



TORONTO CENTRAL WATERFRONT JOINT PUBLIC FORUM

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

March 25, 2009



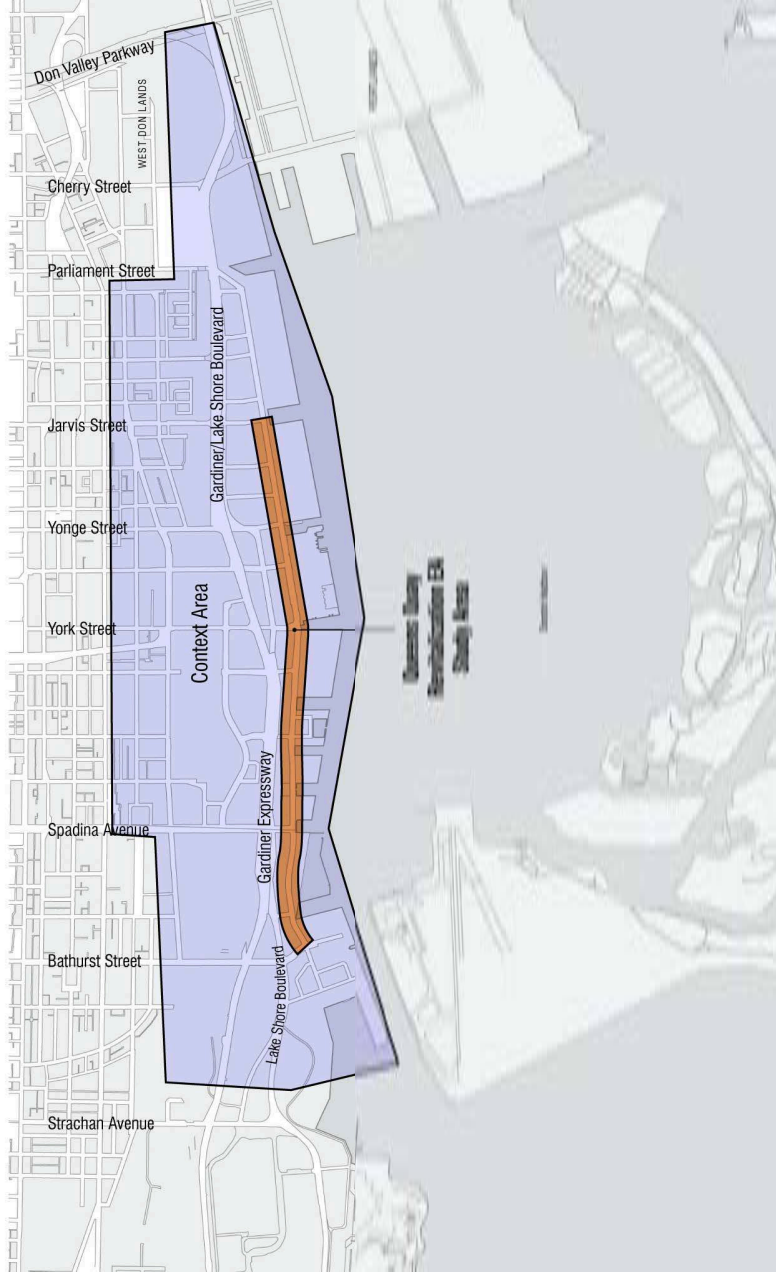
1. INTRODUCTION

Queens Quay

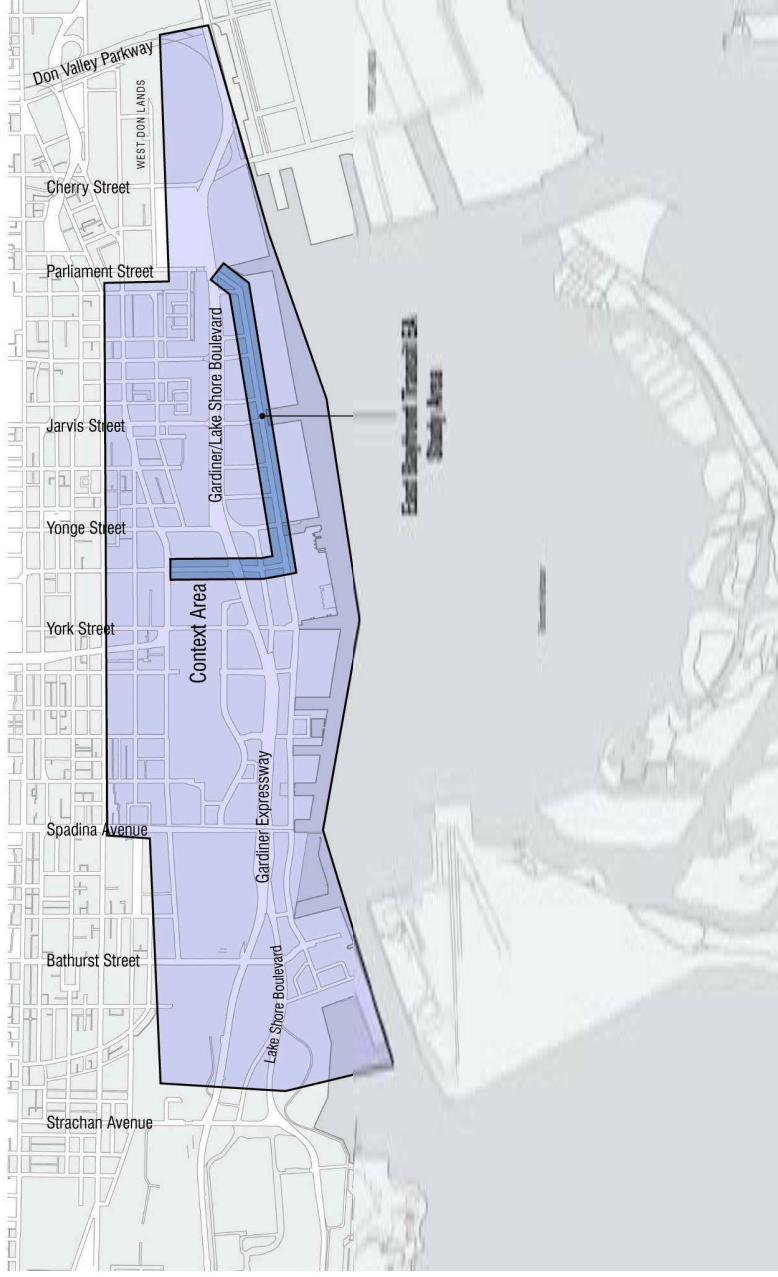


**Toronto's Main Waterfront Street Connects Multiple Precincts
Cohesive and Comprehensive Planning Required**

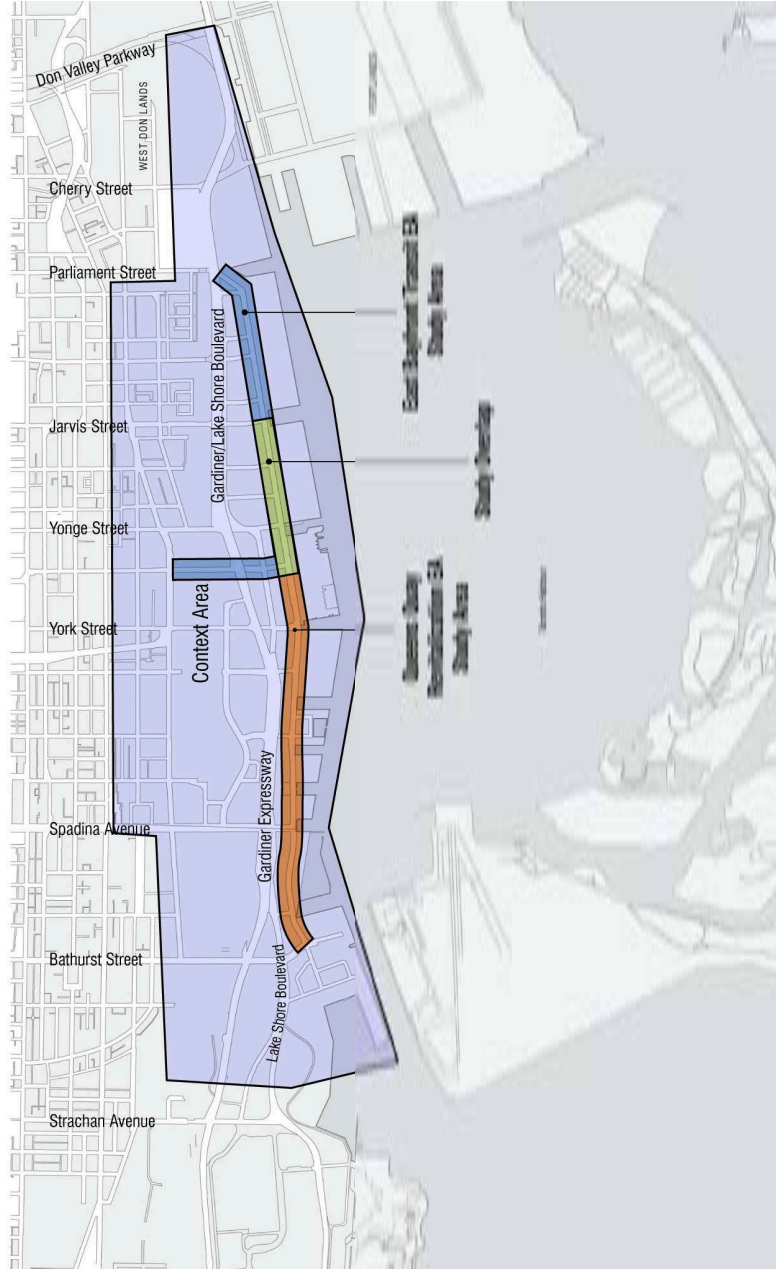
Study Area: Queens Quay Revitalization EA



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

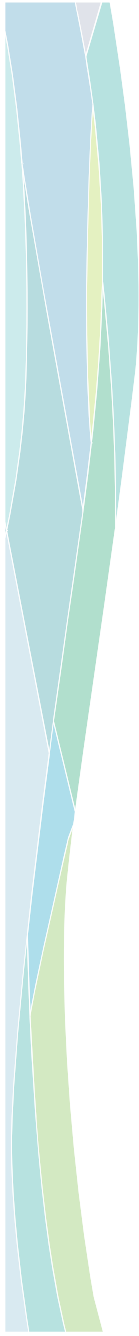
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Drop-In Centre

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

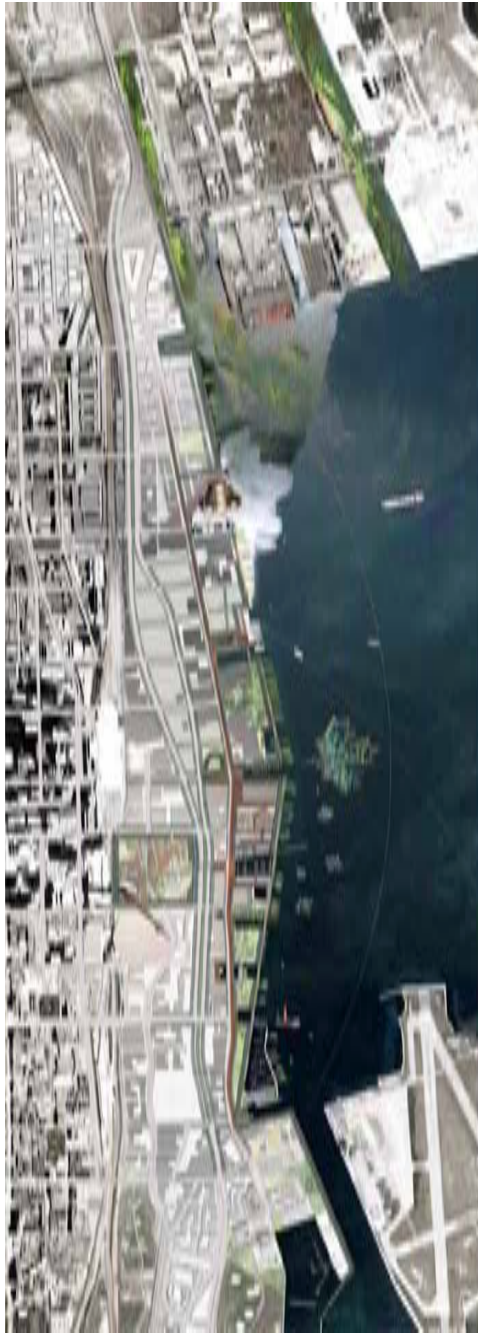
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2. PURPOSE OF TONIGHT'S MEETING



Central Waterfront Competition Plan



Notice Of Study Commencement



Toronto Star, September 20, 2007

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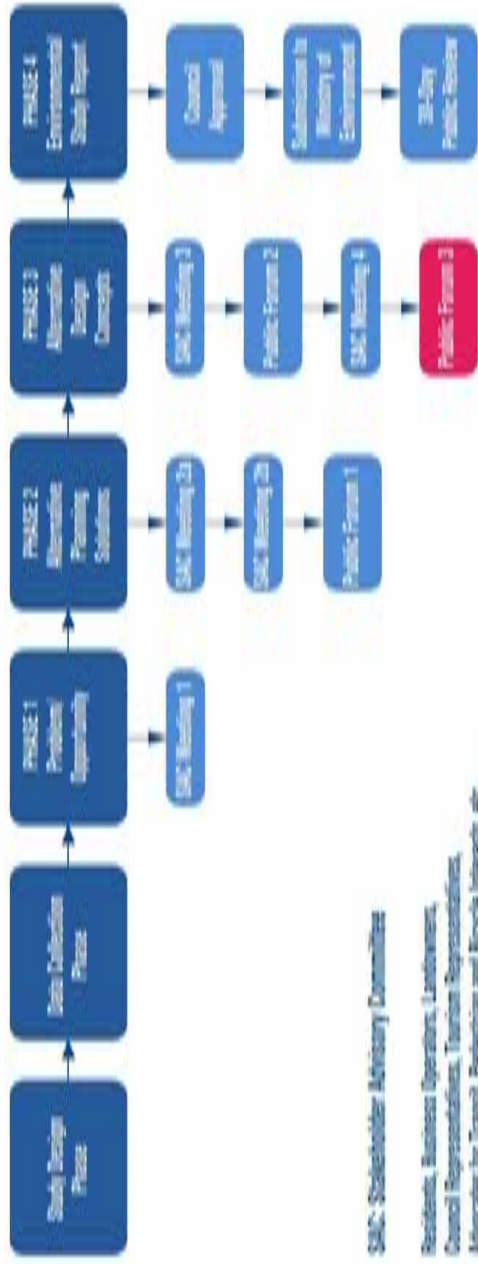
Next Steps

- 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

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3. REVIEW OF QUEENS QUAY EA PROCESS TO DATE

Environmental Assessment Process



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

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)
- QQHBA (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 Zeitler)
- 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

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Public Consultation

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



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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 Underground Garage
- Queens Quay West / Harbour Square Loading / Waterpark Place Driveway
- Queens Quay West / 10 Queens Quay West / Westin Convention Centre
- 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

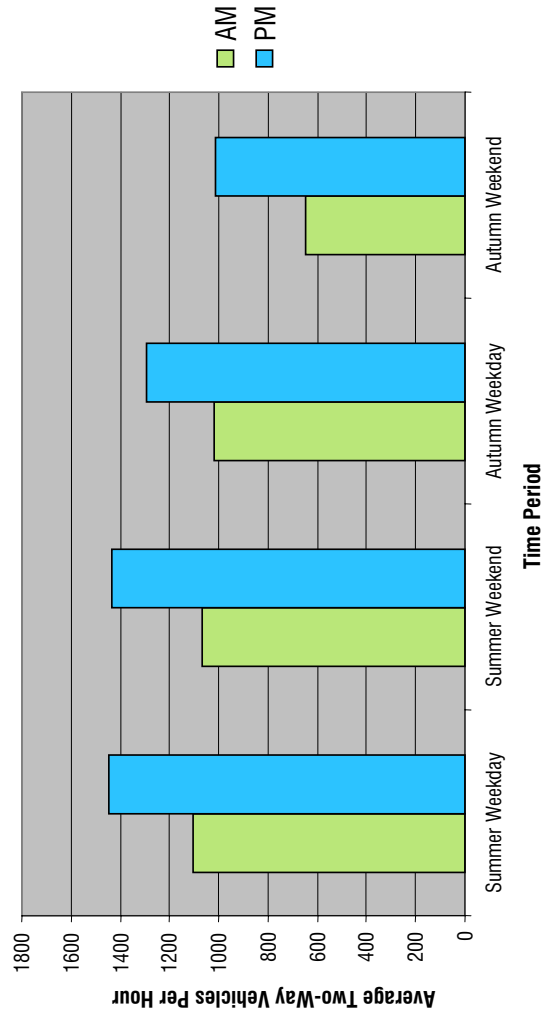
Unsignalized Intersection Locations:

- 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



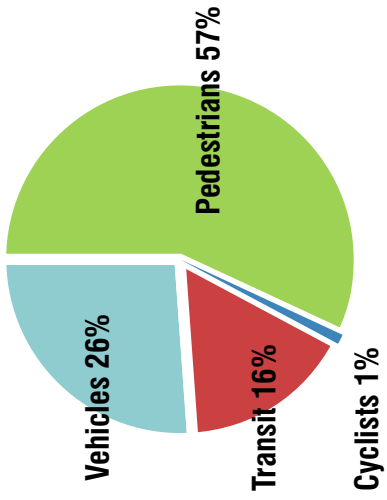
Automatic Traffic Recorder Count Comparison

Queens Quay Overall Average ATR
2007 Weekday vs. Weekend Peaks

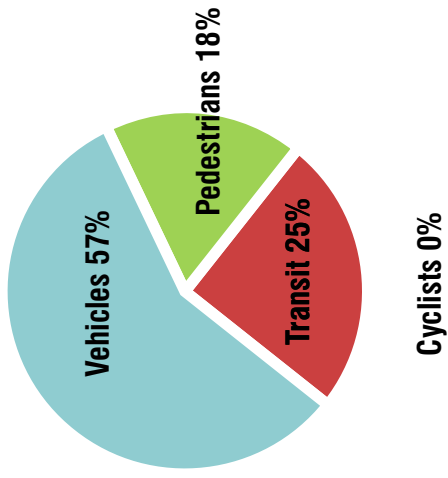


Existing: Volume vs. Dedicated Space (Bay Street)

Intersection Volume

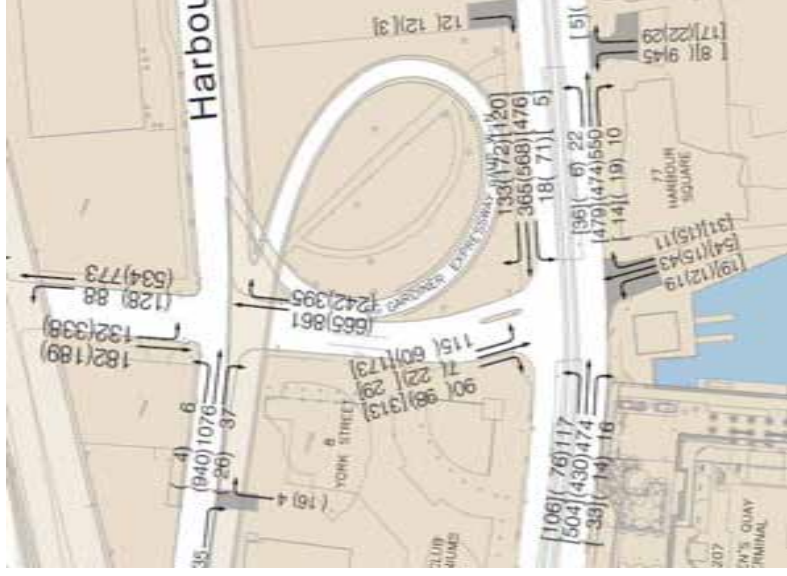


Dedicated Intersection Space

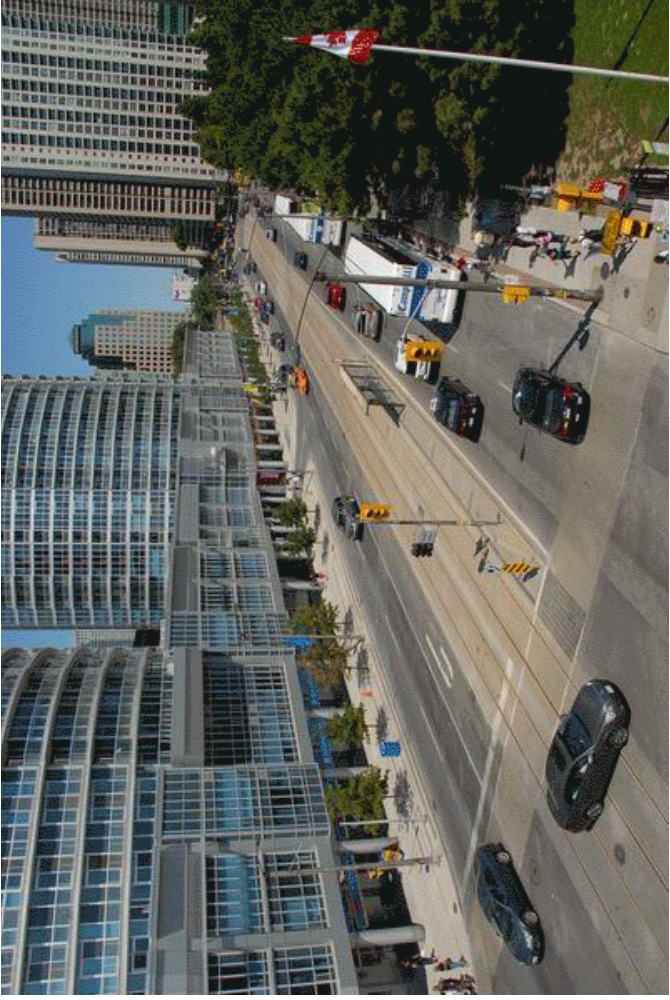


Understanding the Existing Traffic: Turning Movements

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



Time-Lapse



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

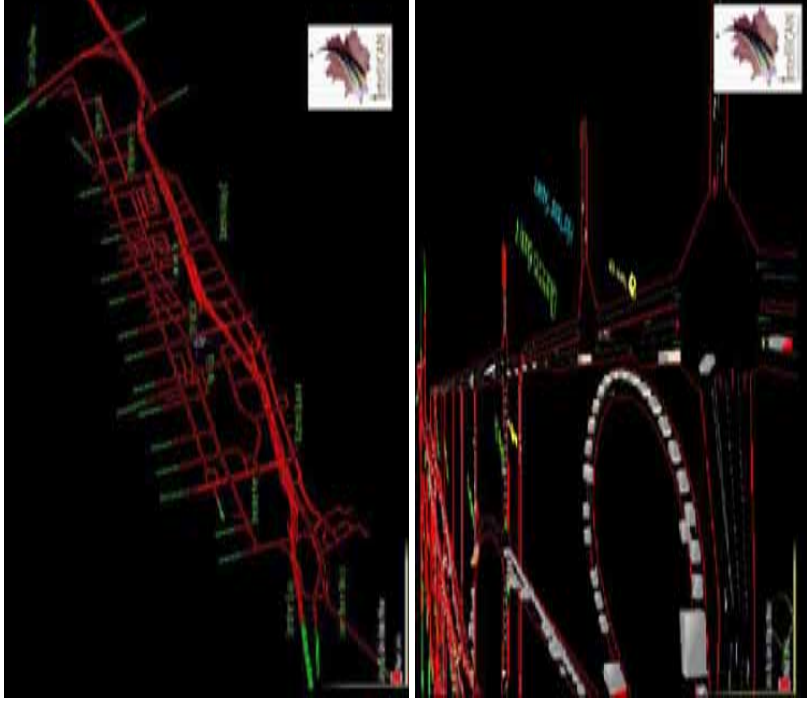
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Stakeholders Committee Walking Tour



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Traffic Model



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Problem Statement

- **Queens Quay** is Toronto's main waterfront street, yet in its current configuration acts as a **barrier** rather than a gateway to the waterfront.
- **North-south connections** to the water's edge are limited, unwelcoming, and **difficult** for pedestrians to cross between the north and south sides of Queens Quay.
- **East-west connections** between individual destinations, including the Martin Goodman Trail, are **constrained** or absent, creating an unpleasant experience for commuter and recreational cyclists, in-line skaters, joggers, residents and visitors moving along the lake front.

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Problem Statement (cont'd)

- **Aesthetically it fails** to provide the kind of atmosphere conducive to economic vitality, ground floor retail activity, and urban vibrancy.
- **Operationally it suffers** from sub-standard streetcar platforms, conflicting and illegal parking activities, and major points of conflict at intersections.
- Civically it **fails to provide a grand and beautiful public realm** befitting its role as the primary address for Toronto's waterfront.

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Problem Statement (cont'd)

- A revitalized Queens Quay presents the opportunity to implement **long-standing City of Toronto policy objectives** while more effectively balancing the needs of its residential, business, recreational and visitor users.
- Strategically there is an **opportunity to coordinate** Queens Quay revitalization with other planned waterfront projects and infrastructure renewal by the TTC.

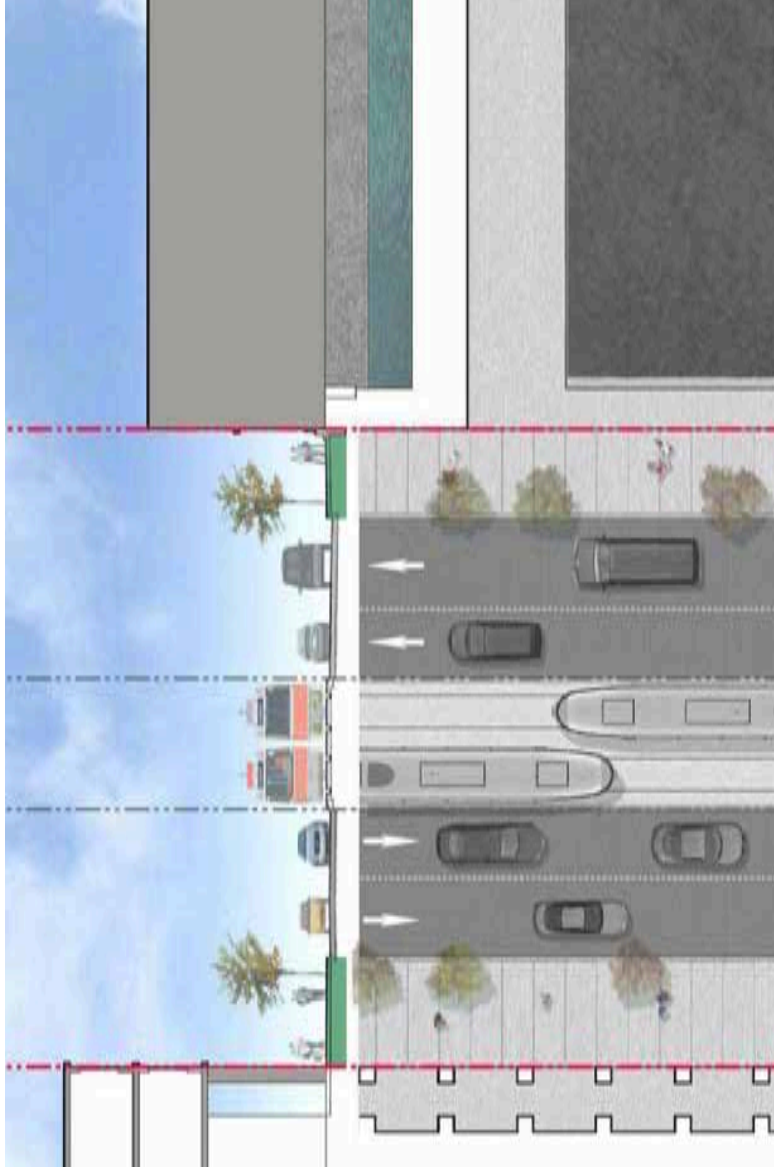
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Evaluation of Planning Solutions

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	✓	✓	✓	✓	✓	✓	✗	✗	✓	✓	✓	✓	✗	✗	✗	✗

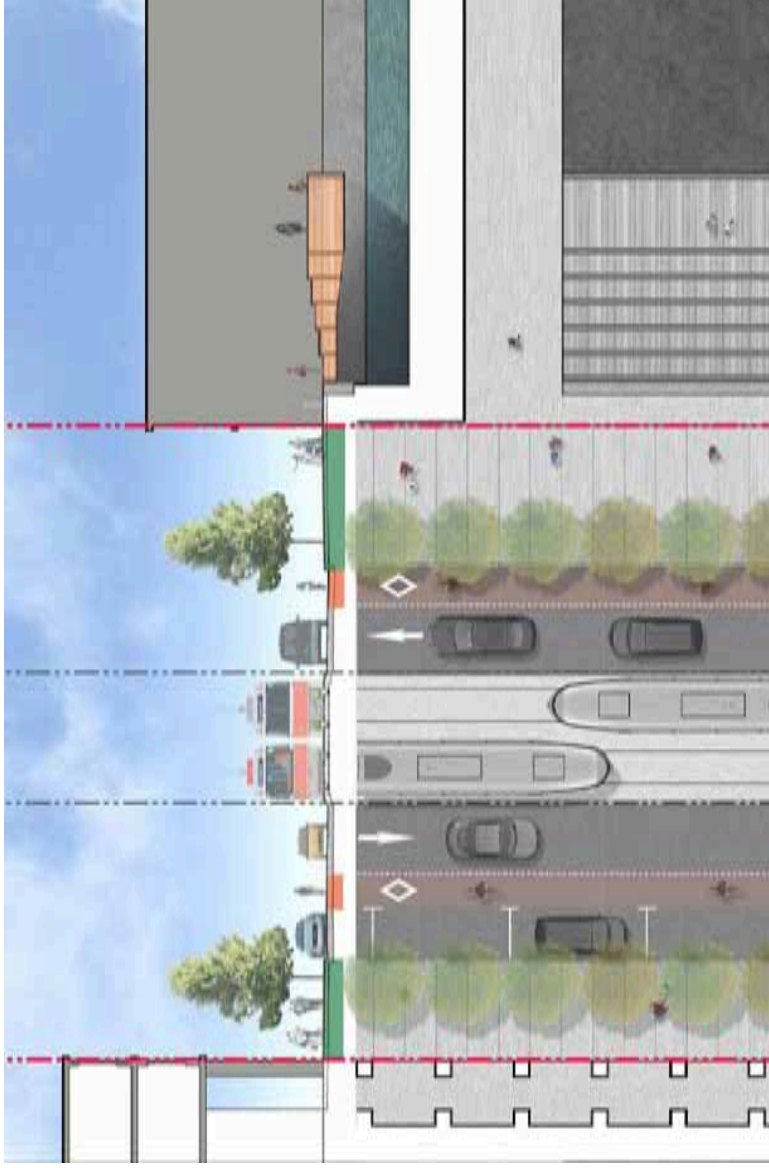
Five Alternative Design Concepts

1. Do Nothing



Five Alternative Design Concepts

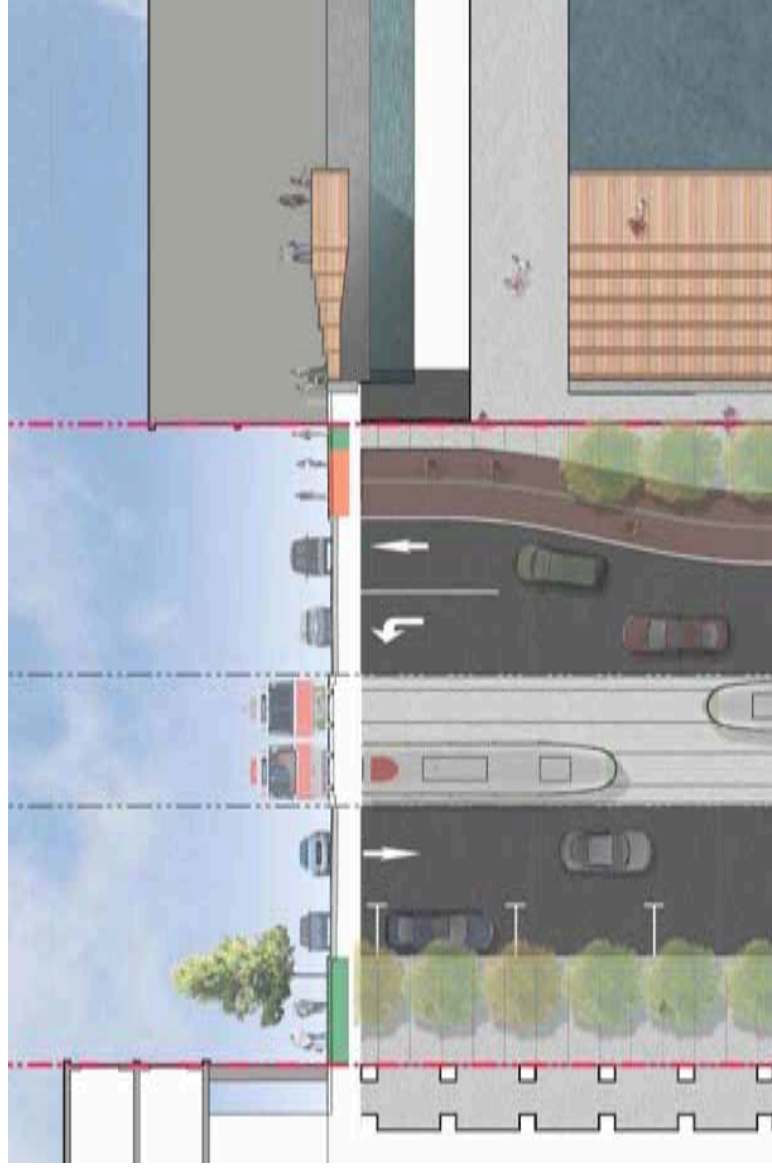
2. Centre Transit with On-Street Bike Lanes



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Five Alternative Design Concepts

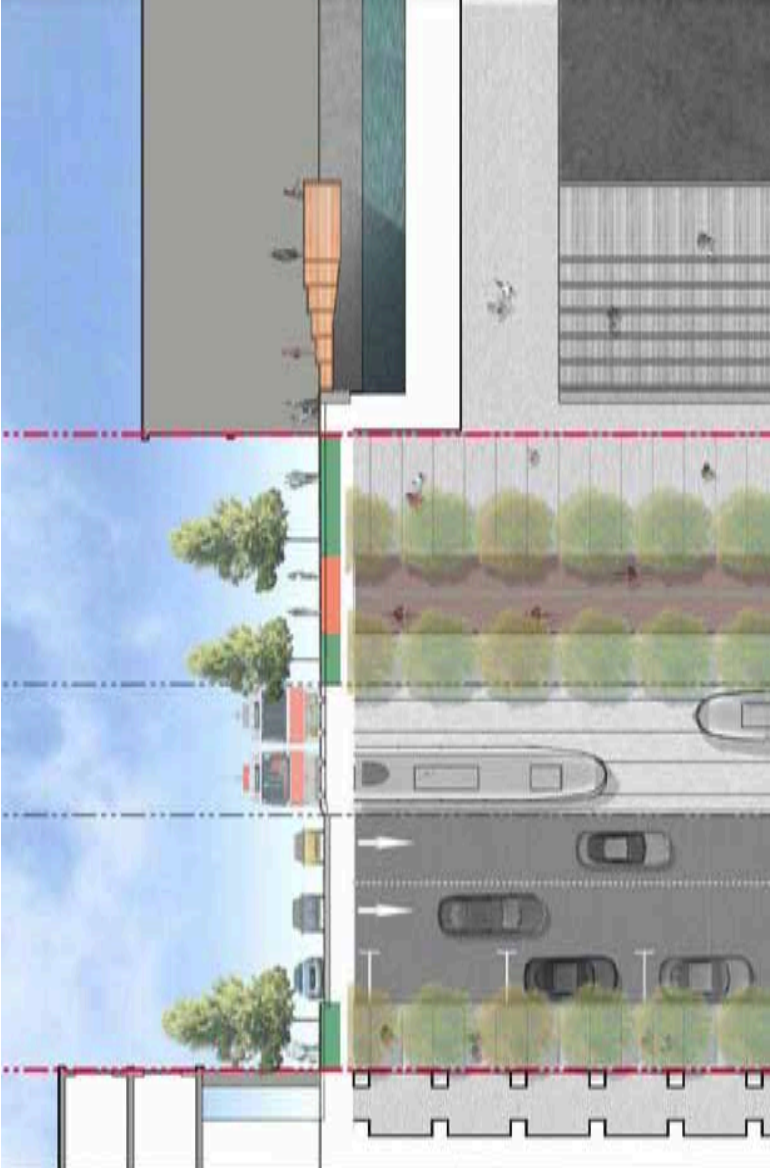
3. Centre Transit with Expanded Right of Way



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Five Alternative Design Concepts

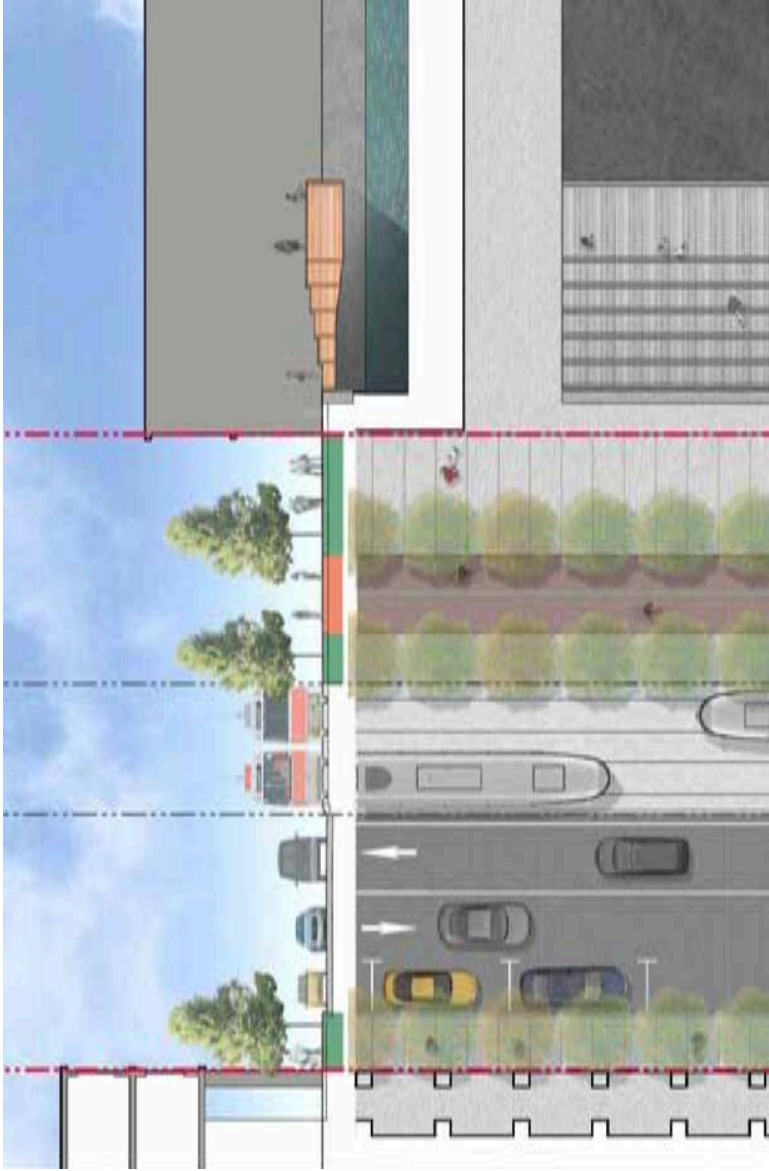
4. Southside Transit with One Way Operations and Expanded Public Realm



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Five Alternative Design Concepts

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





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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

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

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



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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



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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



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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



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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



Melbourne, Australia



Minneapolis, Minnesota



Dublin, Ireland



Salt Lake City, Utah



Seattle, Washington

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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



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

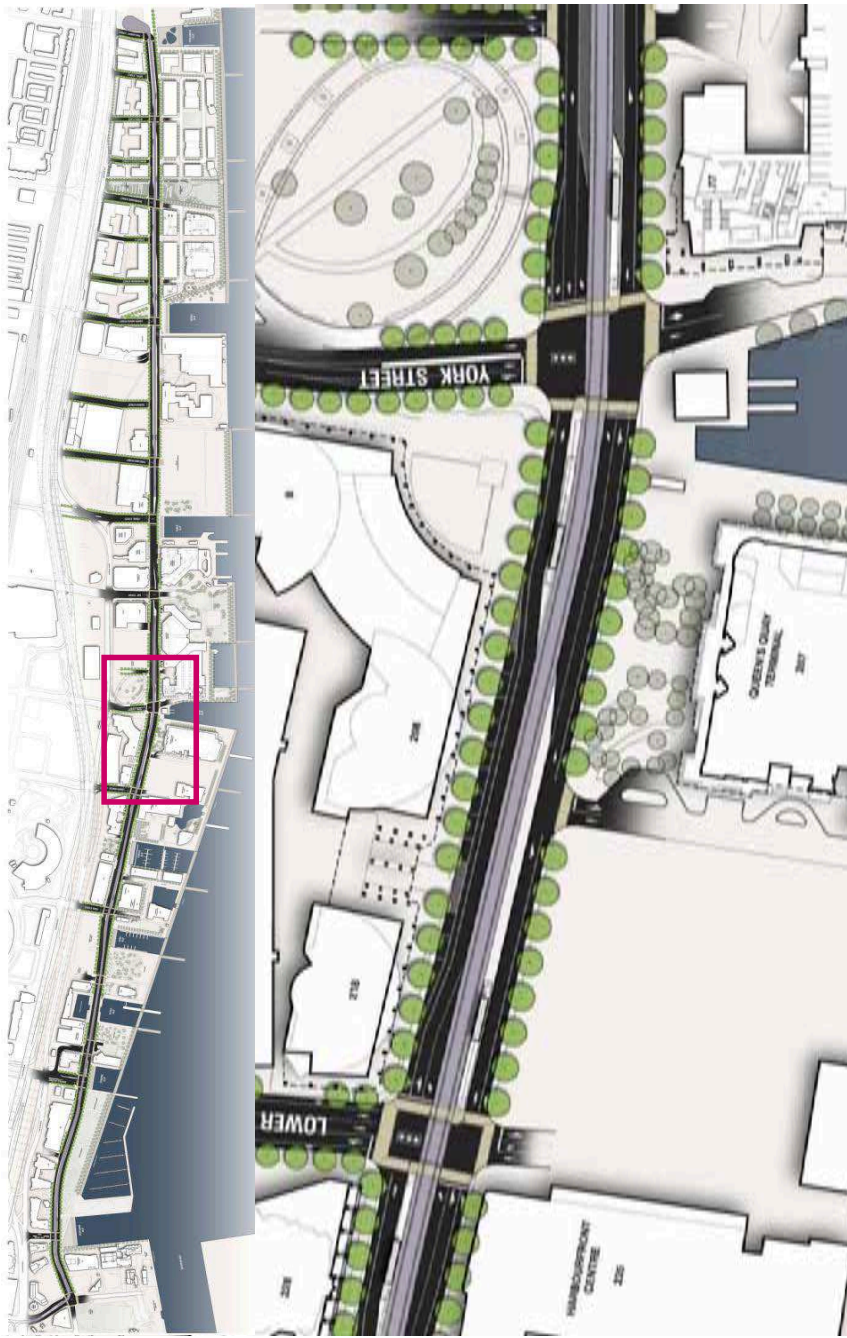
- “Visually expand” the street segment without automobiles



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5. EVALUATION OF SHORTLISTED ALTERNATIVES

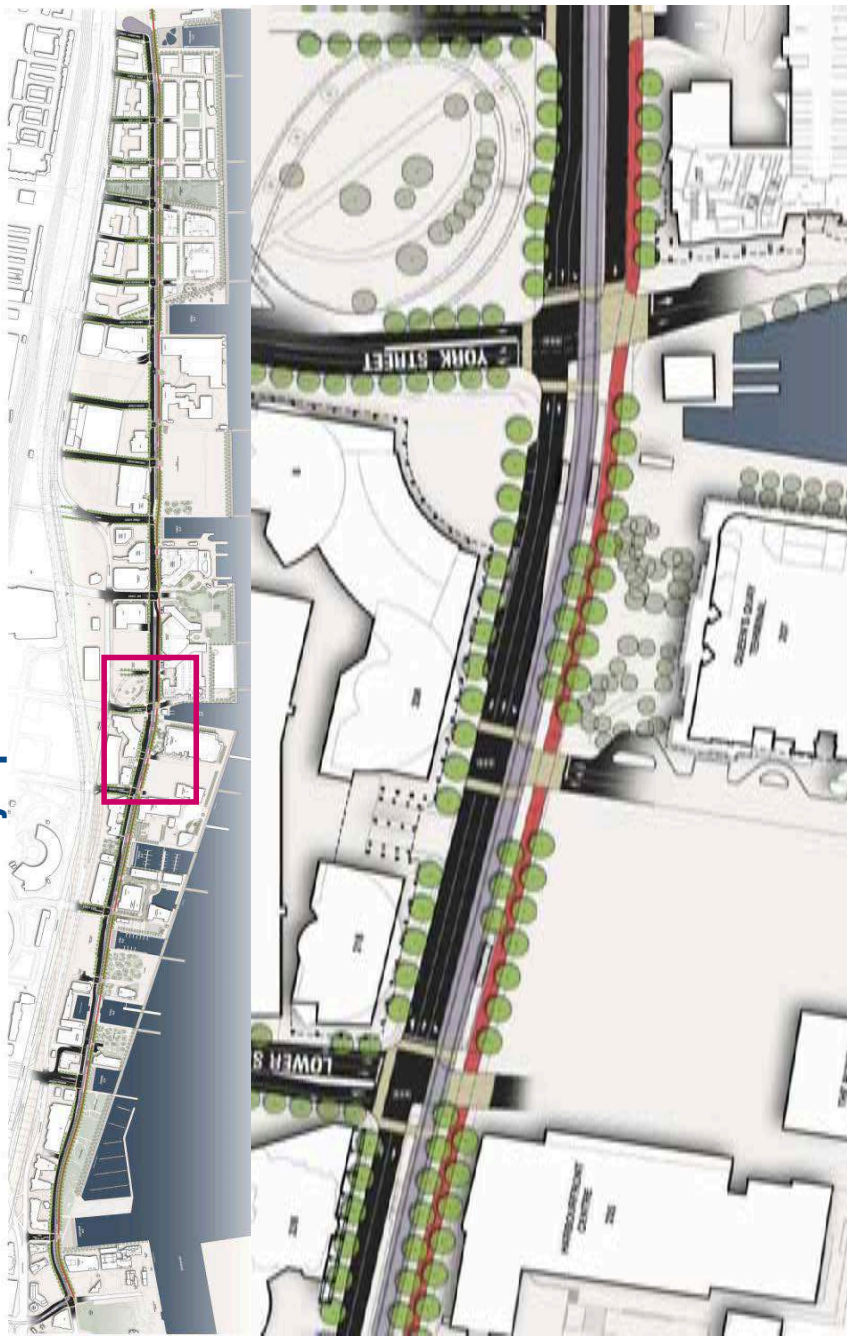
Alternative 2: Centre Transit with On-Street Bike Lanes



Alternative 2: Centre Transit with On-Street Bike Lanes



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

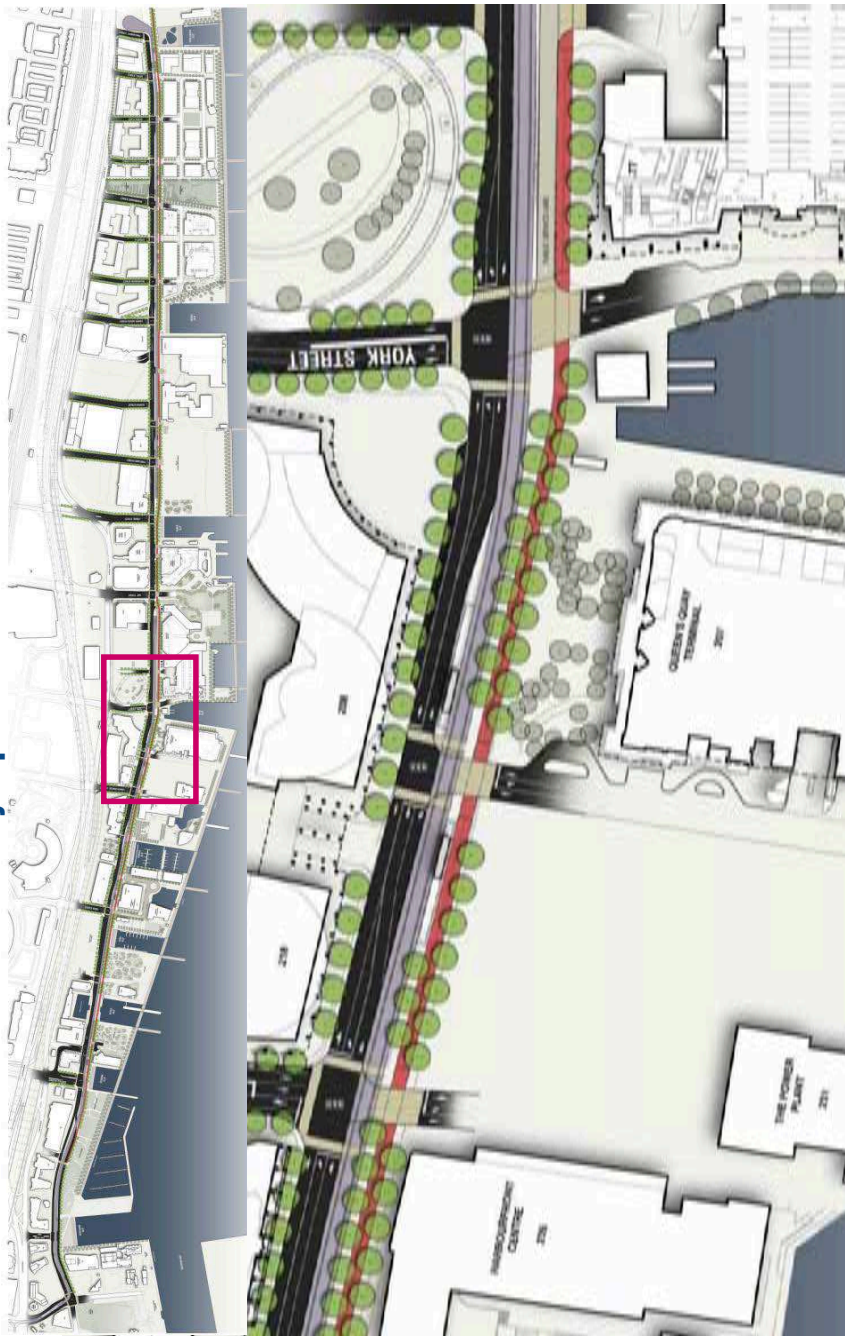


Alternative 4: Southside Transit w/ Martin Goodman Trail and One-Way Operations



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



Evaluation Summary

● Best ● Good ● Poor ✘ 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 ✘ 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

Criteria	● Best ● Good ● Poor ✘ Fail			
	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

Criteria	● Best ● Good ● Poor ✘ Fail			
	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

Criteria	● Best ● Good ● Poor ✘ Fail			
	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	●	●	●	●

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A4. Automobile

Criteria	● Best ● Good ● Poor ✘ Fail			
	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 0 changes	● 8 with 5 changes	● 2 with 12 changes	● 9 with 12 changes
A.4.5 Vehicle Access to Properties	● 0	● 32	● 106	● 40
A.4.6 On-Street Parking	● 0	● 32	● 106	● 40
Summary	●	●	●	●

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A5. School Bus/Motor Coach Operations

Criteria	● Best ● Good ● Poor ✘ Fail			
	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

Criteria	● Best ● Good ● Poor ✘ Fail			
	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 ✘ 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 ✘ 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

	1. Do Nothing	2. Centre Transit	4. Southside Transit One-Way Operations	5. Southside Transit Two-Way Operations
Criteria				
Legend	● Best ● Good ● Poor ✘ Fail			
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

	1. Do Nothing	2. Centre Transit	4. Southside Transit One-Way Operations	5. Southside Transit Two-Way Operations
Group				
Legend	● Best ● Good ● Poor ✘ Fail			
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

Technically Recommended Alternative: Southside Transit



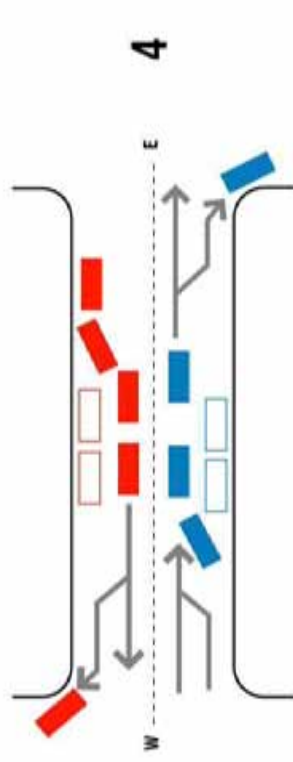
- Balances space for all modes of travel
 - Generous pedestrian boulevards
- Continuous off-street Martin Goodman Trail, completing the Lake Ontario Trail
 - Provides greatest opportunity for a world-class waterfront street
- Vastly improved urban tree canopy/a linear park
 - All this while accommodating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

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Functional Diagram

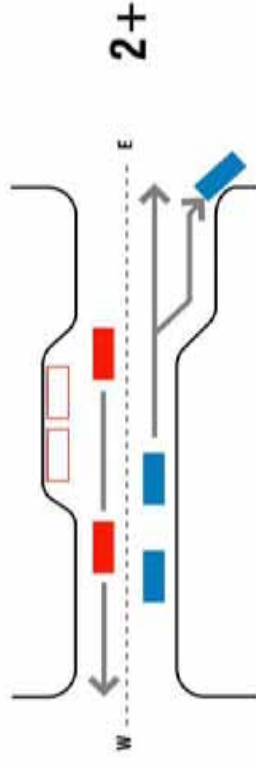
Existing

- 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



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**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

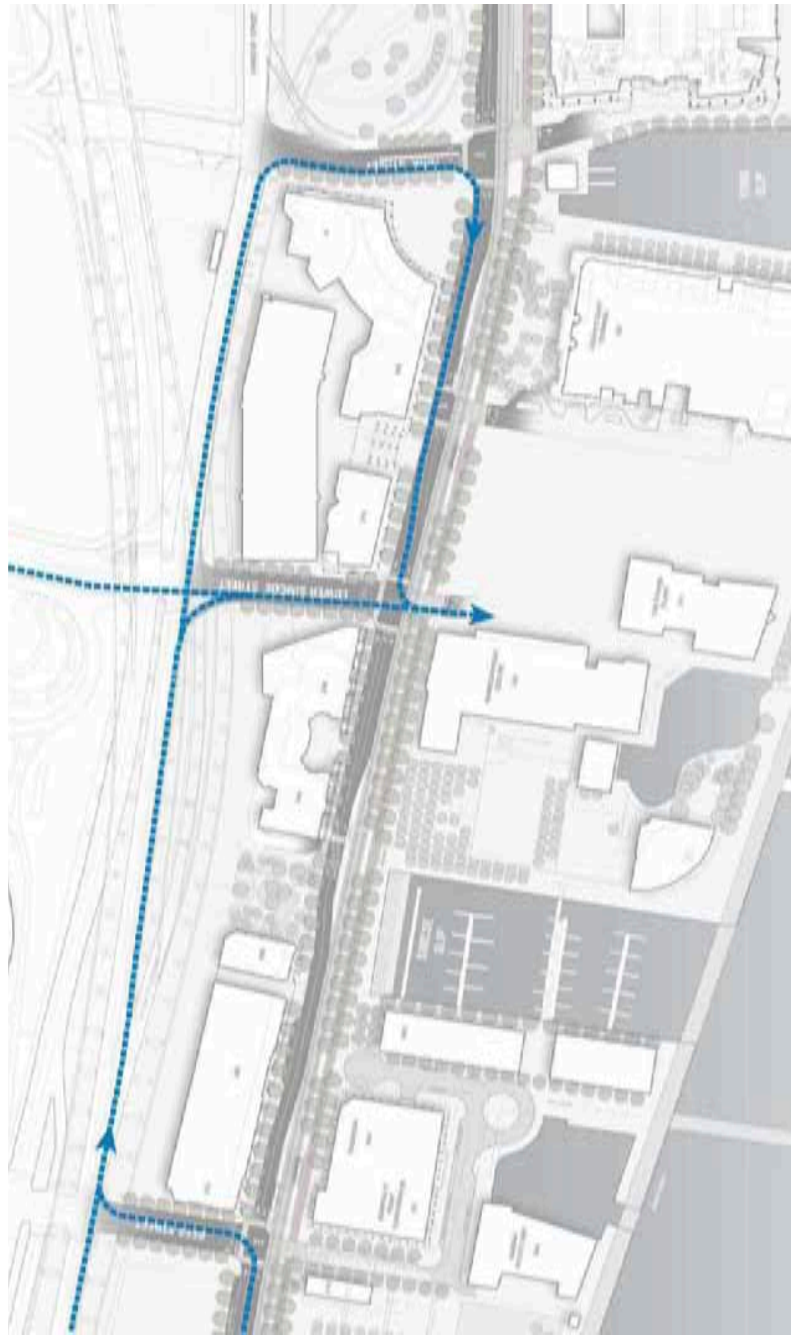




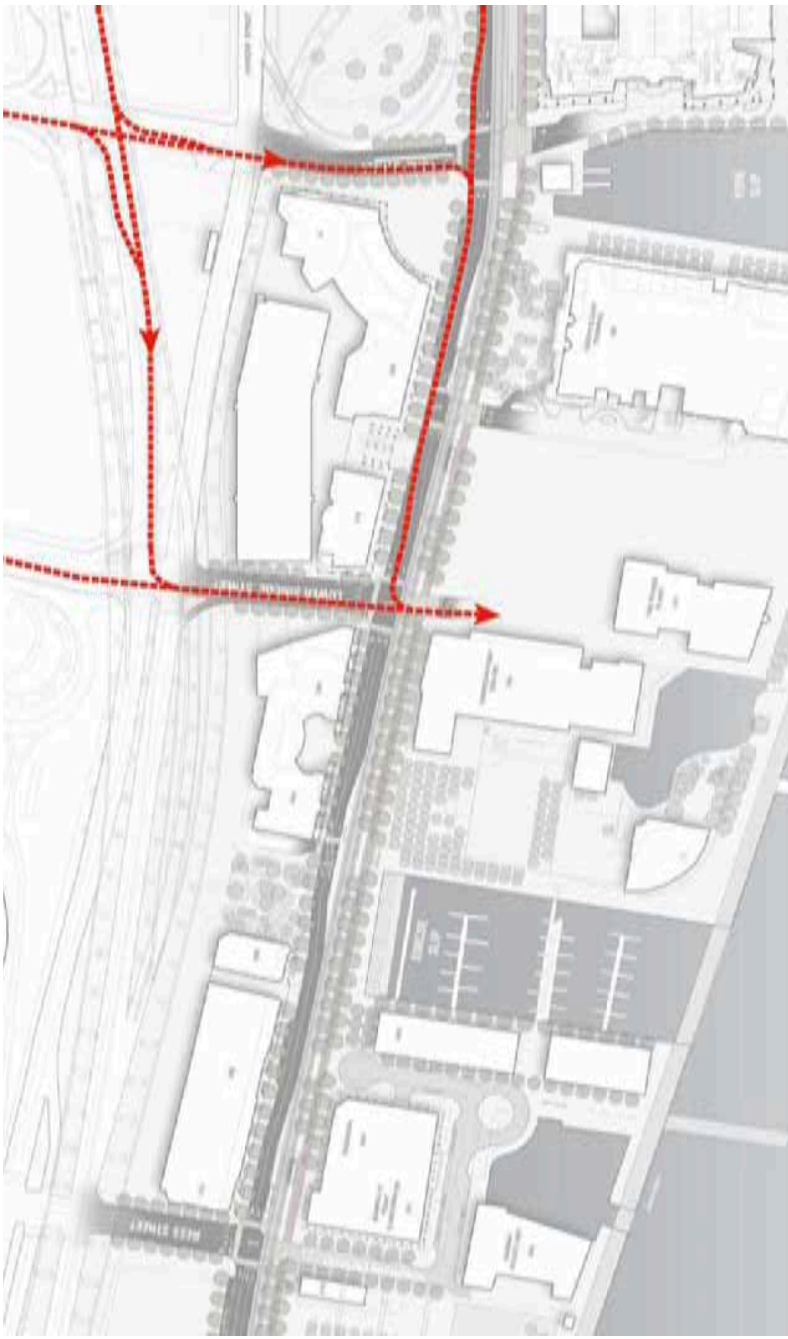
Access Plan



Access: How to Get to Harbourfront Centre from the West



Access: How to Get to Harbourfront Centre from the East



Servicing and Loading Plan

Existing
No On-Street Loading Zones
between Bathurst and Parliament

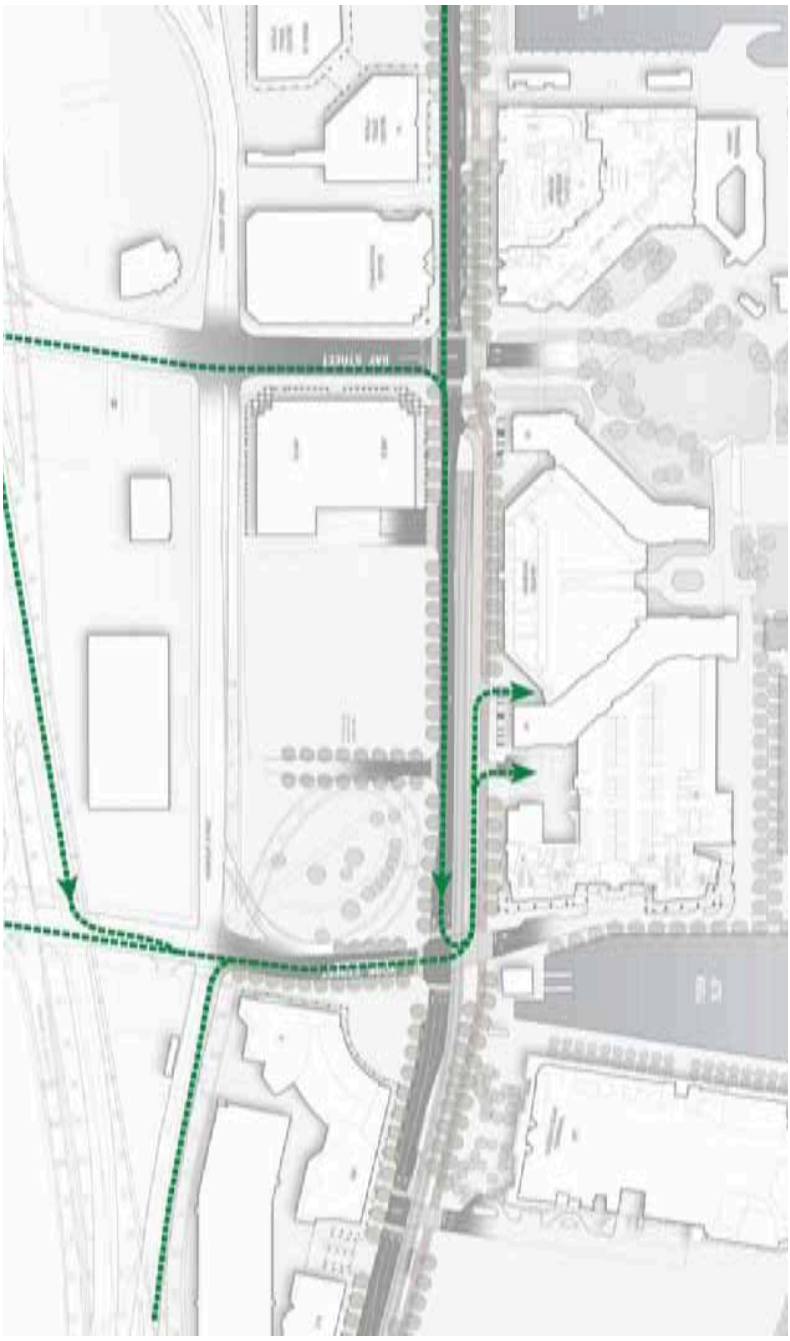
Proposed
1 On-Street Loading Zone
East of Rees Street (Rabba)

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



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)



Bicycle Plan

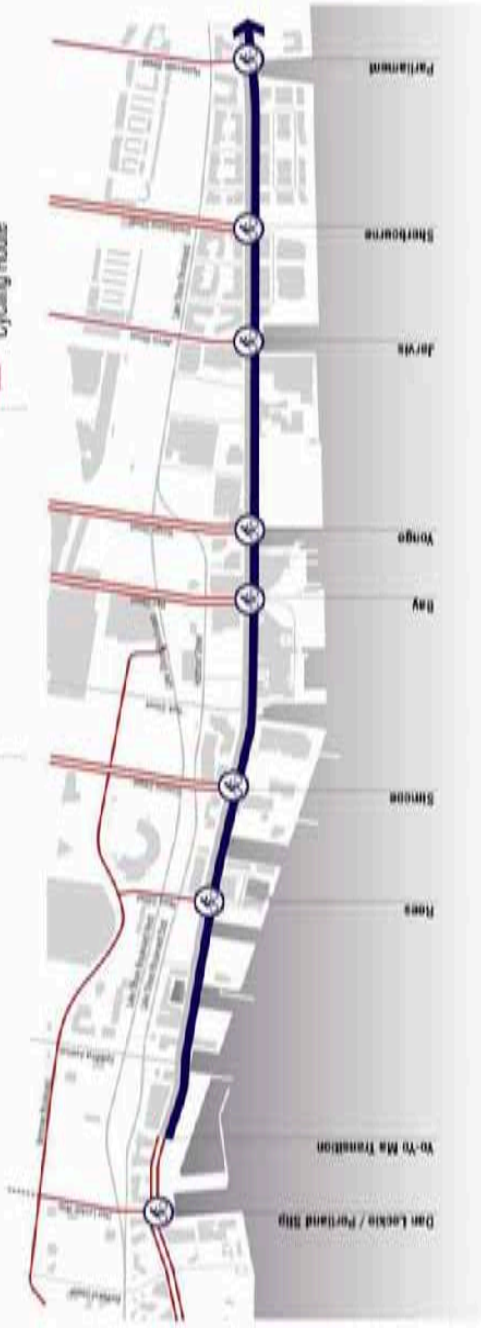
Existing

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

Proposed

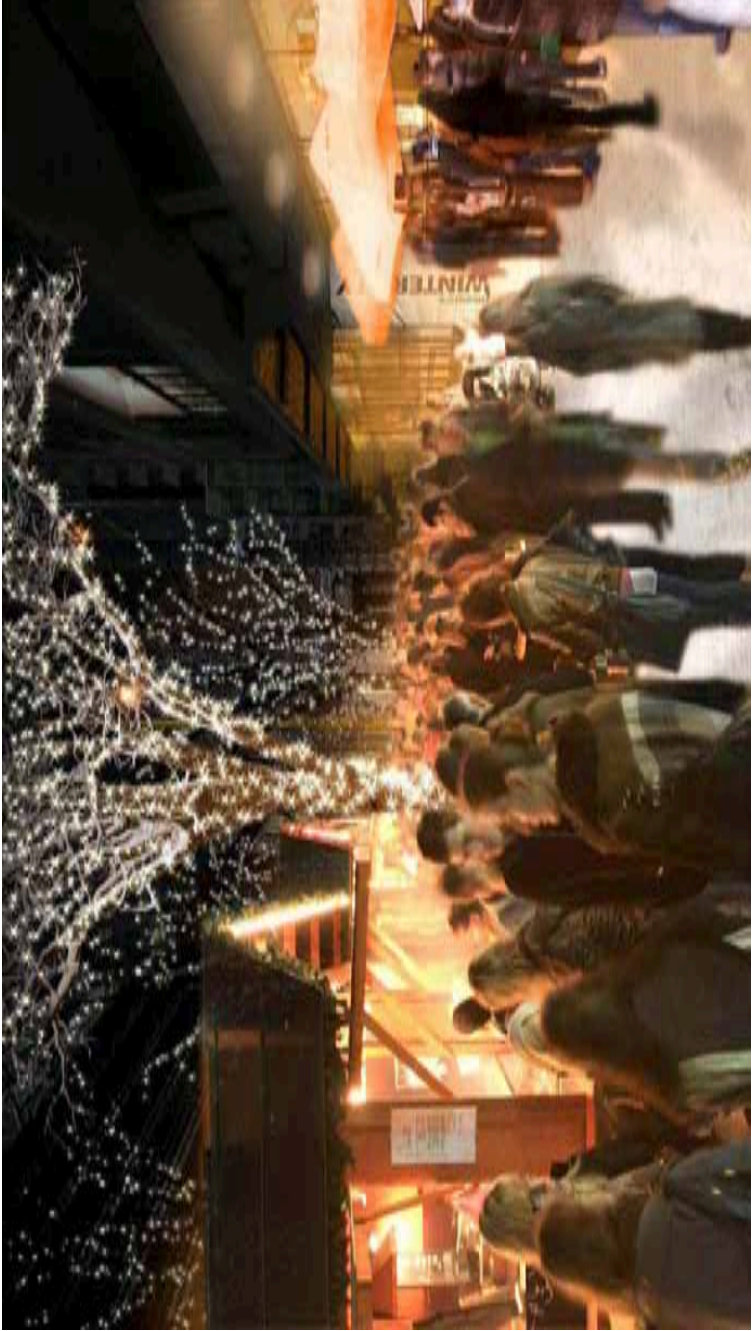
- Complete Queens Quay Bike Facility
- On-Street: Stadium to Yo-Yo Ma
- Off-Street: Yo-Yo Ma to Portlands

- Major Cycling Connection
- Martin Goodman Trail
- On-Street Bike Lane
- Cycling Route





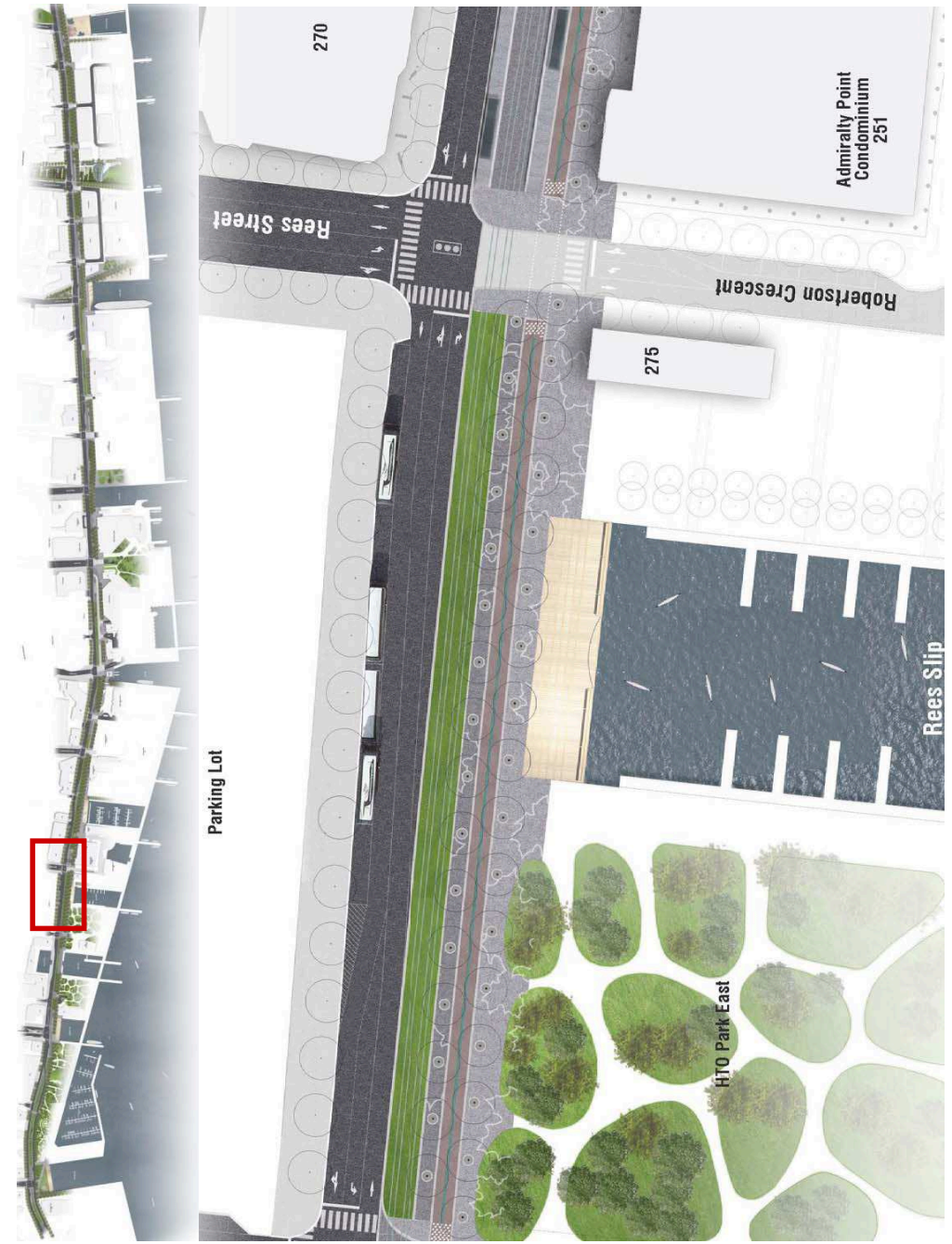


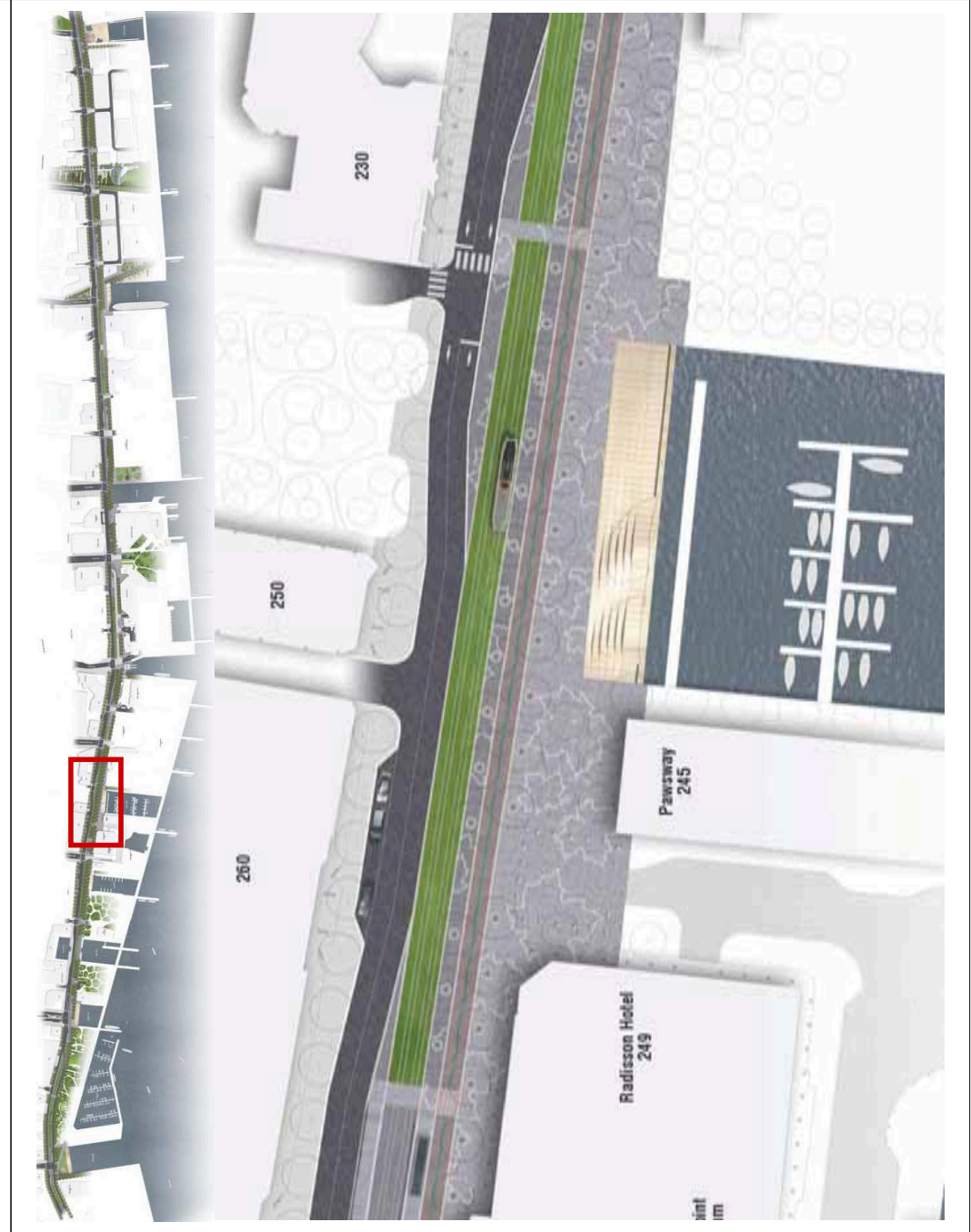


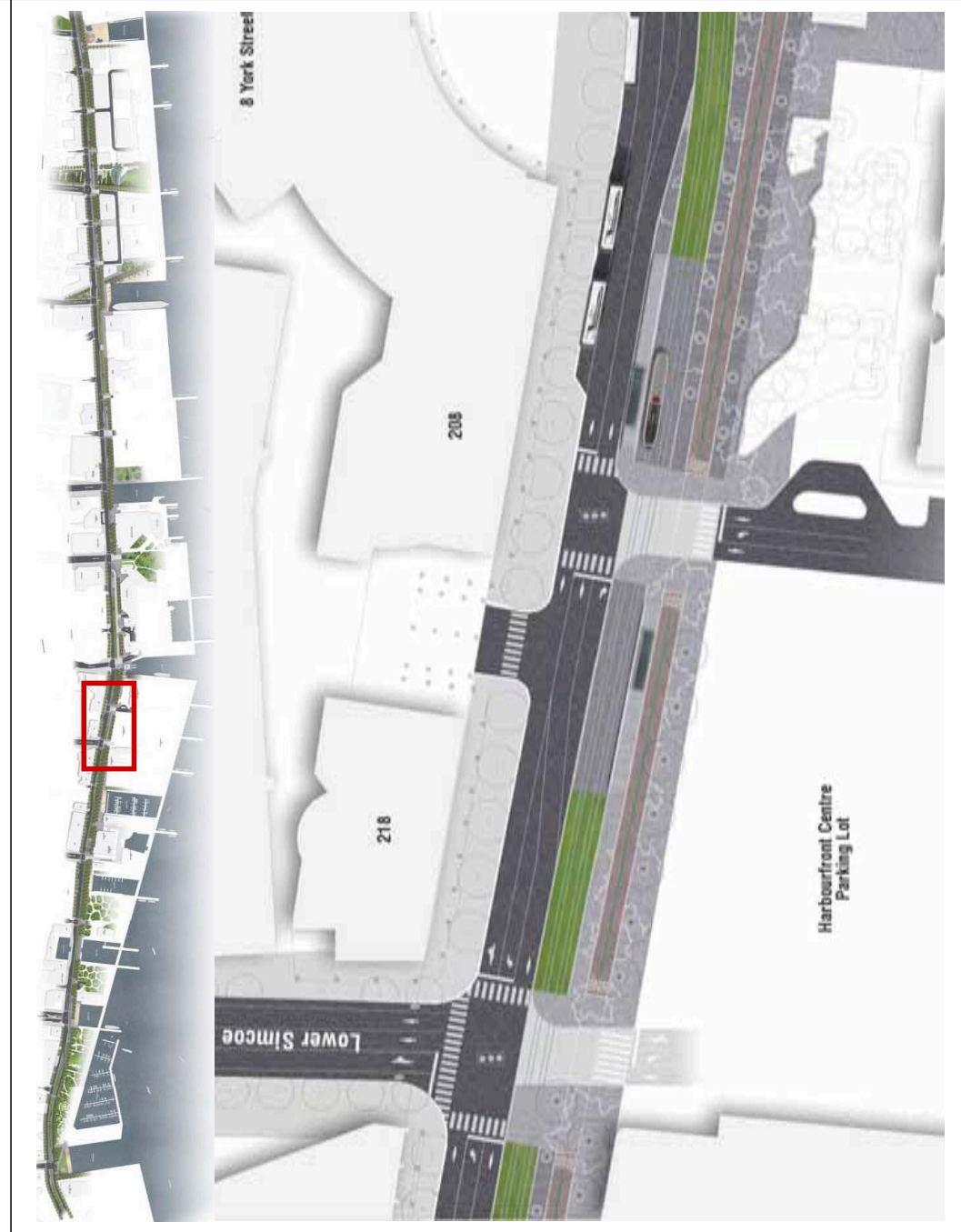


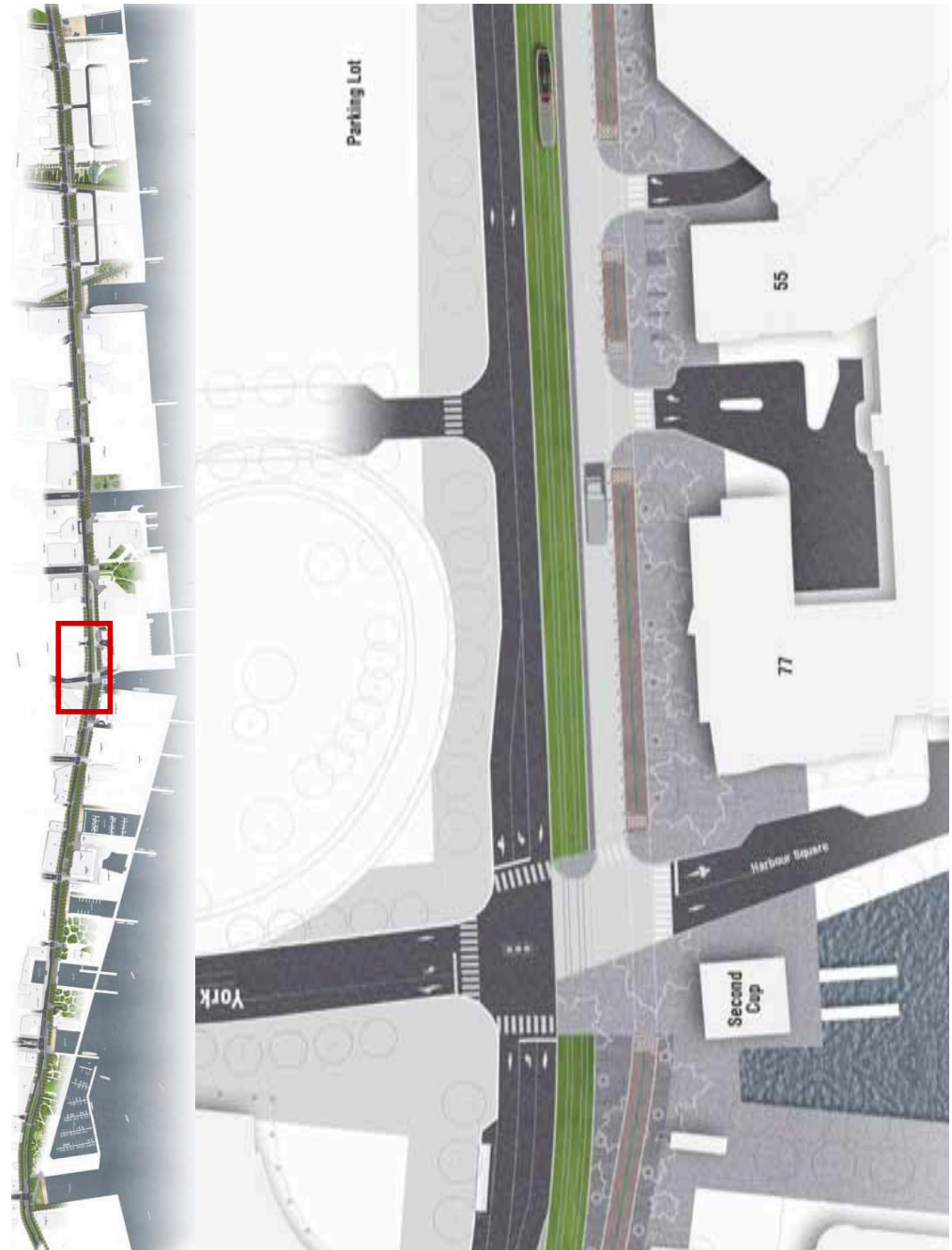




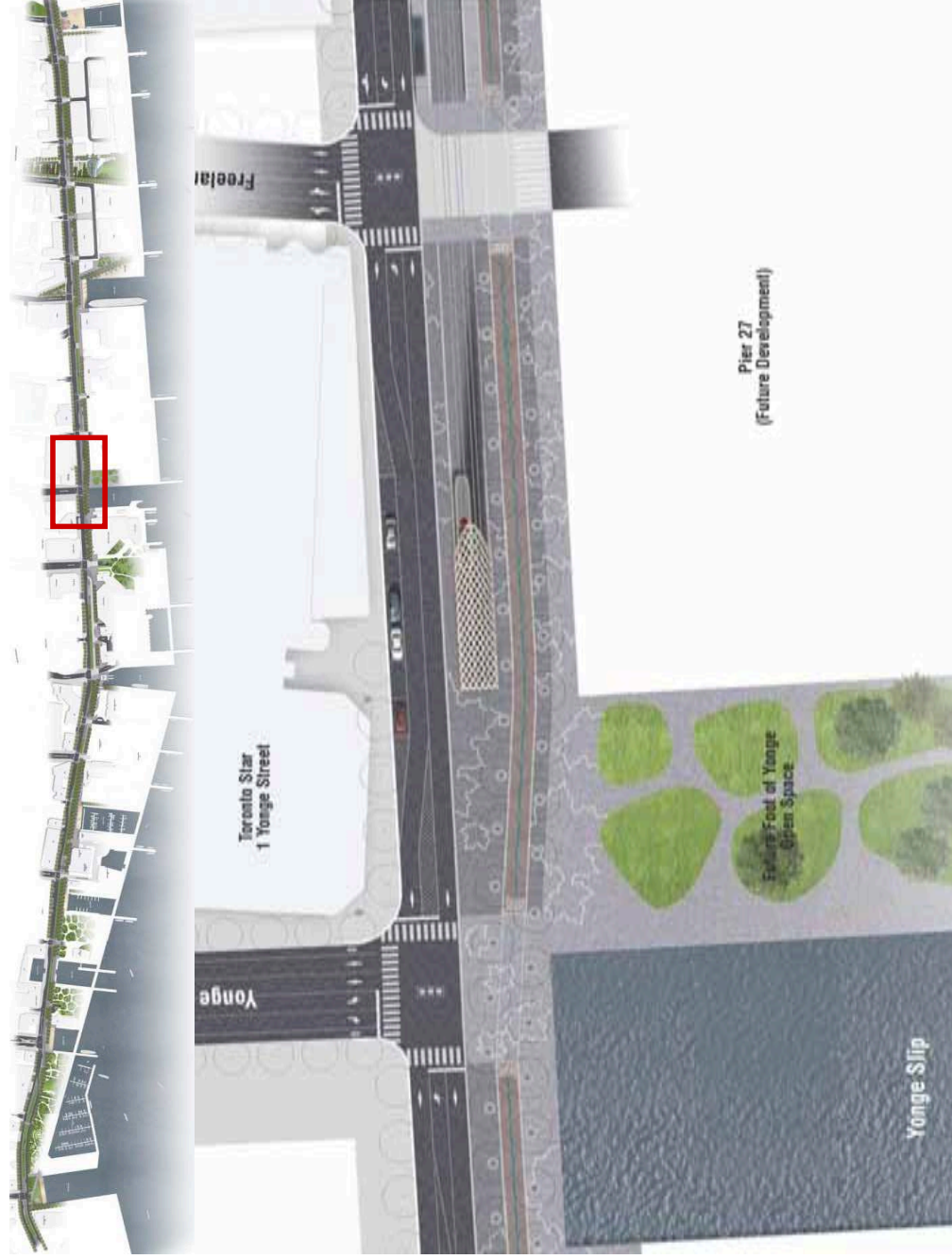


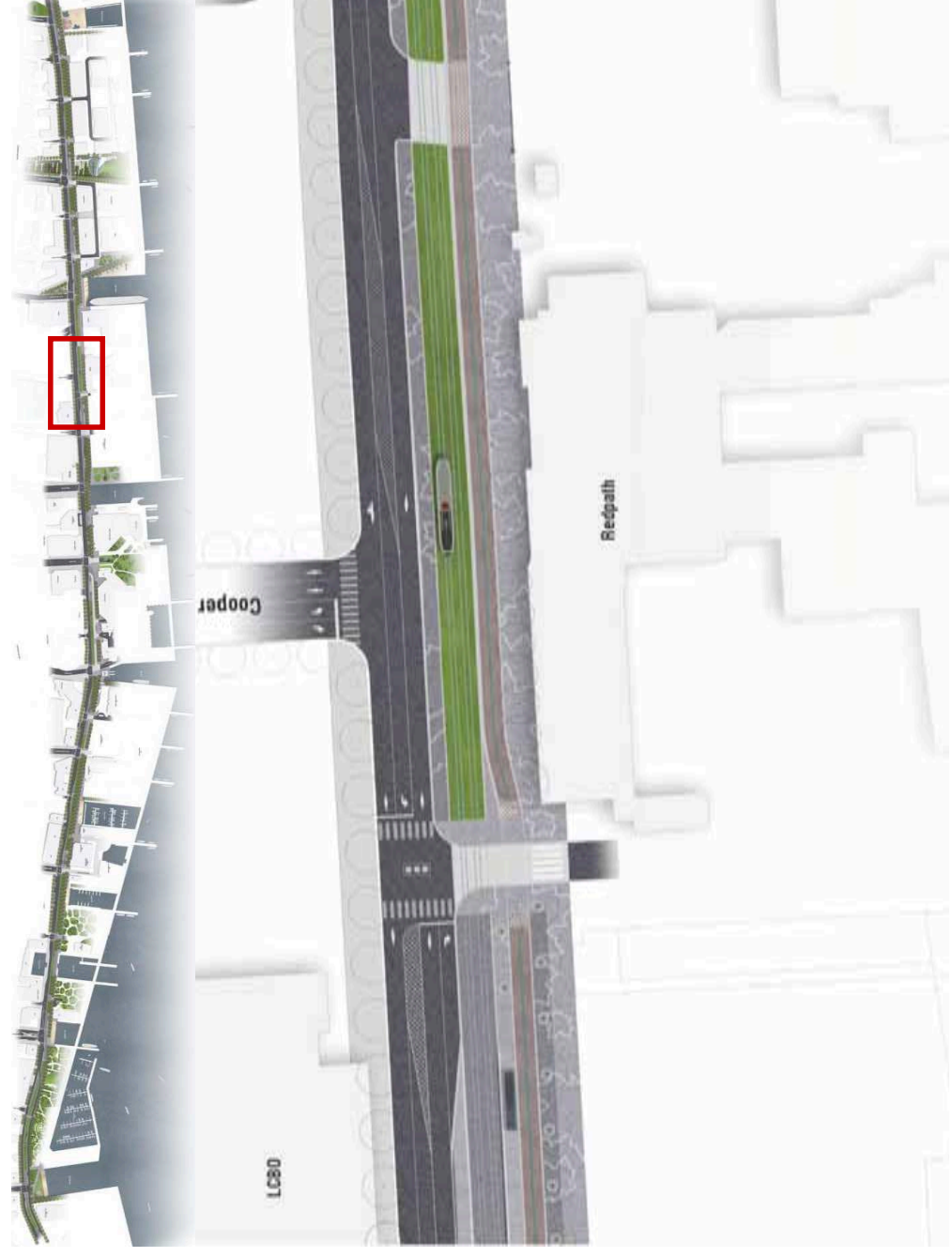


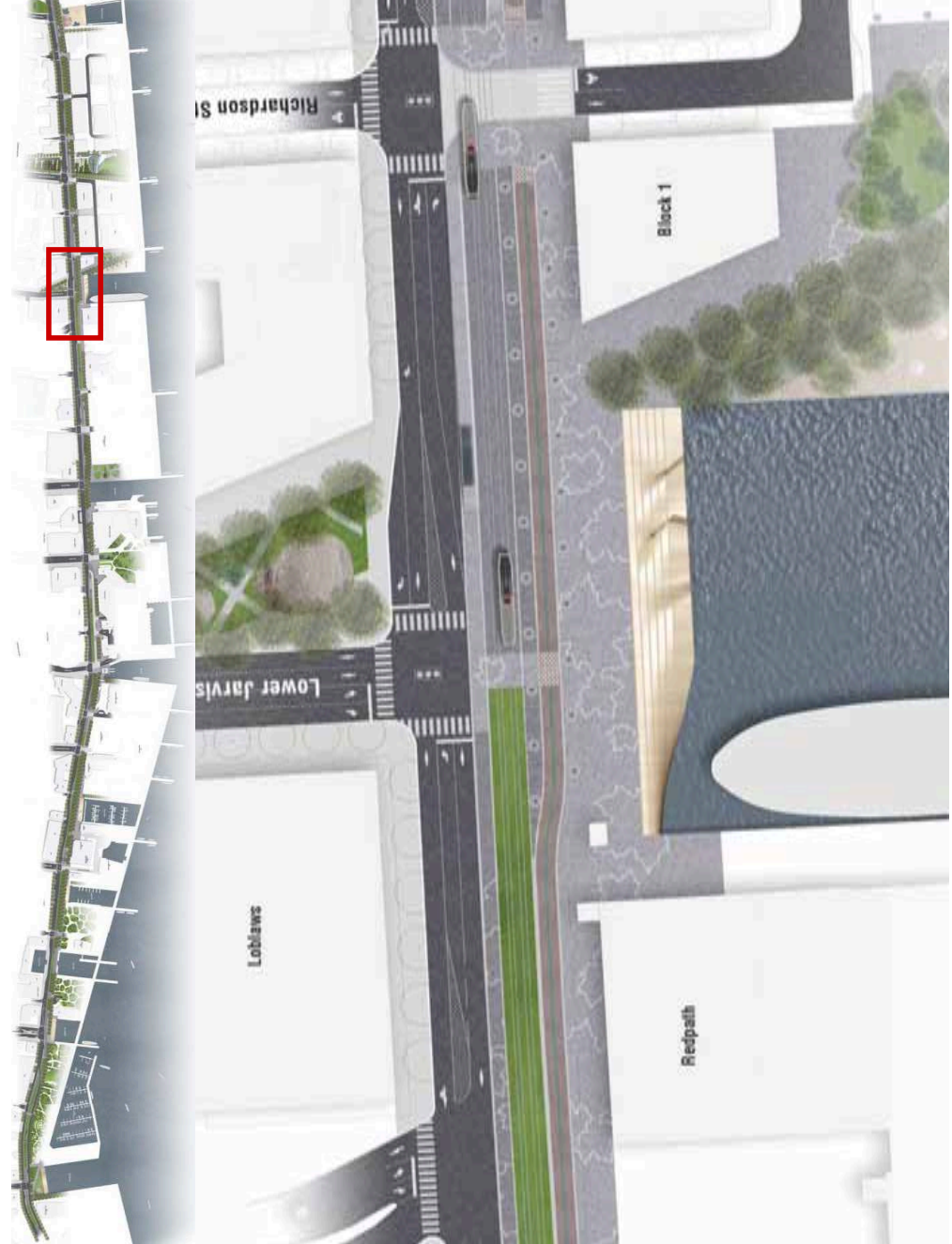
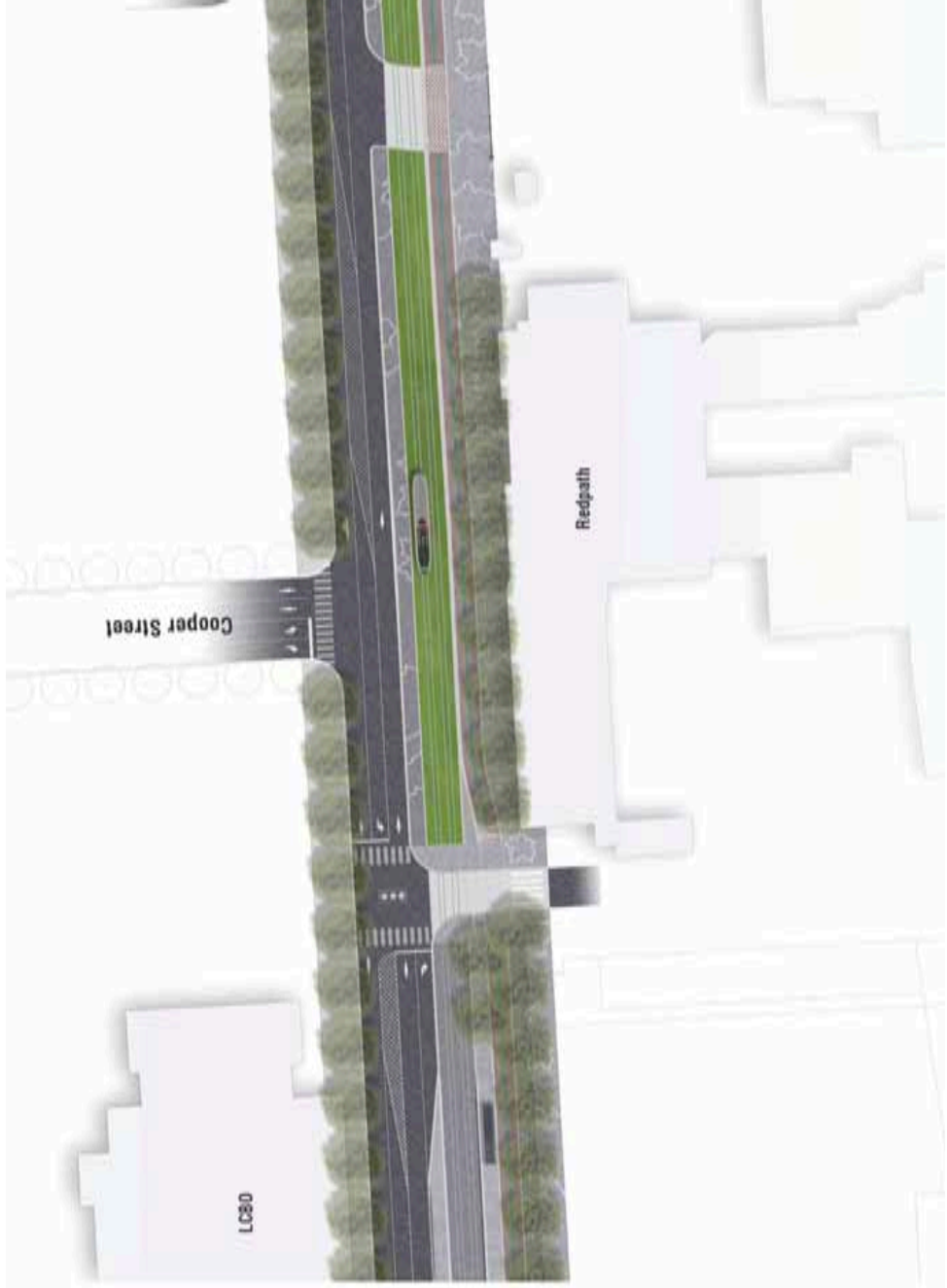


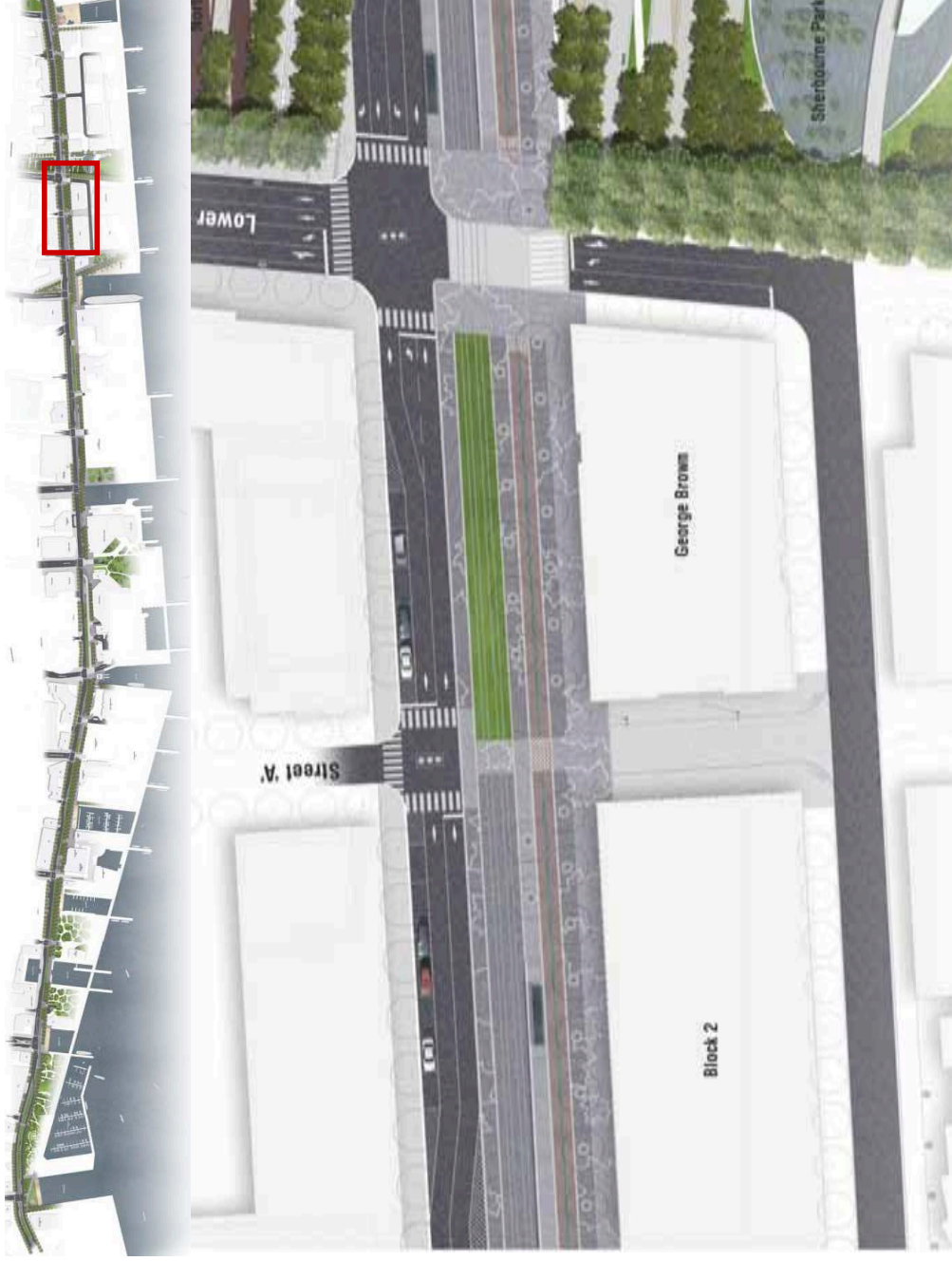






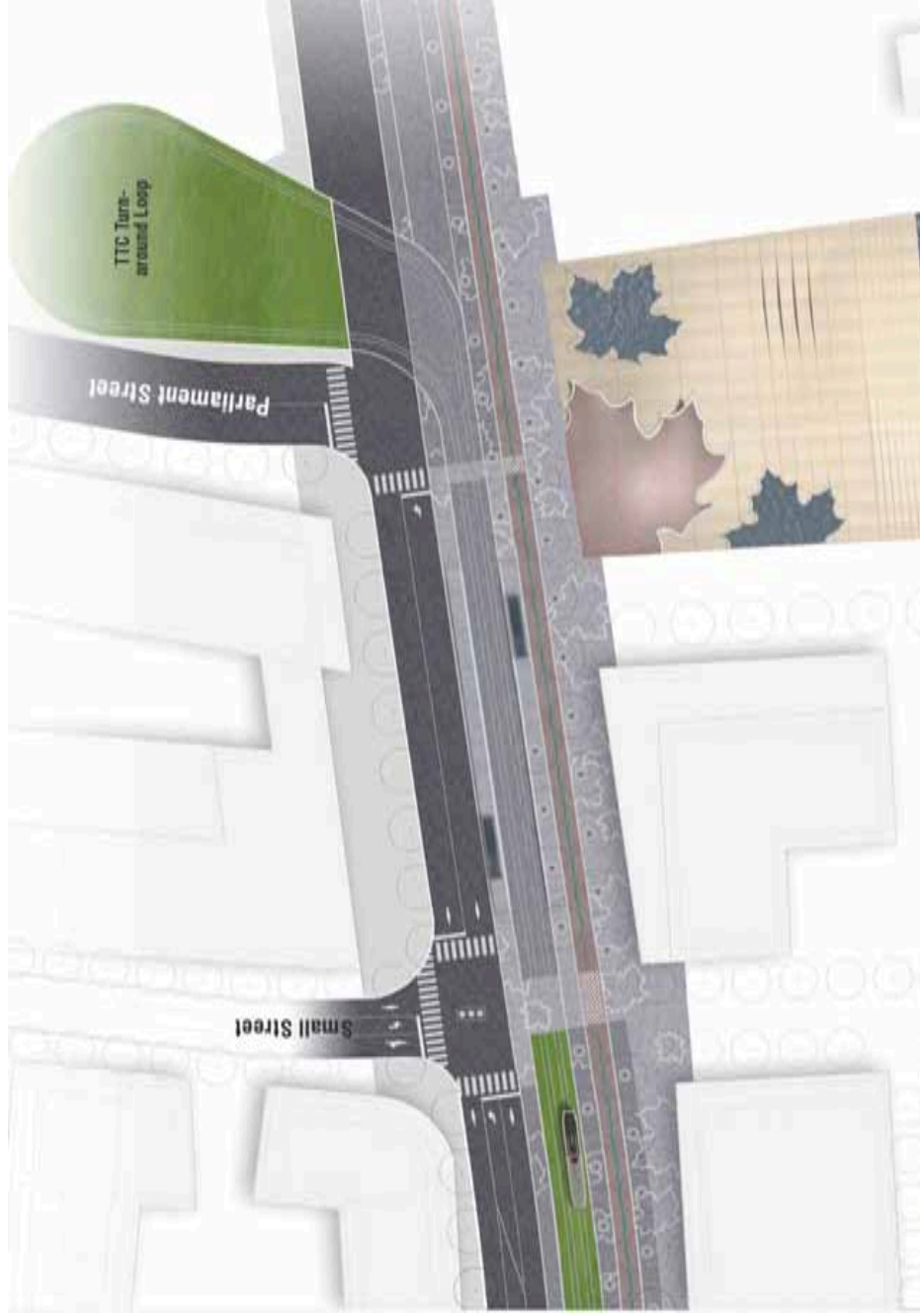














7. REVIEW OF EAST BAYFRONT TRANSIT EA

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

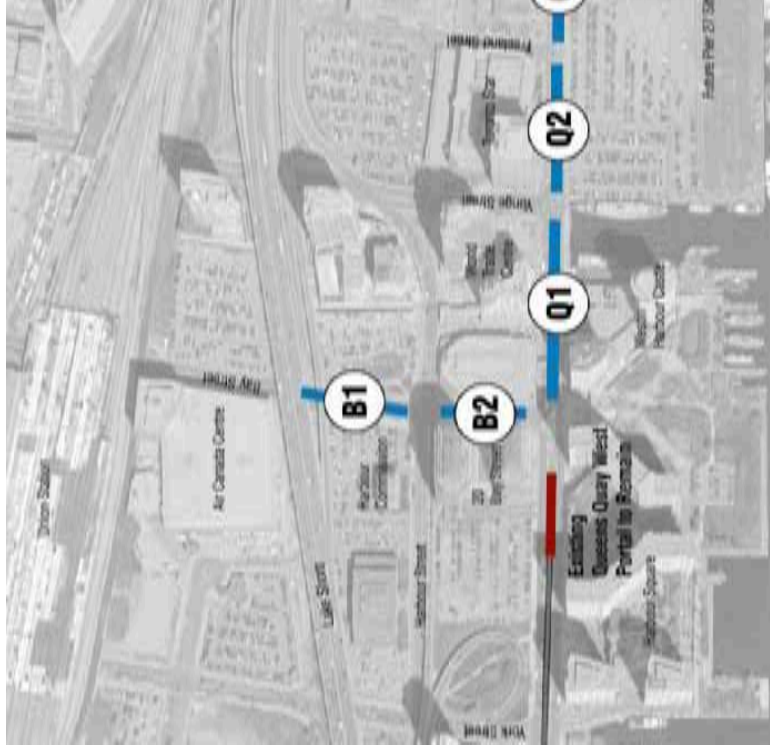
- Joined consultation plan and project timeline with Queens Quay Revitalization EA to facilitate coordination between the two studies



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 Freeiland
- Q3** – between Freeiland 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

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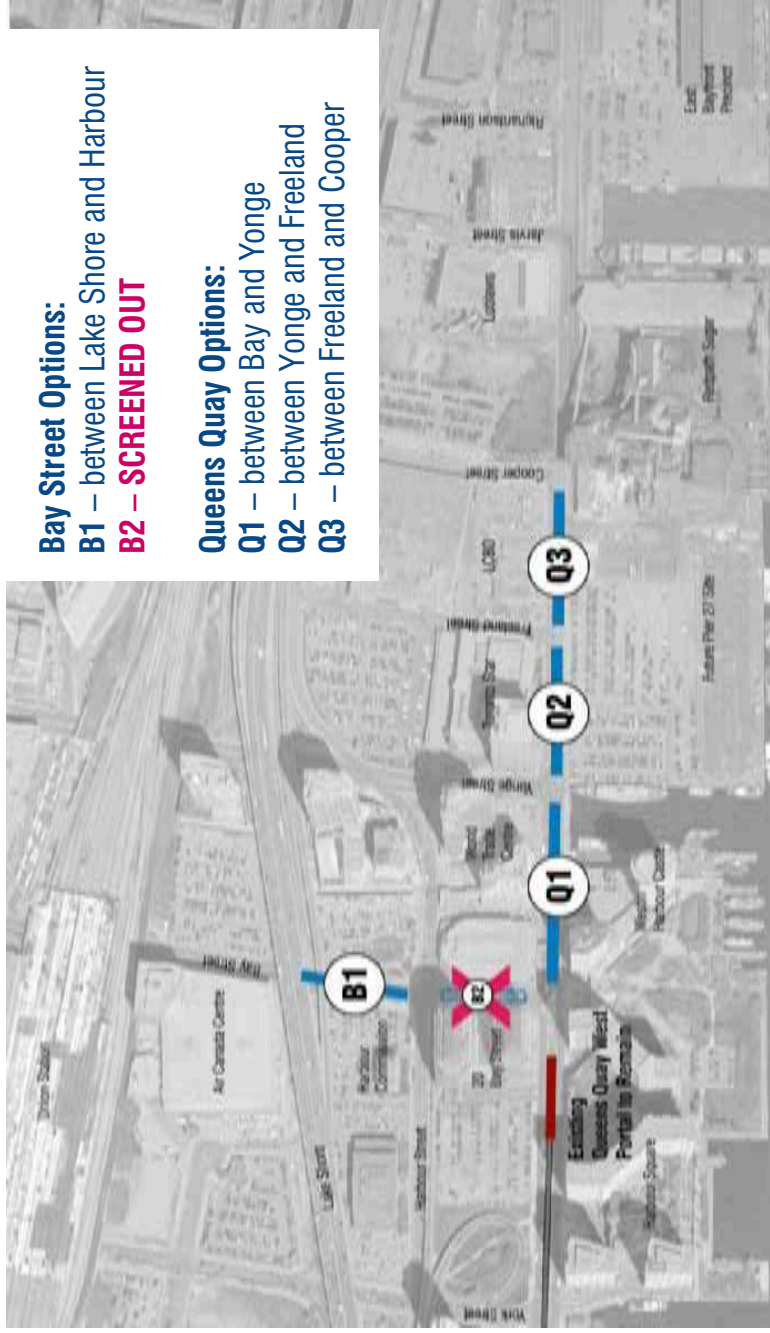
Analysis Approach

- 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	A.1.1) 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 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)

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B2: Screened Out



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

Socio-Economic

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

Westin Harbour Castle Hotel and Ferry Docks east driveway - access limited to eastbound right-in/right-out only as a result of the portal

Redpath Sugar – end of streetcar ramp in conflict with main driveway - likely requires modification of driveway

Harbour Square Condominium – requires driveway modification

World Trade Centre Condominium - access on QQ reduced to right-in/right-out only

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

No impact on access to existing commercial properties

No impact on access to existing residential properties

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

Lower potential to minimize perceived noise and vibration effects on **existing** residents - streetcars will reach surface between Bay Street and Yonge Street

Higher potential to minimize perceived noise and vibration effects on **existing** residents - streetcars will be underground between Harbour Street and Yonge Street

Higher potential to minimize perceived noise and vibration effects on **existing** residents - streetcars will be underground between Harbour Street and Yonge Street



Portal Evaluation: Cost

SUMMARY **B1** **Q1** **Q2** **Q3**
Lake Shore-Harbour **Bay-Yonge** **Yonge-Freeland** **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 Harbour Castle Hotel

Potentially costly measure for mitigating access issues at Harbour Castle Hotel

No major property acquisition anticipated

No major property acquisition anticipated

Lower potential to minimize operating cost during and after construction

Higher potential to minimize operating cost during and after construction

Higher potential to minimize operating cost during and after construction

Higher potential to minimize operating cost during and after construction

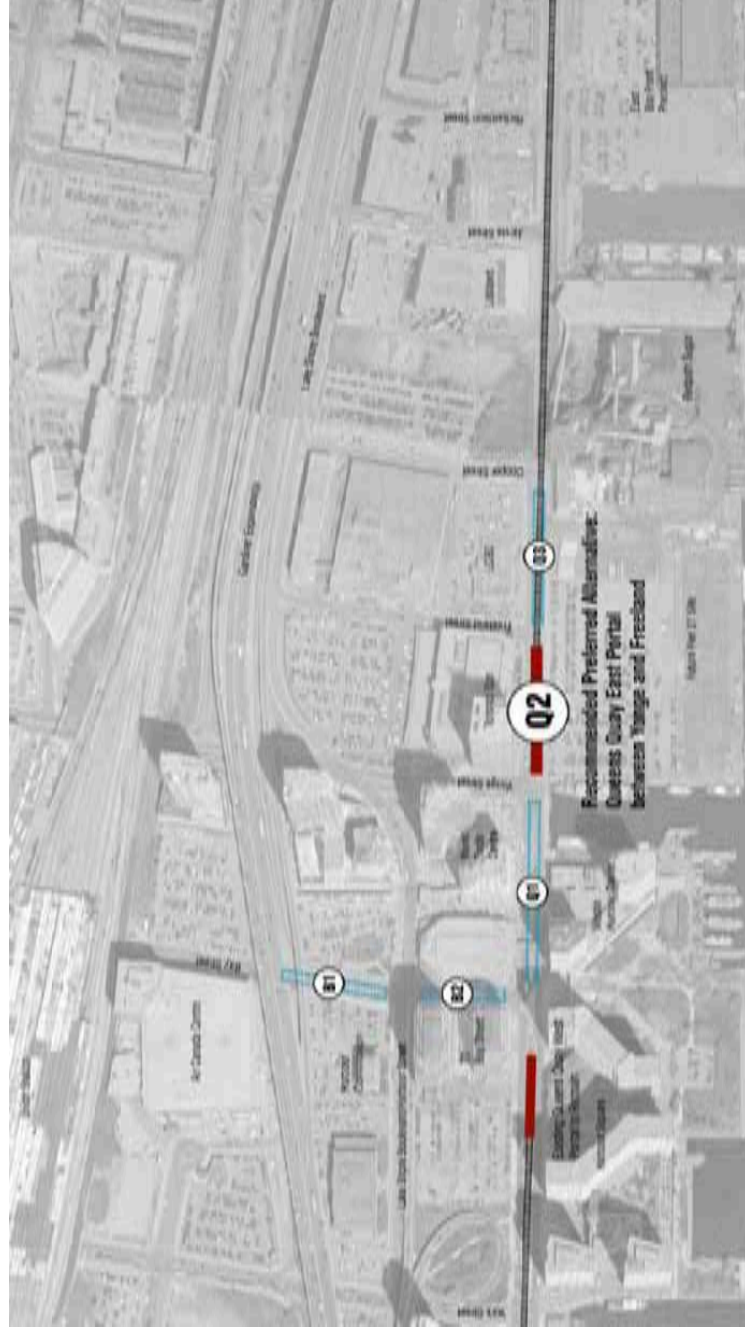


Portal Evaluation: Summary

	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

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Recommended Portal Option: Q2 – between Yonge and Freeland



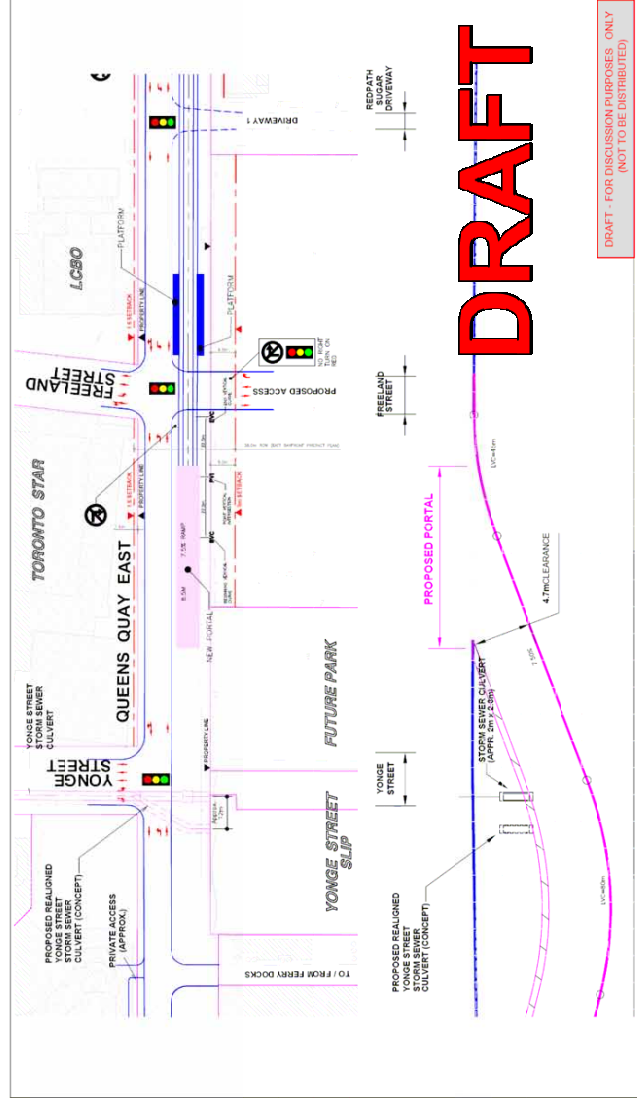
132

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

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Recommended Portal Option: Q2 – between Yonge and Freeland



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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

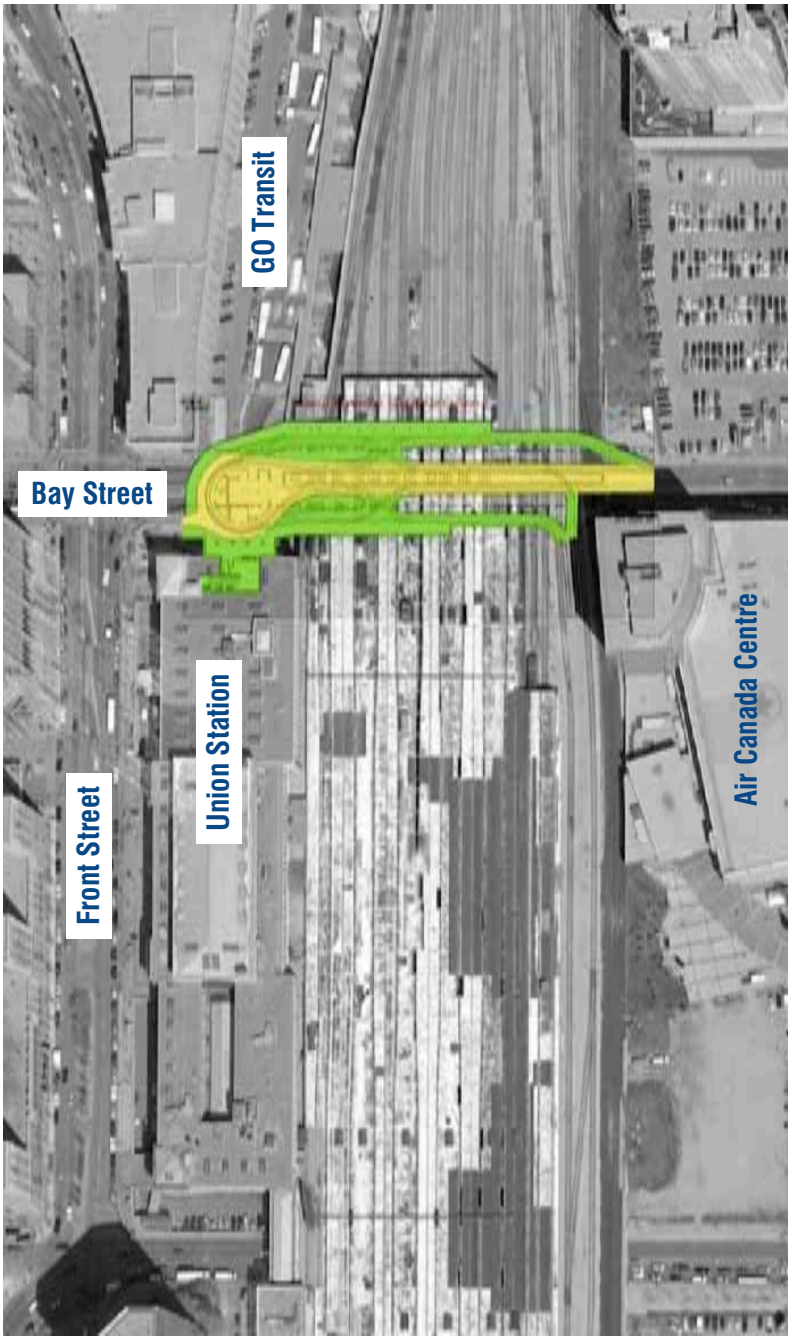
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Interim Parliament Loop



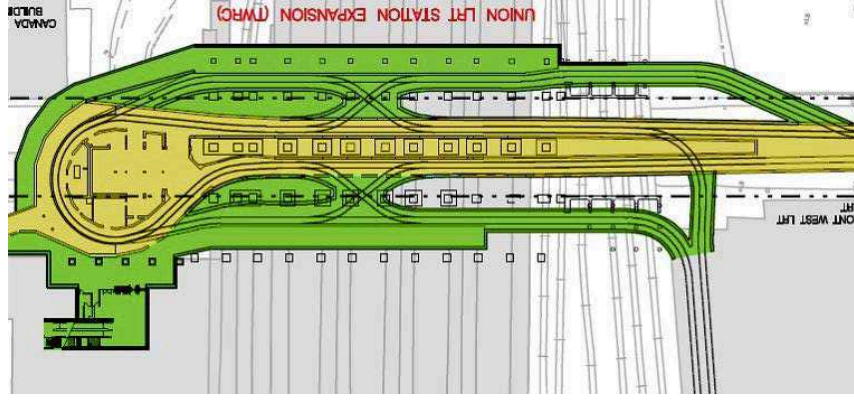
136

Union Station Platform Expansion



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Union Station Platform Expansion



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- 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



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Recommended Portal Option: Q2 – between Yonge and Freeland

Potential Portal Canopy



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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