

Welcome to Queens Quay Public Forum 3



Purpose

Welcome to the third joint Public Forum as part of the Queens Quay Revitalization Environmental Assessment (EA) process.

This evening we will review the project to date, present the second stage of Phase 3, and ask you to contribute to this forum and additional opportunities to the upcoming second stage of Phase 3 of the EA.

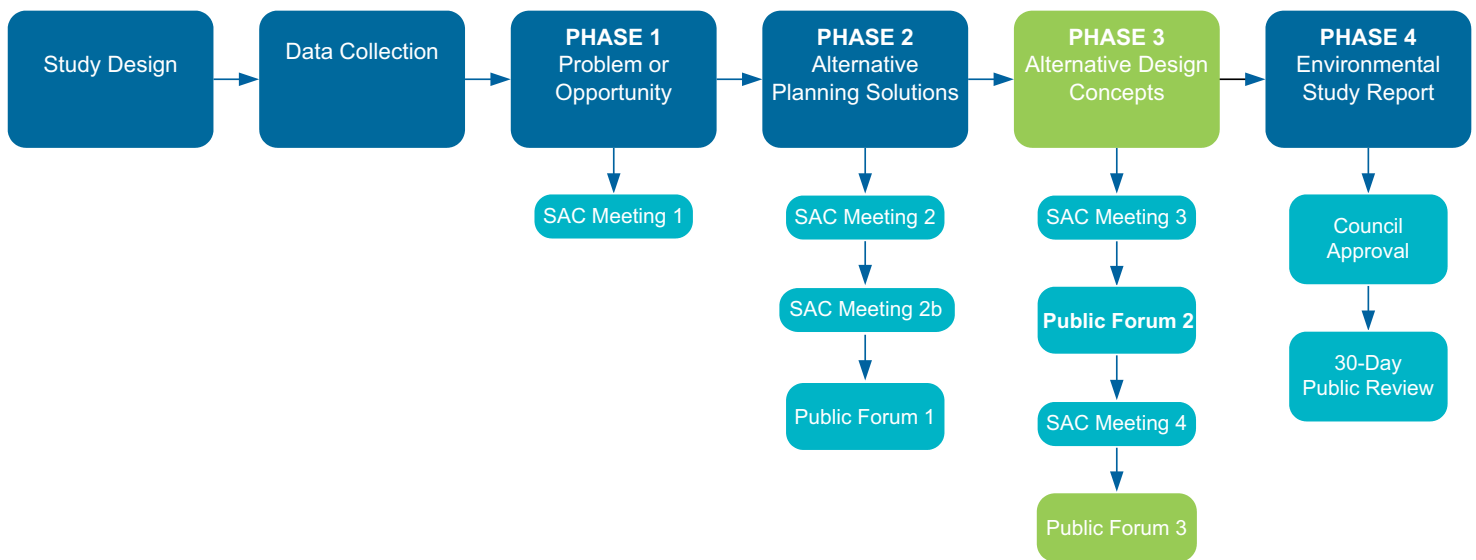
Feedback

We welcome your feedback on our work to date. Please use your “Workbook” to provide comments. You can leave it with us at the meeting or return it later by the date specified on the Workbook’s final page.

The Environmental Assessment Process

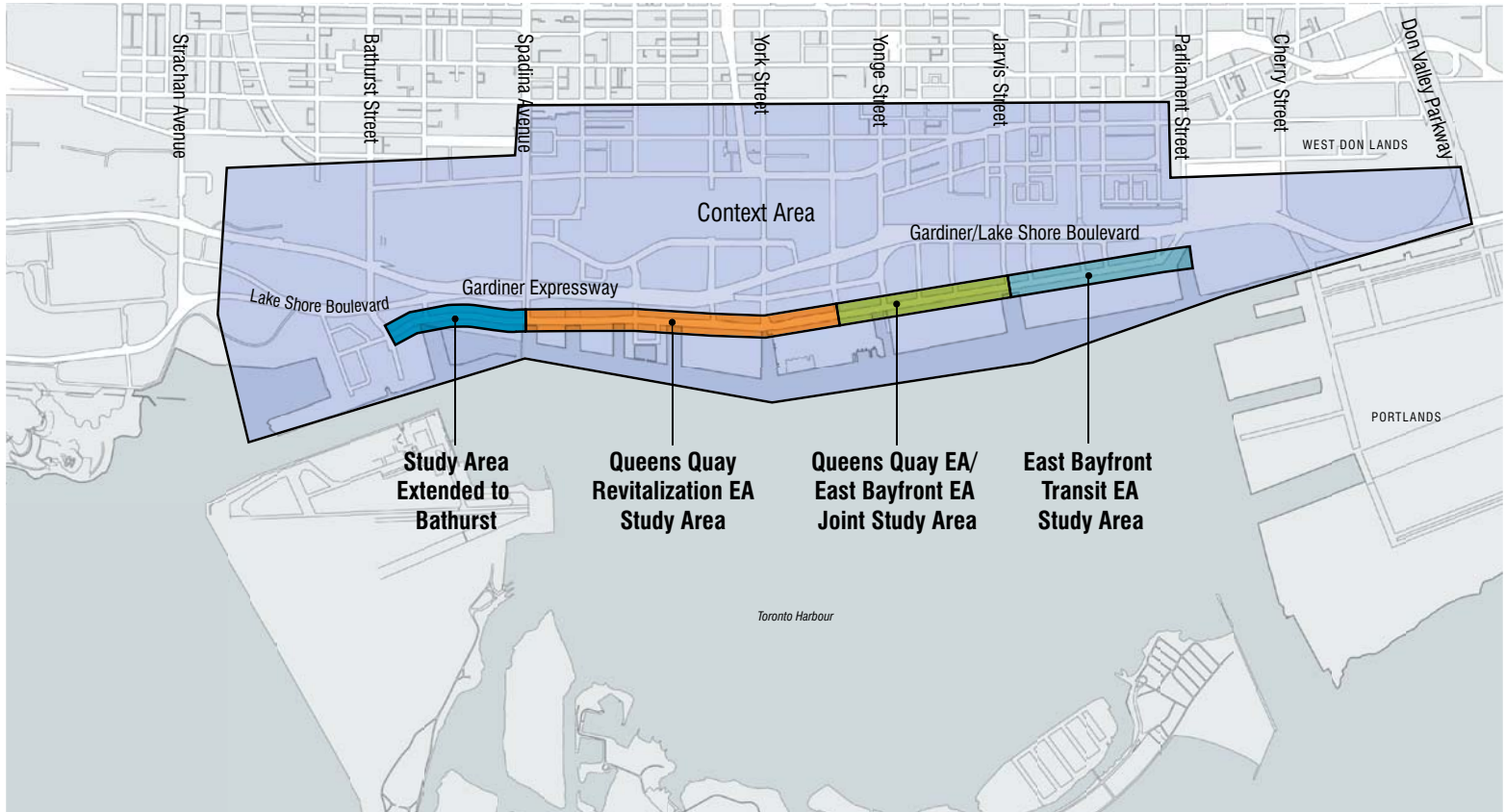
This Municipal Class Environmental Assessment (Schedule C) is mandated by the Ontario Ministry of the Environment for all infrastructure projects that may impact or alter transportation operations.

Environmental Assessments must adhere to a process clearly defined by the Ministry of the Environment. This process requires and relies on a high level of community participation to ensure that public input is a key factor in developing the final recommendation.



SAC: Stakeholder Advisory Committee
(Residents, Business Operators, Landowners, Council Representatives, Tourism Representatives, Advocates for Transit, Pedestrian and Bicycle Interests, etc.)

TAC: Technical Advisory Committee
(Emergency Medical Services, Police, Fire, Hydro, Servicing, Traffic, Tourism Operators, etc.)



Joint Study Areas

Queens Quay study area, originally bounded by Lower Spadina Avenue and Lower Jarvis Street; extended west to Bathurst Street to study street cross-section transition. Overlaps with part of the East Bayfront Transit EA, whose study area extends from Bay Street to Parliament Street, it defines the area of immediate proposed streetscape improvements.

Context Area

Bounded by Strachan Avenue, the Don Valley Parkway and King Street - the area of influence for the Study Area. Not studied in the same level of detail as the Study Area.

Phase 1: Problem Statement



A Problem Statement is:

A clear concise description of the issues

Identifies that an improvement or change is required

Forms the basis for an EA project

- 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.
- 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.

Phase 1: Problem Statement

A Solution Will Rebalance the Use and Movement of Queens Quay



Accommodate a Satisfactory Landscape



Accommodate a Generous Pedestrian Realm



Accommodate a Great Cycling Environment



Mend the Martin Goodman Trail



Improve Streetcar Operation



Accommodate Vehicular Travel with Fewer Conflicts



Accommodate Bus Parking with Fewer Conflicts



Accommodate On-Street Parking with Fewer Conflicts

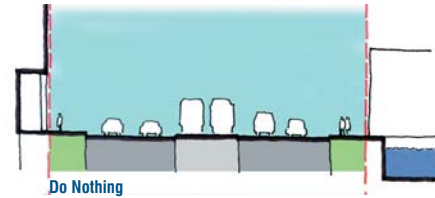
PIC 1: Evaluation of Alternative Planning Solutions

The five alternative planning solutions are organized into two categories: Existing Conditions and Physical Modifications. Note that the conceptual diagrams represent examples—not an exhaustive exploration—of the potential arrangements.

Existing Conditions

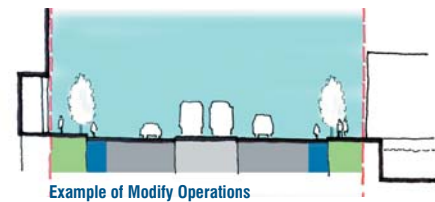
1. Do Nothing

Maintain Existing Conditions and Operations



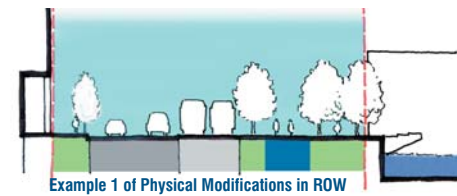
2. Modify Operations

Example: Curbs in Existing Location, Add Bike Lanes, Reduce Through Lane, Signal Modifications



3. Physical Modifications within Right-of-Way

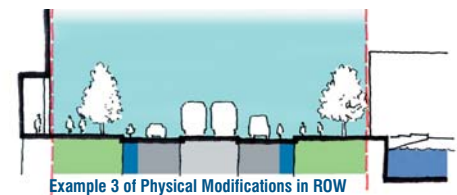
Example 1: Reduce Through Lanes, Expand Sidewalks both Sides, Add Bike Lanes



Example 2: Through Lanes Northside, Expanded Public Realm Southside



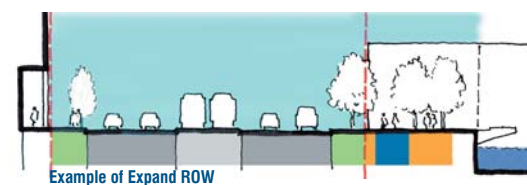
Example 3: Through Lanes Southside, Expanded Public Realm Northside



Physical Modifications

4. Expand Right-of-Way

Example: Acquire Property on Southside



Evaluation Matrix

- Yes. Meets criteria
- Challenging. May meet criteria
- No. Cannot meet criteria: Critical fail

Problem Statement Objectives	Existing Conditions		Physical Changes	
	1. Do Nothing	2. Operational Changes	3. Existing ROW	4. Expand ROW
Waterfront Main Street	●	●	●	●
N. S. Connections	●	●	●	●
E.W. Connections	●	●	●	●
Aesthetically Vital	●	●	●	●
Operations	●	●	●	●
Grand + Beautiful Blvd.	●	●	●	●
Policies	●	●	●	●
Leverage Renewal	●	●	●	●
Access	●	●	●	●
Fit	●	●	●	●

Preferred Planning Solution

- Physical changes within the existing right-of-way, including:
- Operational changes, and
 - Possible localized widening

What is an 'Alternative Design Concept'?

- Demonstrates the different ways to address the Preferred Planning Solution: “Physical Changes with Some Minor Right-of-Way Widening”

Each alternative considers:

- Traffic and transit operations
- Property access
- Pedestrian environment
- Active transportation facilities
- Urban design character

Fixes the location of elements within the Right-of-Way:

- curbs
- transit right-of-way
- sidewalks
- intersection design
- active transportation facilities

PIC 2: Evaluation of Alternative Design Concepts

The five alternative design concepts are organized into two categories: Centre Transit and Southside Transit. Note that the cross sections represent typical examples, for the street;s right-of-way varies along the corridor.

Centre Transit

1. Do Nothing

Maintain Existing Conditions and Operations (For Comparison Only)



2. Centre Transit with On Street Bike Lanes

Maintain Existing Conditions and add dedicated on street bike lanes



3. Centre Transit with Martin Goodman Trail

Maintain Existing Conditions and add protected bike lanes on the south side—Martin Goodman Trails



Southside Transit

4. Southside Transit with Expanded Public Realm and Two-Way Operations

Through Lanes Northside for Two-Way traffic operations, Martin Goodman Trail Southside



5. Southside Transit with Expanded Public Realm and One-Way Operations

Through Lanes Northside for One-Way traffic operations, Martin Goodman Trail Southside



Guiding Principles



Finding a Better Balance



Providing a World Class Transit System



Developing a Context Sensitive Approach to Street Design



Using All of the ROW to Improve the Public Realm



Creating a Value-Added Public Space



Making a Destination . . . Not a Corridor



Supporting a Great Community/Business District

Evaluation Summary: Alternative Design Concepts

- ✓ Yes. Meets criteria
- Challenging. May meet criteria
- ✗ No. Cannot meet criteria: Critical fail

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

Take forward to detailed evaluation:

- Centre Transit with On-Street Bike Lanes
- Southside Transit with Martin Goodman Trail and Two-Way Traffic
- Southside Transit with Martin Goodman Trail and One-Way Transit

Carry Forward 'Do Nothing' for Comparison Purposes

Centre Transit: On Street Bike Lanes



Aerial Perspective at Simcoe Slip



Ground Perspective at Simcoe Slip



Aerial Perspective at Simcoe Slip



Ground Perspective at Simcoe Slip

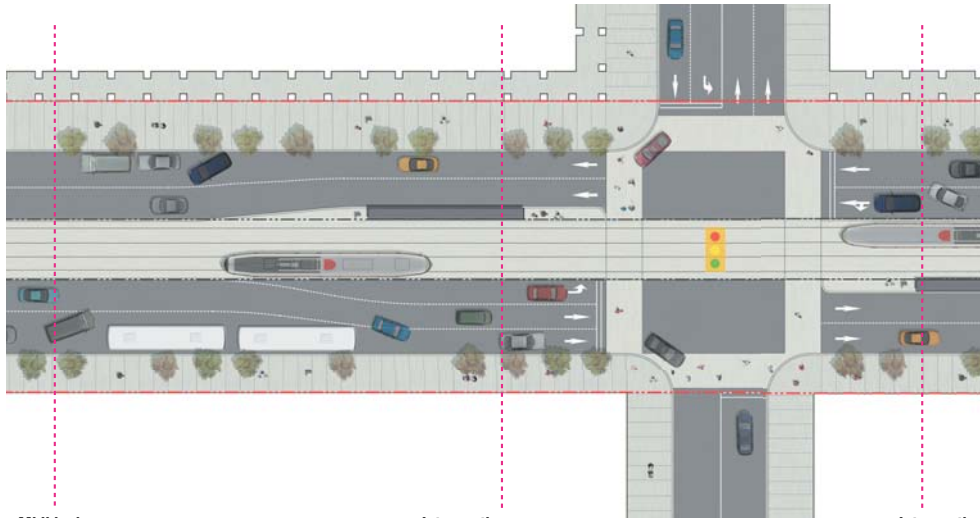


Aerial Perspective at Simcoe Slip



Ground Perspective at Simcoe Slip

Phase 3: Typical Intersections

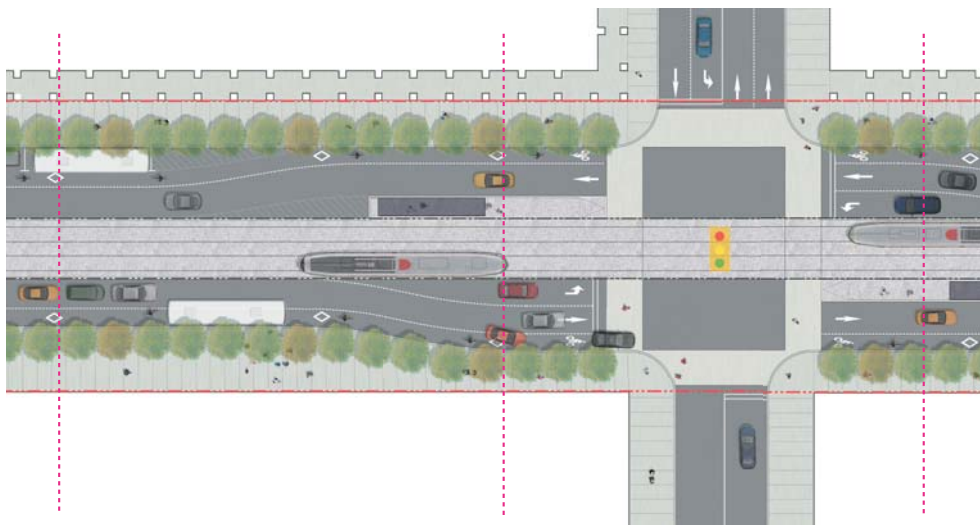


Midblock
 Roadway varies curb to curb
 Driving lanes vary
 6.7m TTC Right-of-Way
 Sidewalks vary both sides
 No bike lanes

Intersection
 Roadway varies curb to curb
 Driving lanes vary
 6.7m TTC Right-of-Way
 Sidewalks vary both sides
 No bike lanes

Intersection w/ Platform
 Roadway varies curb to curb
 1.5m TTC platform, 30m length
 6.7m TTC Right-of-Way
 Sidewalks vary both sides
 No bike lanes

Alternative 1: Do Nothing (For Comparison Only)



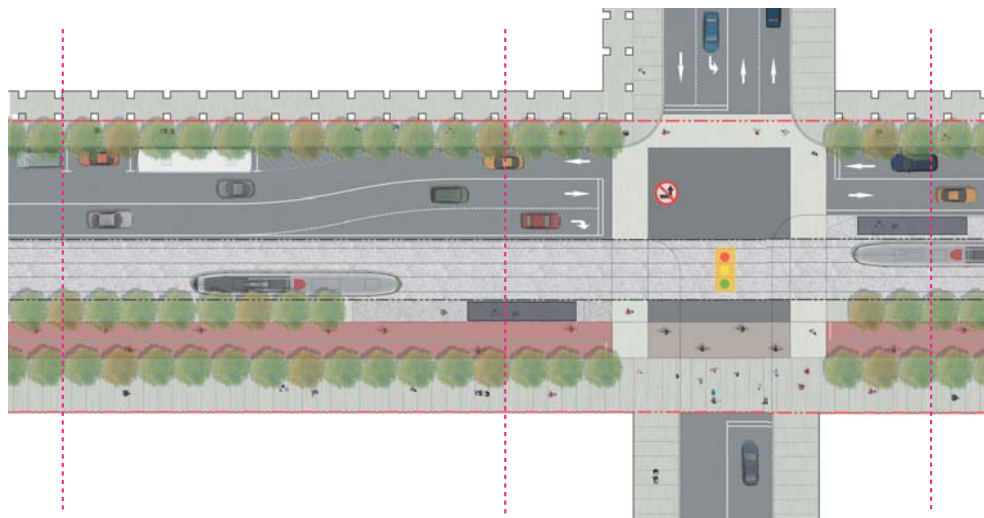
Midblock
 19.9m roadway curb to curb
 3.0m parking lane
 3.3m driving lanes
 6.7m TTC Right-of-Way
 1.8m dedicated bike lanes
 Sidewalks vary both sides

Intersection
 22.9m roadway curb to curb
 3m RB right turning lane, 3.3m thru-lane
 6.7m TTC Right-of-Way
 1.8m dedicated bike lanes
 Sidewalks vary both sides

Intersection w/ Platform
 22.9 roadway curb-to-curb
 2.4m minimum TTC platform, 30m length
 6.7m TTC Right-of-Way
 1.8m dedicated bike lanes
 Sidewalks vary both sides

Alternative 2: Centre Transit w/ Bike Lanes

Phase 3: Typical Intersections



Midblock

- 10m roadway curb to curb
- 2.1m parking lane
- 7.9m clear driving lane
- 1.0m separation between roadway and TTC
- 6.3m TTC Right-of-Way
- 2.4 to 3.0m Landscape Zone
- 4.0m Martin Goodman Trail
- Sidewalks vary both sides

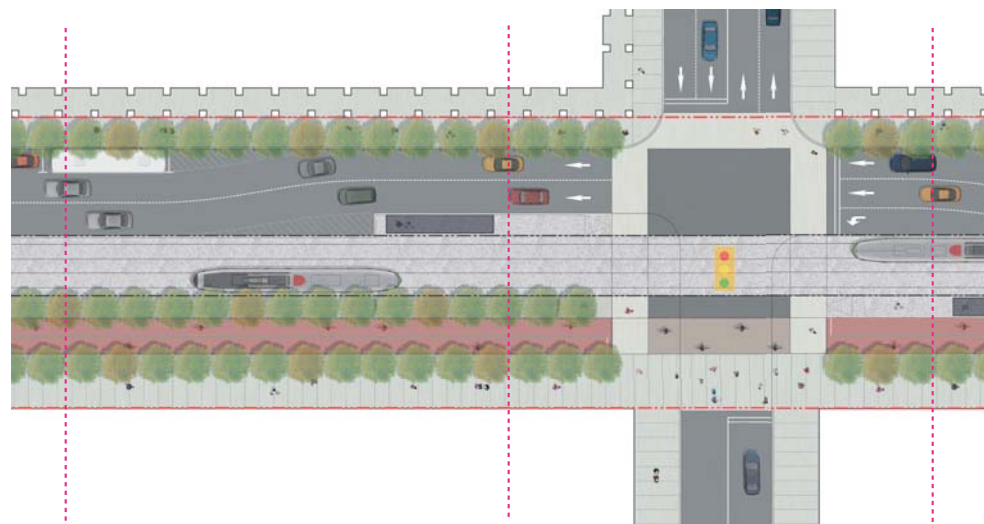
Intersection

- 10m roadway curb to curb
- 3m EB right turning lane, 3.5 m thru-lane
- 1.0m separation between roadway and TTC
- 6.3m TTC Right-of-Way
- 2.4 to 3.0m Landscape Zone
- 4.0m Martin Goodman Trail
- Sidewalks vary both sides

Intersection w/ Platform

- 7.6m maximum roadway curb-to-curb
- 2.4m minimum TTC platform, 30m length
- 6.3m TTC Right-of-Way
- 2.4 to 3.0m Landscape Zone
- 4.0m Martin Goodman Trail
- Sidewalks vary both sides

Alternative 4: Southside Transit w/ Expanded Public Realm with Two-Way Traffic



Midblock

- 10m roadway curb to curb
- 2.1m parking lane
- 7.9m clear driving lane
- 1.0m separation between roadway and TTC
- 6.3m TTC Right-of-Way
- 2.4 to 3.0m Landscape Zone
- 4.0m Martin Goodman Trail
- Sidewalks vary both sides

Intersection w/Platform

- 7.6m maximum roadway curb to curb
- 2.4m minimum TTC platform, 30m maximum length
- 6.3m TTC Right-of-Way
- 2.4 to 3.0m Landscape Zone
- 4.0m Martin Goodman Trail
- Sidewalks vary both sides

Intersection

- 10m roadway curb-to-curb
- 3m EB right turning lane, 2 x 3.5m thru-lanes
- 1.0m separation between roadway and TTC
- 6.3m TTC Right-of-Way
- 2.4 to 3.0m Landscape Zone
- 4.0m Martin Goodman Trail
- Sidewalks vary both sides

Alternative 5: Southside Transit with Expanded Public Realm with One-Way Traffic

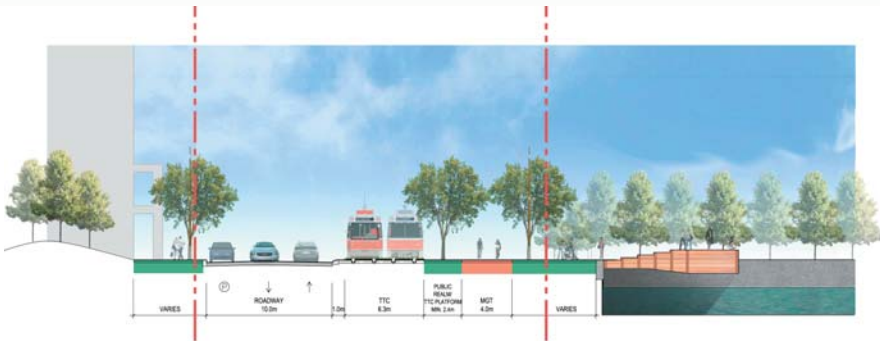
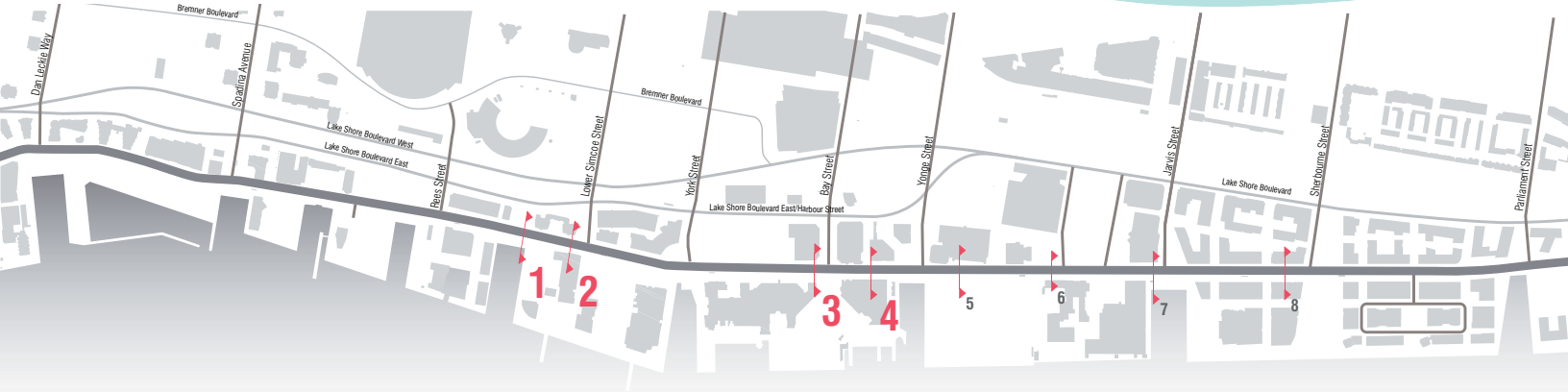
Phase 3: Evaluation Summary

Technically Recommended Alternative

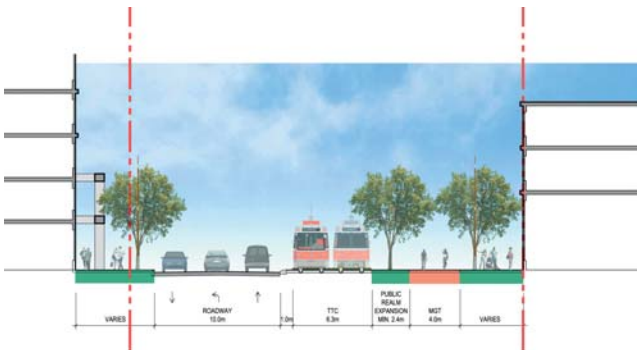
We evaluated the shortlisted design concepts using over 50 criteria and 400 measures organized into seven groups. This is one of the tools used to determine the Technically Recommended Alternative.

	1. Do Nothing (for comparison purposes only)	2. Centre Transit	4. Southside Transit One-Way Operations	5. Southside Transit Two-Way Operations
Legend: ● Best ● Good ● Poor ✗ Fail				
Group				
A. Transportation	●	●	●	●
B. Safety/Emergency Response	●	●	●	●
C. Urban Design/Quality of Place	✗	●	●	●
D. Socio-Economic Conditions	✗	●	●	●
E. Natural Environment	●	●	●	●
F. Cultural Environment	●	●	●	●
G. Cost	n/a	●	●	●
Summary	✗	●	●	●
	Not Carried	Not Carried	Carried	Carried

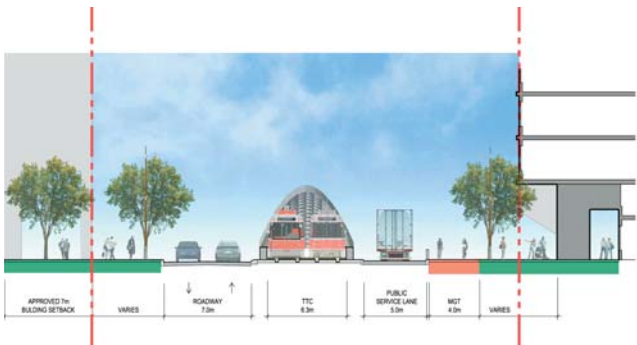
Recommended Preferred Alternative: Section Studies



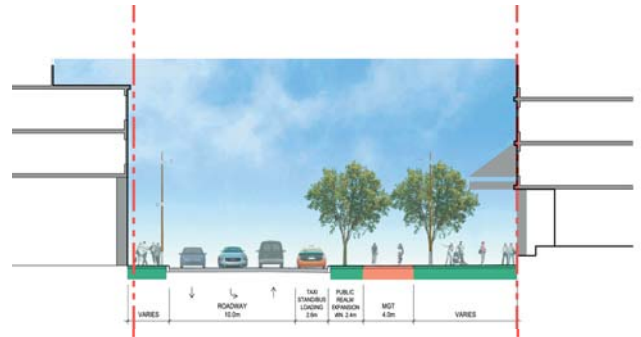
Section 1: View East at Simcoe Slip



Section 2: View East at Harbourfront Centre

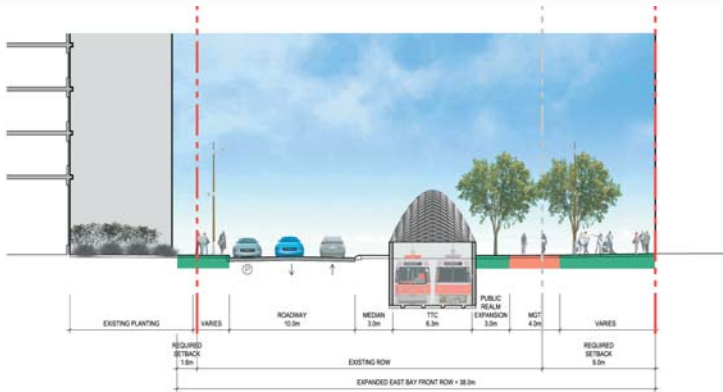
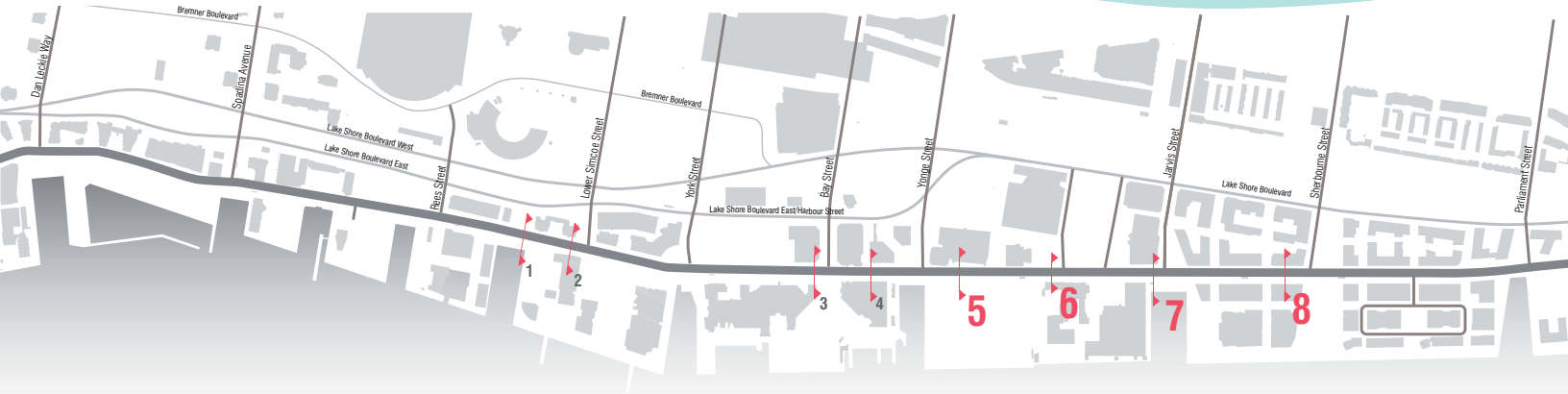


Section 3: View East at Harbour Square with Existing Portal

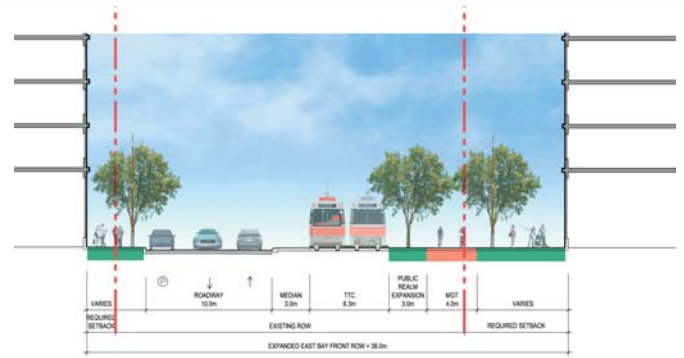


Section 4: View East at Westin Harbour Castle

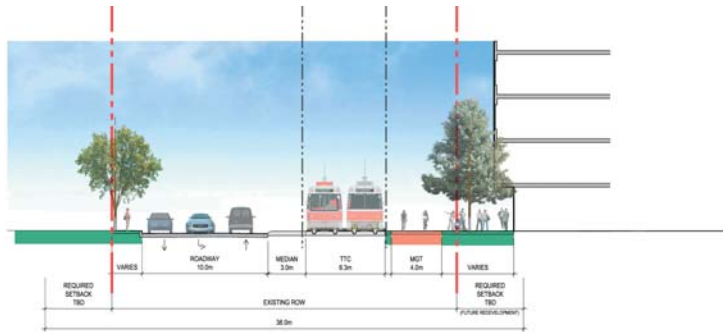
Recommended Preferred Alternative: Section Studies



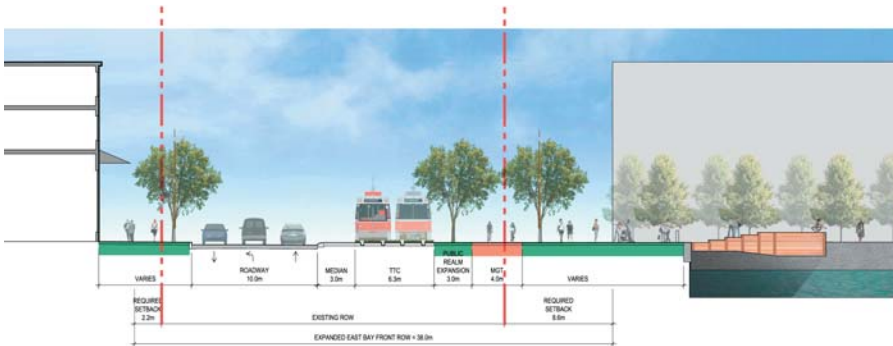
Section 5: View East at Toronto Star / PIER 27 with New Portal



Section 8: View East at East Bayfront (Typical)



Section 6: View East at Redpath



Section 7: View East at Jarvis Slip

Recommended Preferred Alternative: System Plans

Diagrams to illustrate the level of detail embedded within the preferred alternative

- Site Access
- Pedestrian
- Bicycles
- Transit
- Servicing/Loading
- Vehicle Parking
- Bus Management



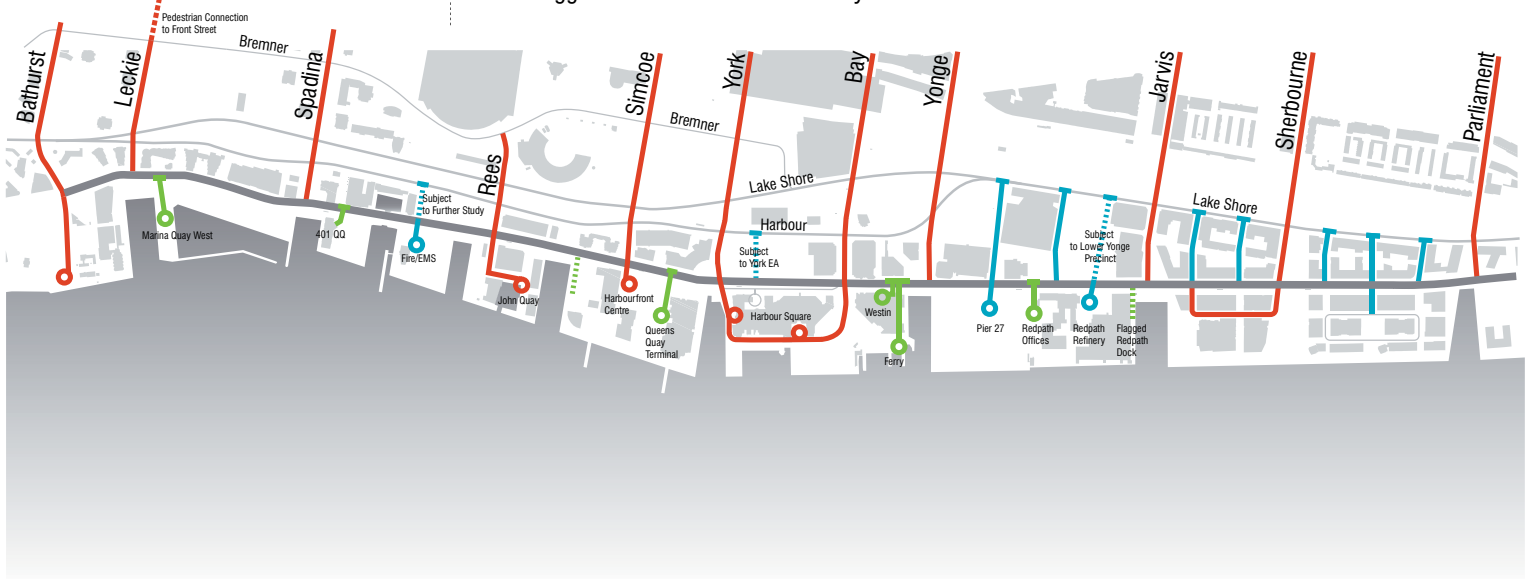
ACCESS PLAN

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



Recommended Preferred Alternative: System Plans

PEDESTRIAN PLAN

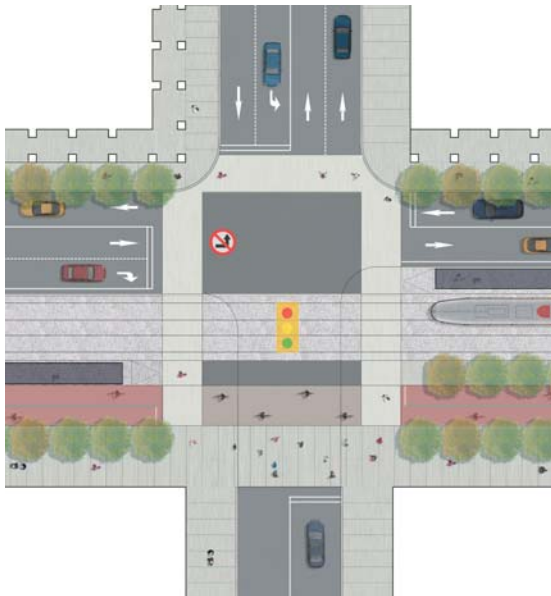
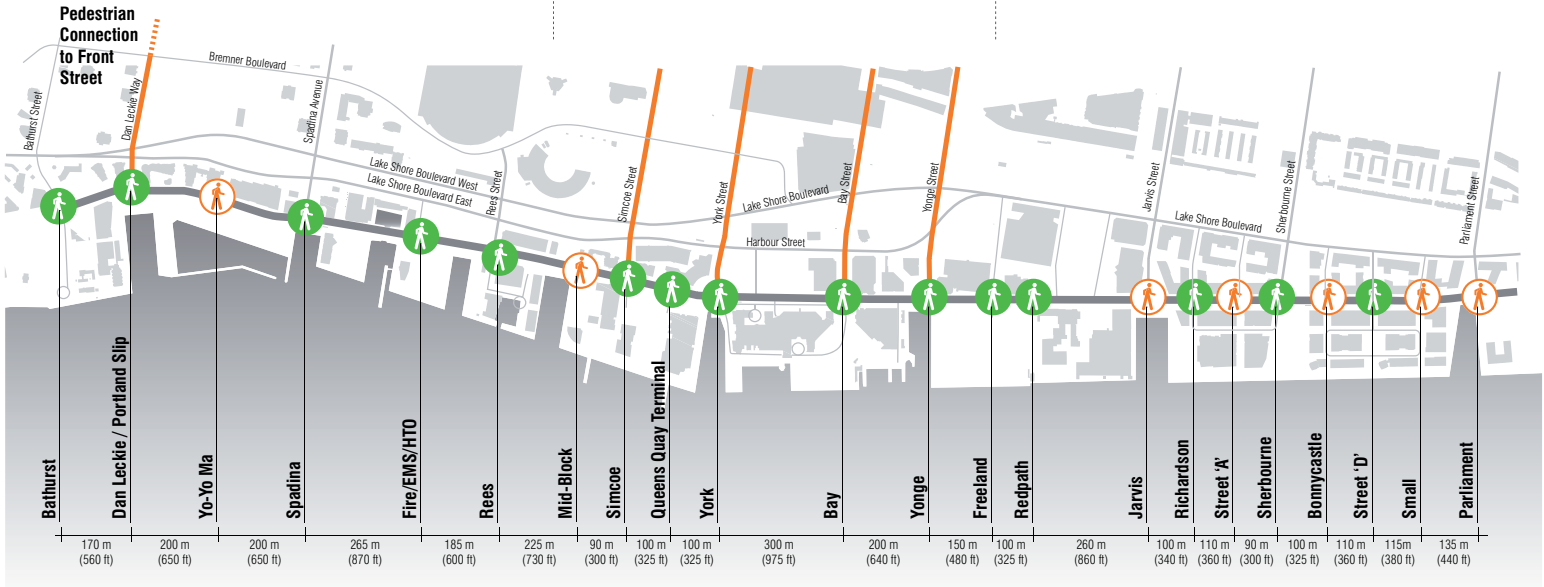
Existing

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

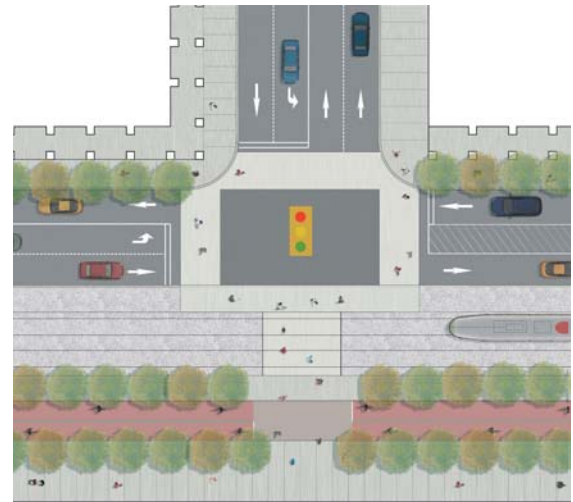
Proposed

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



Typical Intersection Crossing



Two-Phase Pedestrian Activated Crossing

Recommended Preferred Alternative: System Plans



CYCLING PLAN

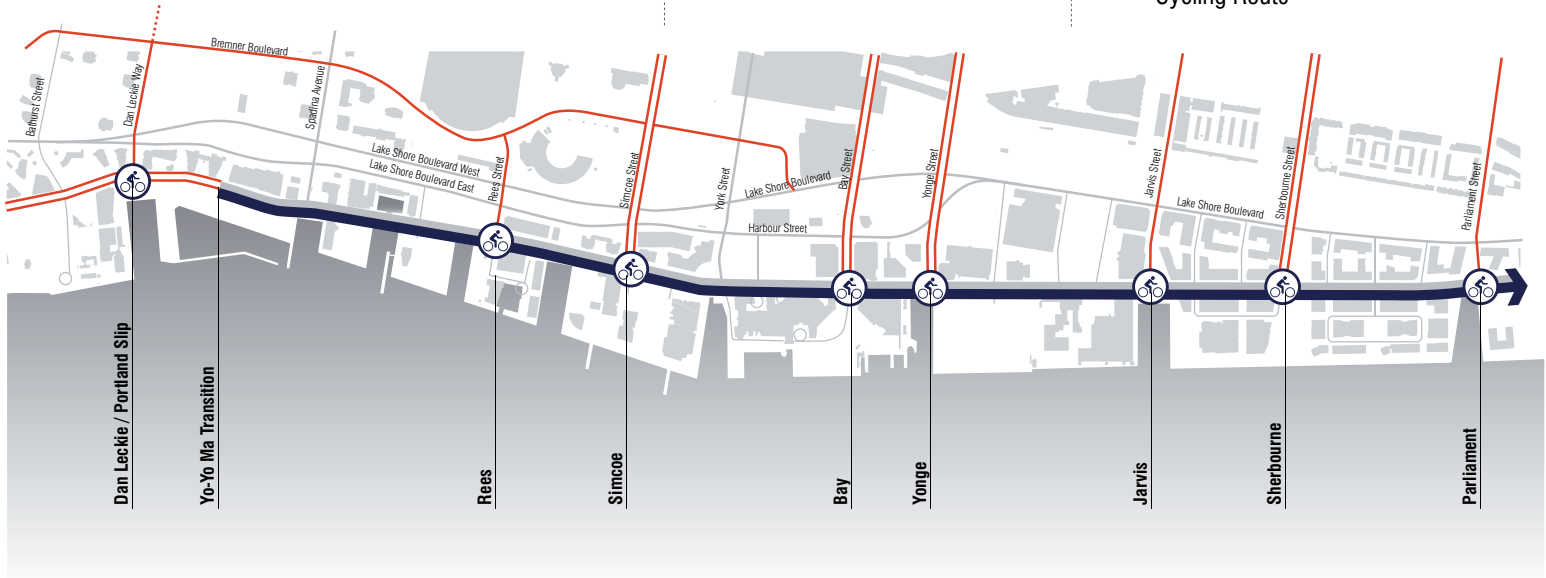
Existing

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



TRANSIT PLAN

East of Bay

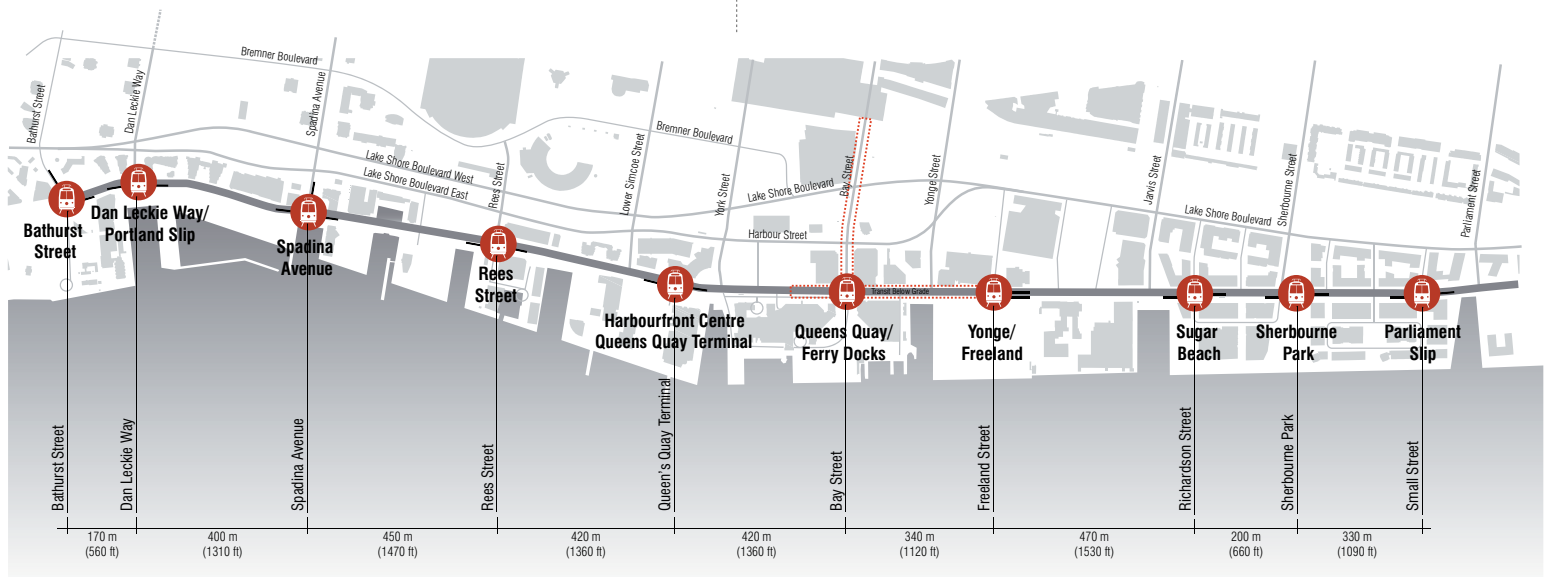
Existing:
 2 transit routes, 5 stops
 Platforms: 1.5m by 30m

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



Recommended Preferred Alternative: System Plans



SERVICING PLAN

Existing

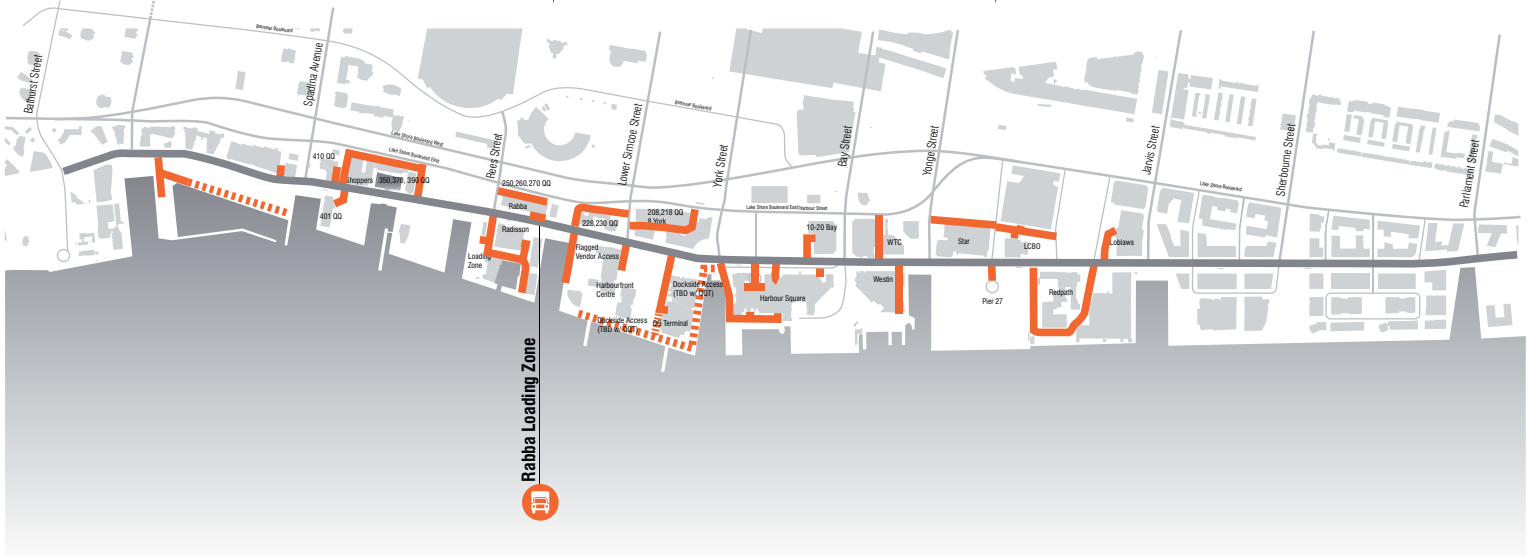
No On-Street Loading Zones
between Bathurst and Parliament

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



PUBLIC PARKING PLAN

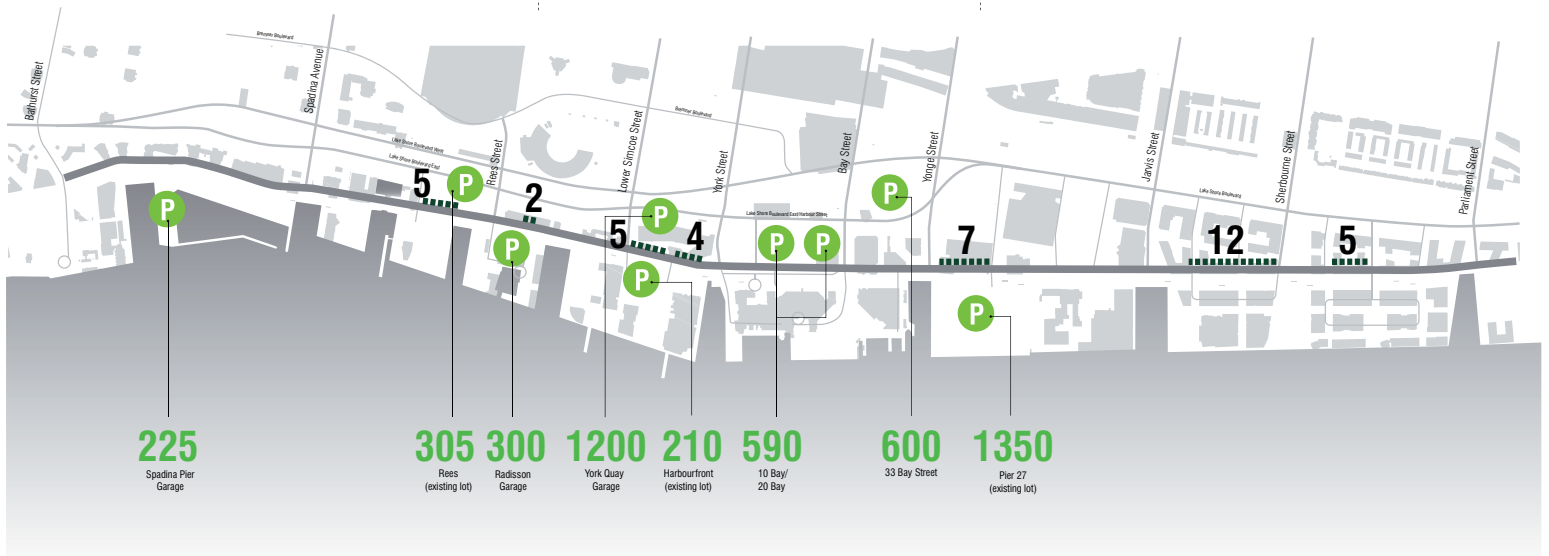
Existing

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

Potential

16 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



Recommended Preferred Alternative: System Plans

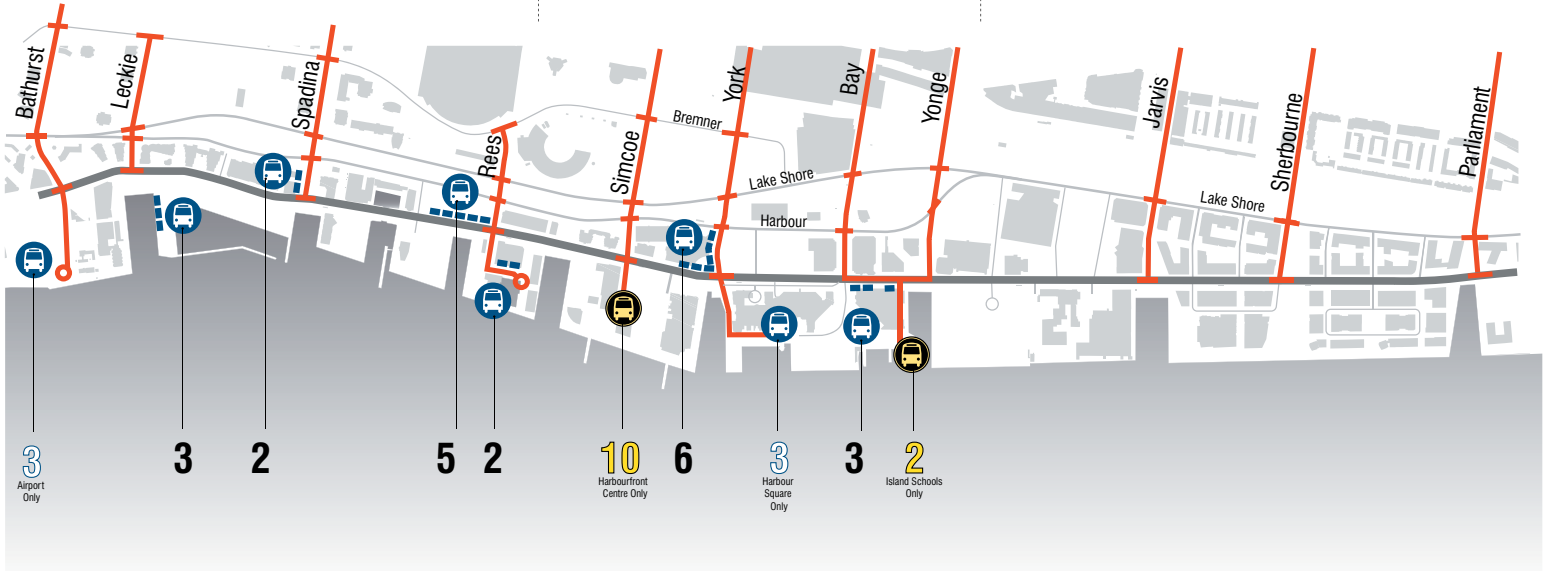


BUS PLAN DRAFT: A WORK IN PROGRESS

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



Existing Bus Inventory: Summer Peak 18-Mar-2009

	AM/morning				PM/afternoon					PM/evening				Notes				
	8	9	10	11	12	1	2	3	4	5	6	7	8		9	10	11	12
Empire Sandy										2-4 buses, 1-2 days/week								May to June busiest period
Marina Quay West (seasonal)										2-4/buses 1-3x/week								May increase to 10x/year.; Miss Toronto pageant - 2 buses
Radisson										7-12/day								Confirm if double counting
Bus and Boat Company										every 30 minutes, stopping at Robertson Crescent and York Quay								4 buses in fleet; rotating route
Pier 4 Restaurant										15 buses per year								
Mariposa			1	2	2	2	7		3									Average based on greatest volume of buses per month/4
HFC School Buses	10								10									From Harbourfront Centre
Queens Quay Terminal										5/6 per day in peak summer								June: 146; July:126, August:125
Great Lakes Schooner										65/month during peak. 3-10 buses at any one given time. 60% day, 40% evening								Need weekly operating schedule
Harbour Square										Do Not Load on QQ								4 bus fleet; load off QQ
Westin Harbour Castle										Approx. 20/hour. Could be 5-8 at any given time. Stage on QQ northside, sometimes from Harbour. Load in Alley.								Currently load on QQ between driveway and ferry service lane
Island School										Do Not Load on QQ								Use Ferry Lane east of Westin Harbour Castle
Island Ferry Camps	8								8									
Corus/George Brown College										assume 0								
Grey Line/Shop and Dine										1 each /30 minutes peak summer								Stops at Rees/Robertson and York Quay
Toronto Tours										2x/day (No topping on Queens Quay)								
Random Bus Tours - No Specific Destination										10/day in peak summer								To be confirmed with OMCA
Trade Show Shuttle Buses										16-20/day. No stopping on Queens Quay. Pick up at HFC/Rees Parking Lot								For example: Auto Show, Canada Blooms