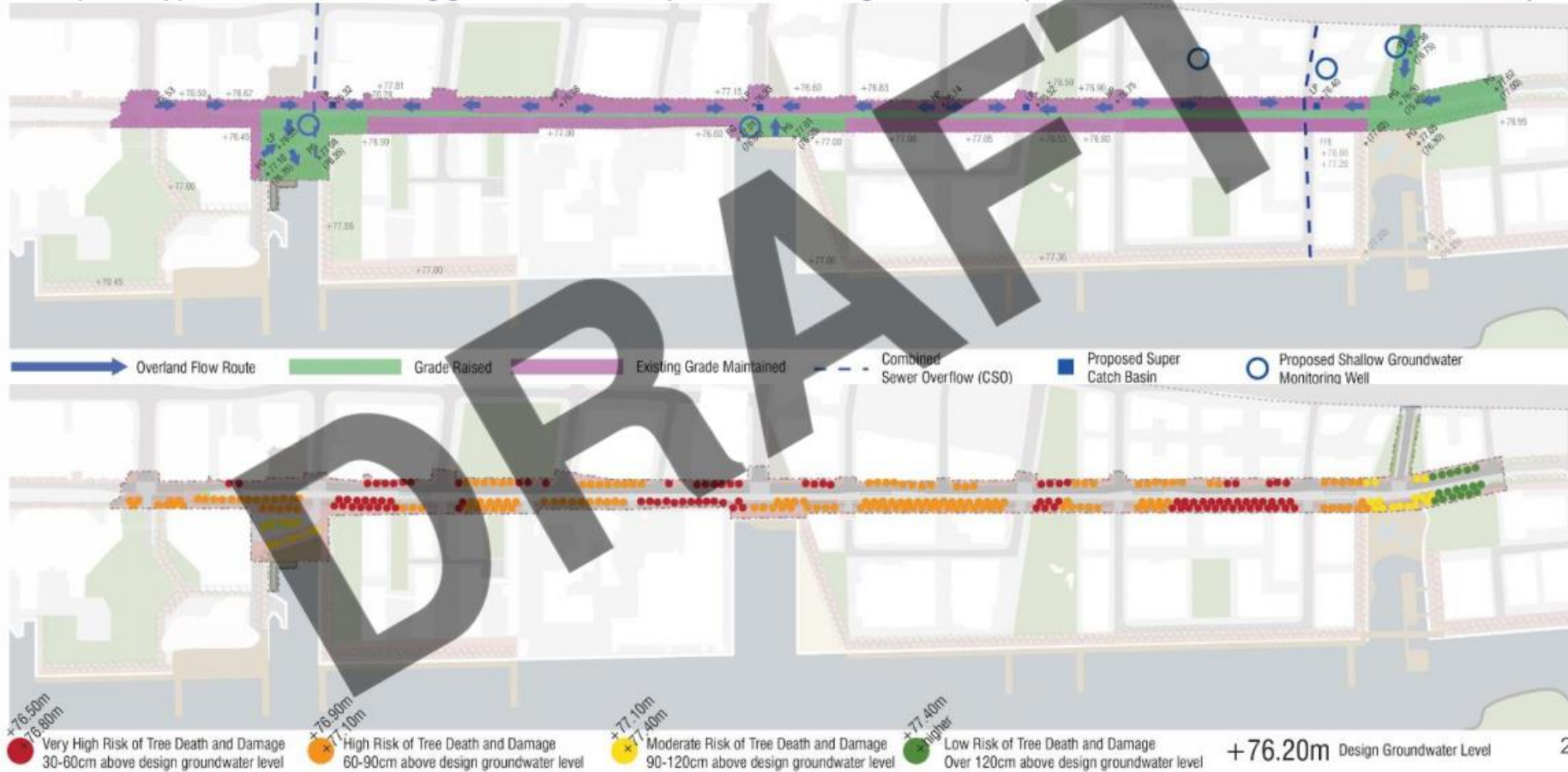
Client team will install six **shallow groundwater monitoring wells** to collect groundwater data to inform grading design, groundwater benchmarks



- 2 wells in Queens Quay West at Simcoe Intersection Planting Pilot
- 4 wells in Queens Quay East

4. Green and Climate Resilient - Active Monitoring Program

Proposed approach based on raising grades at head of slips and maintaining QWW details (water levels still to be checked and monitored)

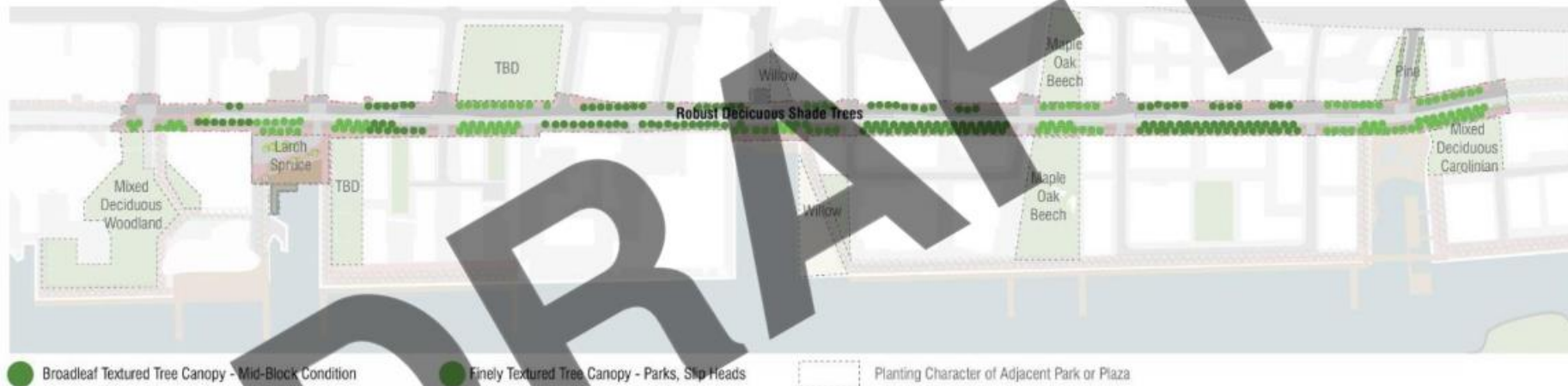


4. Green and Climate Resilient



Planting Character of Queens Quay and Neighbouring Parks

- Fine-textured tree species at Arrival Zone Intersections and Parks, Broadleaf species at mid-block conditions
- Parks and plazas north and south of Queens Quay have own distinct identities





4. Green and Climate Resilient

Bio- and Genetic diversity, Multiple Cultivars, Sourcing of Trees

- Trees clustered by similar leaf forms and fall colours for maximum emotional impact
- *indicates City of Toronto approved Street Tree ** indicates used on Queens Quay West

BROADLEAF TYPOLOGY



- Acer nigrum**
- Acer rubrum* (cultivars)*
- Acer truncatum* 'Keithsform'
- Acer truncatum* 'Main Street'
- Acer x freemanii***
- Liquidambar styraciflua* 'Cherokee'
- Maclura pomifera* 'White Shield'
- Quercus macrocarpa* 'Urban Pinnacle'
- Quercus rubra**



FINELY TEXTURED TYPOLOGY



- Celtis occidentalis**
- Gleditsia triacanthos*** 'Moraine'
- Gleditsia triacanthos* 'Shademaster'
- Gleditsia triacanthos* 'Skyline'
- Gymnocladus dioicus* 'Stately Manor'
- Gymnocladus dioicus* 'True North'
- Ulmus parviflora* ALLÉE
- Ulmus* 'Morton'
- Ulmus* 'Morton Glossy'



YONGE SLIP



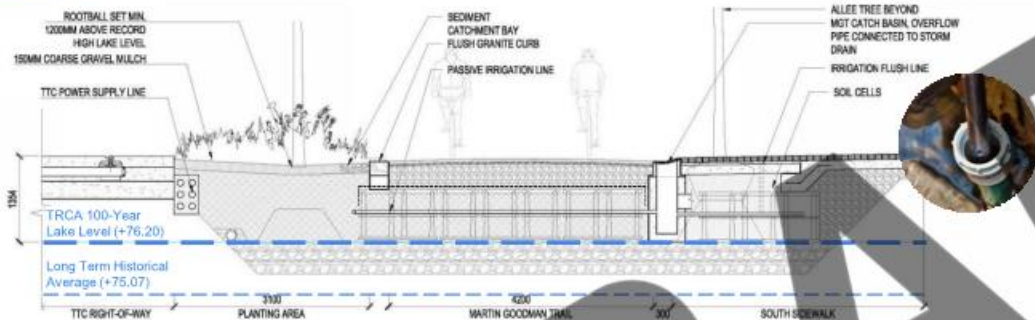
- Larix laricina*
- Picea mariana*

Sample Planting Plan - Bay to Yonge



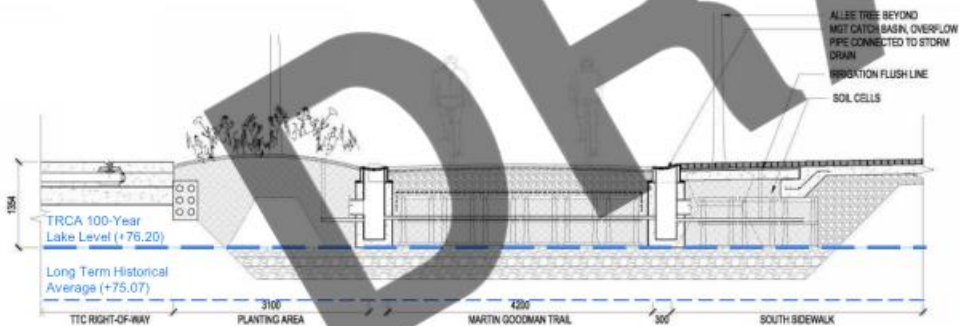
4. Green and Climate Resilient

Stormwater management and planting concepts to be revisited at Detailed Design with outcome of groundwater monitoring program



Green to Grey, Sheffield

Option 1: Bioswale, Perennial and Stormwater Focused



Buffalo Niagara Campus





Option 2: Raised Beds, Tree focused

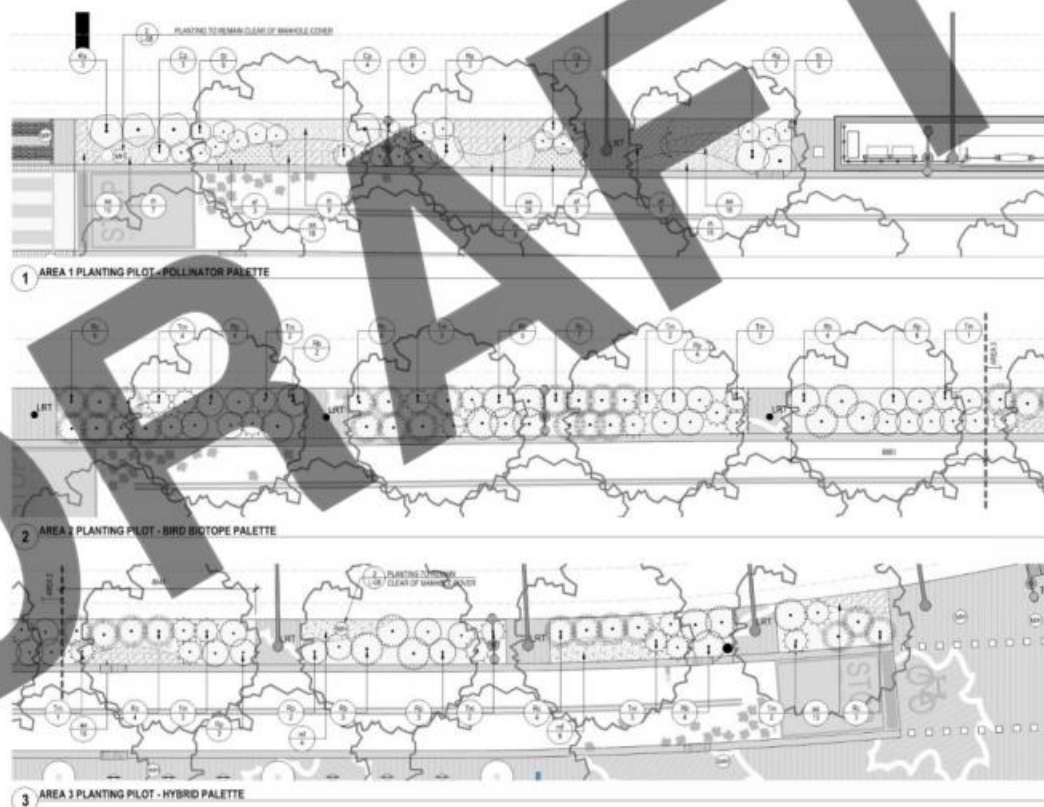
4. Green and Climate Resilient

Planting Pilot in Queens Quay West to be Constructed this year

PLANT LIST

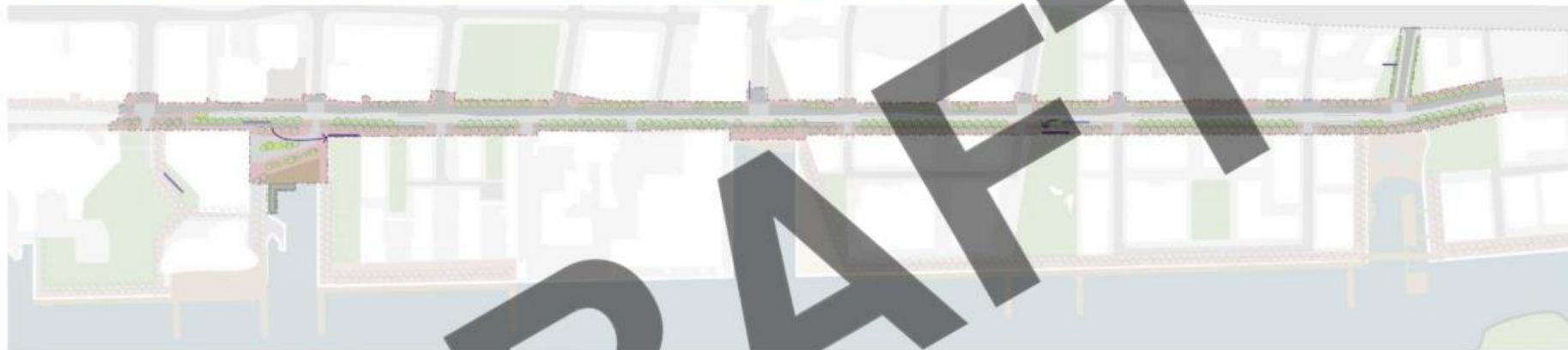
SHRUBS	CODE	BOTANICAL NAME	COMMON NAME
	Cp	Ceanothus x pallidus 'Marie Simon'	Marie Simon New Jersey Tea
	Ra	Rhus aromatica 'Gro-Lo'	Fragrant Sumac
	Rb	Rosa blanda	Smooth Rose
	Rc	Rosa carolina	Carolina Rose
	Rp	Rosa palustris	Swamp Rose
	St	Spiraea tomentosa	Steeplebush
	Tm	Taxus x media 'Wardii'	Ward Yew

PERENNIALS	CODE	BOTANICAL NAME	COMMON NAME
	af	Agastache foeniculum 'Blue Fortune'	Anise Hyssop
	aa	Aruncus aethusifolius	Dwarf Goat's Bean
	mf	Monarda fistulosa	Bergamot
	rh	Rudbeckia hirta 'Cherry Brandy'	Cherry Brandy Gloriosa Daisy



5. Open and Accessible

Space for bike share and e-scooter parking, future forms of mobility



Existing Bike Share Location Relocated Bike Share Proposed Bike Share / Space Reserved for Future Mobility

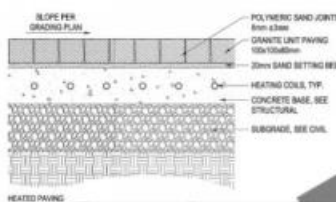


Toronto Bike Share, usually 27 docks

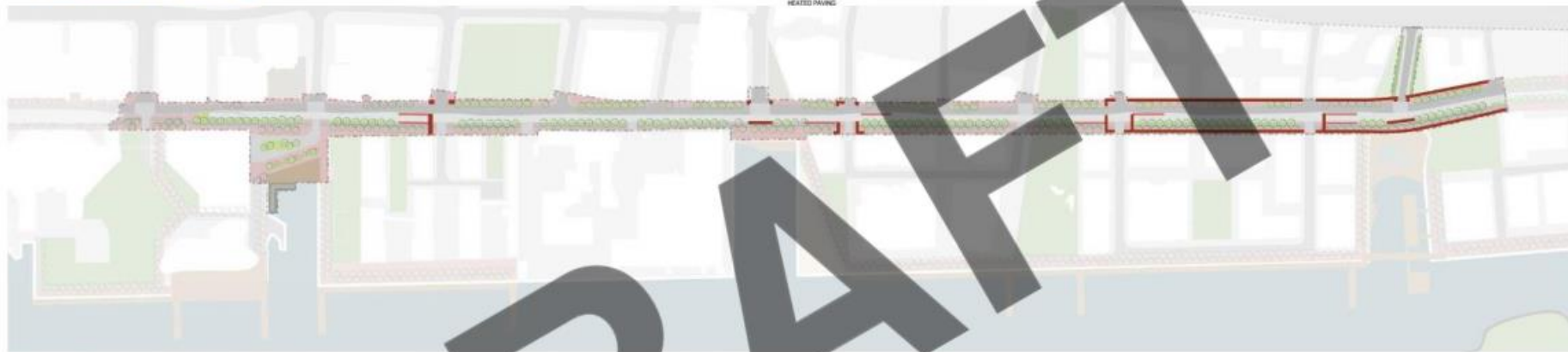


Future space proofing for e-scooters and other new forms of mobility

5. Open and Accessible Heated Paving



Conceptual Paving Detail with heating coils embedded in CIP concrete paving base



Heated Paving - TTC Stops

Heated Paving - 3m wide Pedestrian Sidewalk

BACKGROUND

- Hydronic heated (pipes) embedded in the base layer beneath the surface paving is more cost effective because waste heat can be utilized to heat the water/antifreeze mix

CASE STUDIES

- Canadian examples:
 - Montreal – piloted and designed; abandoned due to cost and maintenance
 - St John’s – due diligence study; not pursued due to cost of installation and maintenance
- Case study cities around the world with successfully installed systems installed include: Holland MI, Reykjavik, Helsinki, Oslo, Sapporo

BENEFITS

- Improved safety and access to ground floor businesses, transit stops
- Economic benefits from increased pedestrian activity during winter months
- Reduced slip and fall injuries and hospital burden
- Reduced use of salt and longer-lasting pavement

CONSIDERATIONS

- On average, systems can melt 1" / 2.5cm of snow per hour
- Large snowfall events will still require manual snow removal
- Implementation at larger scale and in a contiguous area (as opposed to small patches) enables economies of scale
- Potential waste heat supplier will significantly increase long-term benefits by way of increased financial viability by reducing cost of energy supply. *Topic discussions with Envision to date*

5. Open and Accessible Wayfinding Beacons for Blind Users



● Proposed TO360 Wayfinding Location with Integrated CNIB Beacon

CNIB Beacon for Improved Waterfront Accessibility

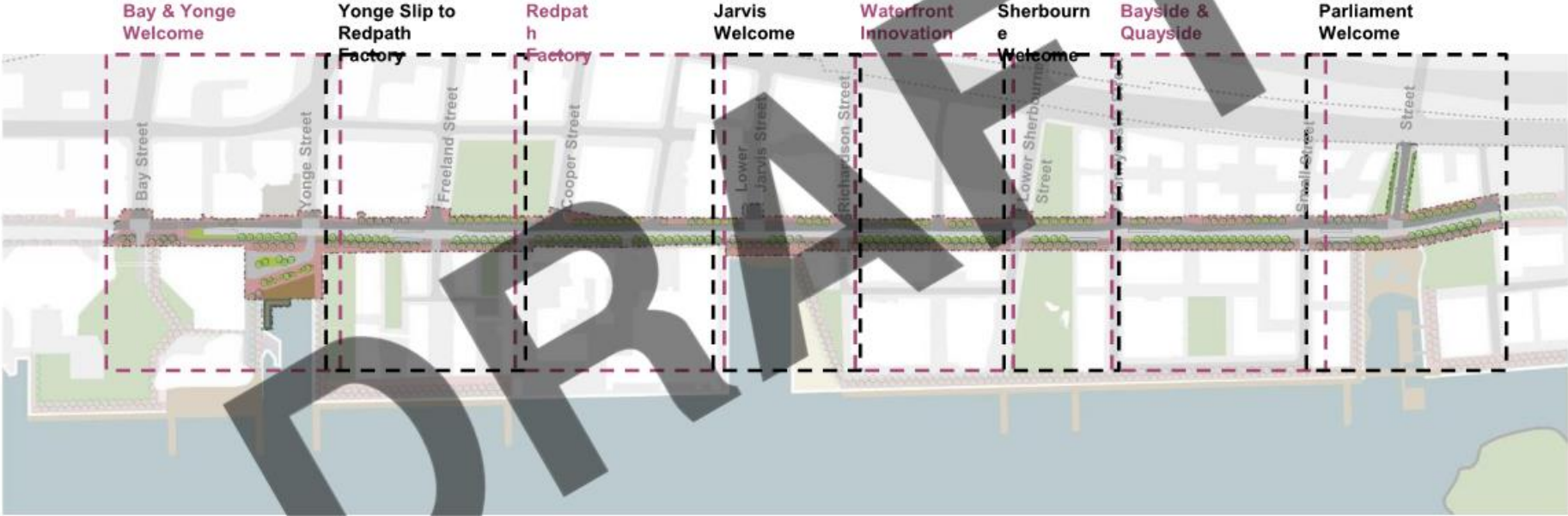
- Canadian National Institute for the Blind (CNIB) outdoor wayfinding beacon
 - Battery powered
 - Bluetooth connection to smartphone app for blind users
- Successfully implemented in exterior, public realm settings in other parts of Ontario
- Largest obstacle is securing funding to implement
- CNIB would partner in planning and implementation, including script-writing of audio cues
- Can be **embedded** in a wayfinding signage post (ie. TO360, pedestrian push button pole)



An architectural rendering of a city street scene. In the foreground, a red and white tram is moving along a track. Large, dark, 3D letters spelling 'ART' are positioned in the middle ground, partially obscuring the view. The street is lined with trees and has several white human figures walking. In the background, there are modern glass skyscrapers and other city buildings under a clear sky. The overall scene is bright and detailed.

2. Walk Through

Queens Quay Overview

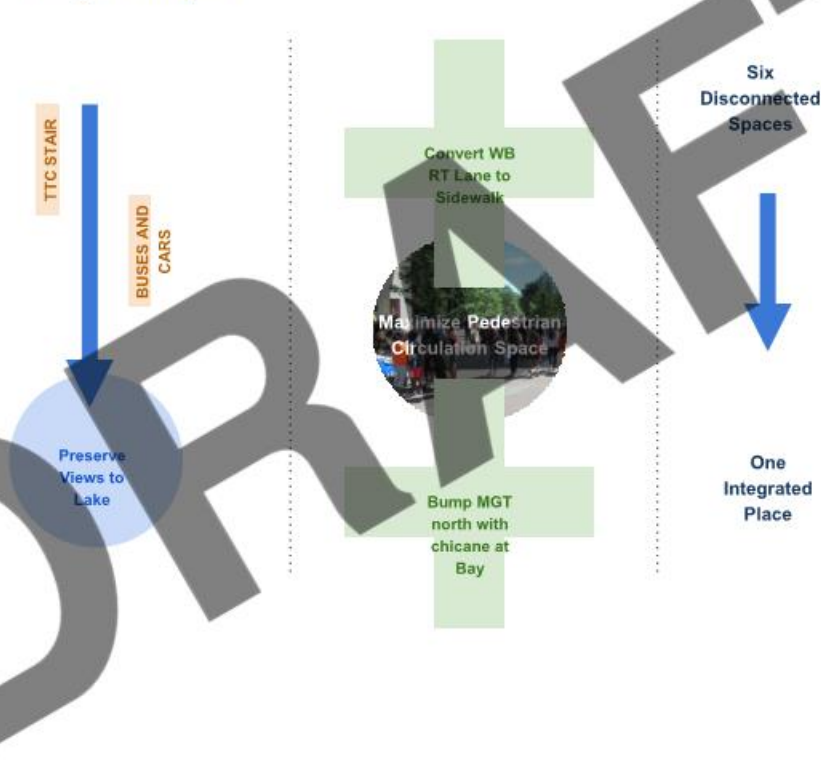


Bay & Yonge Welcome: Union Station, Ferry Terminal, Longest Street in World

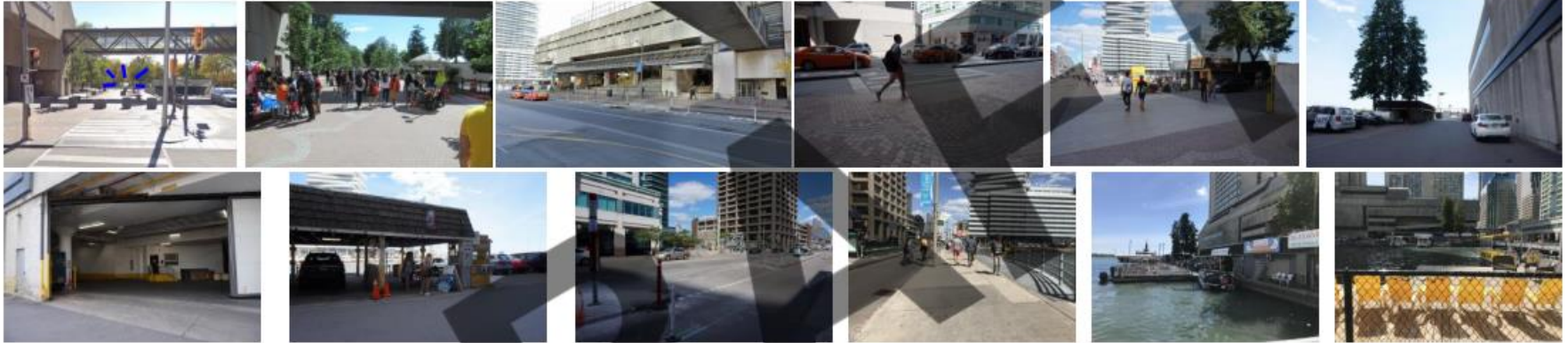
Key Plan



Design Principles



Bay & Yonge Welcome - Existing Site Photos



Yonge Street: Longest Street in World, Basis of Concession Roads



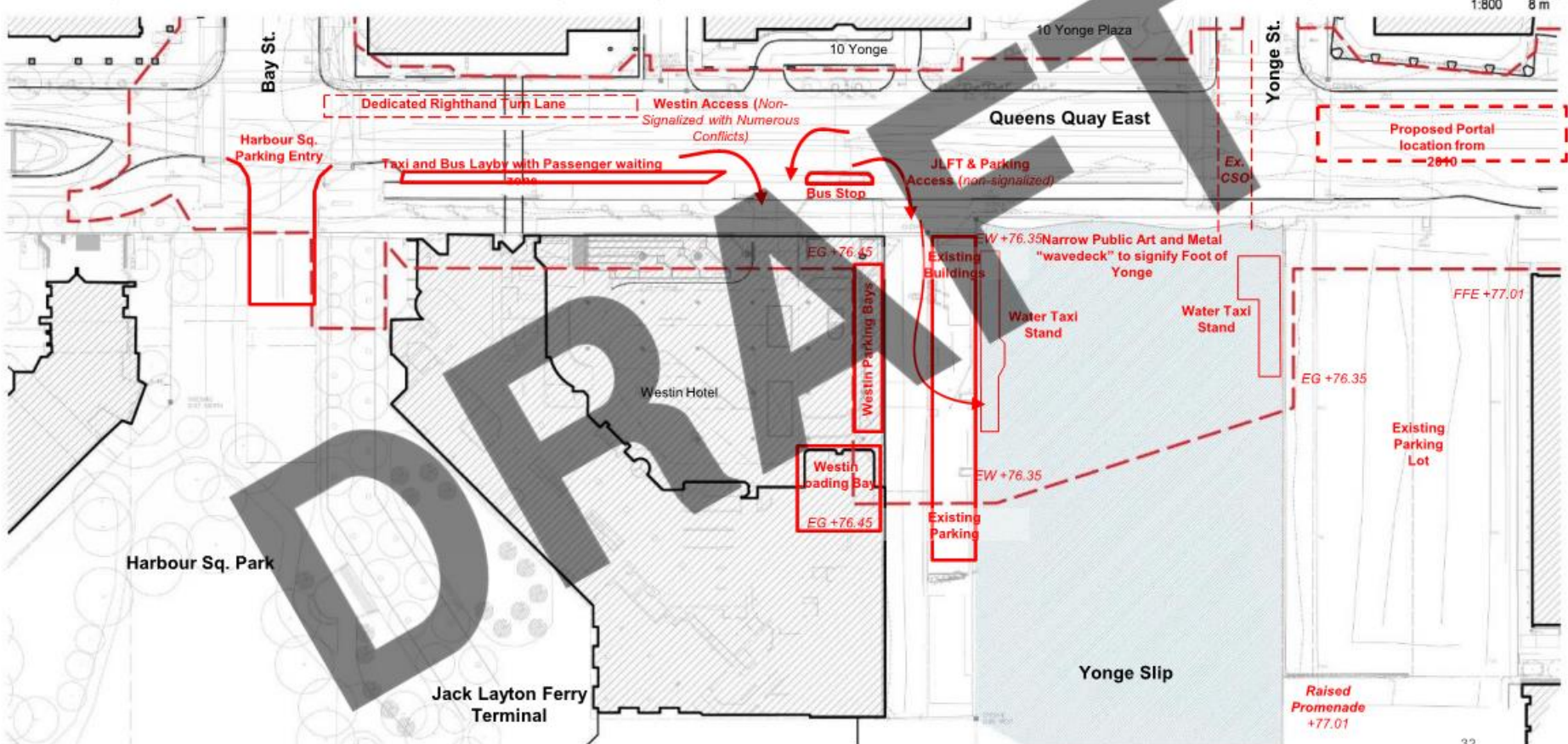
Yonge Street Starts at Lake Ontario

It's precise end point is disputed, but the myth lives on!

Yonge Arrival Zone

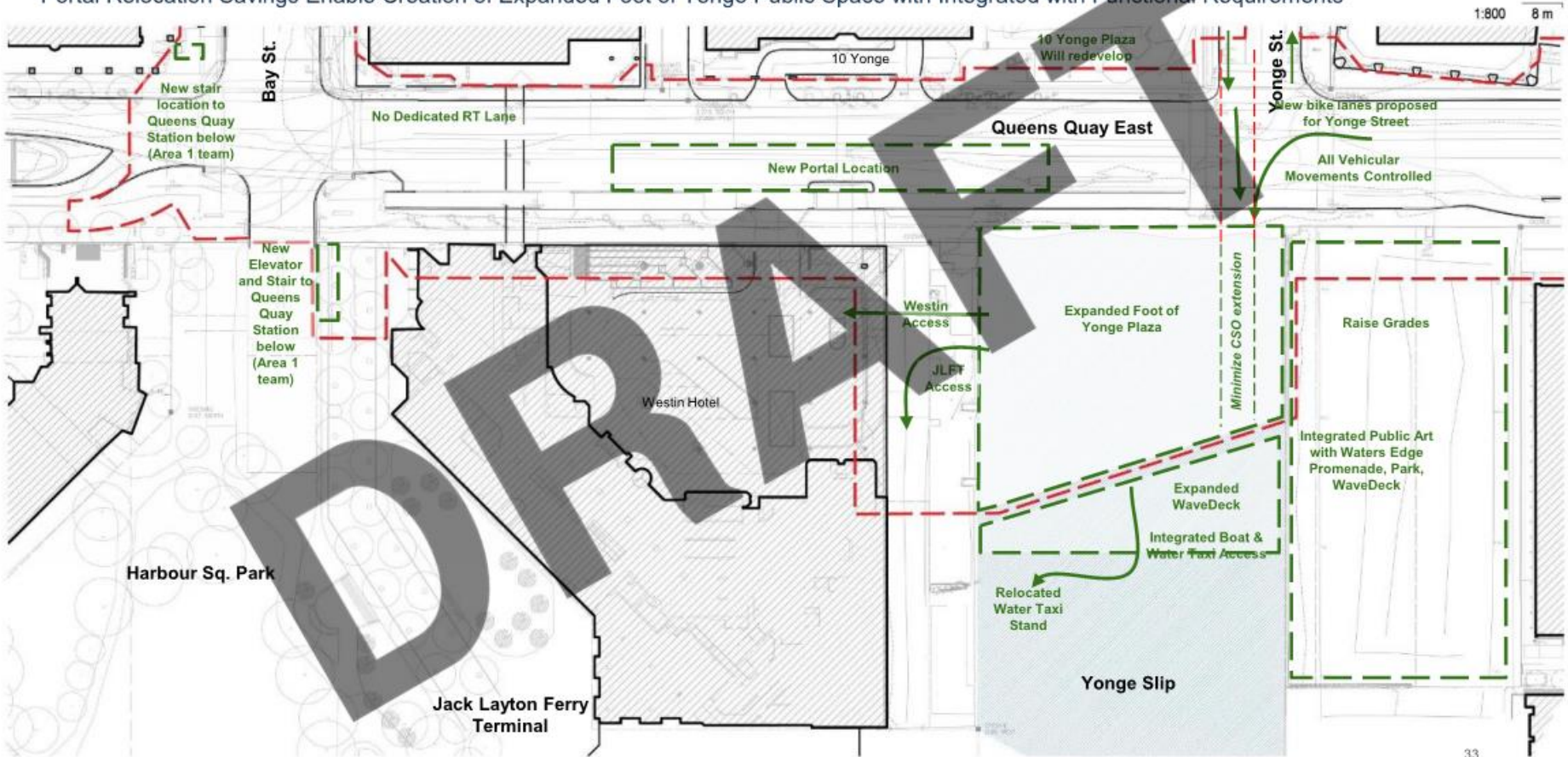
Existing Conditions - No Civic Space at Foot of Yonge, non-signalized conflicts between MGT and South Boulevard with Turning Vehicles

1:800 8 m

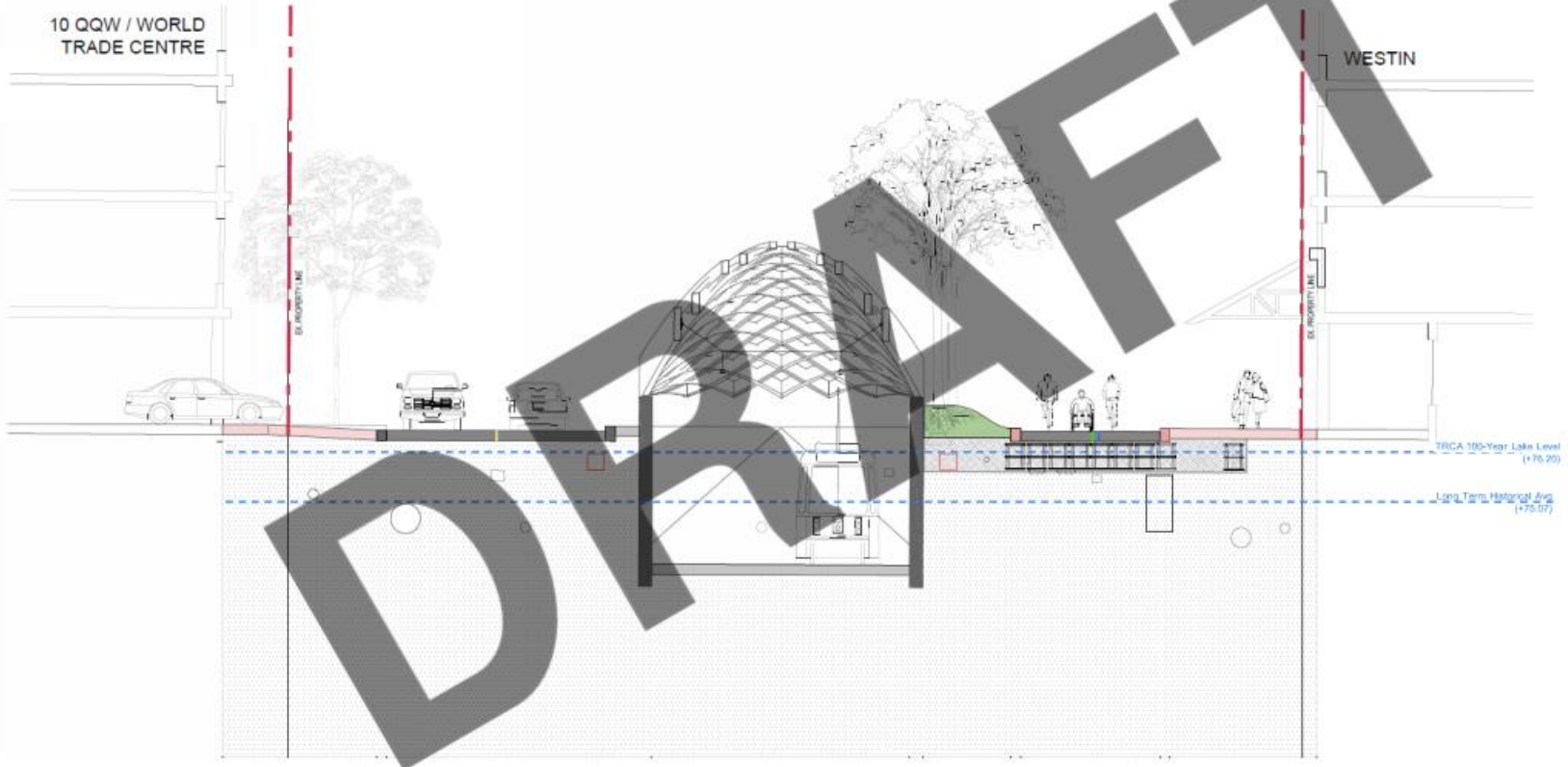


Yonge Arrival Zone

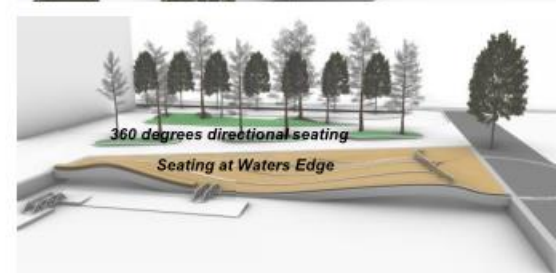
Portal Relocation Savings Enable Creation of Expanded Foot of Yonge Public Space with Integrated with Functional Requirements



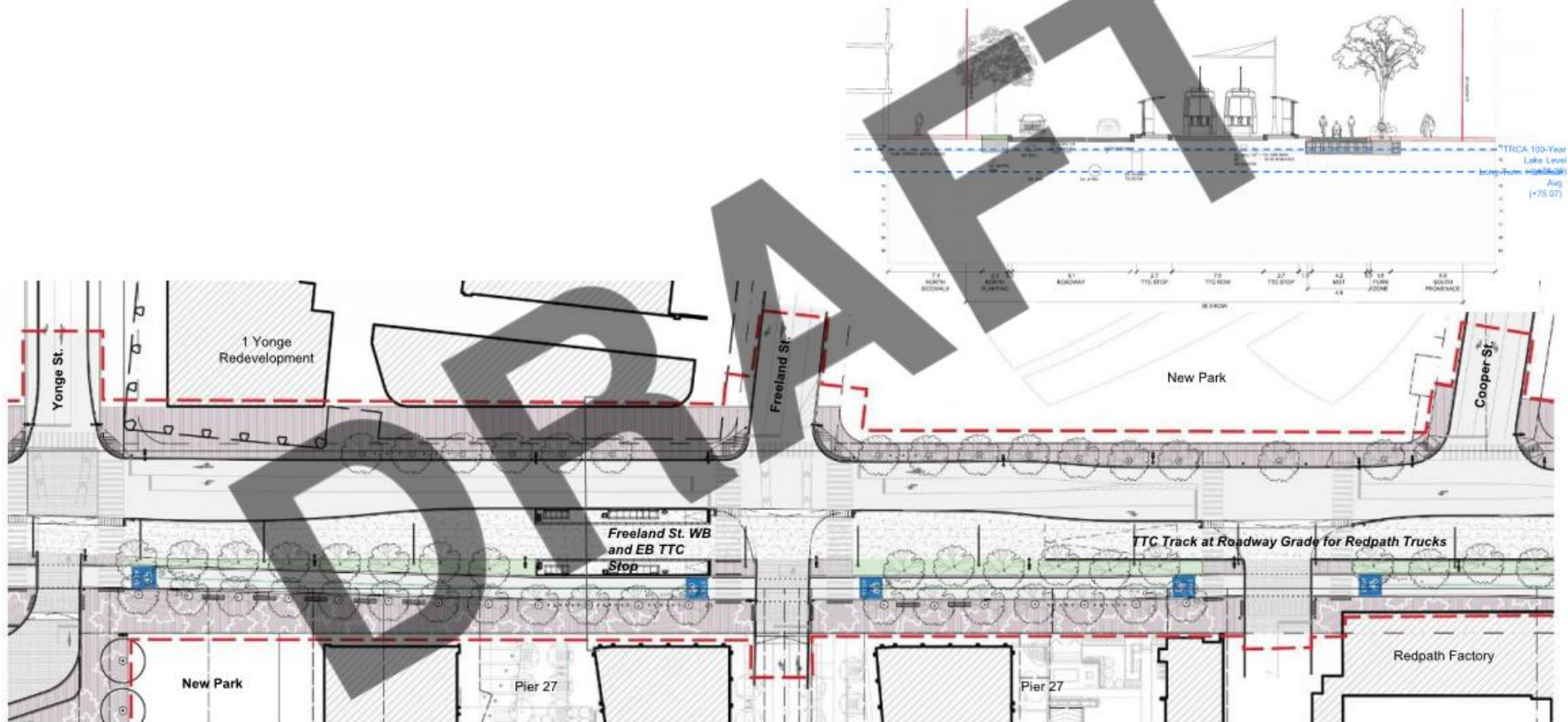
Bay & Yonge Welcome: Portal Relocation Savings Contribute to Public Realm



Integrated Head of Slip Vision



Yonge Slip to Redpath Factory

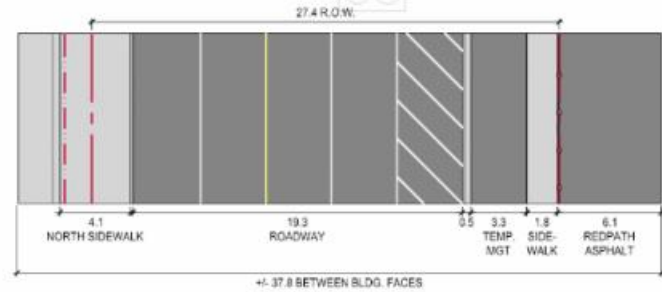
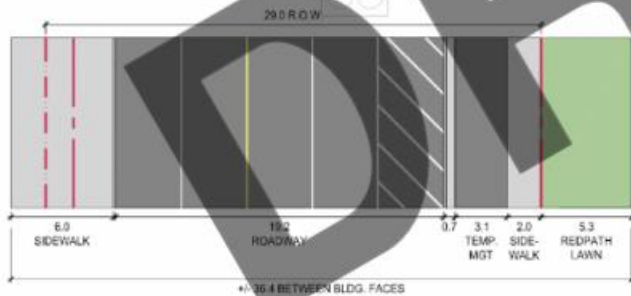
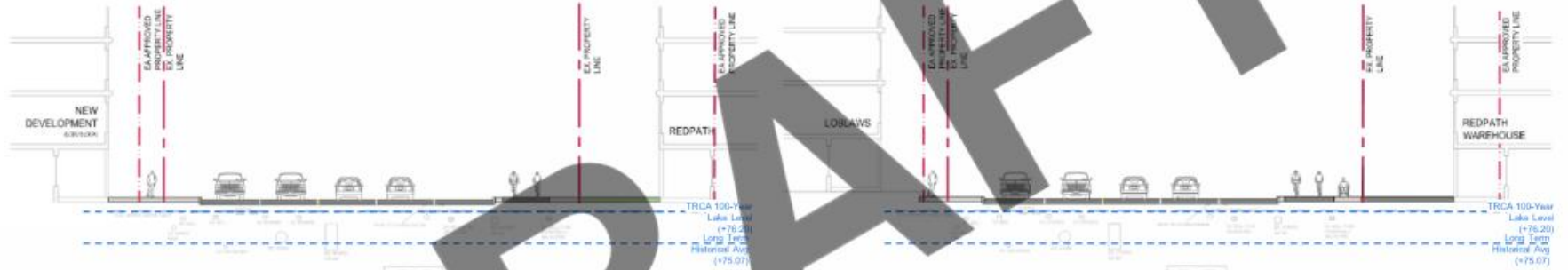


Redpath Factory - Existing Condition

West Block



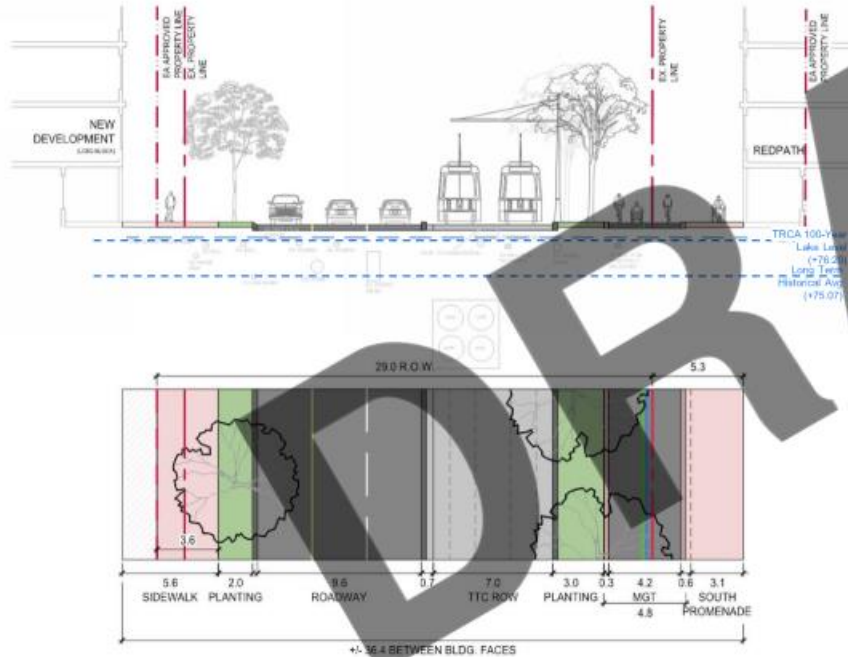
East Block



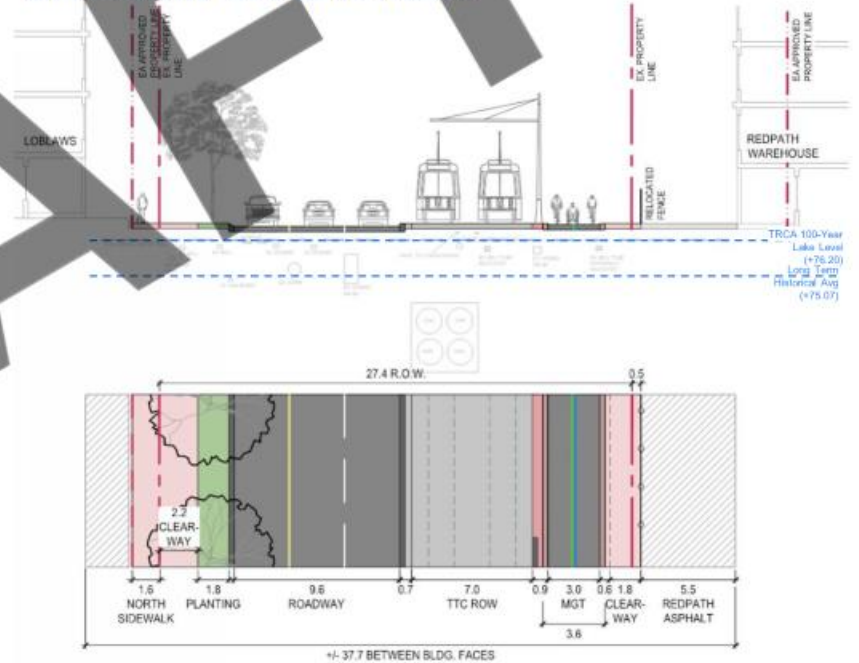
Redpath Factory - proposed solution

Maintains full Redpath operations in balance with public realm continuity

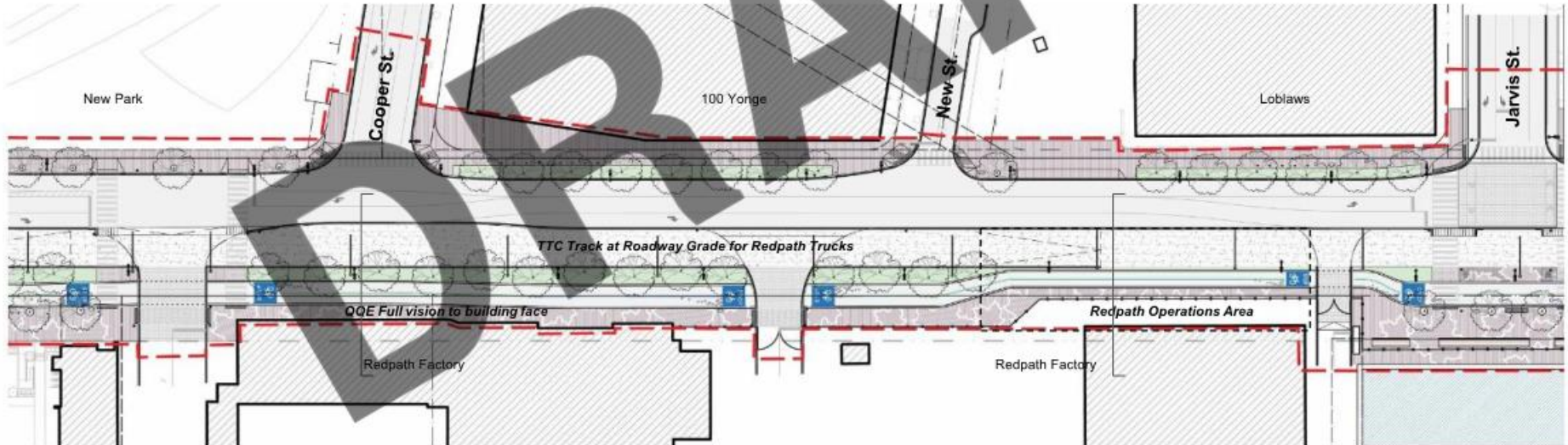
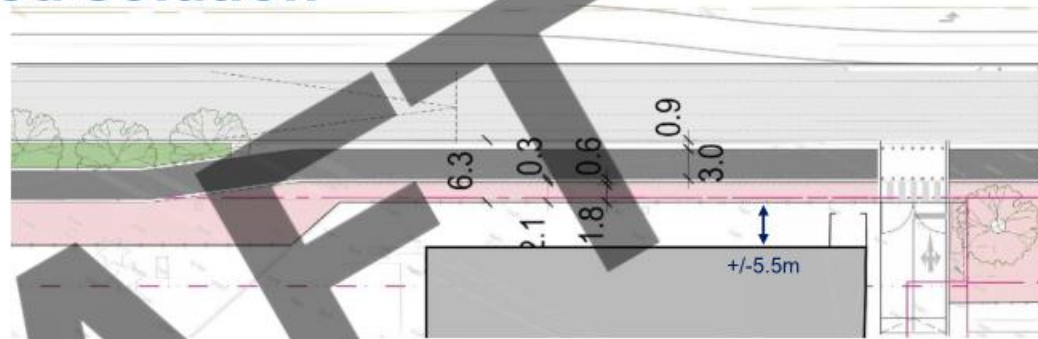
West Block - Extend to Building Face



East Block - Full Redpath Operations Maintained, Minimal Dimensions for Public Realm

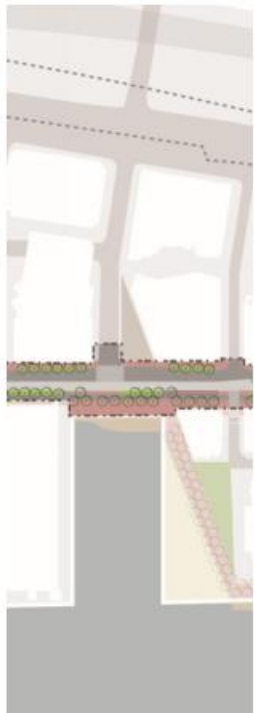


Redpath Factory - proposed solution



Jarvis Arrival - St. Lawrence Market

Key Plan



Design Principles



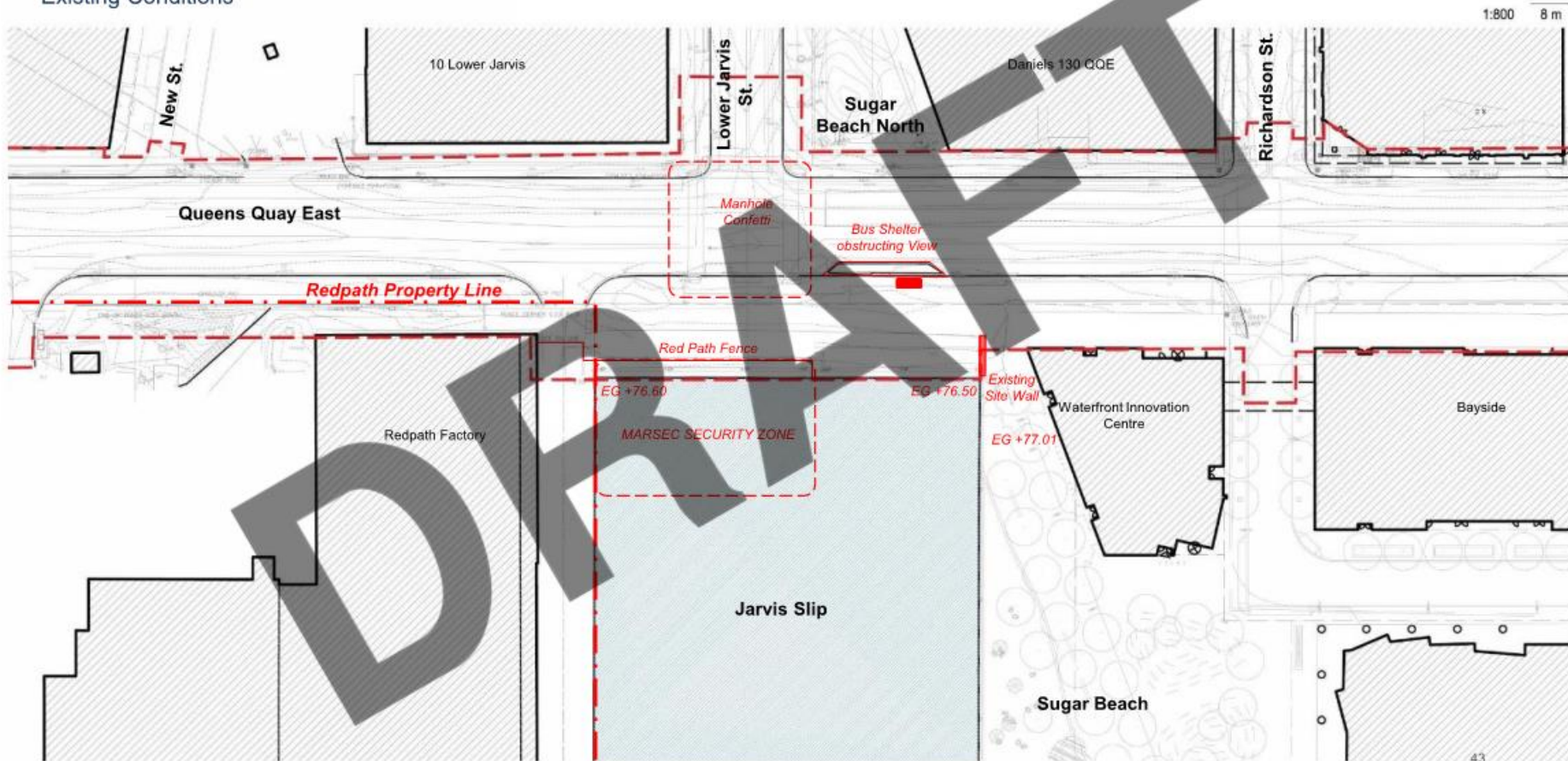
Jarvis Arrival

Existing Conditions



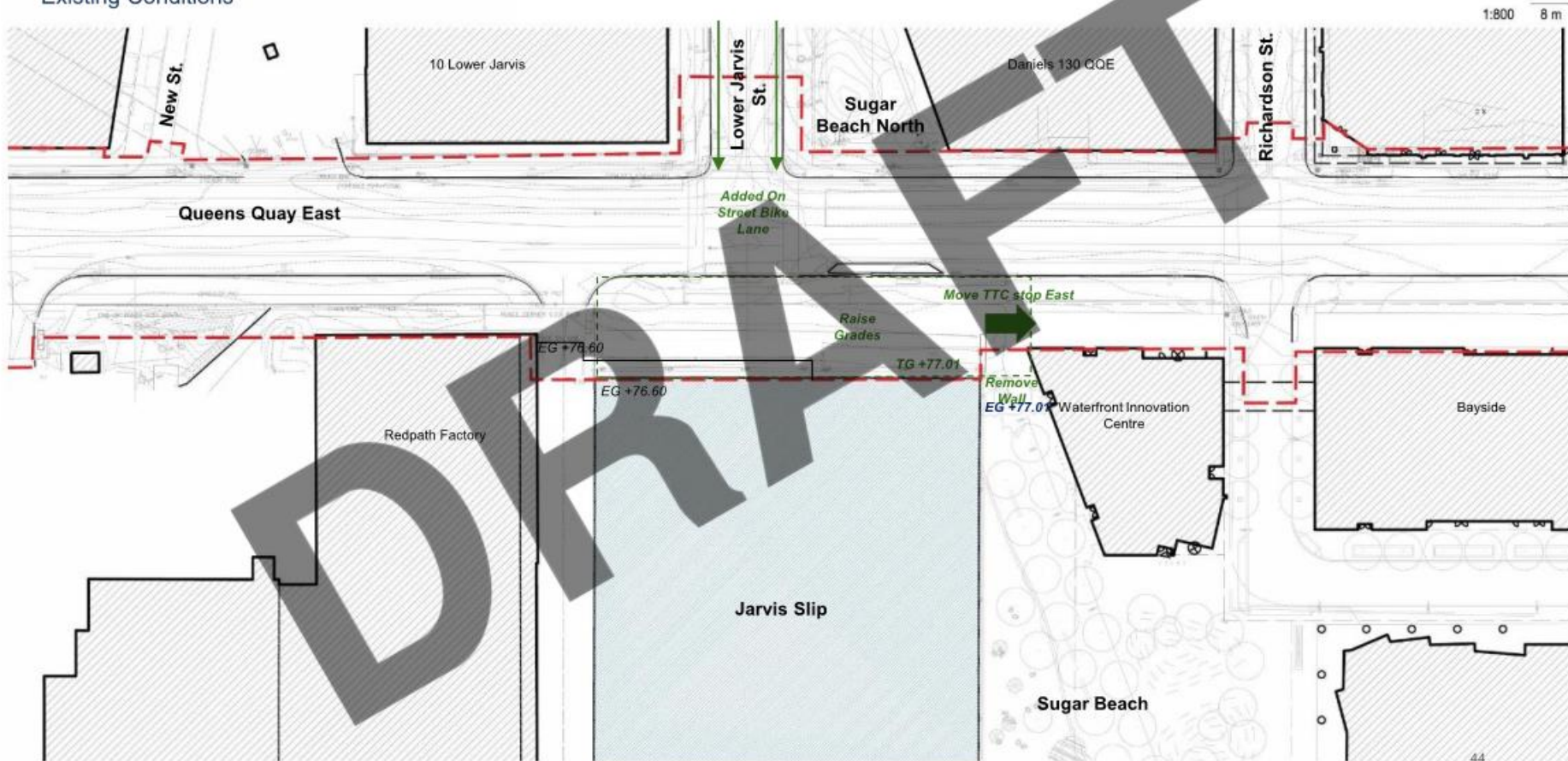
Jarvis Arrival

Existing Conditions



Jarvis Arrival

Existing Conditions

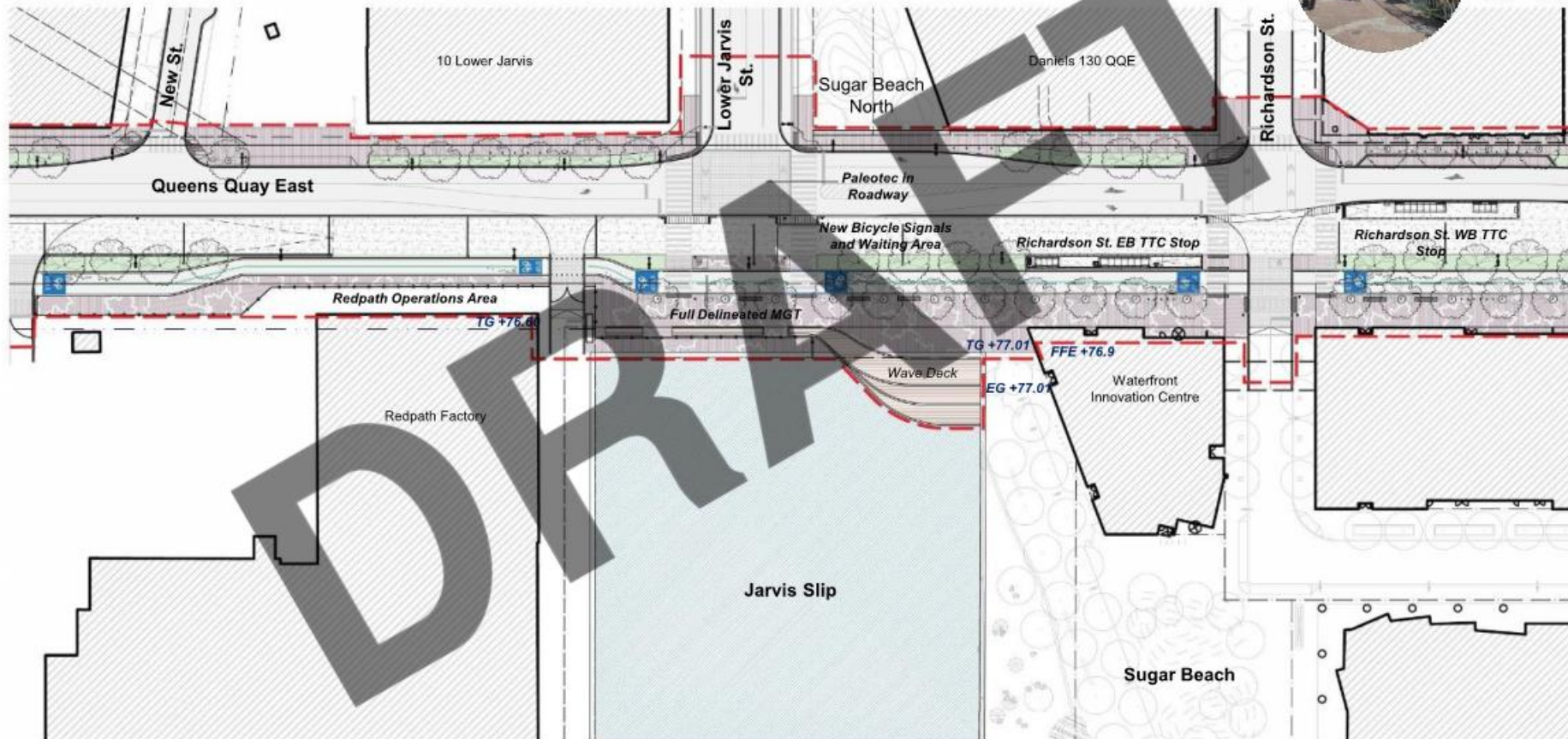


Jarvis Arrival: Delineated Head of Slip, mini plaza

Temporary event area



1:800 8 m



DRAFT

Jarvis Welcome: WaveDeck blends water, land, promenade



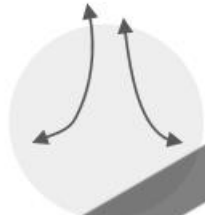


Sherbourne Arrival - Important Cycling Connection

Key Plan



Design Principles



Clear Connection between N-S cycle tracks and E-W MGT



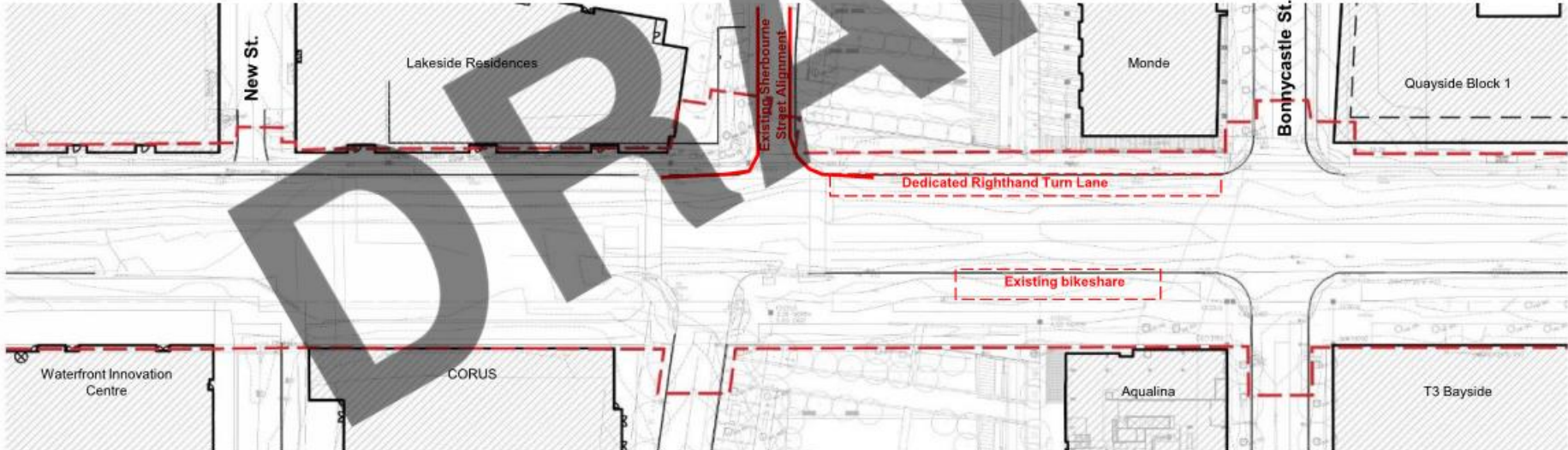
Consistent Delineation and Assertion of Queens Quay



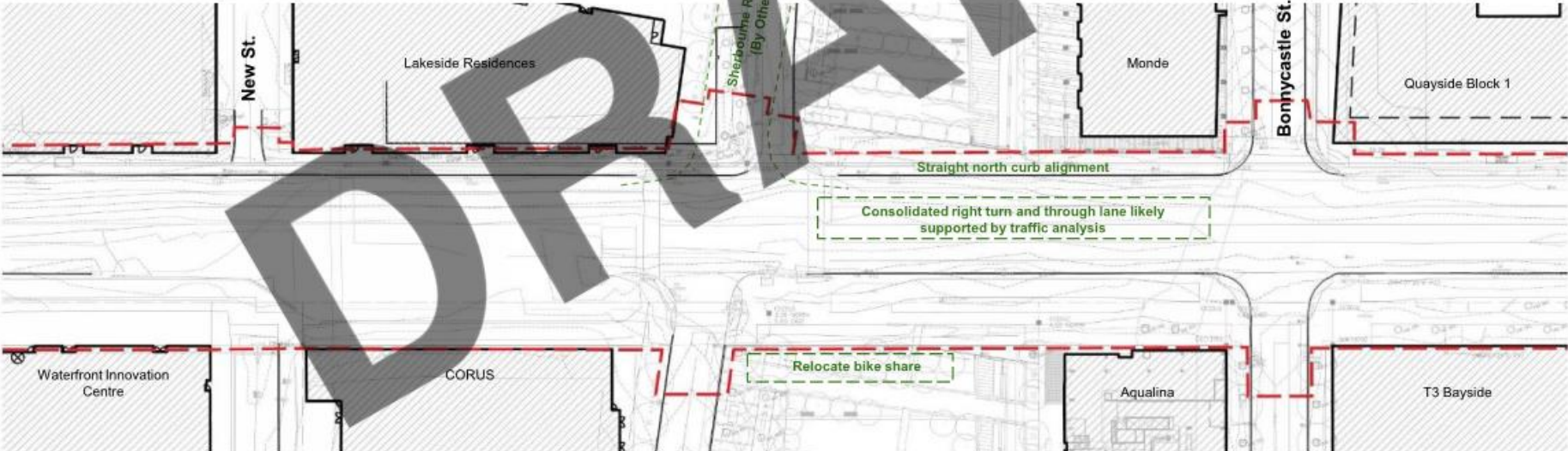
Bike Share and Parking

DRAFT

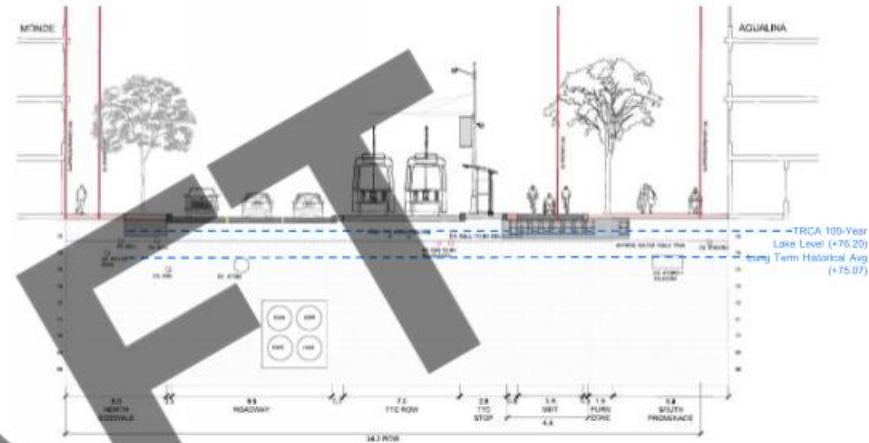
Sherbourne Arrival



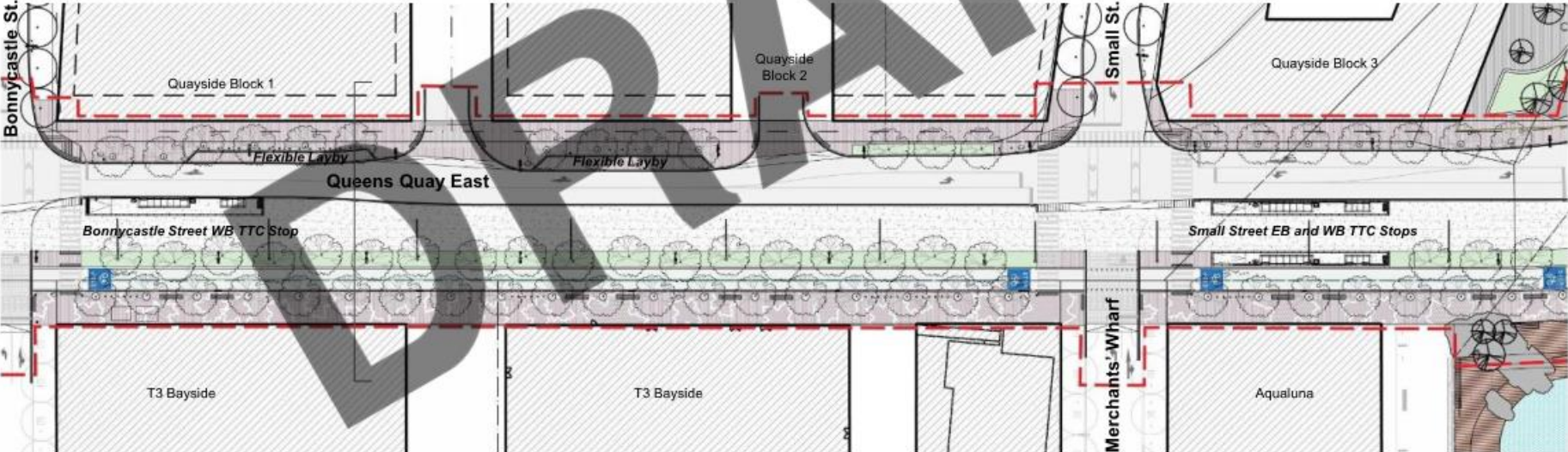
Sherbourne Arrival



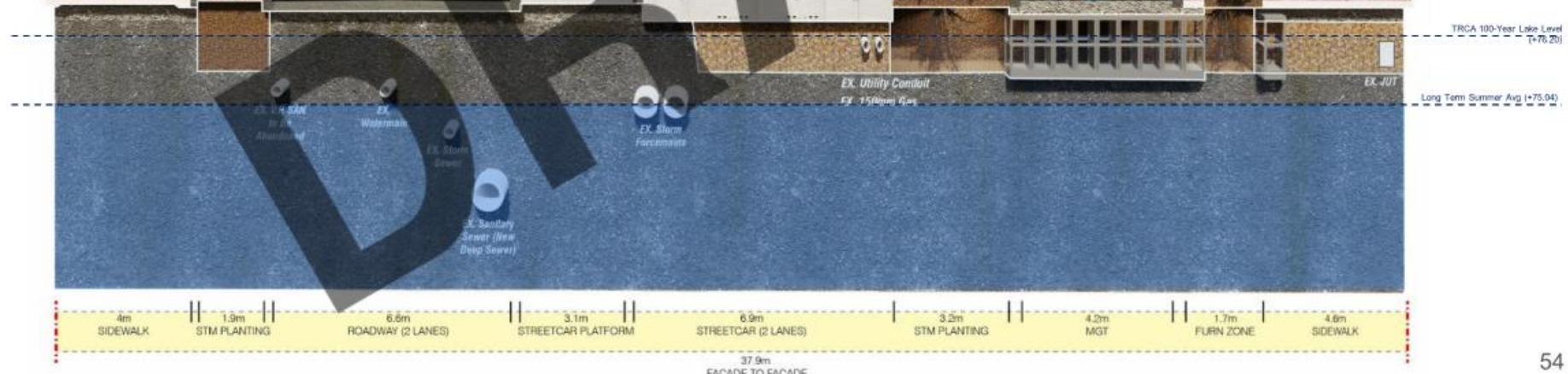
Sherbourne Arrival



Bayside and Quayside



QUEENS QUAY BLVD E

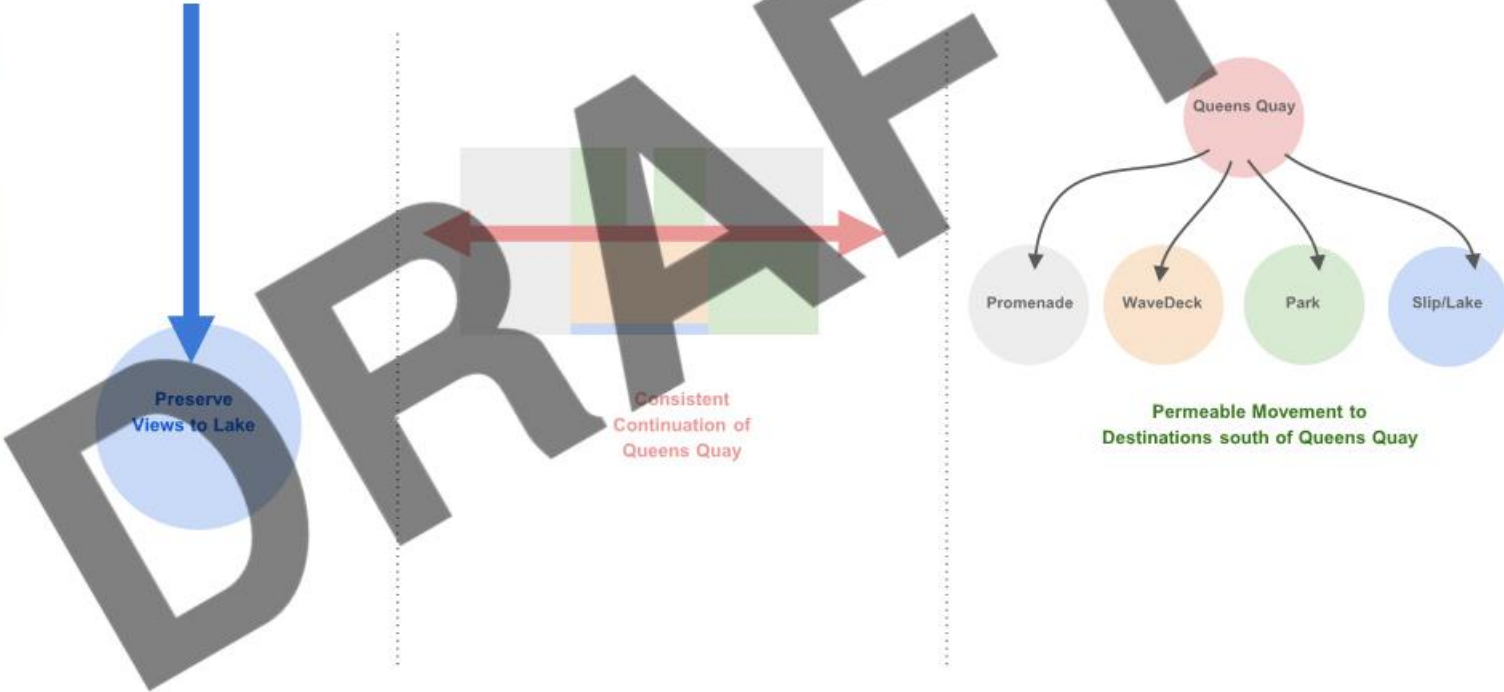


Parliament Arrival - Distillery District

Key Plan

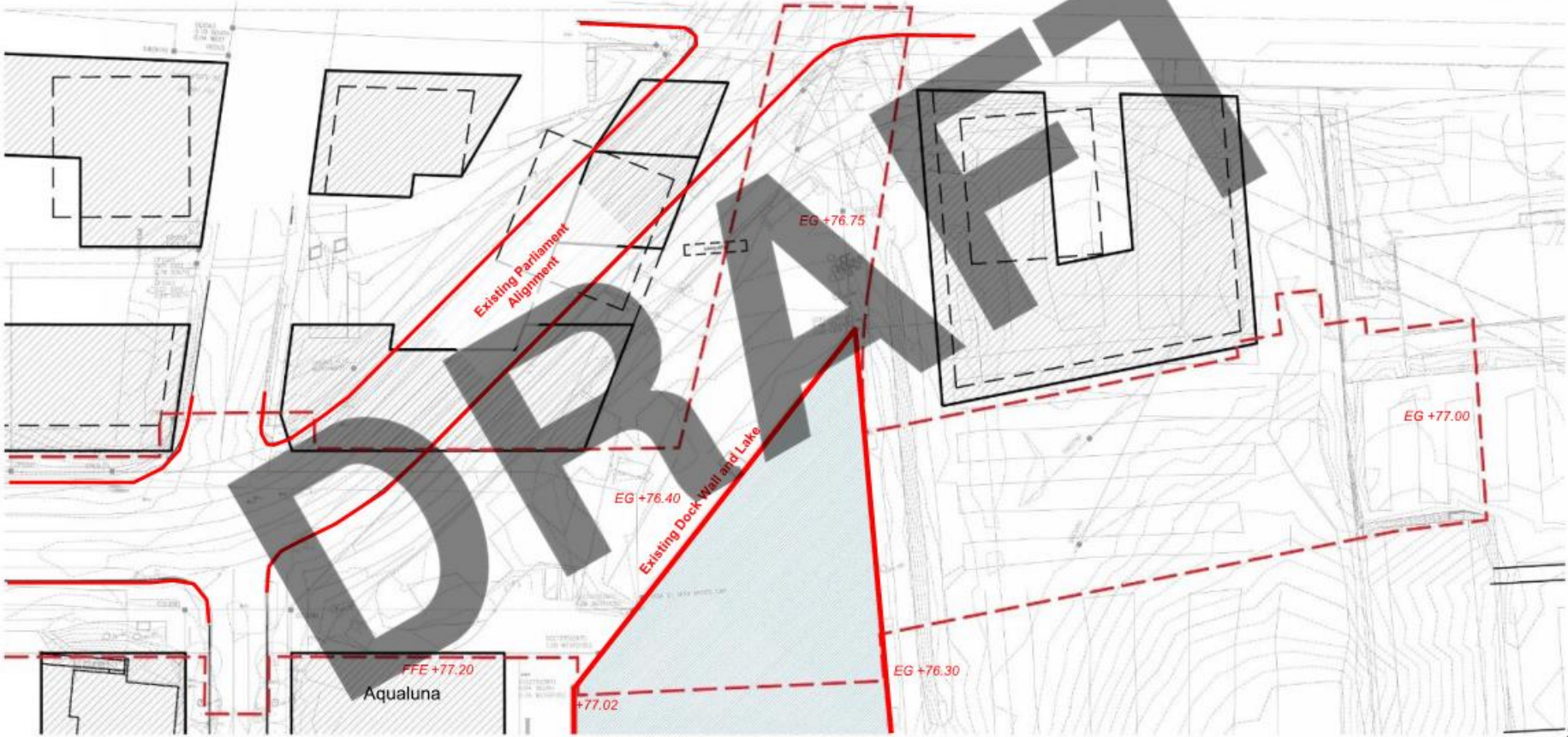


Design Principles



Parliament Arrival

1:800 8 m

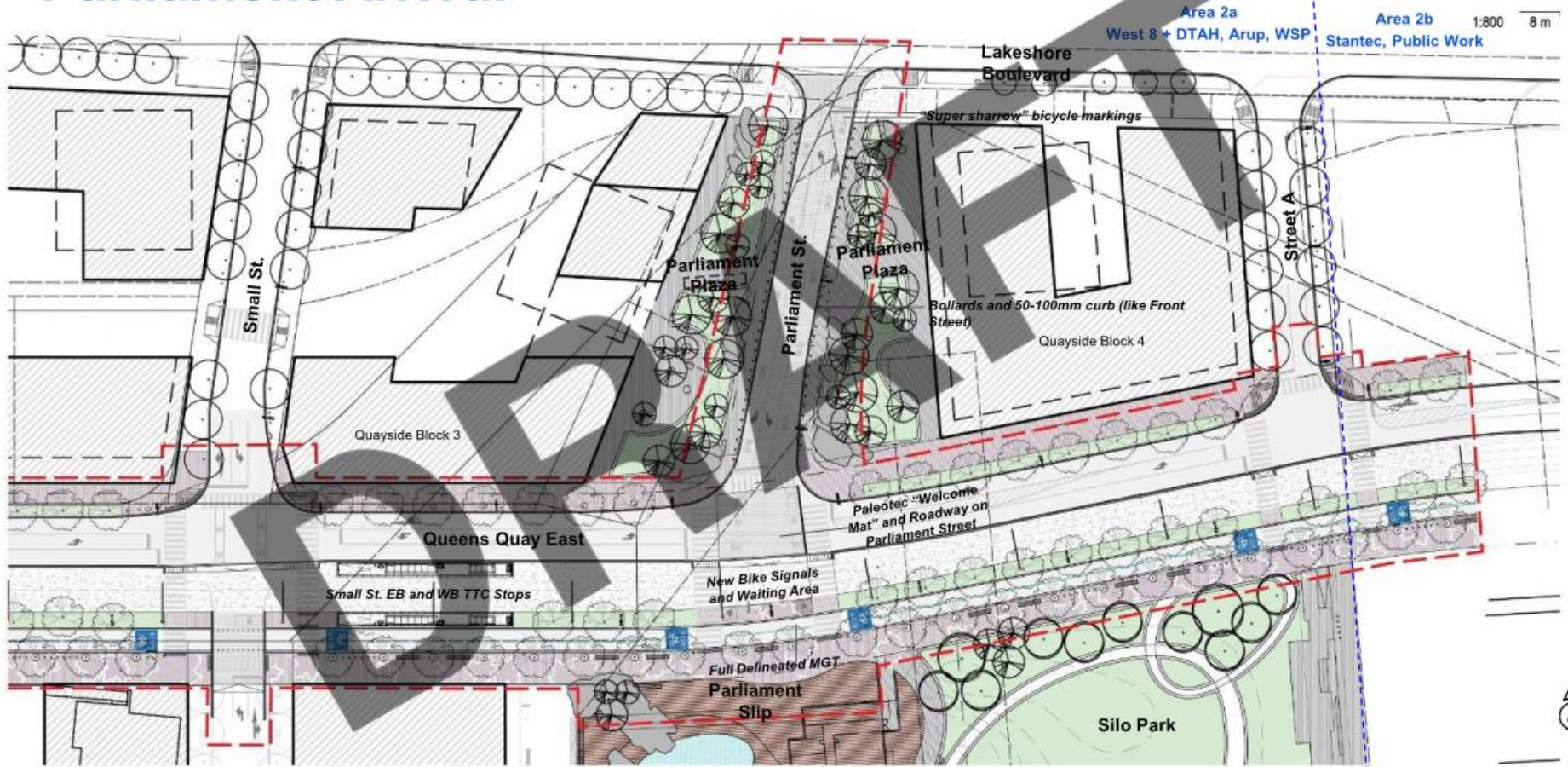


Parliament Arrival

1:800 8 m



Parliament Arrival



Area 2B Boundary, Alignment to Cherry Street





Questions for Design Review Panel Feedback

Does the DRP think the design is consistent with the west, look, feel, and experience as one street?

Does the DRP support the proposed design approaches for:

- Separation, delineation, widening, and grade separation of the Martin Goodman Trail?
- Evidence based design and resilient planting concepts?
- Flexible laybys?
- Head of Yonge design?
- Signature Waterfront Toronto Light