

QUEENS QUAY



2010.07.20 Queens Quay Working Group Meeting
Presentation

West 8 + DTAH

Queens Quay Working Group Administration



Mandate

The Queens Quay Working Group is intended to provide a multi-stakeholder forum for discussion of specific local issues and topics during the detailed design and planning for construction phases of the project.

- **Act as a sounding board** for the Project Team to share and discuss ideas;
- **Provide input to the Project Team**, including the development of potential solutions to any challenges, with respect to issues related to detailed design and planning for construction as identified by Waterfront Toronto;
- **Act as the liaison** between Waterfront Toronto and their respected group, committee or organization;
- **Receive updates** from Waterfront Toronto and **share this information** with their respective groups, committees or organizations; and,
- **Report back to the Working Group** with respect to the ideas, concerns and suggestions of their respective groups, committees or organizations.

Membership and Composition

- The Queens Quay Working Group membership will be composed of approximately 25 representatives from interested and locally affected local stakeholder organizations.
 - **Non-residential landowners**
 - **Community at-large**
 - **Businesses**
 - **Residents**
 - **User groups**
- In selecting members, Waterfront Toronto will aim to establish an appropriate balance of representation from the various sectors.

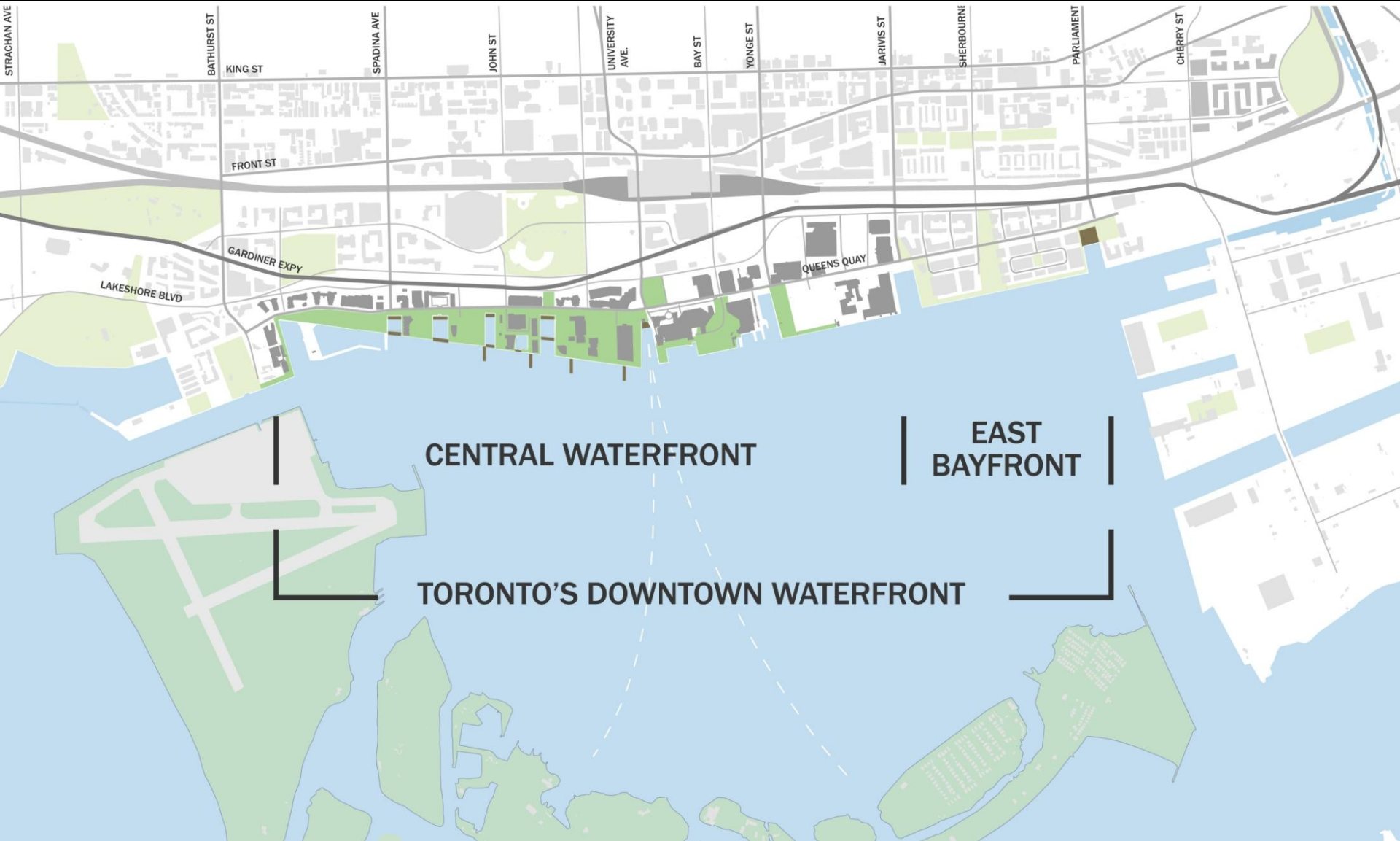
Working Schedule

WORKING GROUP MEETING (3 rd TUESDAY OF EVERY MONTH)		SAMPLE AGENDA ITEMS
1	July 20, 2010	<ul style="list-style-type: none"> • Queens Quay Working Group Terms of Reference, membership and work plan • Overview of public engagement process • Overview and design update • Update on phasing • 2 month outlook
2	August 24, 2010 (tentative)	<ul style="list-style-type: none"> • Walking tour • Introduction wayfinding/signage
3	September 21, 2010	<ul style="list-style-type: none"> • Wayfinding/signage • Streetscape design
4	October 19, 2010	<ul style="list-style-type: none"> • Accessibility • Bus management strategy/dedicated bus and truck routes
5	November 23, 2010	<ul style="list-style-type: none"> • Furnishing sitting • Introduction construction management
6	December 21, 2010 (tentative)	<ul style="list-style-type: none"> • Energy demand
7	January 18, 2011	<ul style="list-style-type: none"> • Construction Liaison Committee scope and Terms of Reference
8	February 15, 2011	<ul style="list-style-type: none"> • Traffic planning
9	March 22, 2011	
10	April 19, 2011	
11	May 24, 2011	
12	June 21, 2011	

Central Waterfront Public Engagement



WATERFRONTToronto



STRACHAN AVE
BATHURST ST

KING ST

SPADINA AVE

JOHN ST

UNIVERSITY AVE

BAY ST

YONGE ST

JARVIS ST

SHERBOURNI

PARLIAMENT

CHERRY ST

FRONT ST

GARDINER EXPY

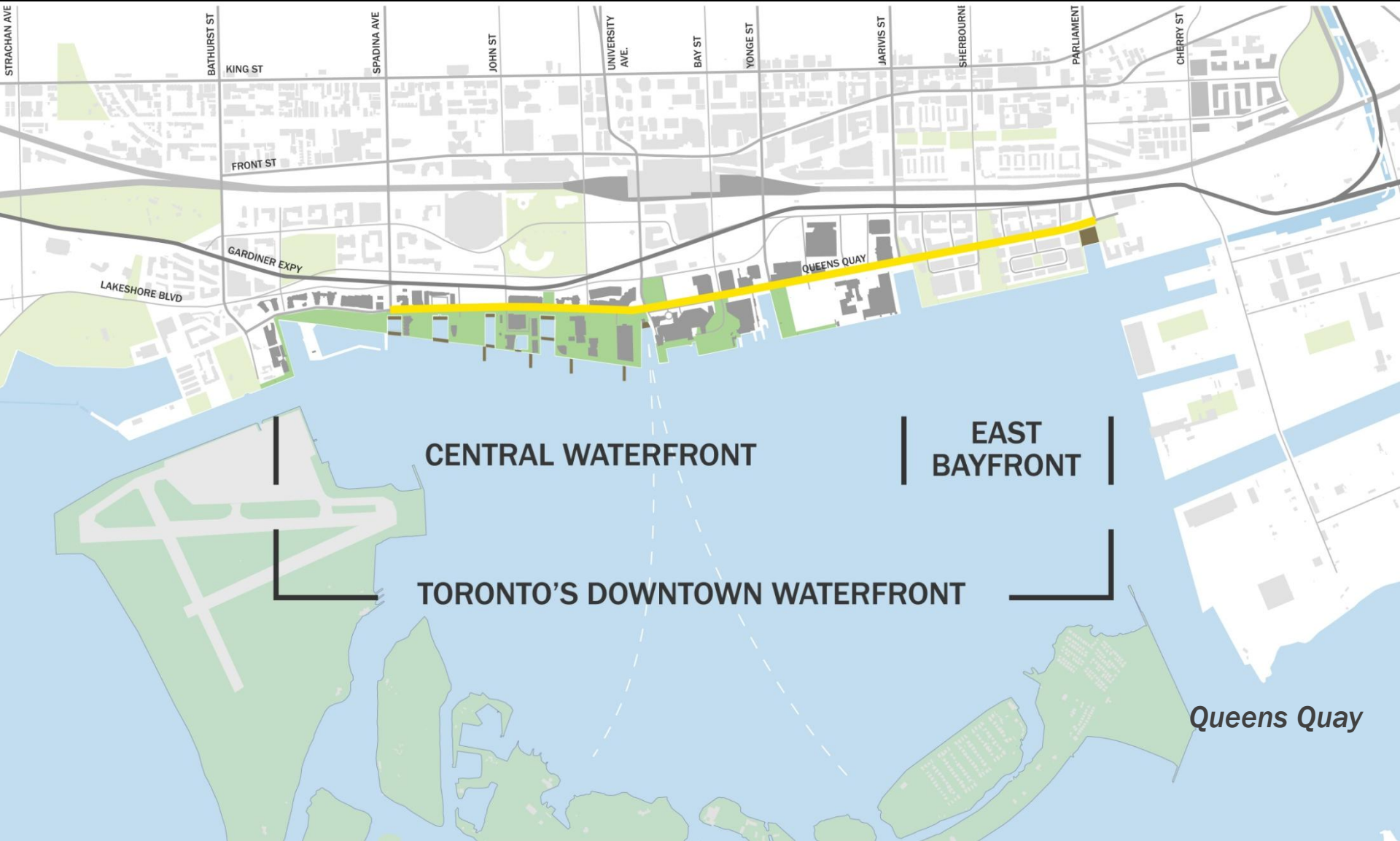
LAKESHORE BLVD

QUEENS QUAY

CENTRAL WATERFRONT

EAST BAYFRONT

TORONTO'S DOWNTOWN WATERFRONT



BATHURST ST

KING ST

SPADINA AVE

JOHN ST

UNIVERSITY AVE

BAY ST

YONGE ST

JARVIS ST

SHERBOURNI

PARLIAMENT

CHERRY ST

FRONT ST

GARDINER EXPY

LAKESHORE BLVD

QUEENS QUAY

CENTRAL WATERFRONT

EAST BAYFRONT

TORONTO'S DOWNTOWN WATERFRONT

Queens Quay

Ongoing Public Engagement will be structured around four categories of projects and a variety of related engagement techniques and methods

Central Waterfront Revitalization

Portland Slip to Jarvis Street



Community Update Meetings

Digital Media (e.g. Website, Video, Blog, Social Media)

Visual Information / Signage

Speakers Forum/Special Events

Central Waterfront Wide Coordination

**Central Waterfront
Revitalization**
Portland Slip to Jarvis Street



Vision

- 2006 West 8 + DTAH Central Waterfront Competition Plan (complete)
- Toronto's Downtown Waterfront Master Plan

Focused Working Groups

- Marine Infrastructure Planning
- Wayfinding & Signage
- Programming/Public Art & Heritage

Downtown Waterfront Master Plan Completion

**Central Waterfront
Revitalization**
Portland Slip to Jarvis Street



Vision

- 2006 West 8 + DTAH Central Waterfront Competition Plan (complete)
- Toronto's Downtown Waterfront Master Plan

Planning and Conceptual Design

- Queens Quay Environmental Assessment (complete)
- York Quay Revitalization Phase II (above grade)
- Future Projects

General Public Meeting(s)

Focused Working Groups

Design Review Panel

Statutory Review of Planning/ Zoning Approvals and EA Projects

Central Waterfront Revitalization

Bathurst Street to Jarvis Street



Vision

- 2006 West 8 + DTAH Central Waterfront Competition Plan (complete)
- Toronto's Downtown Waterfront Master Plan

Planning and Conceptual Design

- Queens Quay Environmental Assessment (complete)
- York Quay Revitalization Phase II (above grade)
- Future Projects

Detailed Design & Implementation

- Queens Quay (spring 2011)
- York Quay Revitalization Phase II (below grade)
- Portland Slip Water's Edge Phase I
- Future Projects

Queens Quay Working Group

Site-Specific Meetings

Implementation Drop-in Sessions

Construction Liason Committee

Regular Updates
(e.g. Email, Bulletins, Twitter, Webcam)

Construction Drop-in Centre

Detailed Design and Construction Staging

QUEENS QUAY

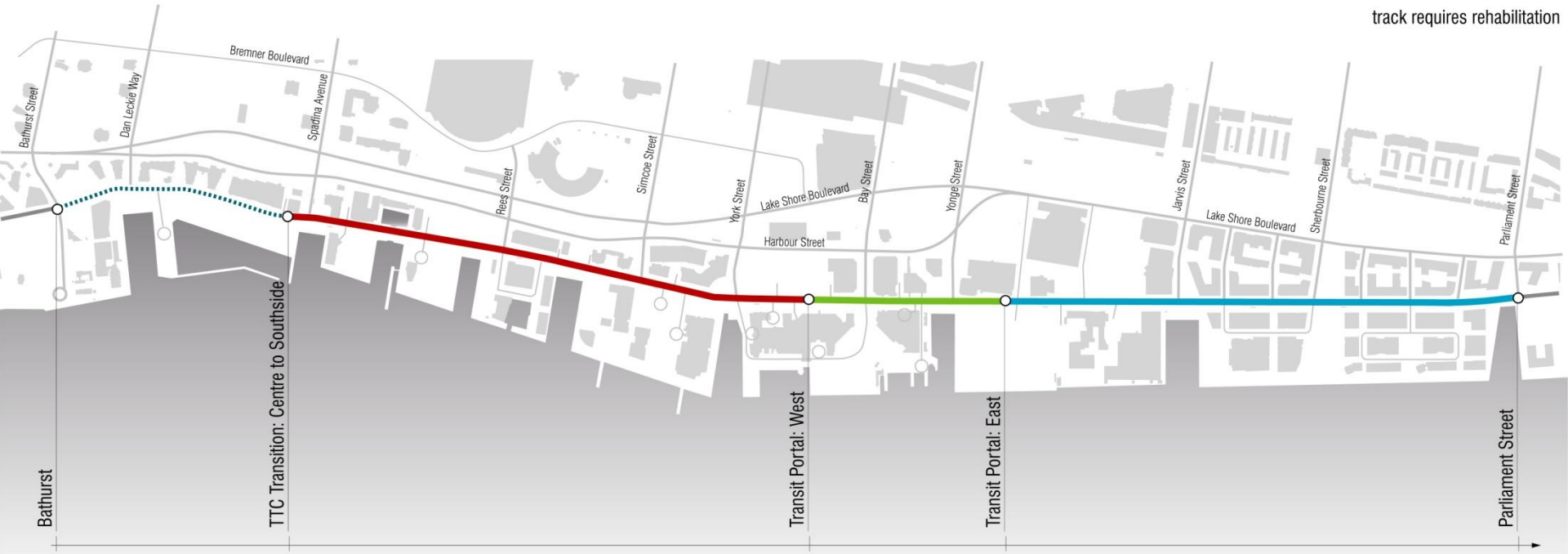


Design Update
2010.07.20 **Queens Quay Working Group Meeting**
Presentation

West 8 + DTAH

PROJECT BOUNDARIES

- Track Rehabilitation
- New TTC Track
- Transit Below Grade
- ⋯ Potential future phase when track requires rehabilitation



Toronto Inner Harbour



TYPICAL SECTION

Central Waterfront

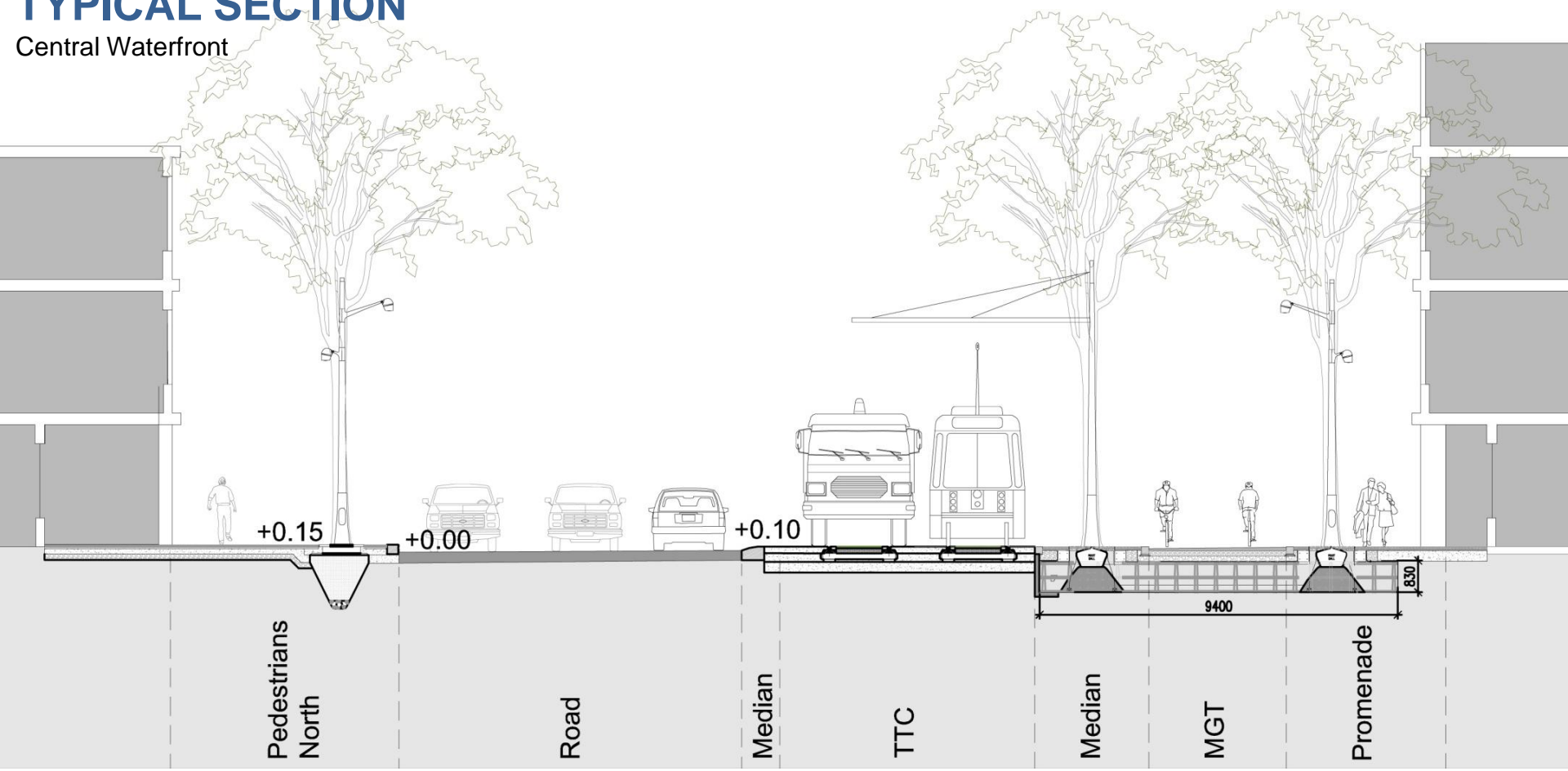
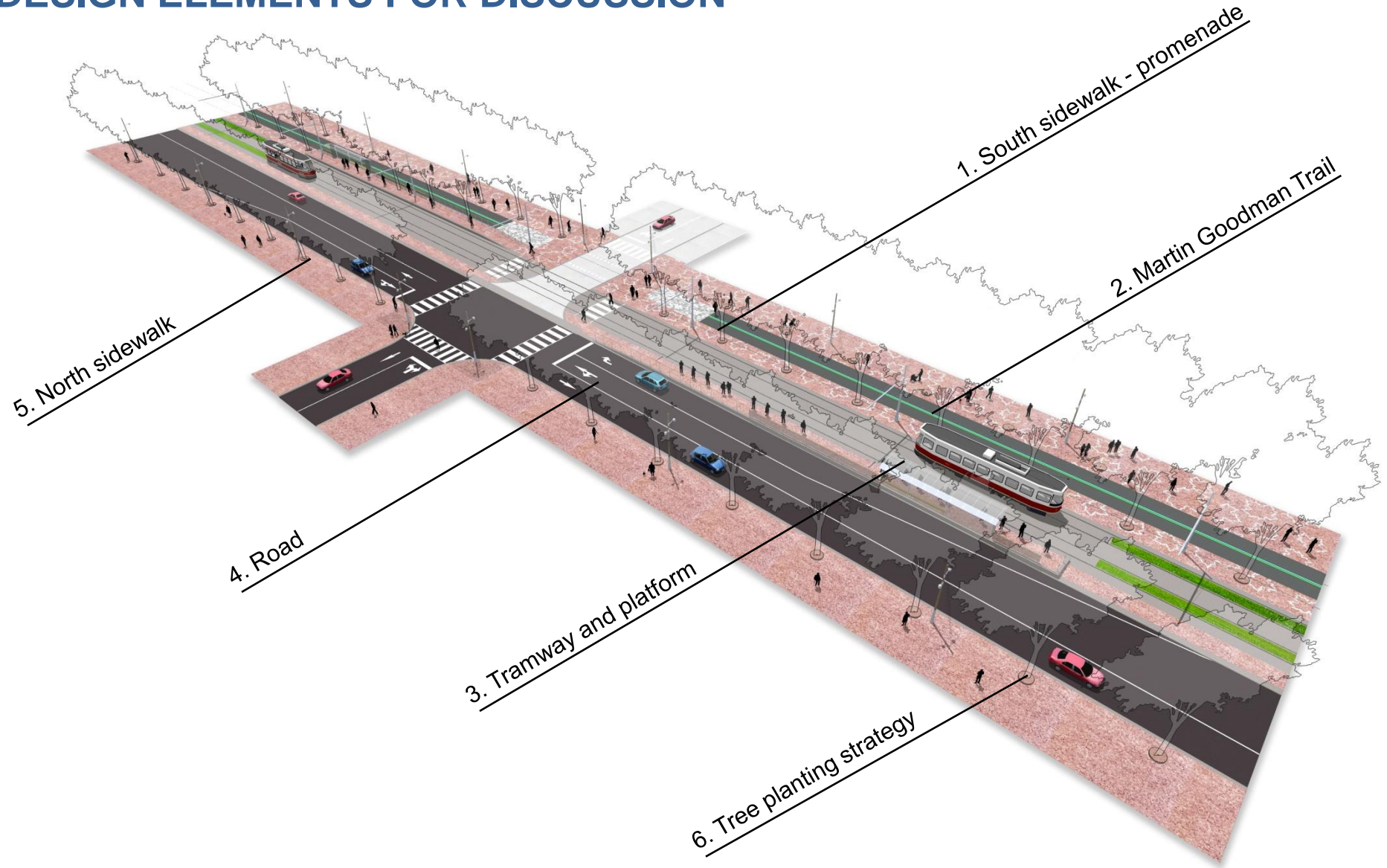


Table top intersection



DESIGN ELEMENTS FOR DISCUSSION



5. North sidewalk

4. Road

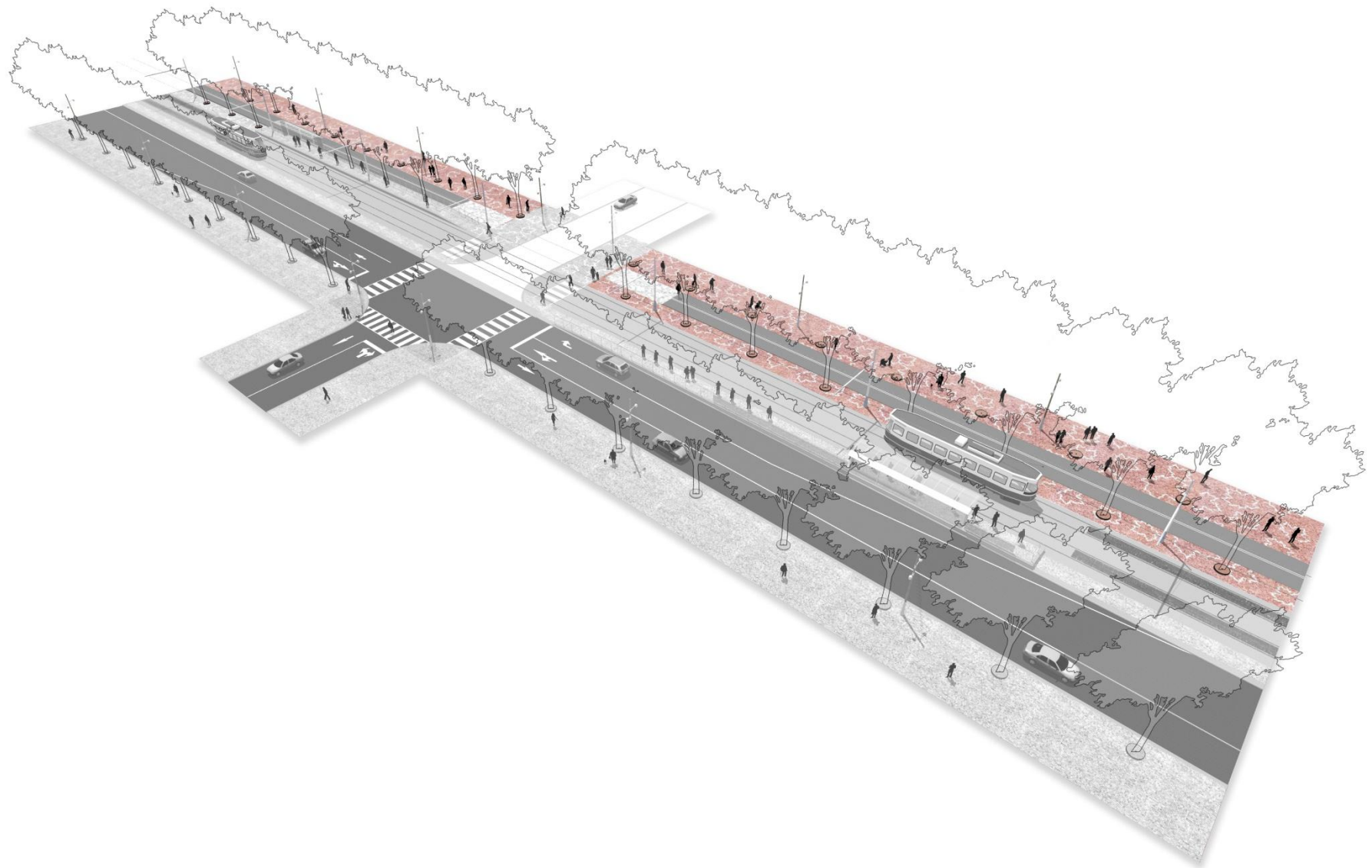
3. Tramway and platform

6. Tree planting strategy

1. South sidewalk - promenade

2. Martin Goodman Trail

1. South side walk - promenade



South side walk - promenade
Illustration



South side walk - promenade
Trees + Mosaic



Reference La Rambla – Barcelona - Spain



Promenade minimum 7,20m width

South side walk - promenade

Trees + Mosaic



Two color mosaic - Canadian Red and San Sebastian



Contrast of texture



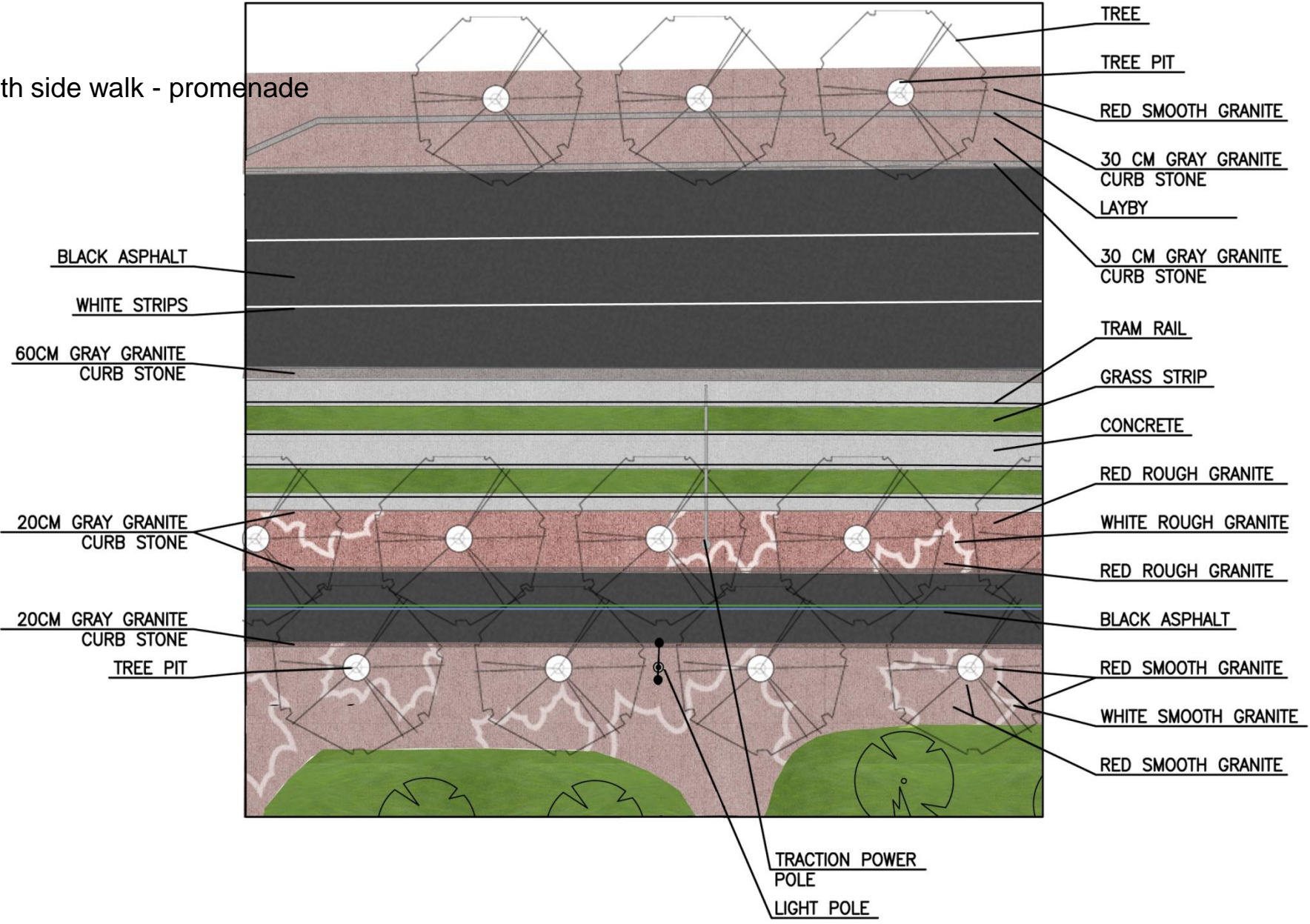
Outline mosaic pattern of the leaf motif



Paving Pattern Module



South side walk - promenade
Plan



TREE

TREE PIT

RED SMOOTH GRANITE

30 CM GRAY GRANITE CURB STONE

LAYBY

30 CM GRAY GRANITE CURB STONE

TRAM RAIL

GRASS STRIP

CONCRETE

RED ROUGH GRANITE

WHITE ROUGH GRANITE

RED ROUGH GRANITE

BLACK ASPHALT

RED SMOOTH GRANITE

WHITE SMOOTH GRANITE

RED SMOOTH GRANITE

BLACK ASPHALT

WHITE STRIPS

60CM GRAY GRANITE CURB STONE

20CM GRAY GRANITE CURB STONE

20CM GRAY GRANITE CURB STONE

TREE PIT

TRACTION POWER POLE

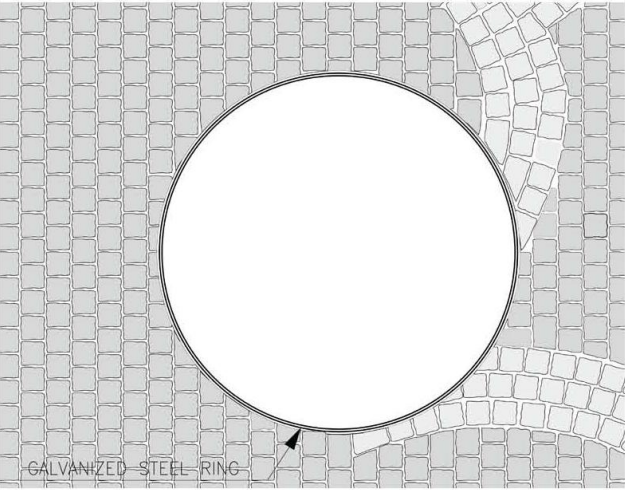
LIGHT POLE

South side walk - promenade
Reference pictures Water's Edge Promenade



South side walk - promenade

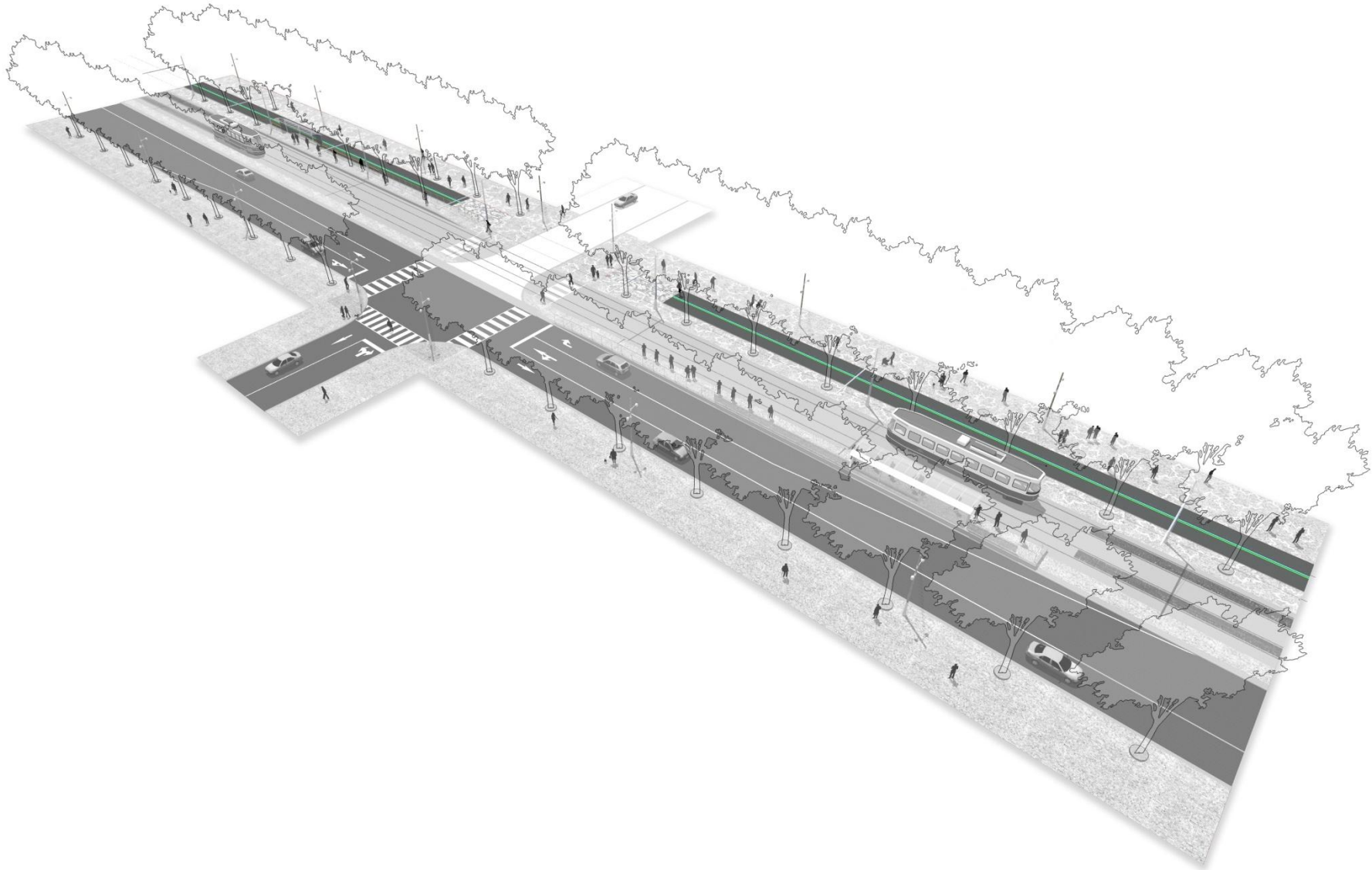
Detail tree trench



Tree pit detail



2. Martin Goodman Trail



Martin Goodman Trail
Illustration



Martin Goodman Trail

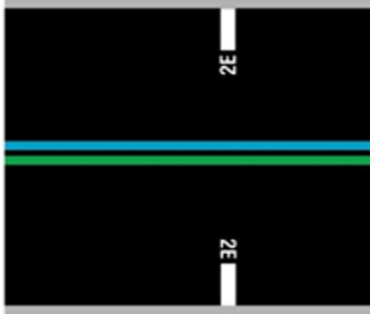
Graphic Identity

1. Centreline Markings
Blue and Green Striping



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

2. Distance Markings
White Stripe and Numeric Marker



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

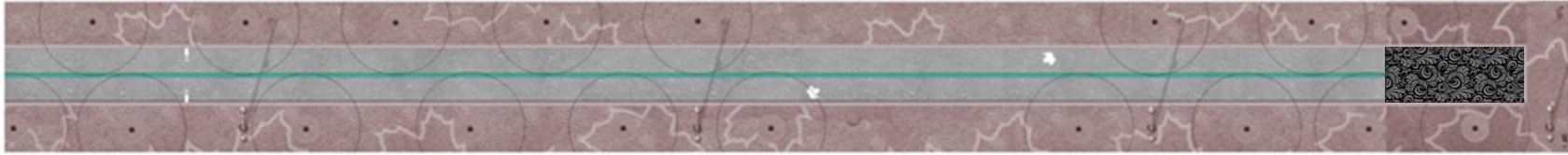
4. Interseccion Carpet
10m long "canvas" for future street art



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

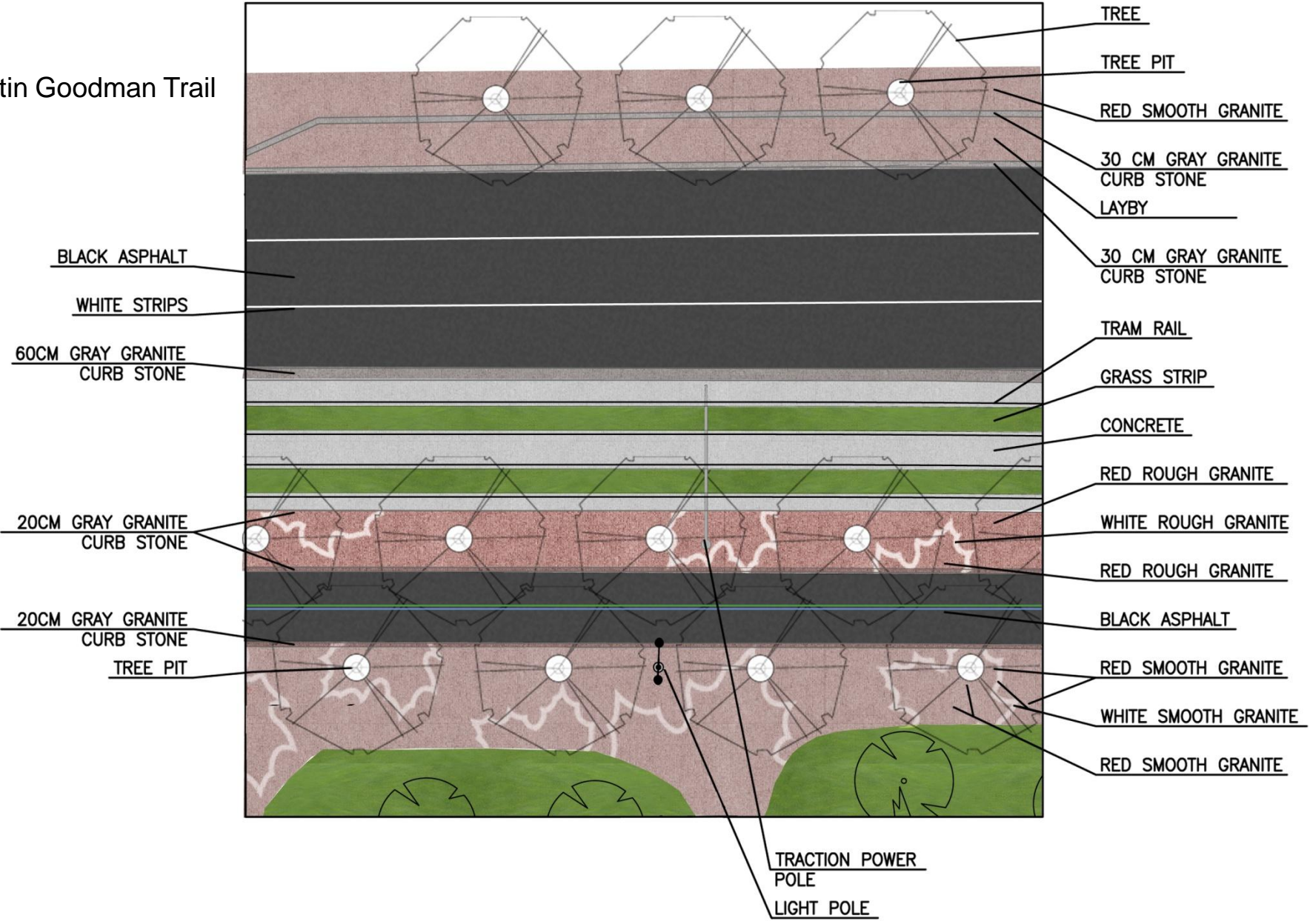


A prototype to be applied to all Waterfront Toronto implementation projects of the MGT

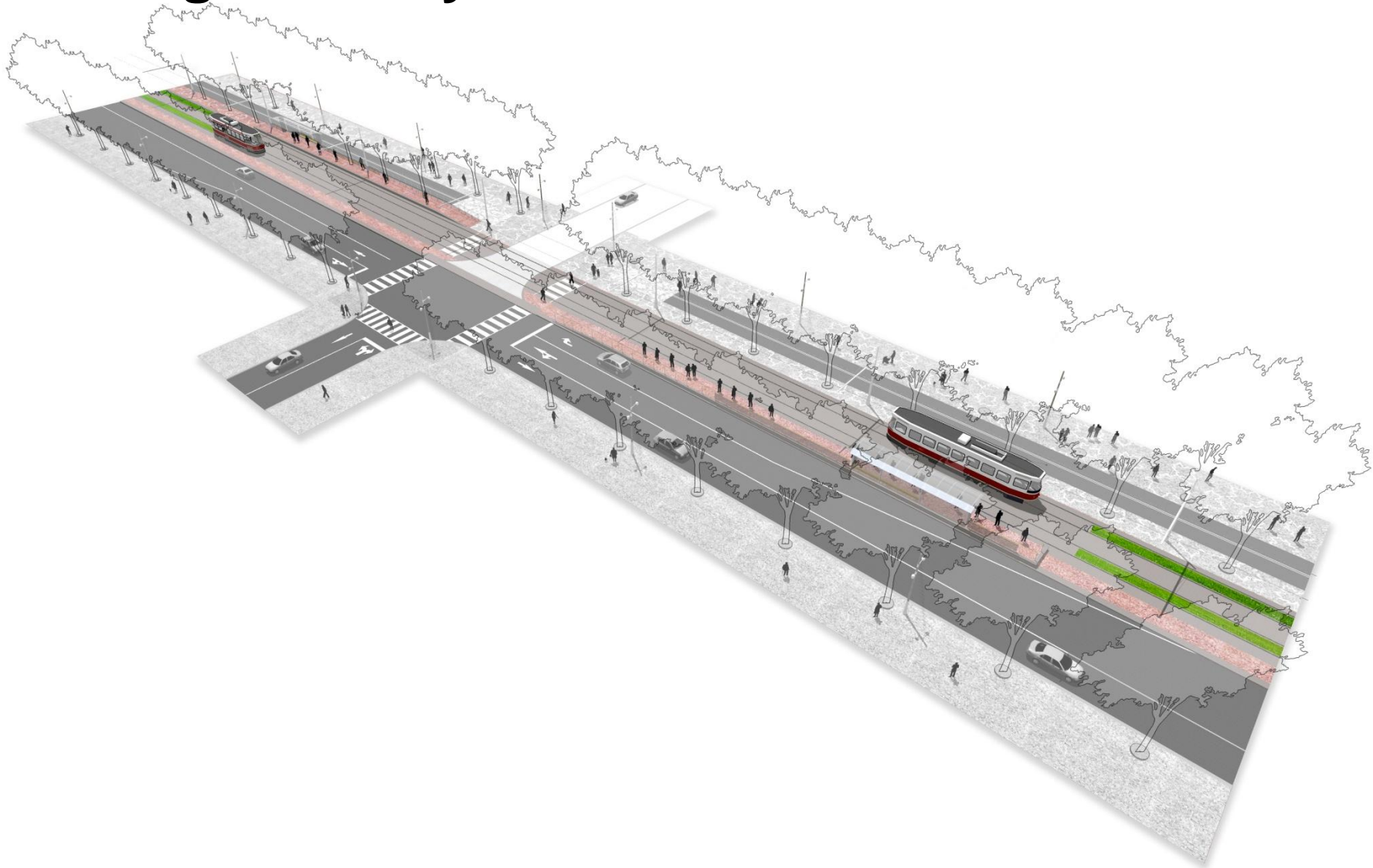


Impression within Central Waterfront

Martin Goodman Trail
Plan



3. TTC Right of Way & Platforms

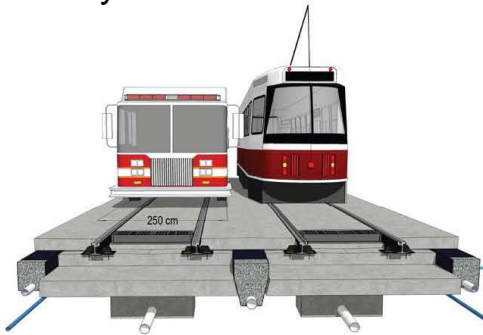


TTC Right of Way
Illustration



TTC Right of Way materials

Scenario's

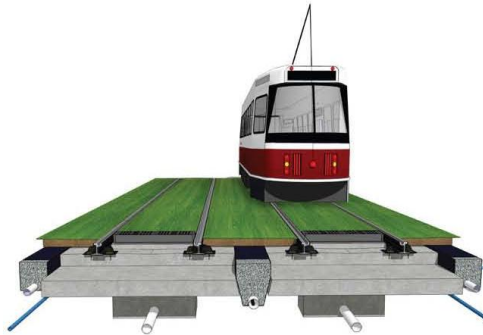


1

Scenario 1 - Concrete Trackbed

Existing TTC detail
 EMS ride on TTC track
 Pro:
 Standard TTC detail

Contra:
 Image, Noise, Dust, pollution



2

Scenario 2 - Grass Tramtrack

No EMS on TTC track
 Innovative construction
 - Grass species
 - Soil / Reinforcement
 - Drainage
 - Rail corrosion
 - Irrigation
 - maintenance
 Pro:
 Image, Noise absorption,
 Runoff attenuation
 Contra:
 Special track design



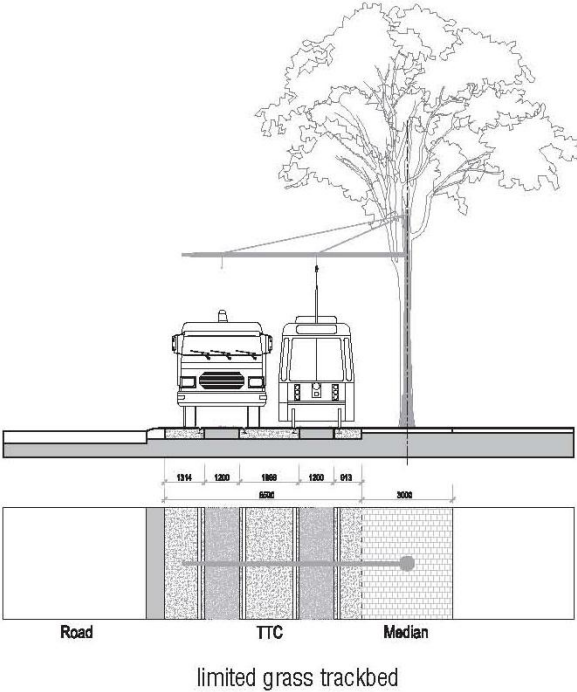
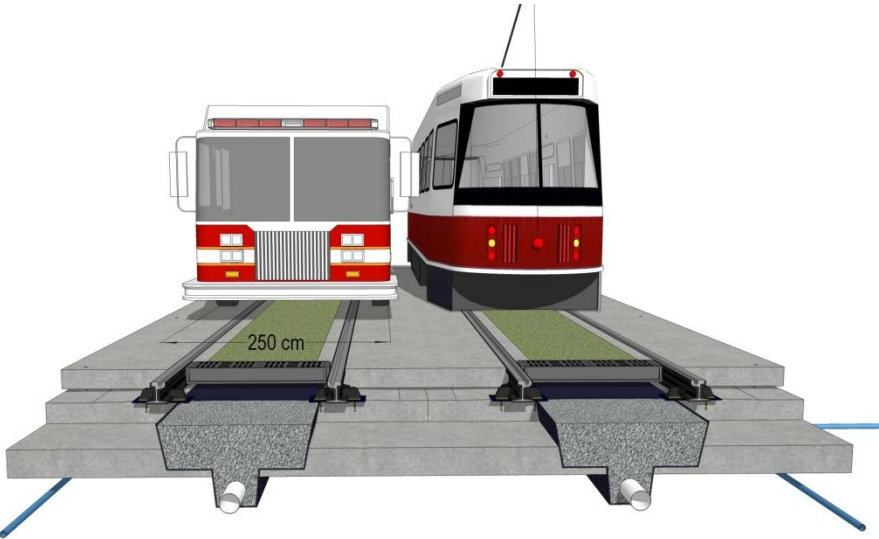
3

Scenario 3 - Limited Grass Track

EMS ride on TTC track
 Modifying existing TTC track detail
 Adding reinforced grass
 - Grass species
 - Soil / Reinforcement
 - Drainage
 - Rail corrosion
 - Irrigation
 - maintenance
 Pro:
 EMS on tracks
 Contra:
 Image

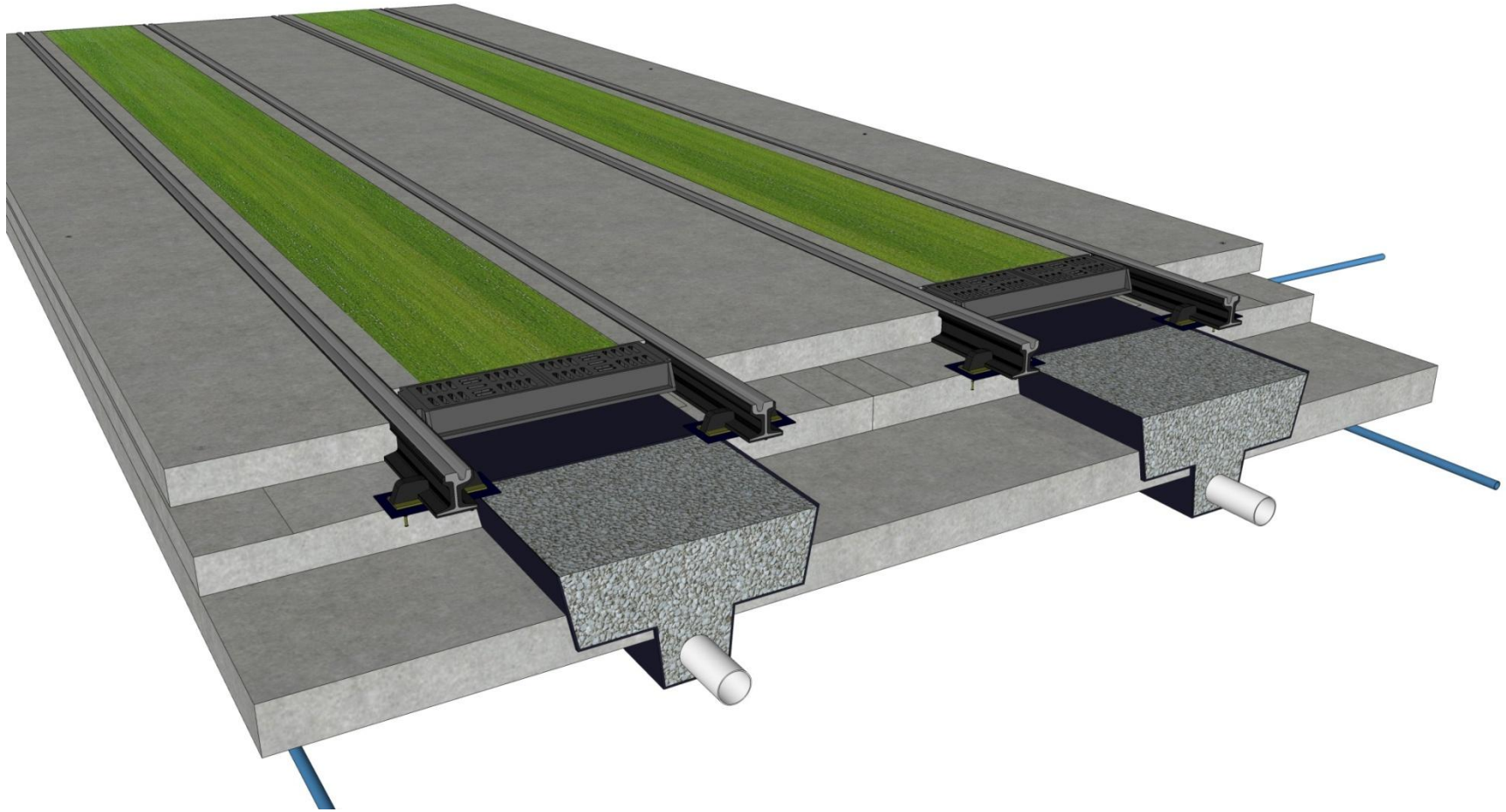
TTC Right of Way materials

Preferred scenario – Tramway with grass between the rails

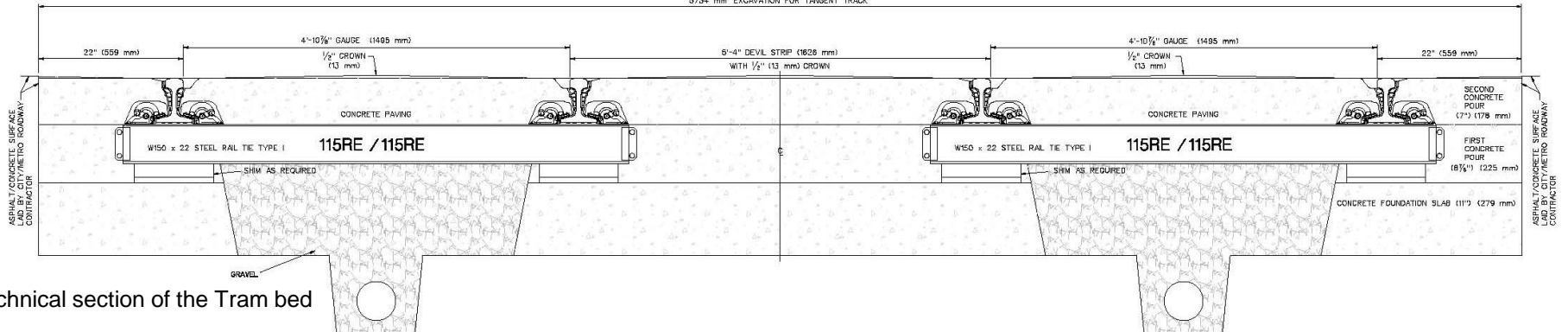


Limited grass track

- Objective: Use standard TTC details with modifications for turf requirements.
- Single concrete level with direct fixation detail. Similar to TTC subway. Provide drainage system as required. Float concrete as required for positive drainage.
- Modified Concrete Level 03 to include two Grass strips in between the rails, with appropriate reinforcement, growing medium and turf.
- Install rail filler block to address stray corrosion.



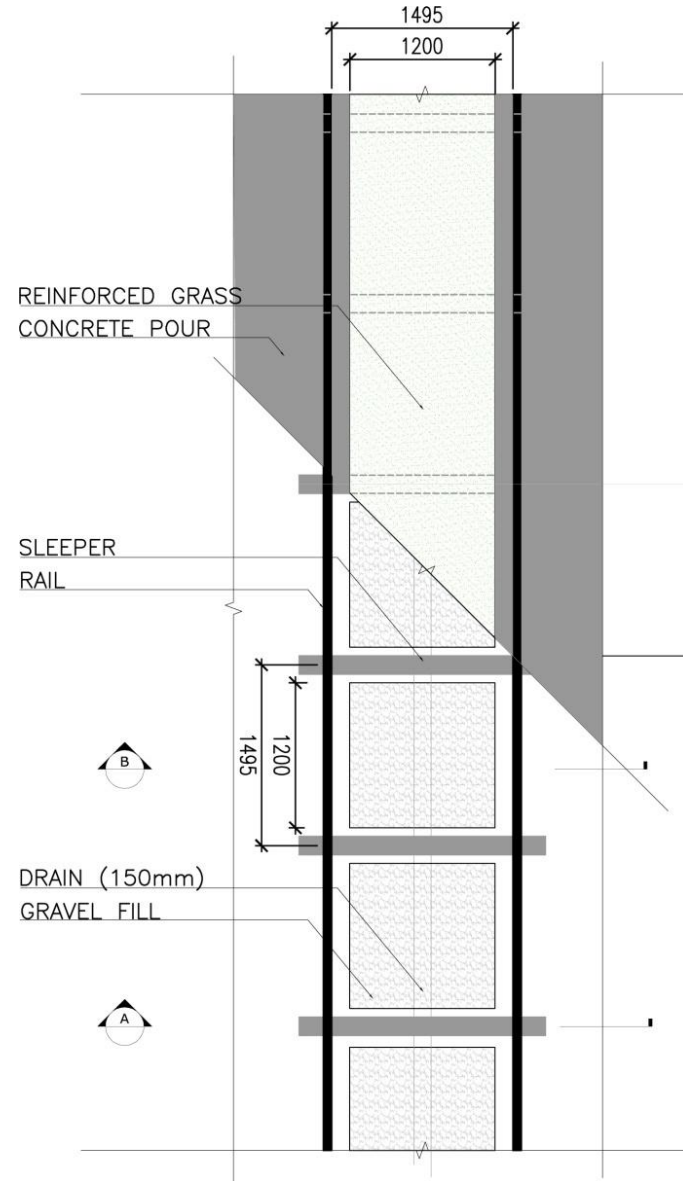
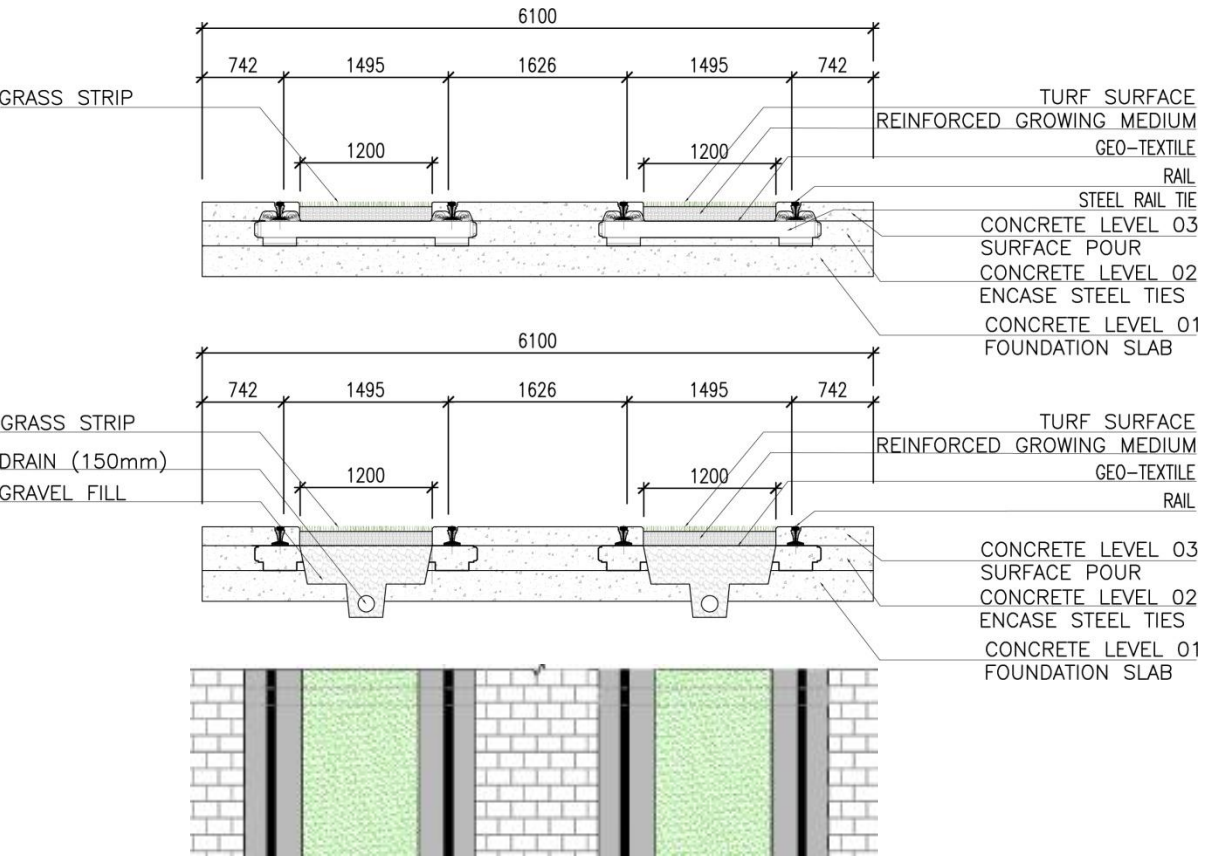
5734 mm EXCAVATION FOR TANGENT TRACK



Technical section of the Tram bed

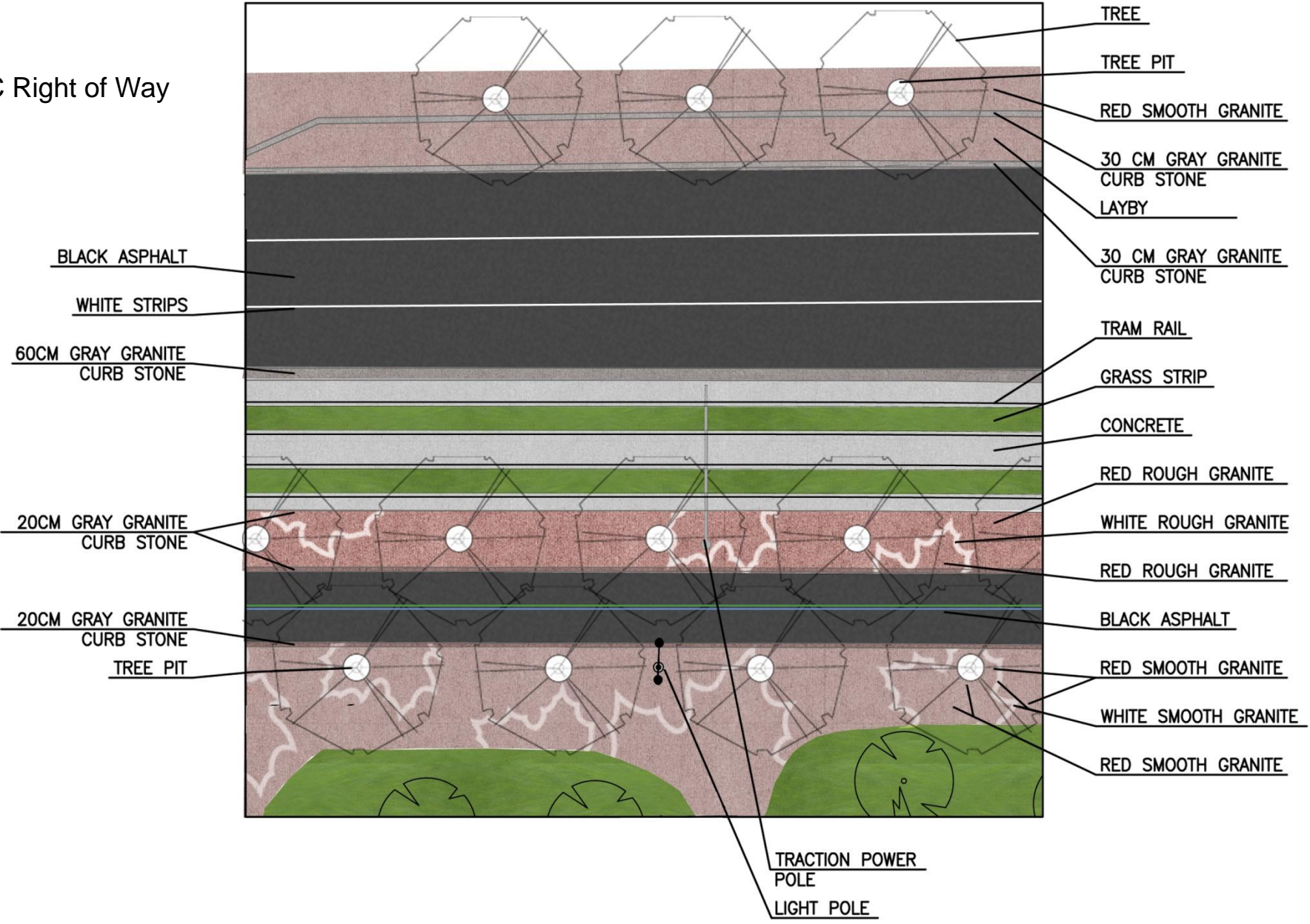
TTC Right of Way materials

Details - Tramway with grass between the rails



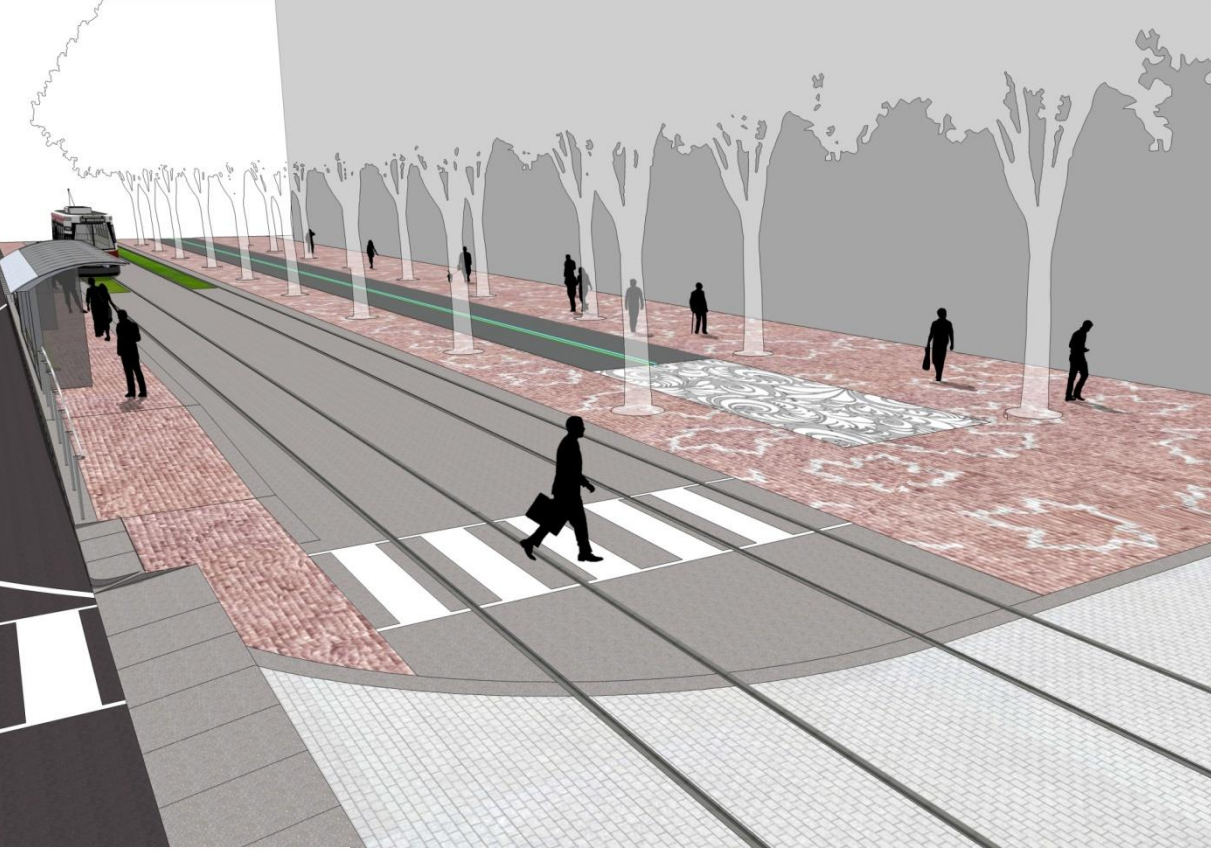
Technical section of the Tram bed and the use of paleotech in the tramtrack

TTC Right of Way
Plan



TTC Right of Way - median

Median between TTC Right of Way and Martin Goodman Trail



Rough granite cobble stone paving strip



Bicycle racks perpendicular to tracks



Reference Coolingsel Rotterdam

TTC Right of Way - median

Median between TTC Right of Way and road

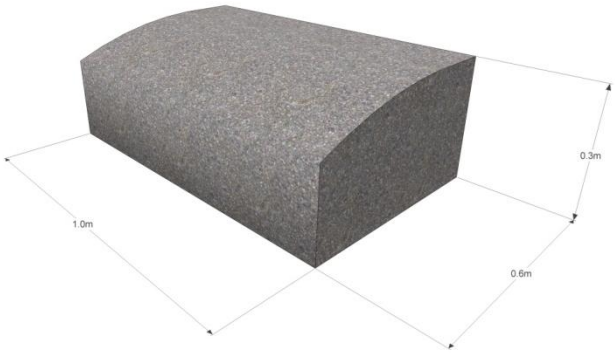


Grey granite curb stone 250x600x1000mm

References

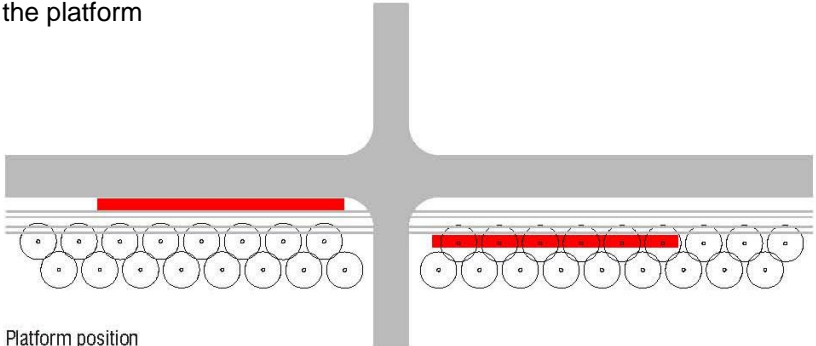


Detail curb stone

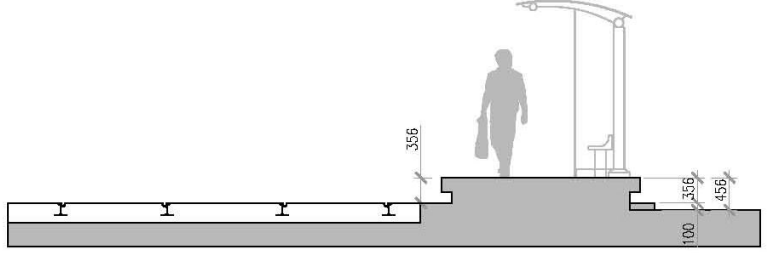


Platform design

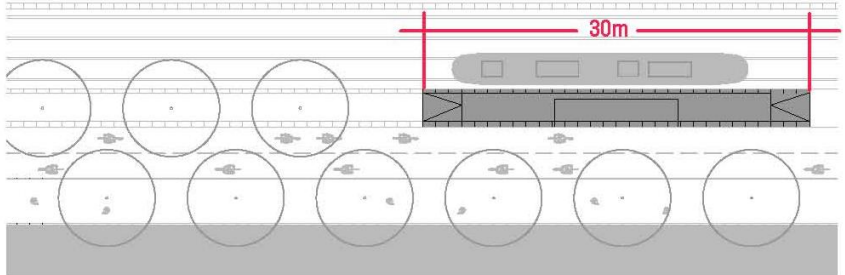
Location of the platform



Platform position



Platform height



Central Waterfront, TTC Platform 30m



Platform design
Furniture on platform



Shelter



Rotterdam



Wavedecks Toronto



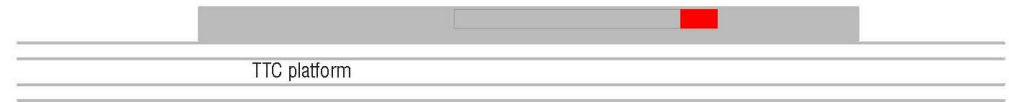
Lean seat - handrail

Platform design

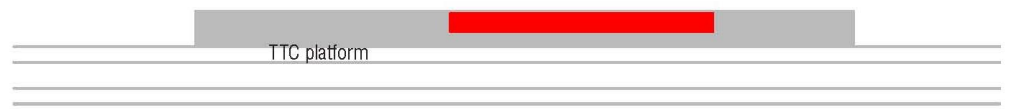
Position of furniture on platform



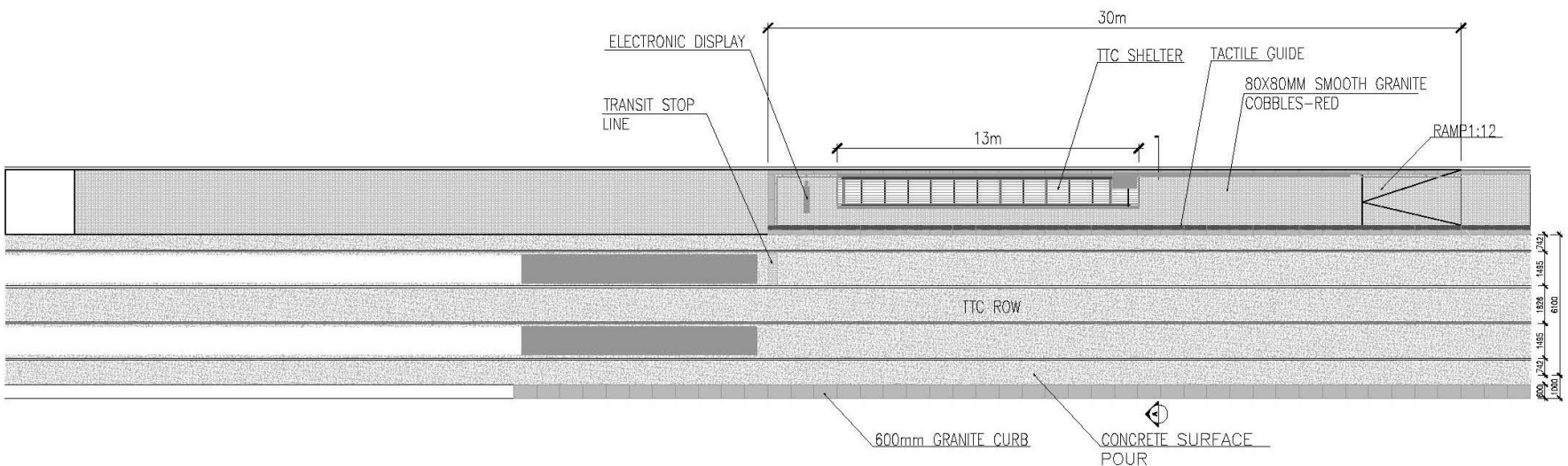
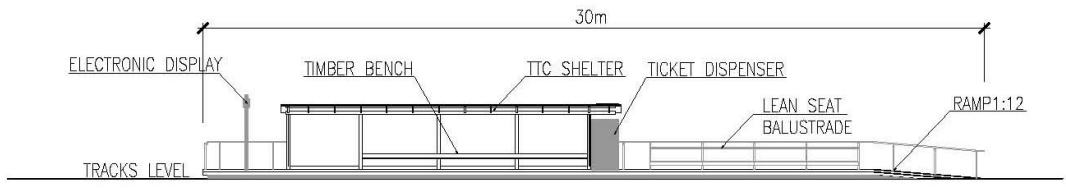
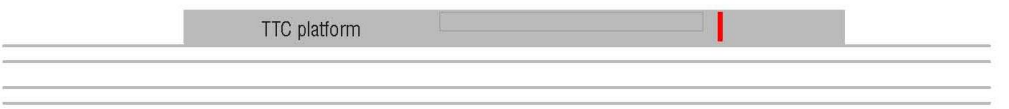
Platform Ticketing



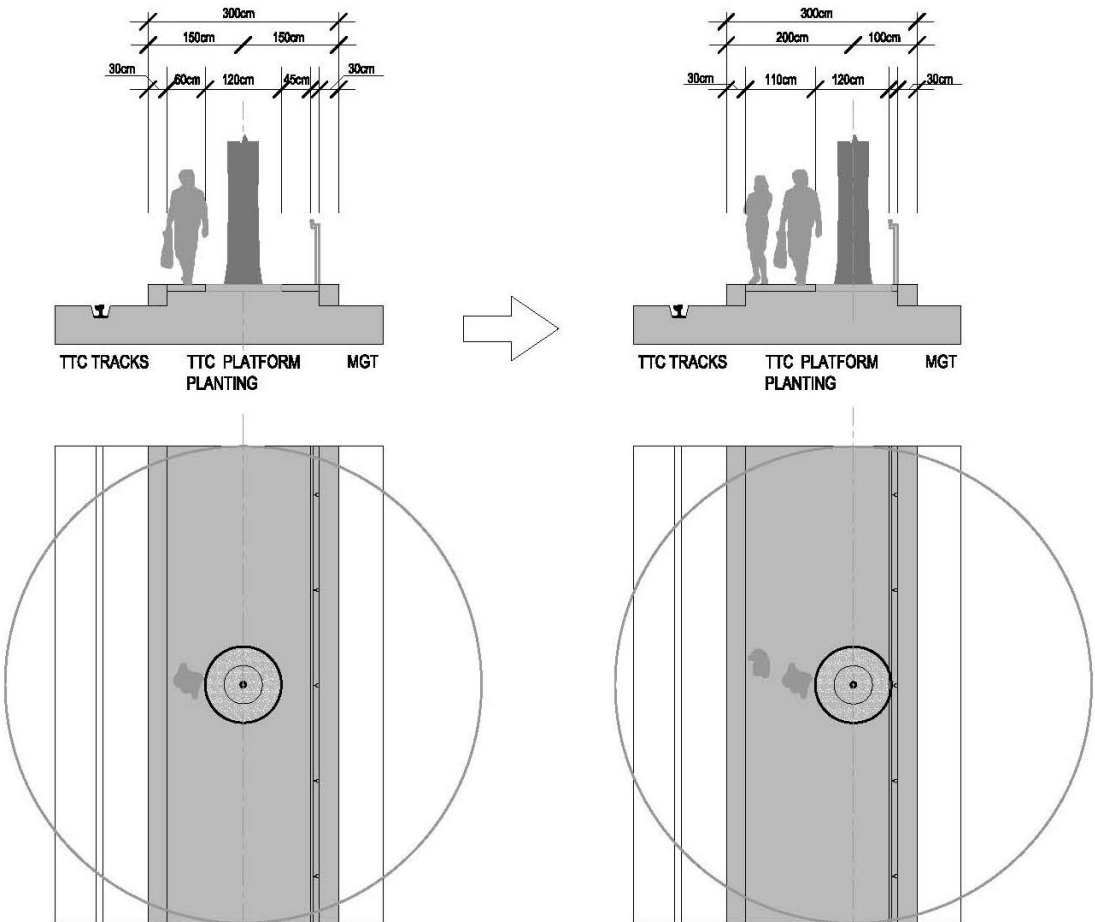
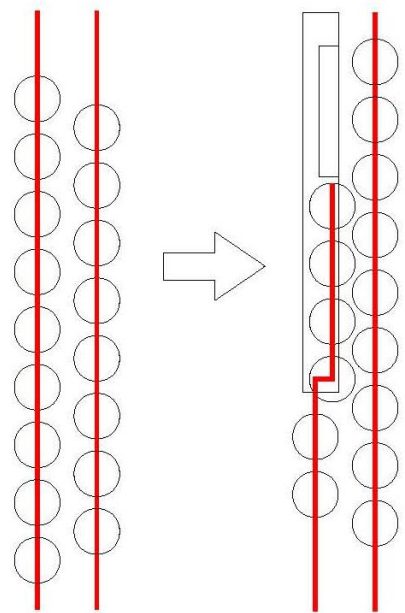
Platform Shelter



Platform electronic display

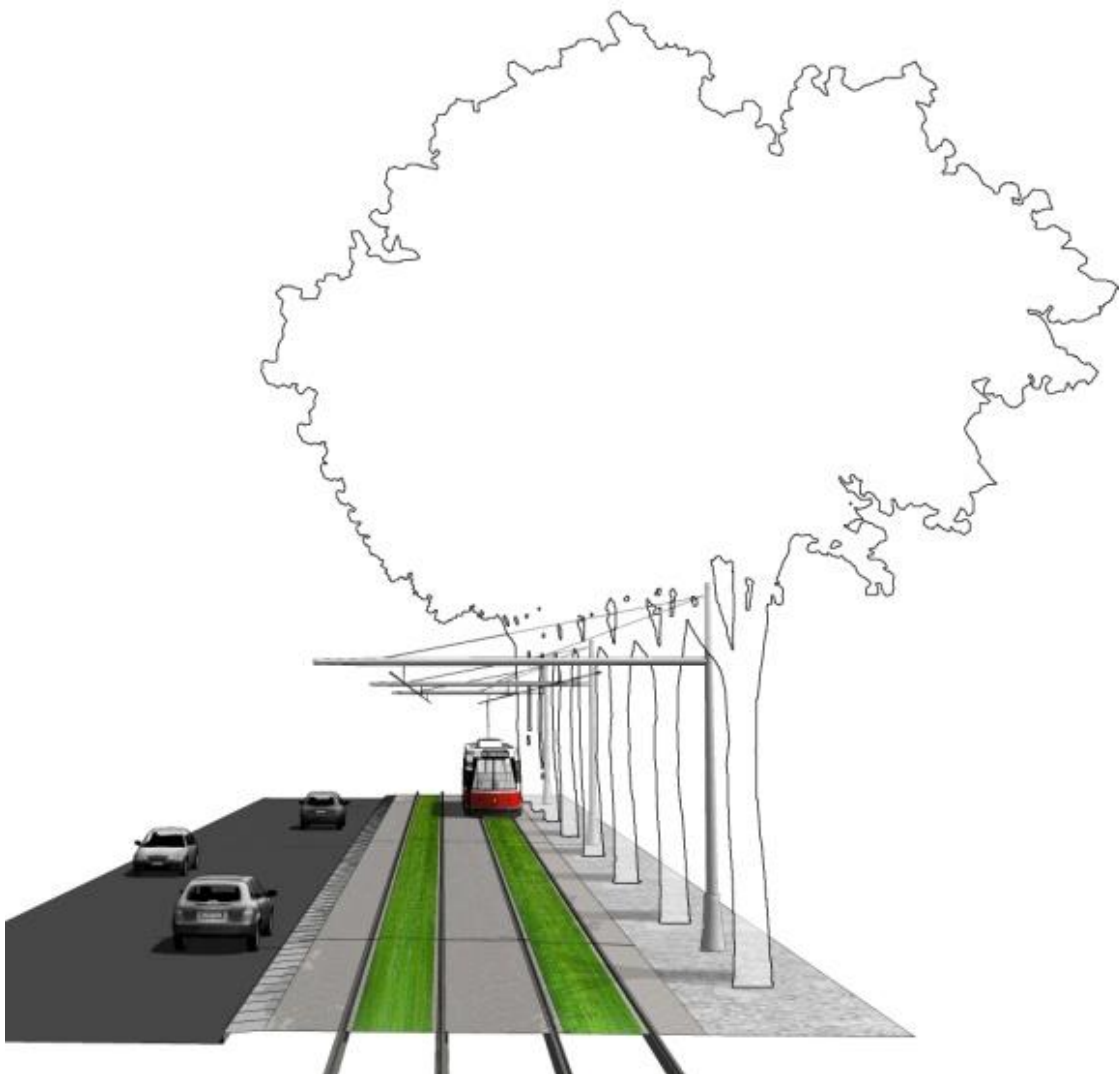


Platform design
Trees on platform



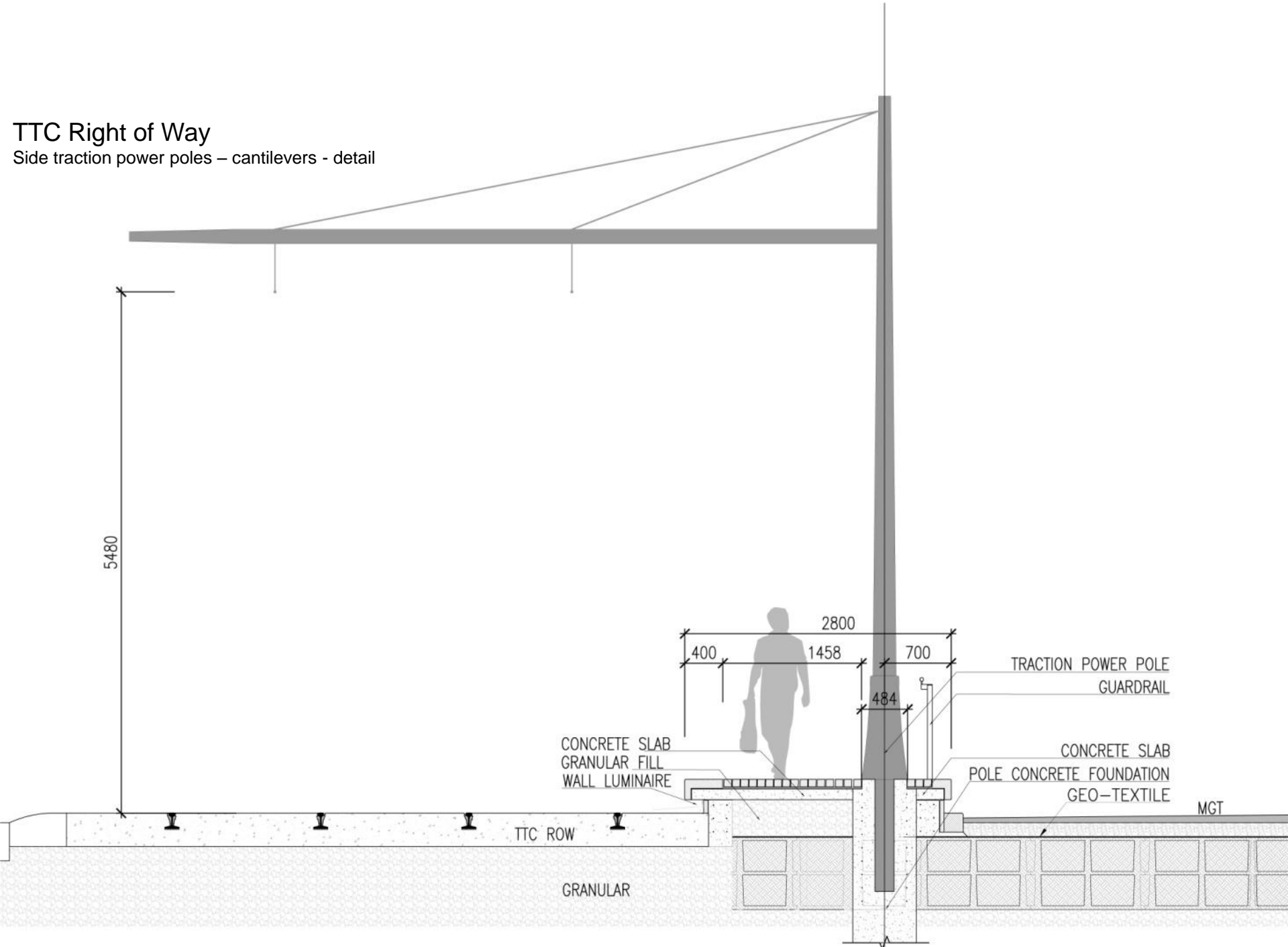
Trees stands asymmetrical on the platform

TTC Right of Way
Side traction power poles - cantilevers



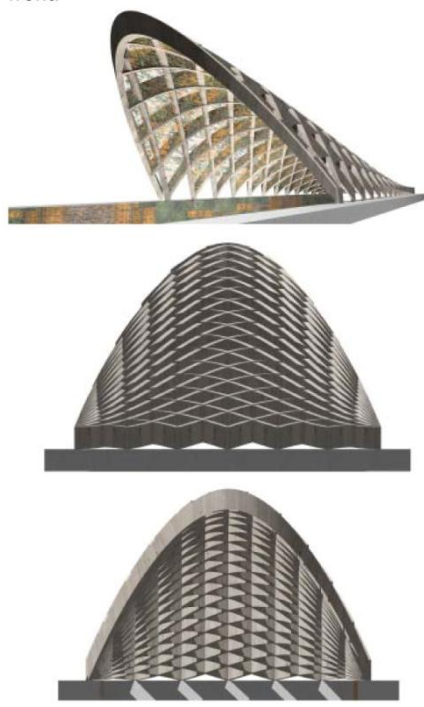
TTC Right of Way

Side traction power poles – cantilevers - detail



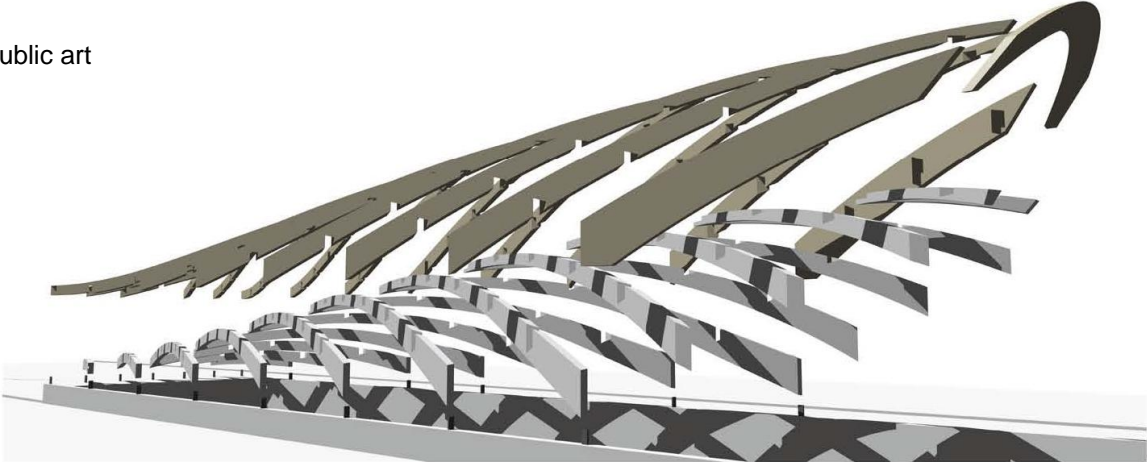
TTC Right of Way

Transit infrastructure as public art

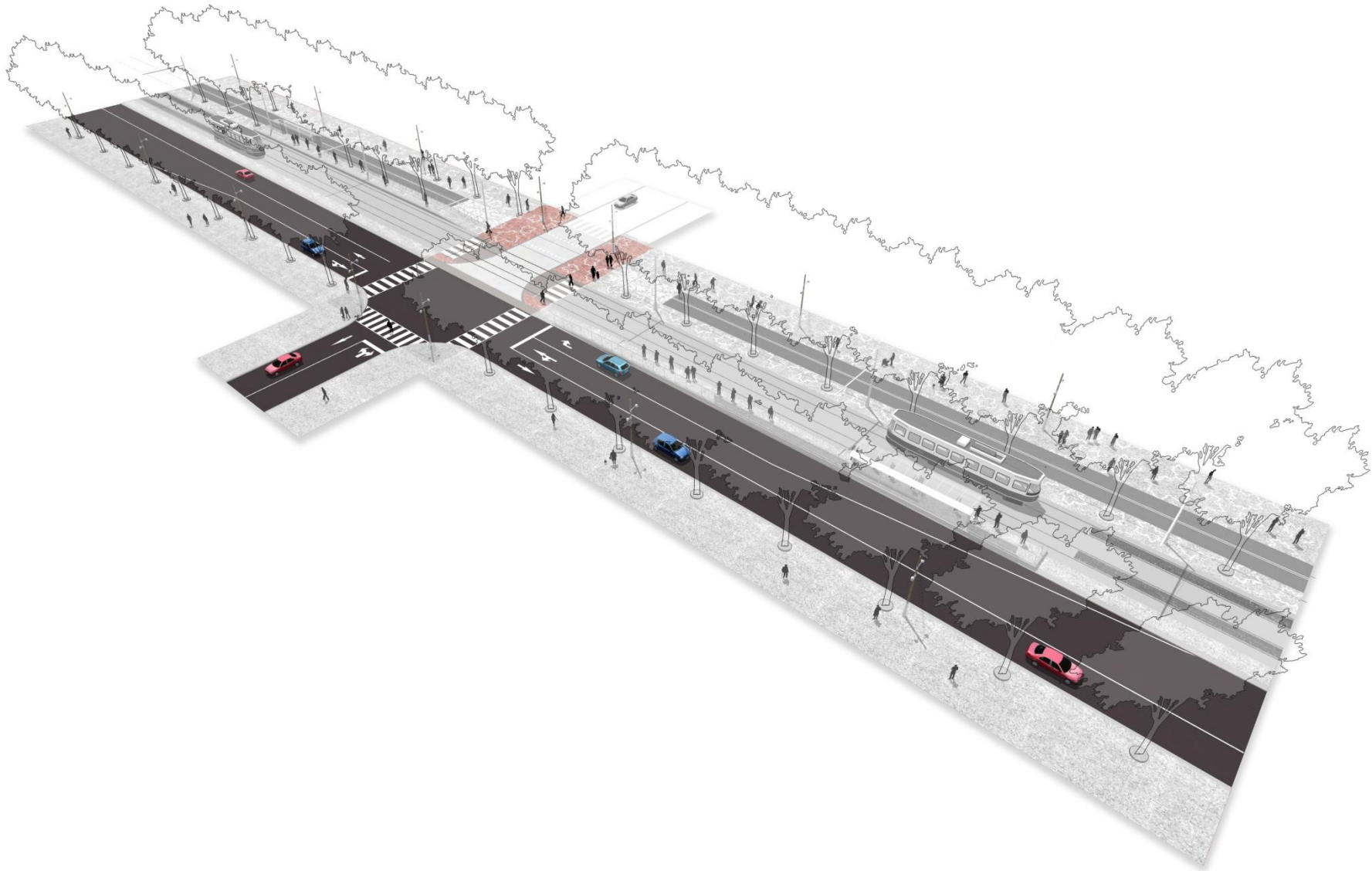


Impression of the timber canopy integrated within the streetscape. The canopies address the transit operators' need for gradual shading during the transition from interior to exterior routes while creating an integrated element to celebrate the transit experience.

TTC Right of Way
Transit infrastructure as public art



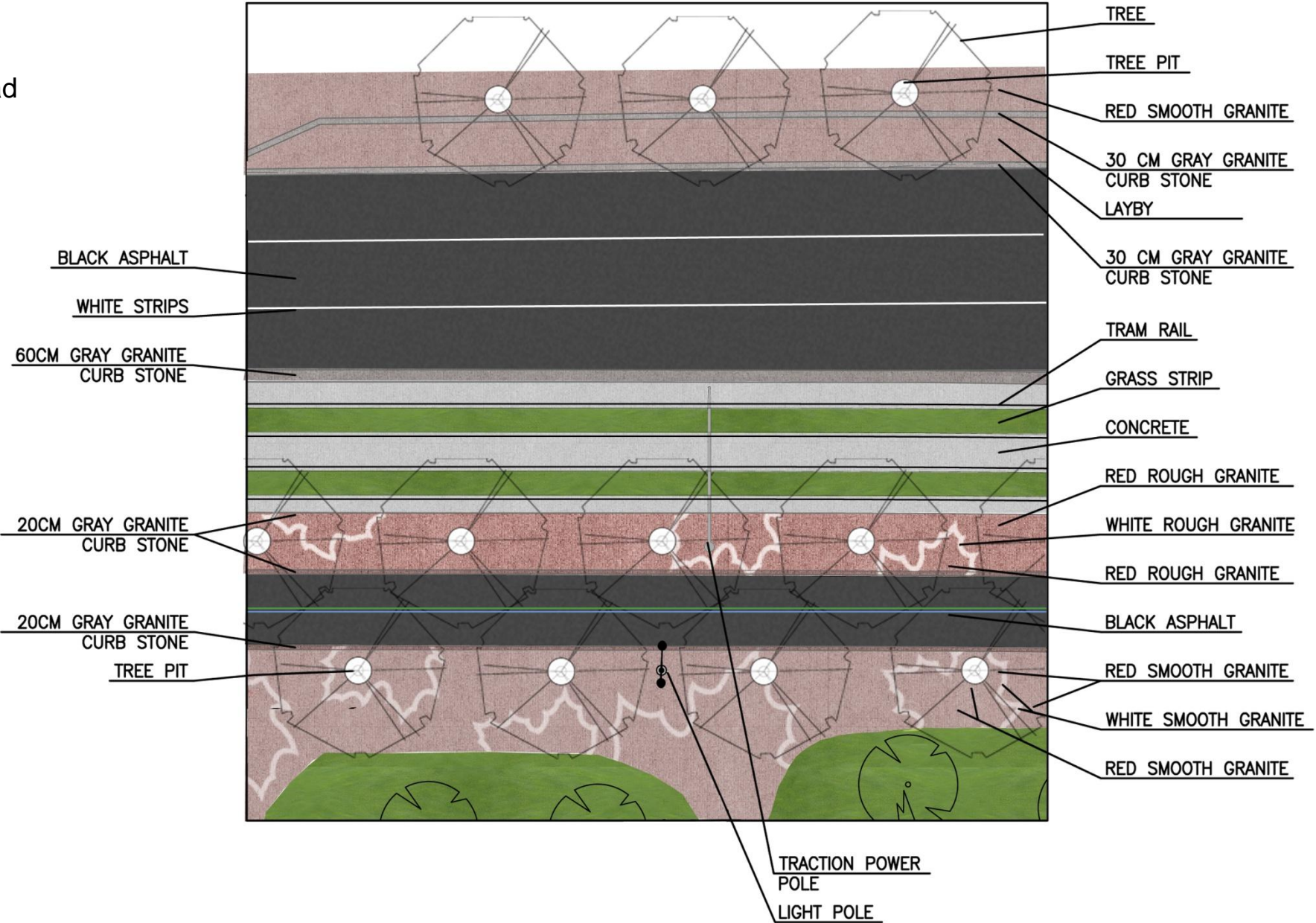
4. ROAD



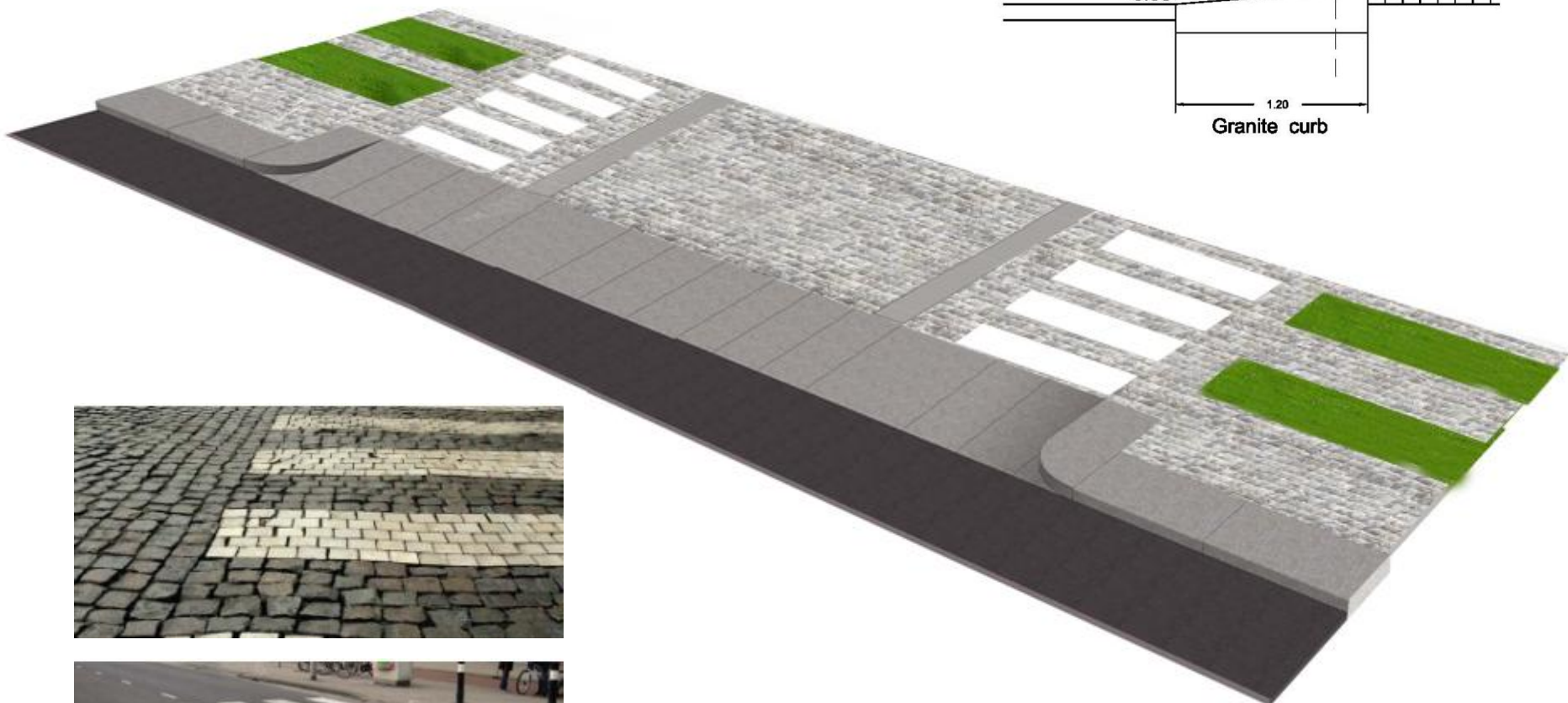
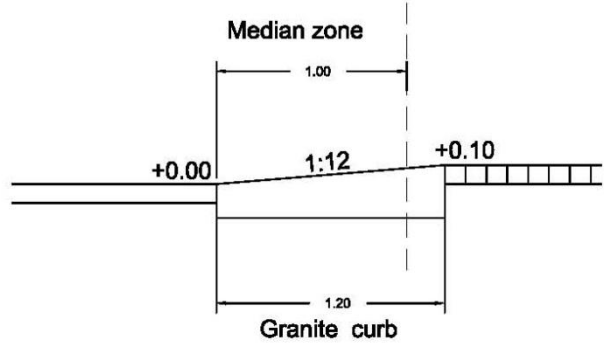
Road
Illustration



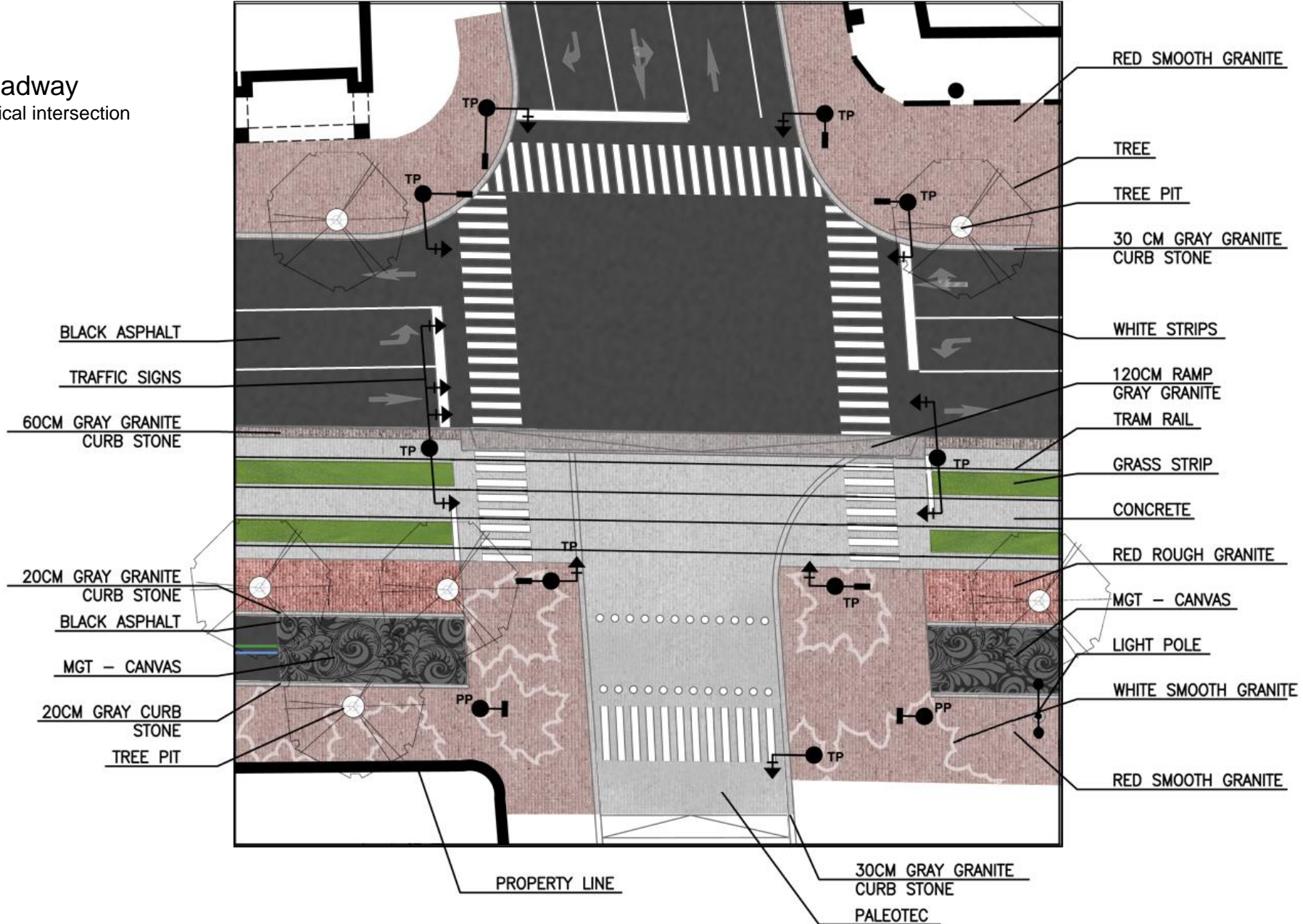
Road
Plan



Road
Table top - intersections



Roadway
Typical intersection



BLACK ASPHALT

TRAFFIC SIGNS

60CM GRAY GRANITE CURB STONE

20CM GRAY GRANITE CURB STONE

BLACK ASPHALT

MGT - CANVAS

20CM GRAY CURB STONE

TREE PIT

PROPERTY LINE

RED SMOOTH GRANITE

TREE

TREE PIT

30 CM GRAY GRANITE CURB STONE

WHITE STRIPS

120CM RAMP GRAY GRANITE

TRAM RAIL

GRASS STRIP

CONCRETE

RED ROUGH GRANITE

MGT - CANVAS

LIGHT POLE

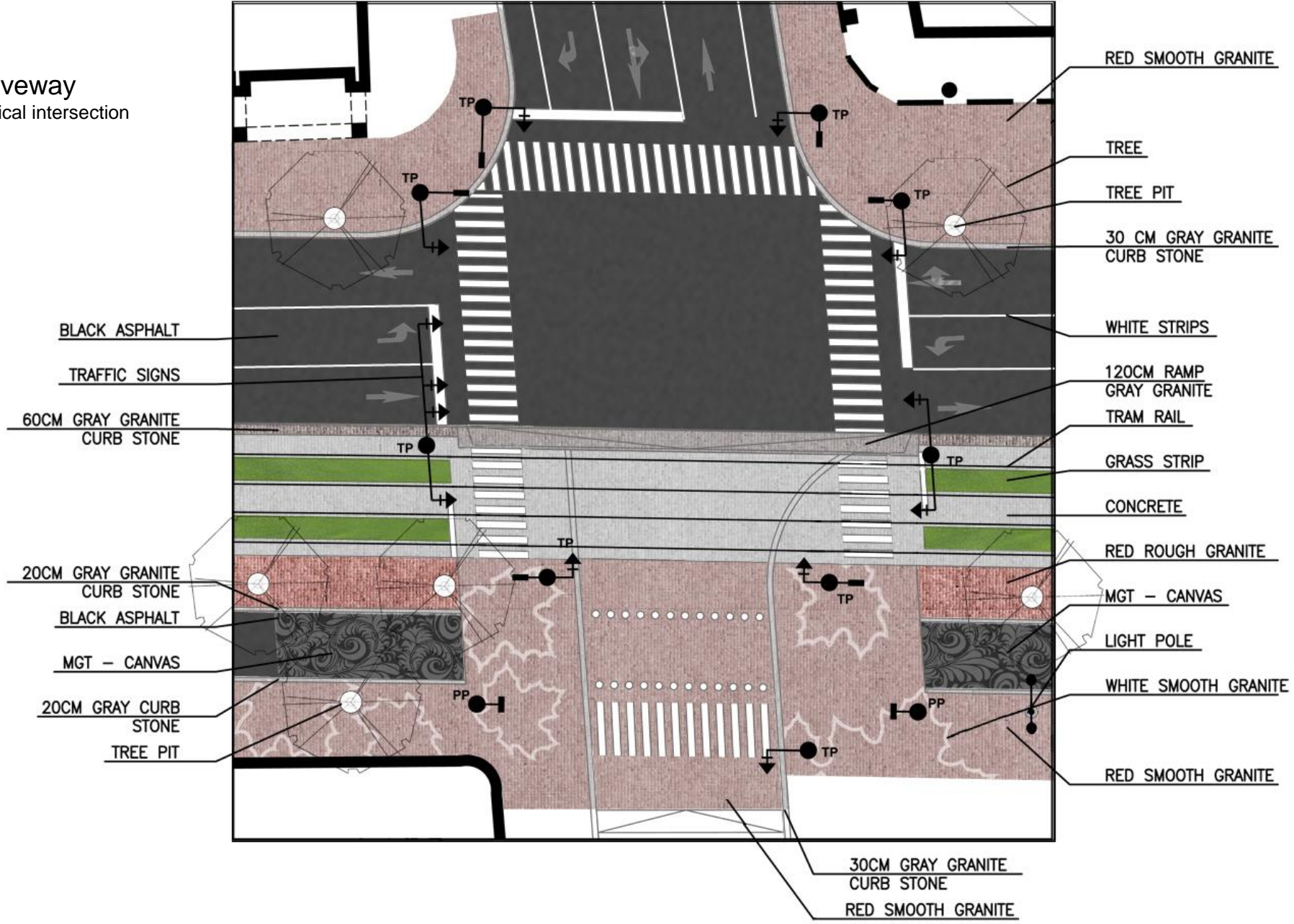
WHITE SMOOTH GRANITE

RED SMOOTH GRANITE

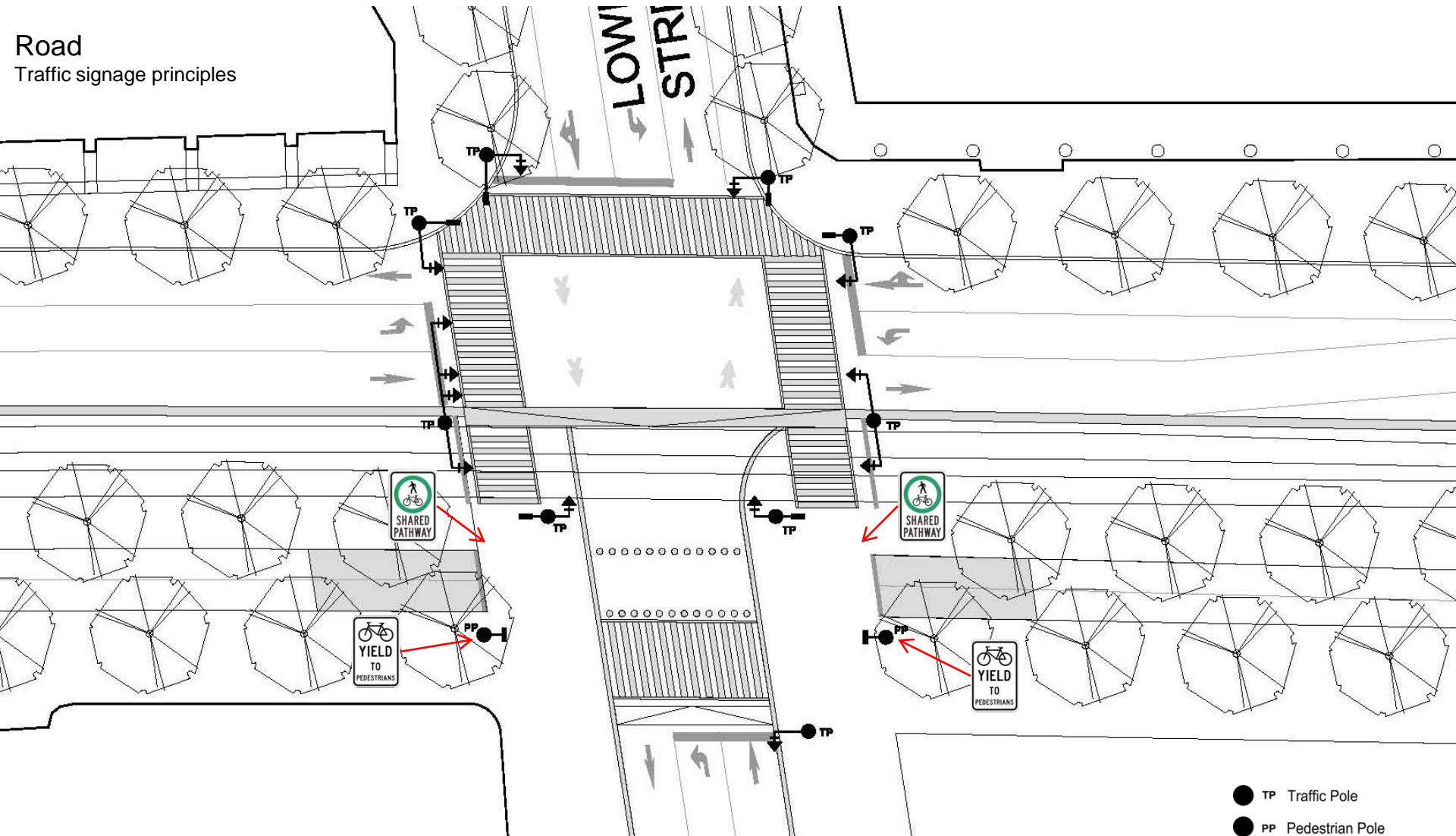
30CM GRAY GRANITE CURB STONE

PALEOTEC

Driveway
Typical intersection

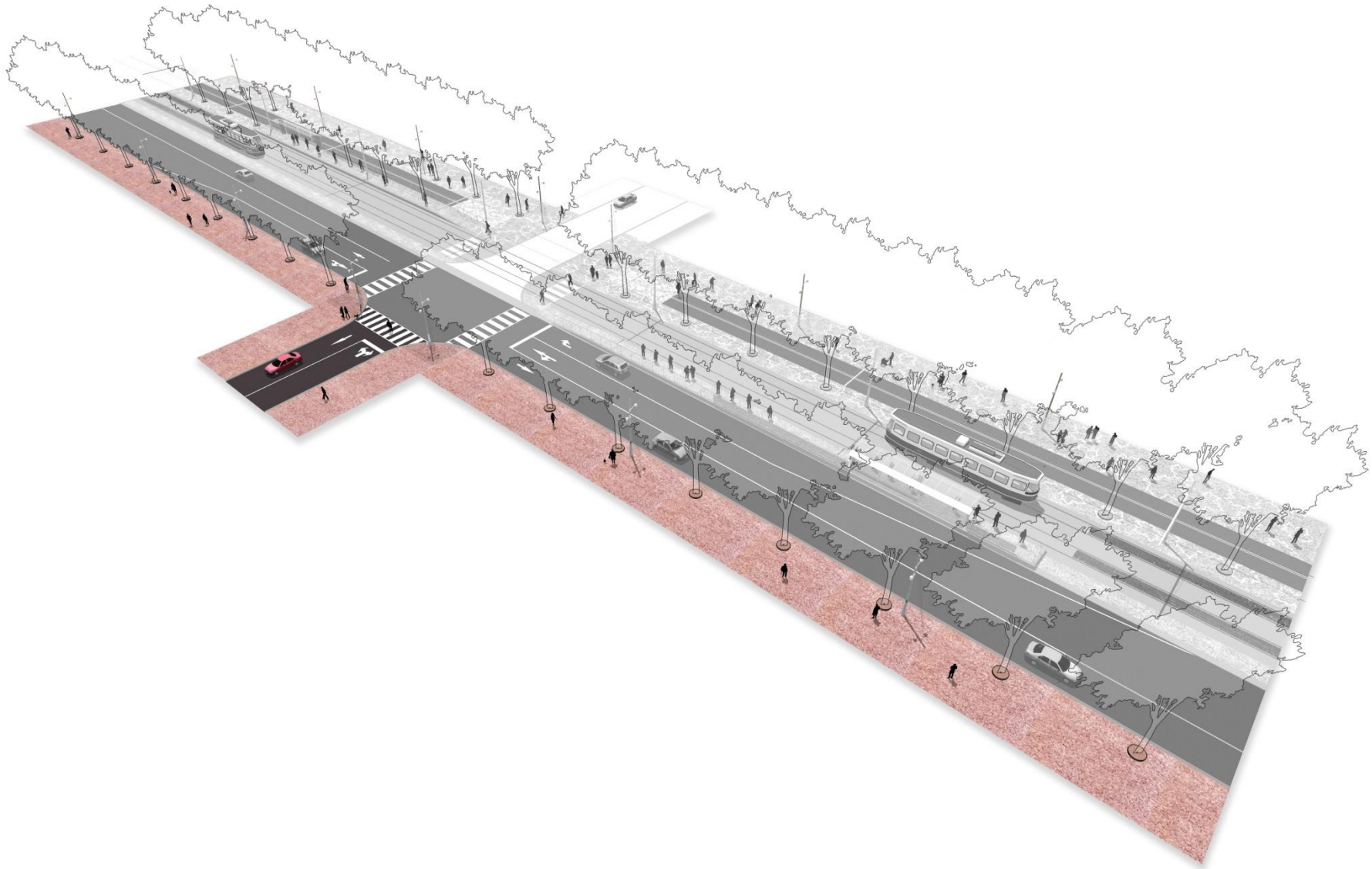


Road
Traffic signage principles



- TP Traffic Pole
- PP Pedestrian Pole
- ← Signal Head
- ▬ Pedestrian Signal Head
- Bike Signal Head

5. NORTH SIDE WALK



North side walk
Illustration



North side walk

Street Elements

Sidewalks should use a higher quality materials than typical Toronto sidewalks.

1. Granite Curb



Caledonia Grey
Waterjet Finish - top
Split Face - vertical face
per EBF Public Realm detail

2. Lighting



Bulk Purchase item
9.0 m Pole
1 Long Arm and 1 Short Arm

3. Tree



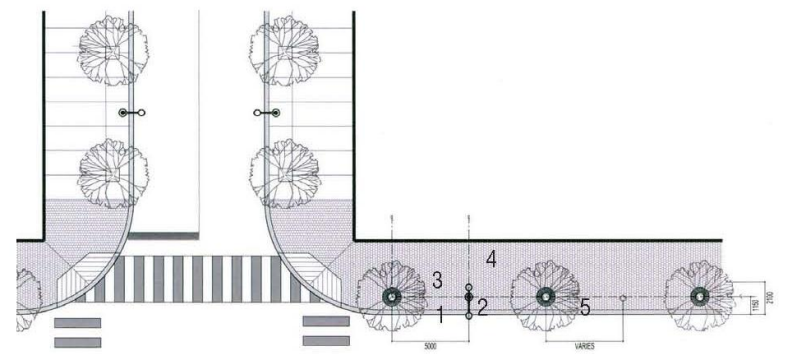
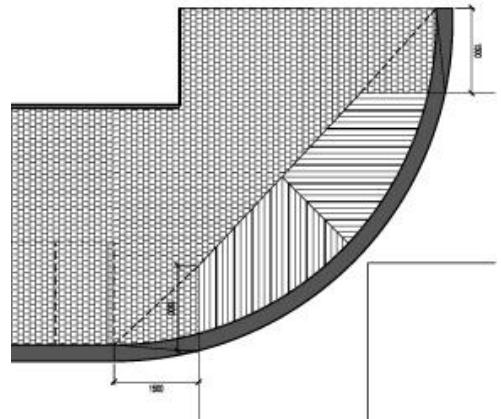
Tree species to be determined
1 type of tree

4. Paving



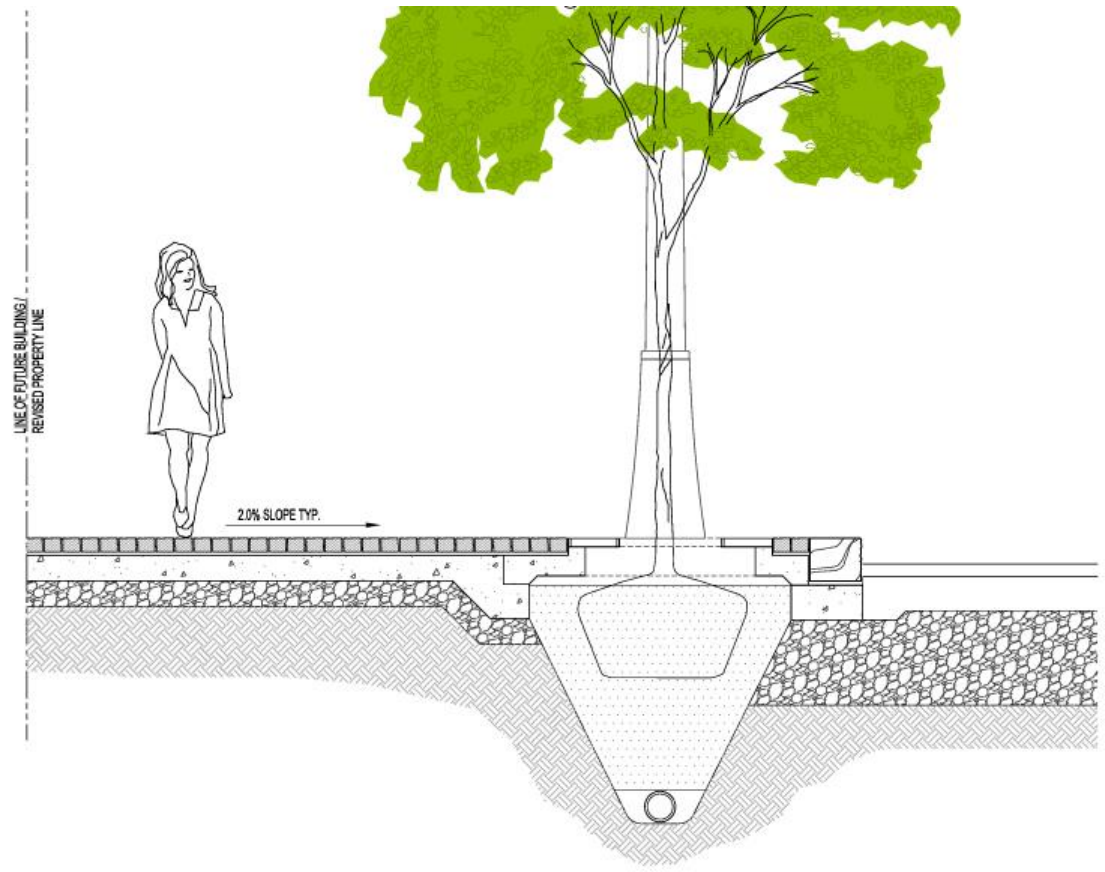
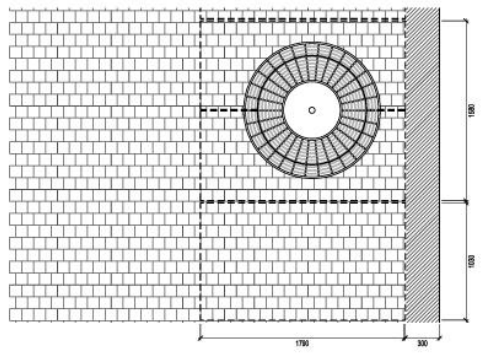
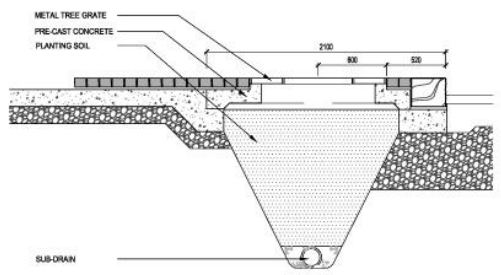
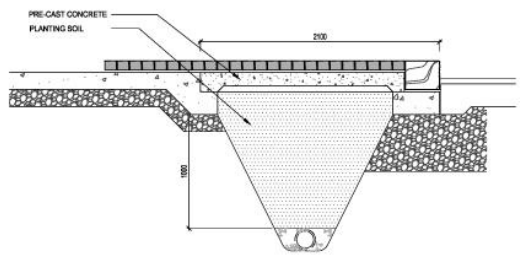
Red granite or concrete
t.b.c.

5. Tree Ring



North side walk

Street Elements

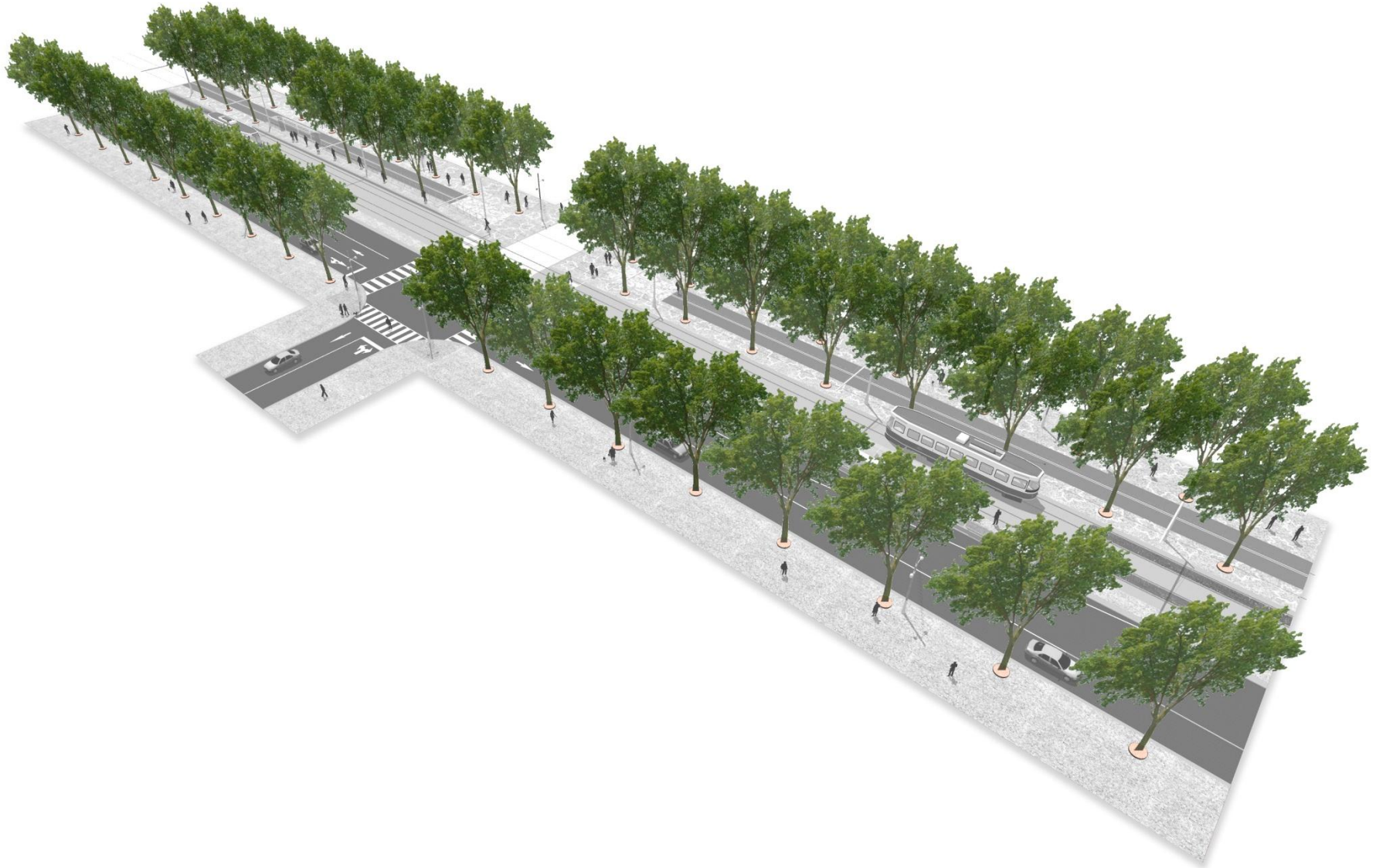


North side walk
Street Elements



Banners, hanging baskets, pots

6. TREE PLANTING STRATEGY

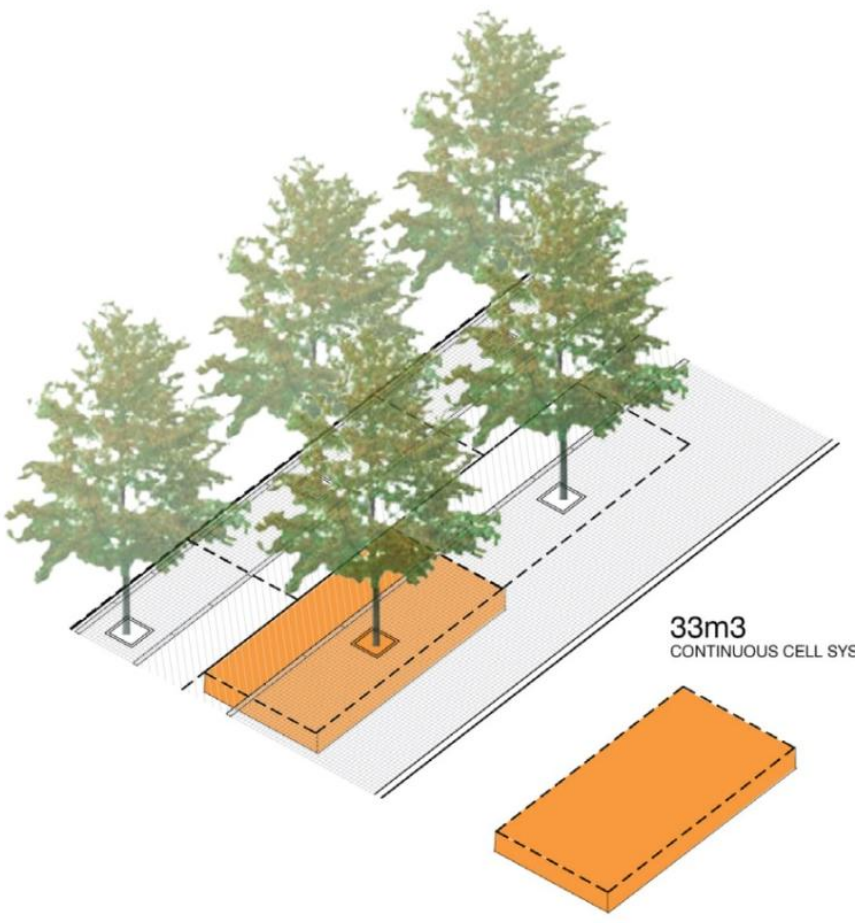


Tree planting strategy

South and North side

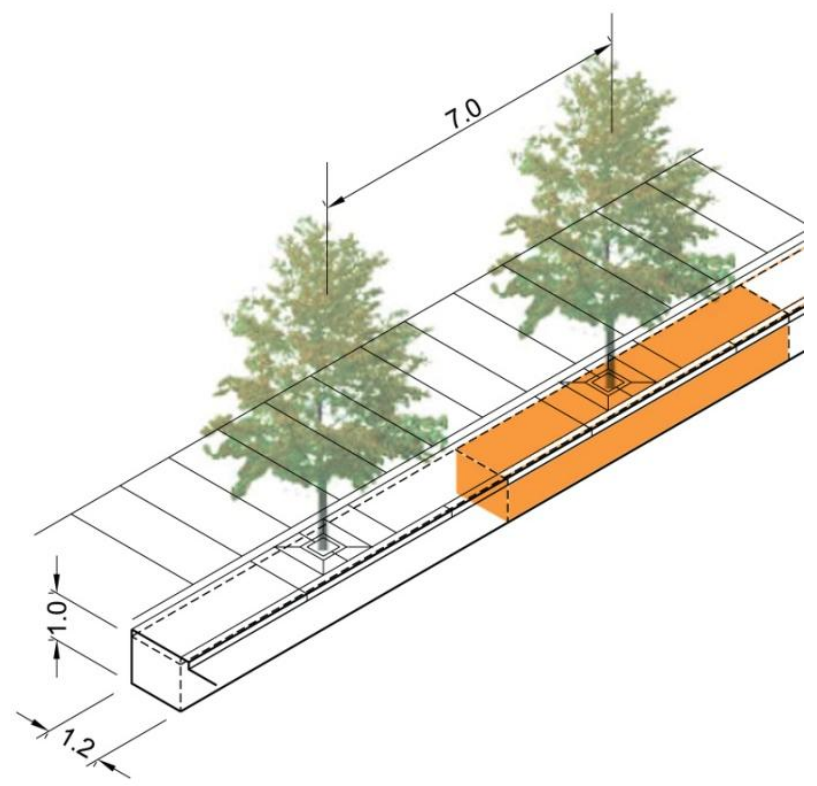
South Side

Continuous silva cell system under trees and Martin Goodman Trail - approximately 33m³/tree



North Side

Continuous tree trench system similar or greater than soil volume of City of Toronto Standard - approximately 8.7m³/tree



Tree planting strategy

Species selection

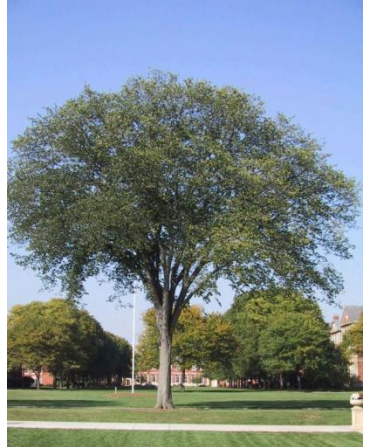
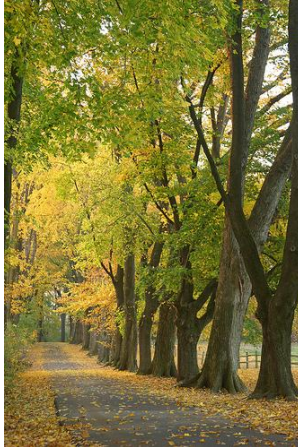
South side: 1 tree species in different cultivars

Option 1



Platanus x acerifolia in different cultivars
(Planetree)

Option 2



Ulmus in different cultivars
(American Elm tree)

Tree planting strategy

Species selection

North side: Diverse variety of native species and hardy cultivars, planted to suit available soil conditions



Gleditsia triacanthos
(Skyline Honeylocust)



Tilia in different cultivars
(Linden)



Pyrus calleryana
(Bradford Pear)



Acer saccharum
(Sugar Maple)



Quercus rubra
(Red Oak)



Ginkgo biloba
(Ginkgo)

7. MATERIALS, FURNISHING

Materials Catalogue

Paving Surfaces

Granite Mosaic
2-tone granite pavers forming mosaic leaf pattern (Outline and Silhouette)



Outline leaf mosaic

Granite Types
Canadian Red and San Sebastian Grey for Mosaic; Caledonia Grey for curbstones on streetscapes



Royal Canadian Red



San Sebastian Grey



Caledonia Grey

Granite cobbles
Size: 90 x 90 x 80mm
Top finish: Light Waterjet
Side finish: Split
Joints: 5-8mm

Concrete unit paver
Paleo Tec auto-blocking precast pavers



Paleo Tec - light grey

Materials & Finishes

Wood
Yellow Cedar - Structural Timbers
Ipe - Decking and Benches

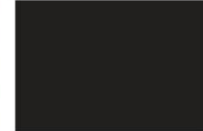


Yellow Cedar - Structural Glulam Timbers

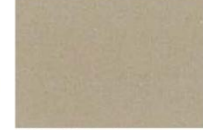


Ipe - Decking and Benches

Metal Finishes
Laser cut steel and cast aluminum with paint system application
Galvanized steel
Stainless Steel - brushed



RAL 7016 Anthracite grey



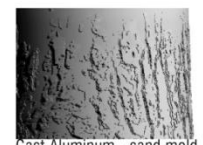
RAL 7048 Pearl mouse grey



Galvanized steel

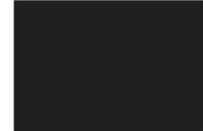


Stainless steel - brushed

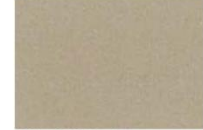


Cast Aluminum - sand mold, bark texture

Colours
For use on signage applications



RAL 7016 Anthracite grey



RAL 7048 Pearl mouse grey



Pantone



Pantone



Pantone

Details
For use throughout the waterfront



Stainless steel guiding spots



Stainless steel handrail



Stainless steel bollard



Galvanized steel mooring



Galvanized steel toe rail



Large sized toe rail



Garbage & Recycling bin



Preserve existing mooring elements where possible - paint anthracite grey (RAL 7016)



Yellow coated warning spots

Furnishing Lighting

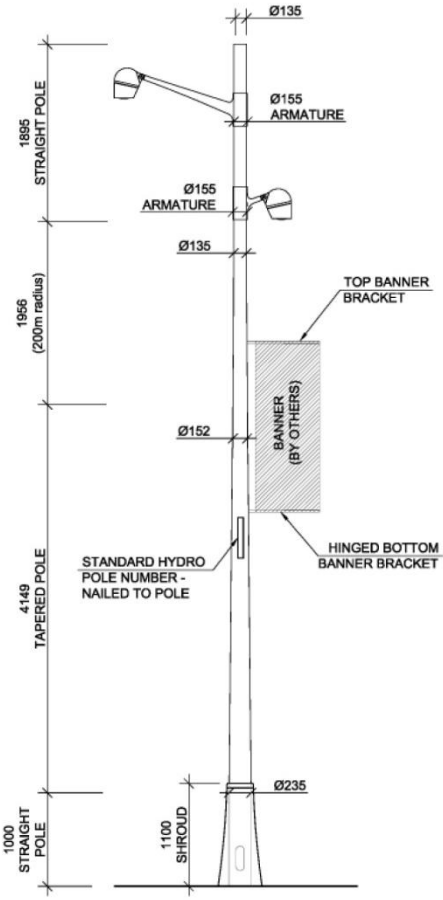
Light Pole
Shroud



(above and below)
Detail of Shroud and texture

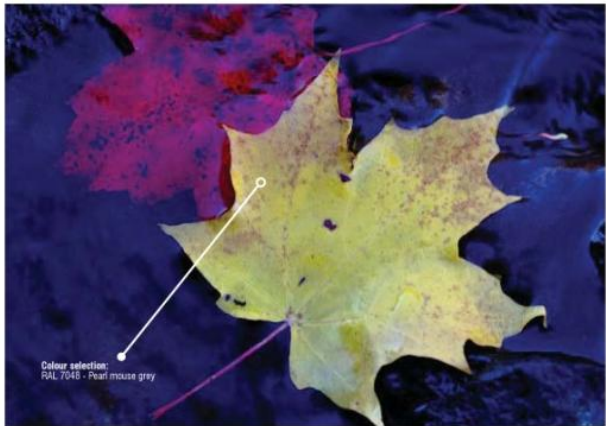
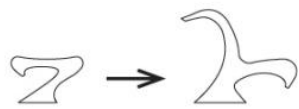


9m Light Pole Major Streets, Queens Quay

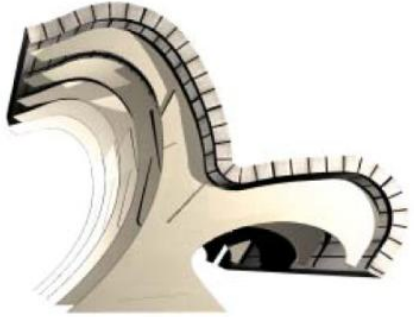


Light Pole
Timber Mast, Cast Aluminum arms, and Olivio Fixtures

Furnishing
Family of Benches



1. Basic bench



2. Bench with backrest



Furnishing

City of Toronto Public Facilities

Basic Transit Shelter
No.101.1



Narrow Transit Shelter
No.101.2



Canopy Transit Shelter
No.101.3



City of Toronto transit shelters should be adopted for Queens Quay Boulevard; however, upgrades are recommended to include a wood (lp) bench inside shelter to match the language of benches proposed for the Central Waterfront.

Note: A special custom shelter design is recommended at the foot of Yonge Street, to be designed in conjunction with the proposed new Ferry Terminal and water transit hub.

Litter/Recycling Receptacle
No.102.1



Litter/Recycling Receptacle
No.102.2



Litter/Recycling Receptacles should be adopted for Queens Quay Boulevard only.

Multi-Publication Structure
No.104.1A



Automated Public Toilet
No.106



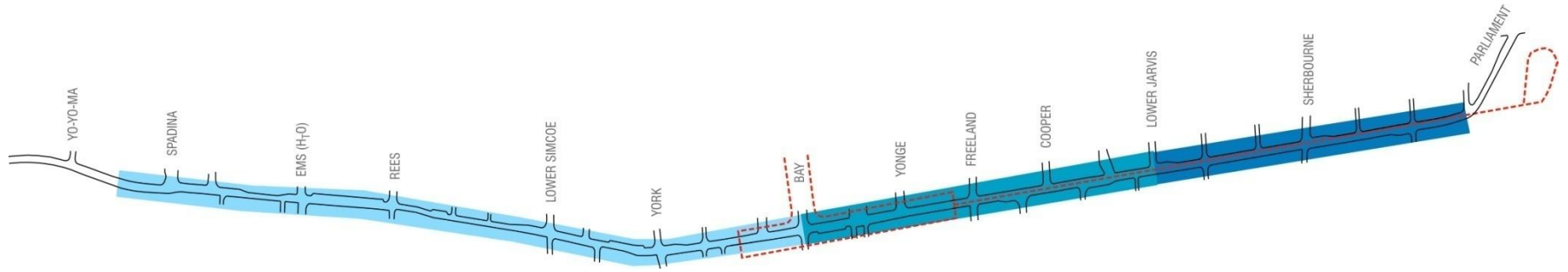
Placement of these structures within the public realm must be carefully considered.



PROJECT PHASING

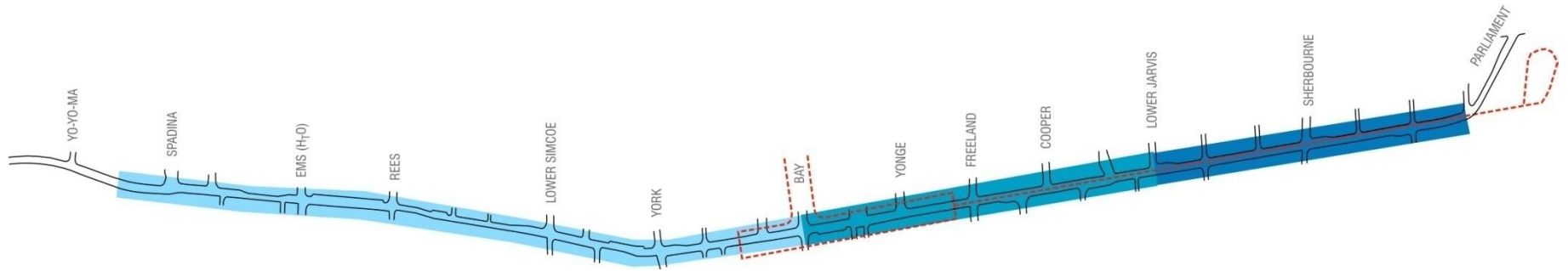


QUEENS QUAY IMPLEMENTATION: SCOPE



segment 1
1360 metres
spadina to bay
\$67 million

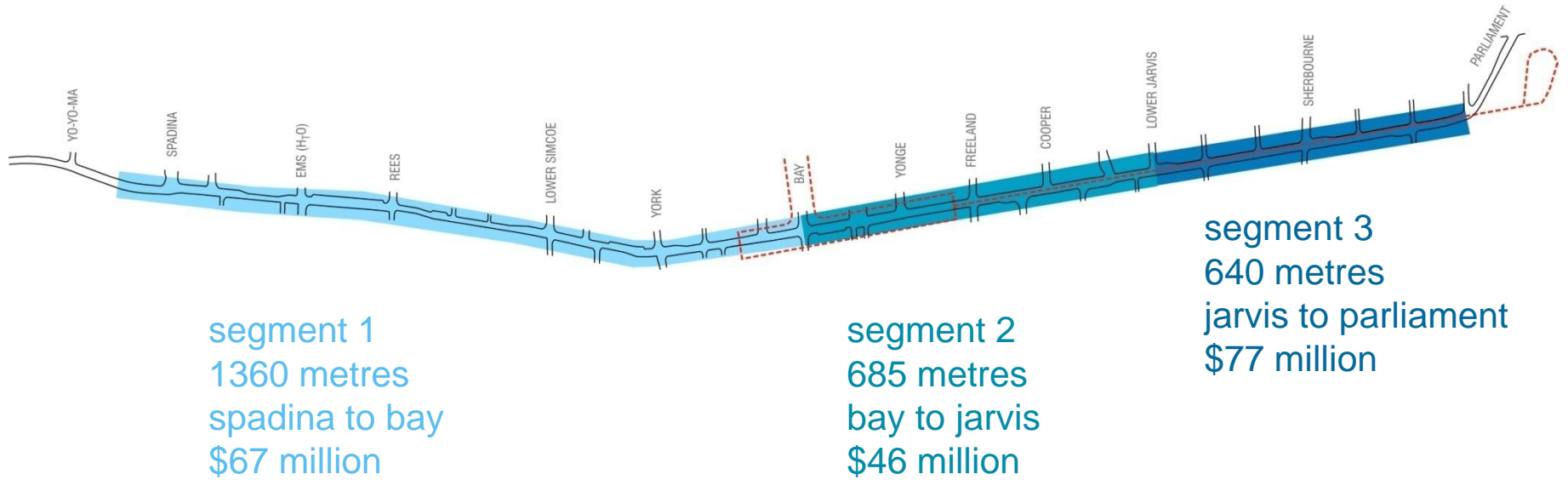
QUEENS QUAY IMPLEMENTATION: SCOPE



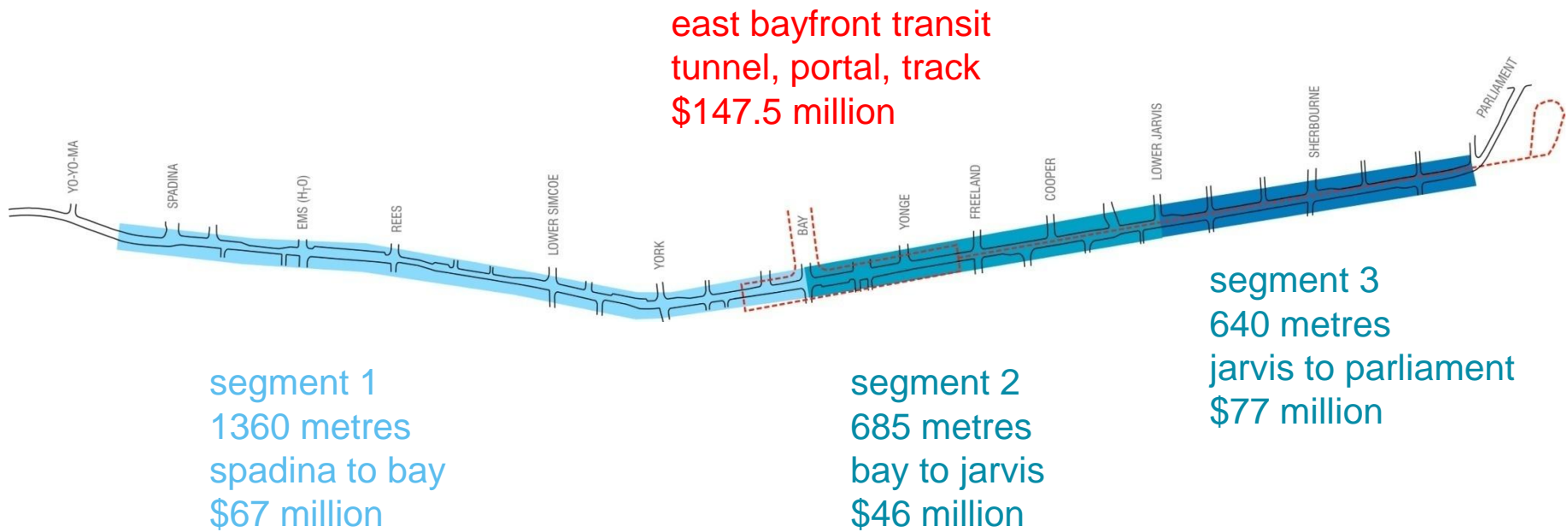
segment 1
1360 metres
spadina to bay
\$67 million

segment 2
bay to jarvis
685 metres
\$46 million

QUEENS QUAY IMPLEMENTATION: SCOPE



QUEENS QUAY IMPLEMENTATION: SCOPE



FUNDING

- Approved \$48 million of funding for the Central Waterfront Precinct (Segment 1)
- Approximately 750 – 800 metres of Queens Quay including promenade
- Proposed \$20 million of funding for East Bayfront (Segment 3)
- Public promenade and Martin Goodman Trail from Jarvis to Parliament



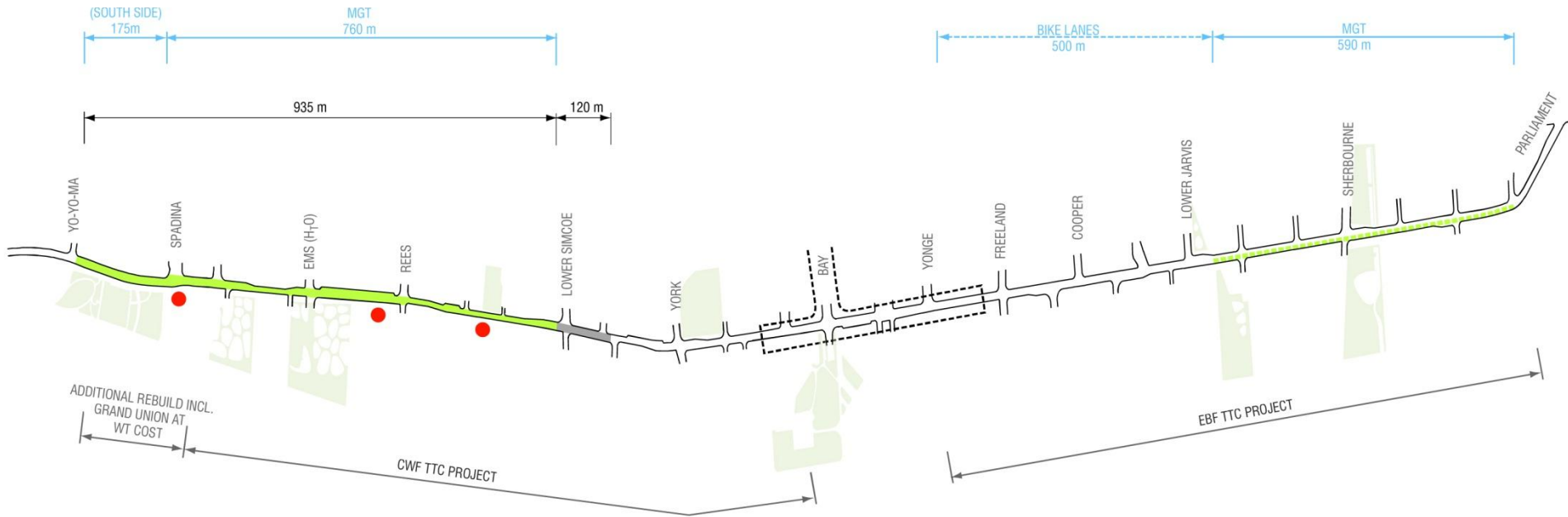
PHASING CONSIDERATIONS

- Visual impact/value of public realm improvements/beautification
- Cycling Benefits
- Ease of transition for pedestrians/cyclists/auto
- Safety for all users
- Business benefits
- Constructability
- Cost
- Minimize temporary conditions
- Strategic coordination with other related projects



CENTRAL WATERFRONT PHASE 1 OPTION #1

Yo Yo Ma to Simcoe



OPTION 1: YO-YO MA TO SIMCOE

Pros:

- Ties in all 3 wavedecks, HTO Park
- Completes vision to west end
- Martin Goodman Trail at east and west ends

Cons:

- Stops short of Harbourfront Centre
- Does not extend to receive pedestrian traffic from Union
- Martin Goodman Trail discontinuous in central area

LEGEND

- Permanent Improvements
 - granite mosaic pavement
 - silva cells
 - Olivio lighting

- Completed Wavedecks

- East Bayfront Linear Park

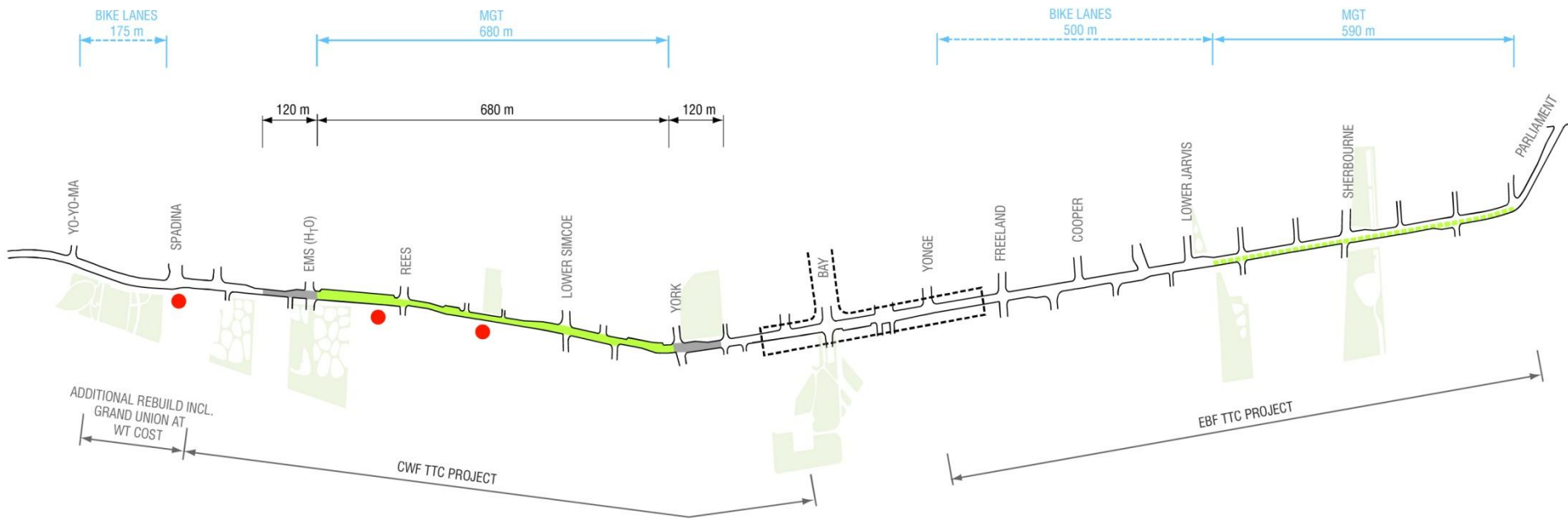
- Martin Goodman Trail Dimensions

- Temporary Connections
 - asphalt road line painting
 - Toronto standard lighting or existing
 - Temporary track reconstruction to meet existing track alignment

Note: NTS (Vertical greater than horizontal scale)

CENTRAL WATERFRONT PHASE 1 OPTION #2

HTO Park to York



OPTION 2: EMS TO YORK

Pros:

- Ties in York Slip, HFC
- Ties in 2 wavedecks, Hto Park

Cons:

- Does not extend to receive pedestrian traffic from Union
- Discontinuous Martin Goodman Trail

LEGEND

- Permanent Improvements
 - granite mosaic pavement
 - silva cells
 - Olivio lighting
- Completed Wavedecks
- East Bayfront Linear Park
- Martin Goodman Trail Dimensions
- Temporary Connections
 - asphalt road line painting
 - Toronto standard lighting or existing
 - Temporary track reconstruction to meet existing track alignment

Note: NTS (Vertical greater than horizontal scale)

CENTRAL WATERFRONT PHASE 1 OPTION #3

Rees to Bay



OPTION 3: REES TO BAY

Pros:

- Completes Harbour Square service road and Bay St. Portal
- Receives pedestrian traffic from Union; Ties in Island Ferry
- Good Martin Goodman Trail coverage in central waterfront area
- Better impact upon exiting Bay Portal

Cons:

- Discontinuous Martin Goodman Trail

LEGEND

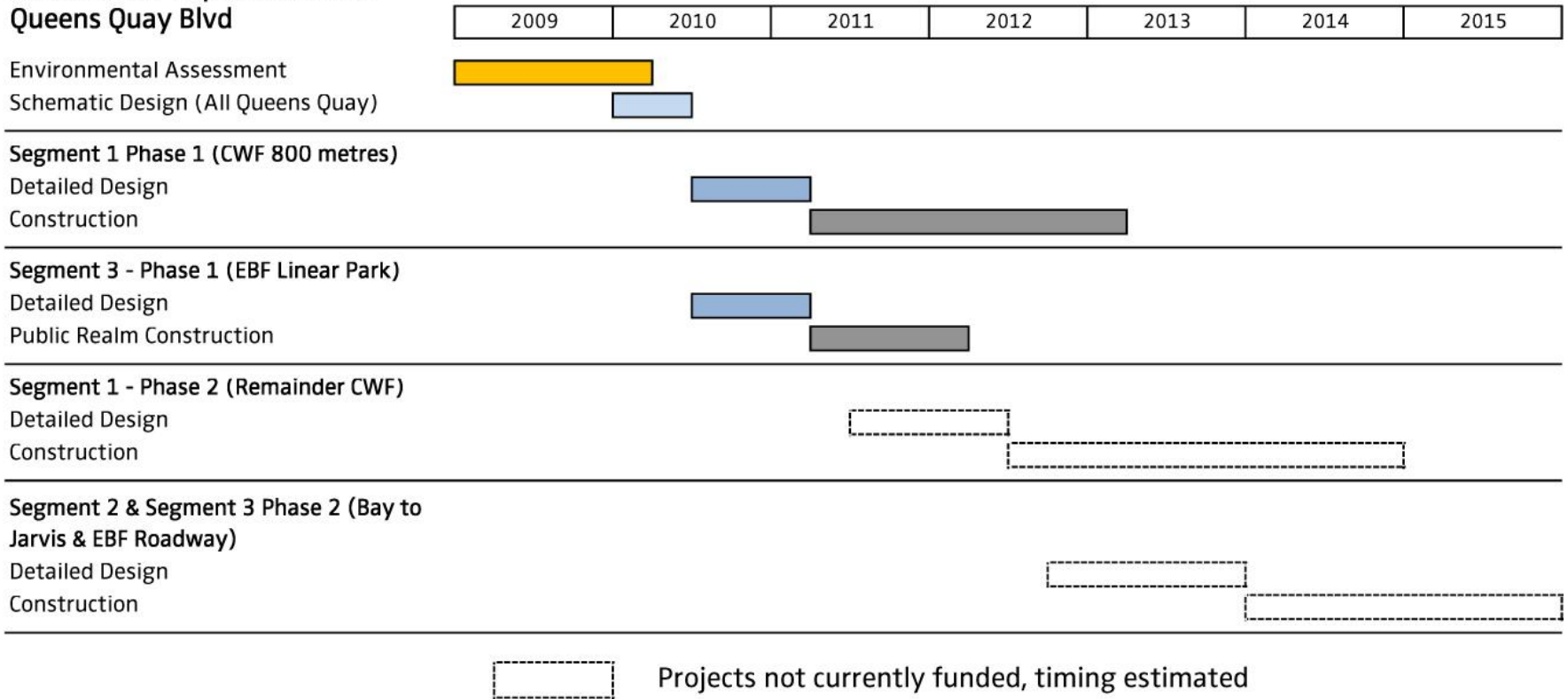
- Permanent Improvements
 - granite mosaic pavement
 - silva cells
 - Olivio lighting
- Completed Wavedecks
- East Bayfront Linear Park
- Martin Goodman Trail Dimensions

- Temporary Connections
 - asphalt road line painting
 - Toronto standard lighting or existing
 - Temporary track reconstruction to meet existing track alignment

Note: NTS (Vertical greater than horizontal scale)

QUEENS QUAY IMPLEMENTATION: SCHEDULE

Schedule for Implementation Queens Quay Blvd



Two month look ahead



2 month look ahead

Begin the following tasks:

- Road alignment
- Material selection
- Tree strategy
- Street furniture
- Street accessory program
- Public art strategy
- Wayfinding & signage
- Utility planning
- Event electrical plan
- Property interface/coordination
- TTC ROW Design
- Preliminary Construction Strategy and Communication Plan
- Preliminary Construction Schedule development

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