



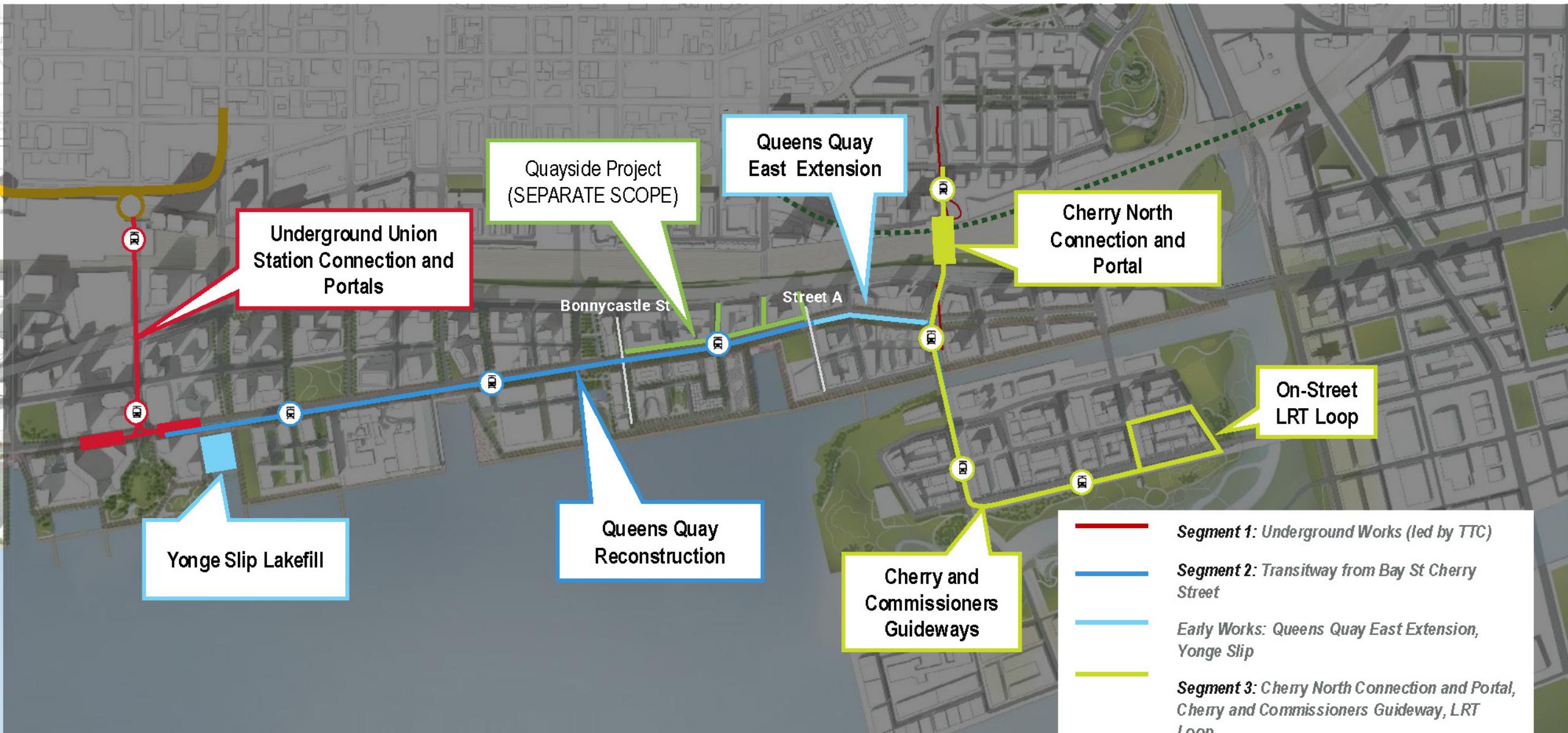
Waterfront East LRT – Segment 2 (Queens Quay East from Bay St to Street A)  
Schematic Design | November 2024

# The Waterfront East LRT (WELRT)

- Extends high-order transit service from Union Station to Ookwemin Minising, enhancing connectivity to the eastern waterfront.
  - Connects an estimated 100,000 residents and creates 50,000 jobs in the eastern waterfront, serving a projected daily ridership of 53,000 passengers
  - Would be among the most popular routes in the TTC surface network.
- The project consists of three segments:
  - Segment 1: Underground Union Station and Portals
  - Segment 2: Transitway and related street reconstruction on QQE, and reconfiguration of Yonge Slip. Segment 3: Cherry Street North Connection and Portal, Cherry and Commissioners Guideways and Ookwemin Minising On-Street LRT Loop

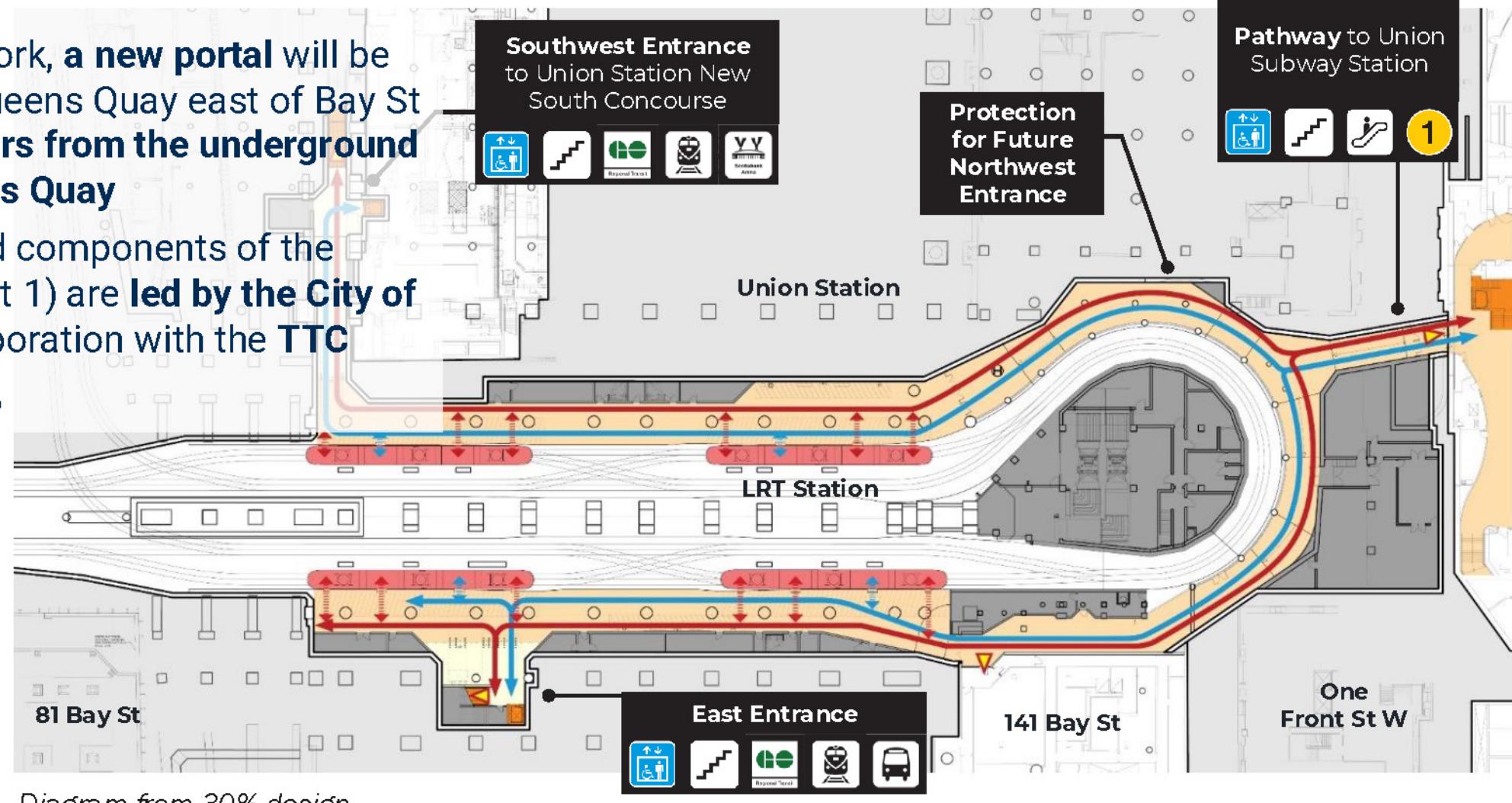
# Waterfront East LRT (WELRT)

WELRT: Segment 2  
Proponent: Waterfront Toronto  
Design Team: West8/DTAH  
Review Stage: Detailed Design



# Segment 1 : Underground Union Station and Portal

- As part of this work, **a new portal** will be located along Queens Quay east of Bay St to **bring streetcars from the underground station to Queens Quay**
- The underground components of the WELRT (Segment 1) are **led by the City of Toronto** in collaboration with the TTC
- Designed to 30%



## Segment 2: Queens Quay East Reconstruction and Extension

- Redesign of QQE to **include an LRT guideway**
- **Extends QQE** from Small St to Cherry St
- Enhances **Martin-Goodman Trail**
- Aims to **improve transit, pedestrian, and cyclist experience** and delineations
- Integrates **green infrastructure** and prioritizes **pedestrian experience** of streetscape
- Currently undergoing **60% Design**



## Segment 3: Cherry Connection North and Portal, Cherry and Commissioners Guideway and On Street LRT Loop



- Connects Queens Quay LRT **north** along Cherry St. to the existing Distillery Loop
- Connects Queens Quay LRT **south** along Cherry St. and Commissioners St. to Ookwemin Minising LRT Loop
- Aims to provide **higher order transit** through **existing and future transit infrastructure**.
- Currently undergoing **60% Design**

*Rendering from 30% design*

# Project Team

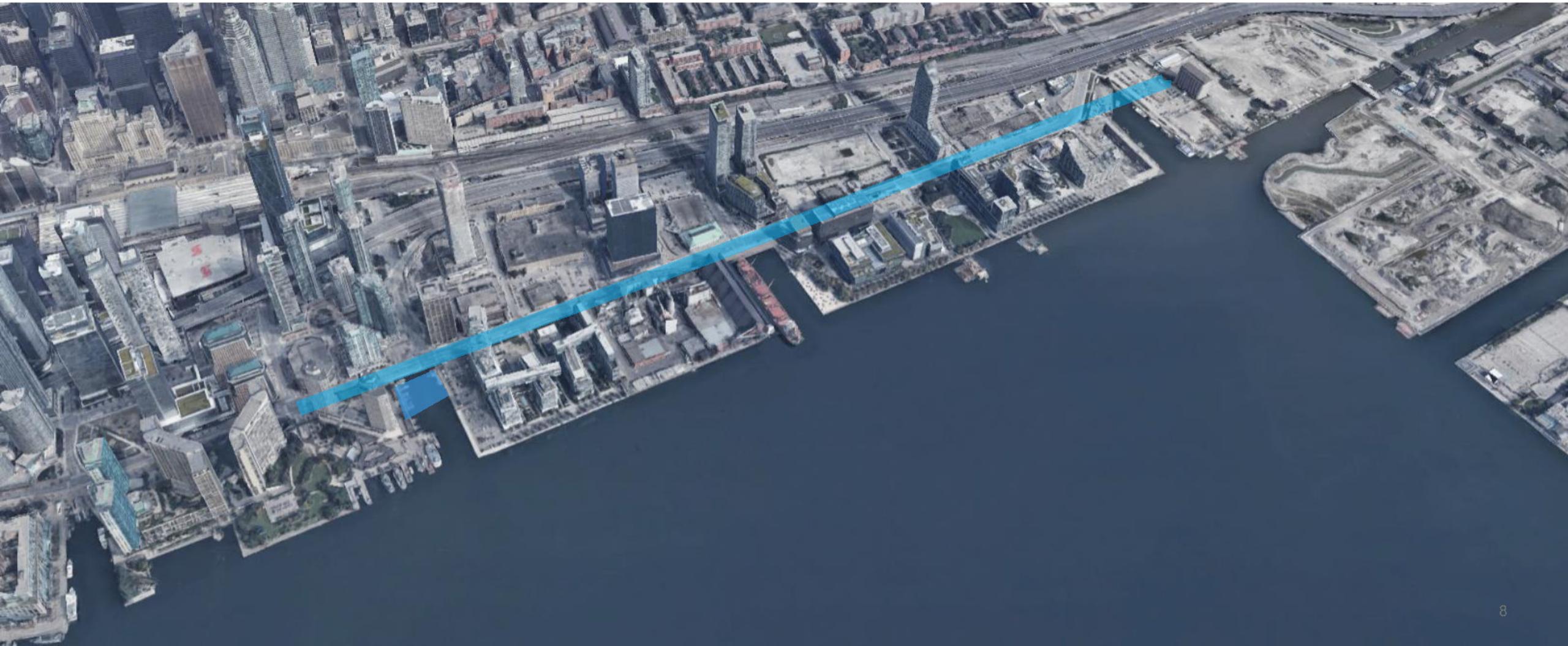


- Led by the City of Toronto (Transit Expansion), in partnership with Waterfront Toronto and the Toronto Transit Commission (TTC)
- Waterfront Toronto is managing the project design for Yonge Slip enabling work, the transitway from Bay Street to the Ookwemin Minising LRT Loop, and the Cherry St North connection.
- TTC is managing the project design for the Underground Union Station Connection and Portals
- The TTC is the planned operator of the future WELRT service



Existing LRT and Public Realm along Queens Quay West

# Focus of Today: Queens Quay East from Bay Street to Street A



# Connector from the Central Waterfront to the East

WELRT: Segment 2  
Proponent: Waterfront Toronto  
Design Team: West8/DTAH  
Review Stage: Detailed Design



# Session Structure

WELRT: Segment 2  
Proponent: Waterfront Toronto  
Design Team: West8/DTAH  
Review Stage: Detailed Design



# Team Organization



# Queens Quay East

Bay Street to Street A

# Project Description

## Description:

- 60% design for transit, streetscape and Public Realm for QQE from Bay Street to Street A, extension from Street A to Cherry Street was an early work, and presented to DRP by Public Work in October 2024)
- This work is an update from the work previously completed in 2022 for Queens Quay East and 2024 for Quayside (Bonycastle Street to Street A)
- Integrate best practices in ecology, mobility, and accessibility integrating lessons learned from QQW, past DRP comments, and comments from our Accessibility Advisory Group (March 2025)

## Timeline:

- Full 60% Design Development Package complete with Risk Assessment, and Costing by September 2025
- Future phases of design and implementation subject to funding.
- Estimated project timeline (assuming funding pro

# Queens Quay East Project Objectives:

**Create a Connected Waterfront:** Extend a primary lakefront boulevard that links existing and emerging precincts, parks, and public spaces while establishing a cohesive and recognizable identity across the waterfront

**Establish an Active Transportation Corridor:** Improve safety and legibility at intersections and enhance cycling conditions throughout the corridor

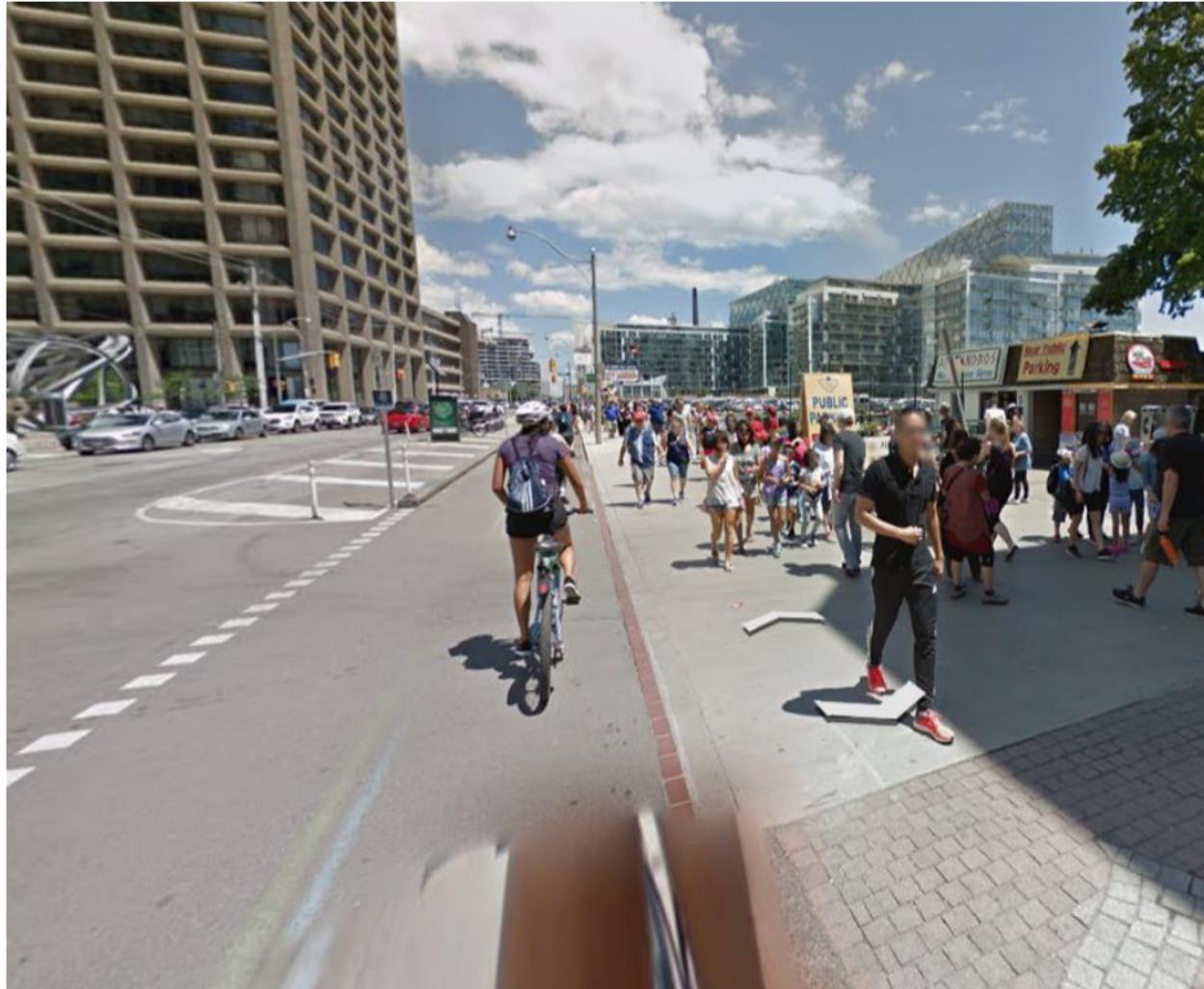
**Integrate Urban Ecology:** Integrate green infrastructure, expand the tree canopy, and establish an eco-corridor to support urban biodiversity and habitat

**Strengthen Placemaking:** Ensure continuity with Queens Quay West through the use of durable materials and high-quality craftsmanship; design for flexibility to accommodate closures and programming; and foster spaces that support social interaction



# Queens Quay East Today

QQE at Yonge St facing East



QQE at Redpath facing East



# Queens Quay East Today

QQE at Jarvis facing East



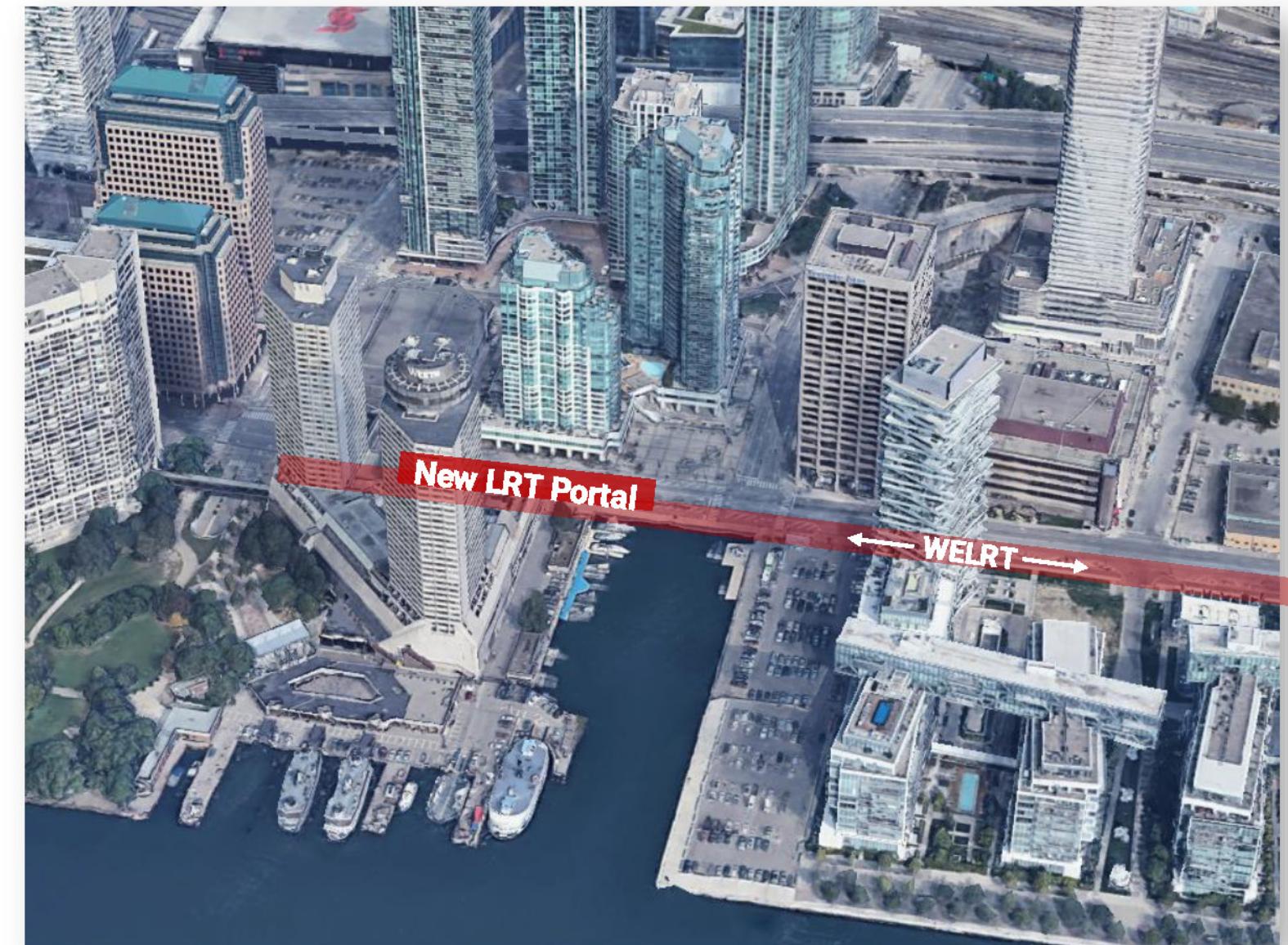
QQE at Sherbourne facing East



Yonge Slip

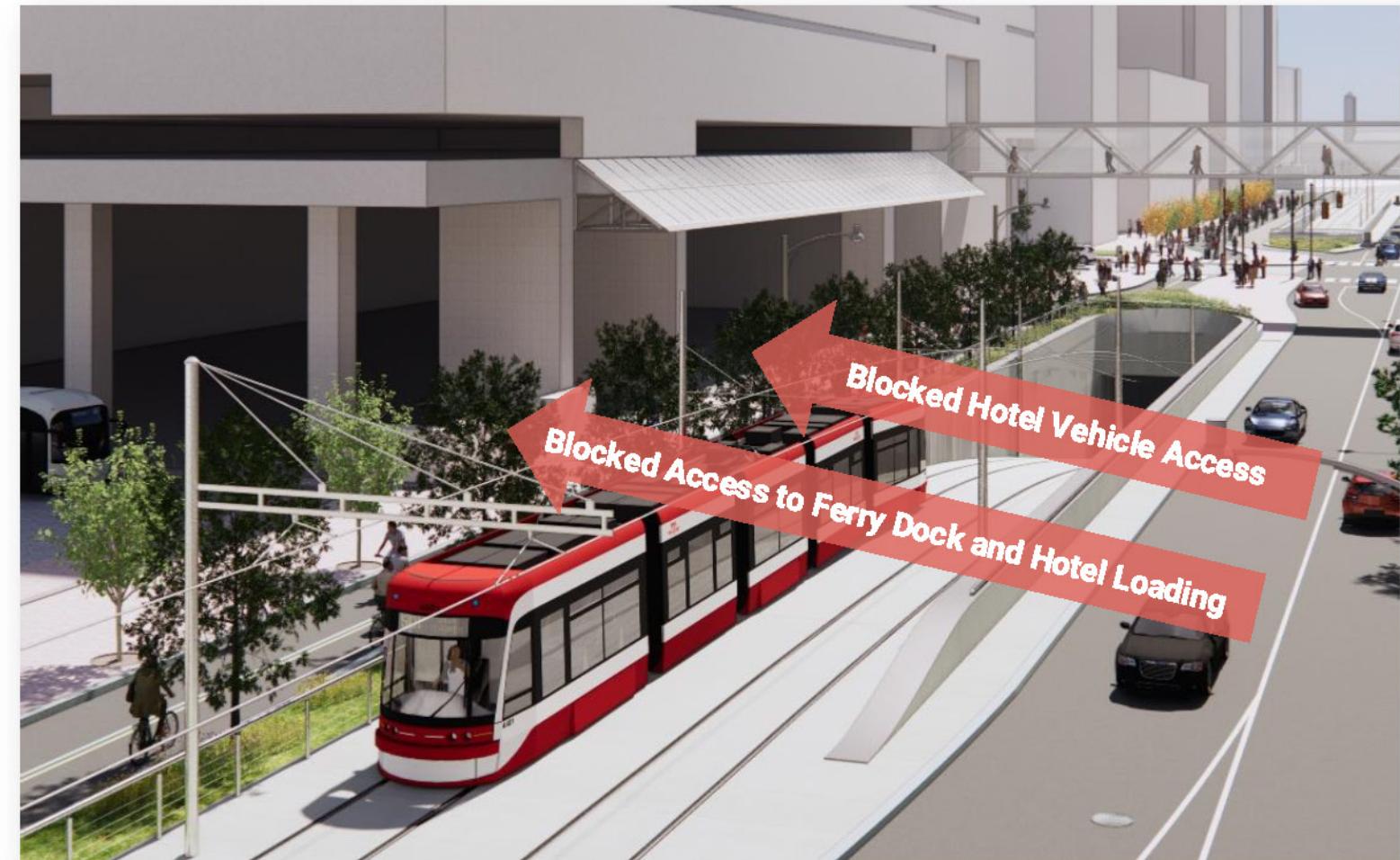
# Location & Context

- Will be just southeast of the new LRT Portal



# Yonge Slip Lakefill Considerations

- **Access Reconfiguration:** Vehicle access from Queens Quay East (QQE) to the Ferry Terminal and Westin Harbour Castle Hotel will be blocked once TTC builds the LRT portal connecting Union Station to QQE.
- **New Road Construction:** A new road will be constructed south of QQE, connecting to the QQE/Yonge Street intersection, to maintain vehicle access to the hotel and ferry terminal.
- **Lake Fill Requirement:** Some lake infill at Yonge Slip is required to build this new roadway.
- **Early Works:** The lake infill is a critical early phase of the LRT project, allowing vehicular access to the Hotel and the Ferry Terminal once the LRT portal is constructed.



Impact of new LRT portal on existing access to hotel and Ferry Terminal

# Existing Uses at Yonge Slip



**18,000+**  
pedestrians/day



**7,000+**  
cyclists/day



**1,000+**  
vehicles/day entering  
hotel and ferry  
terminal



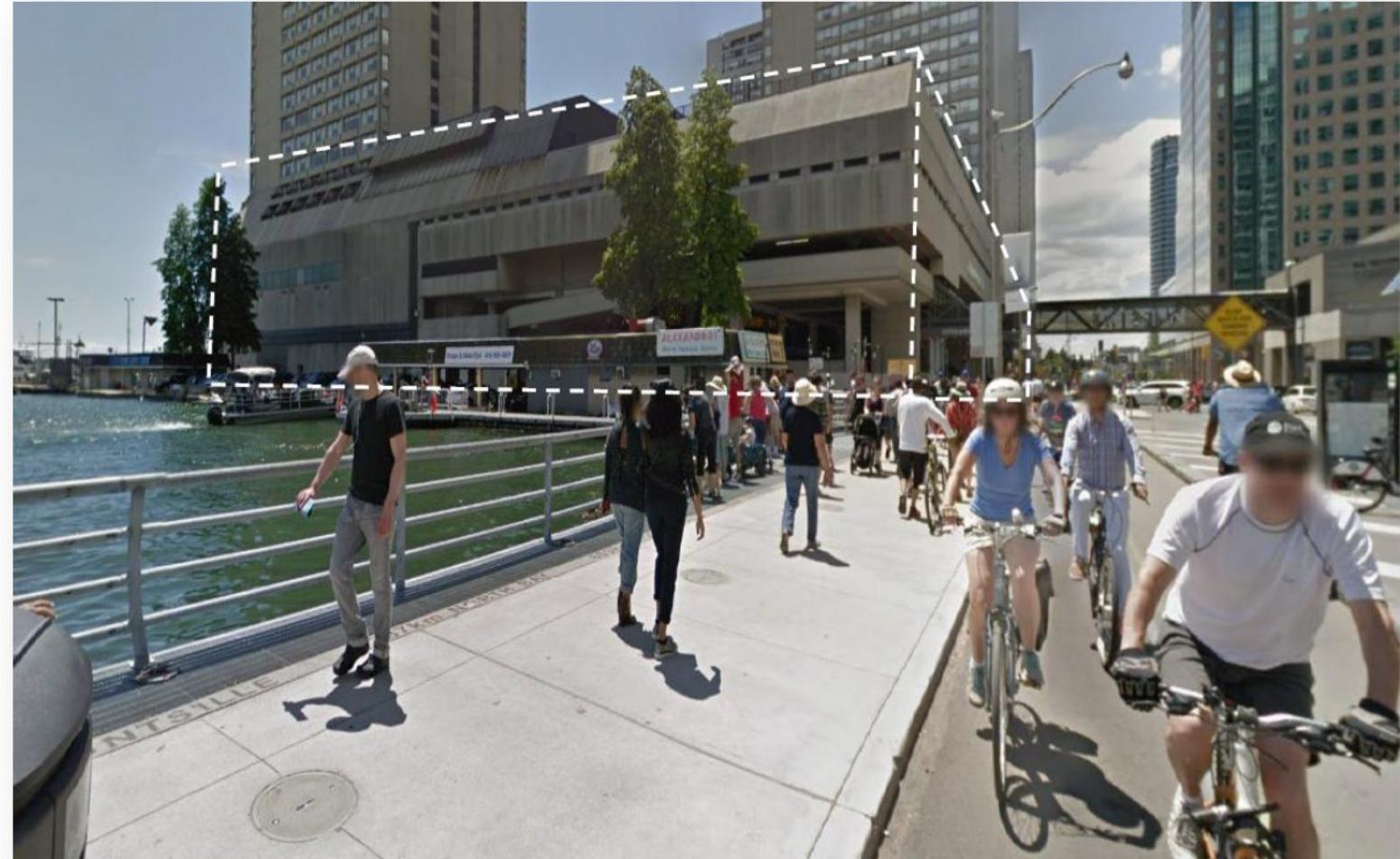
**25**  
water taxis docked in  
slip



**65**  
trucks/day  
accessing the hotel  
loading dock



**2**  
buses loading  
at a time

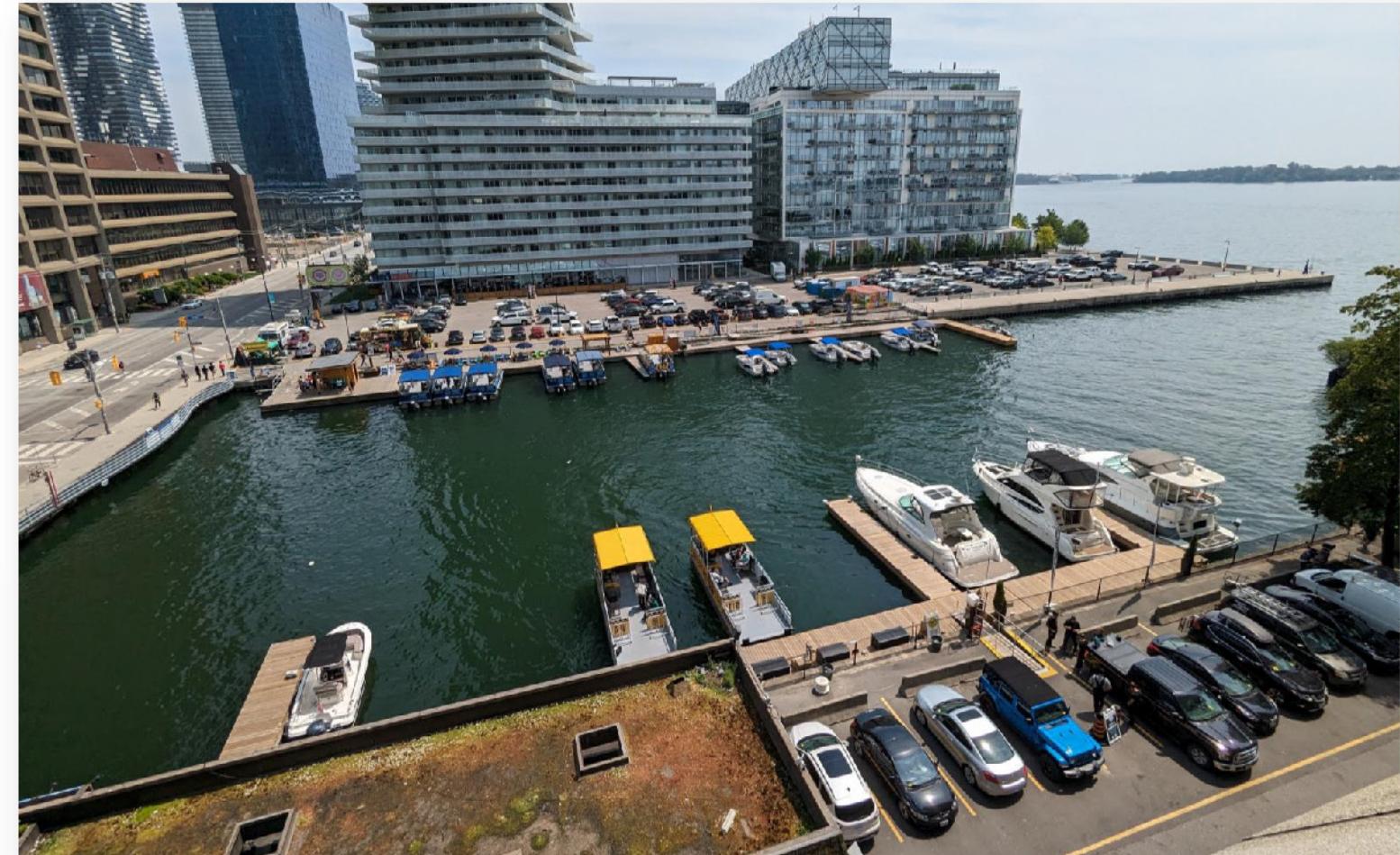


**Daily Peak data informed through video analysis from  
summer 2024**

# An Existing Marine Hub

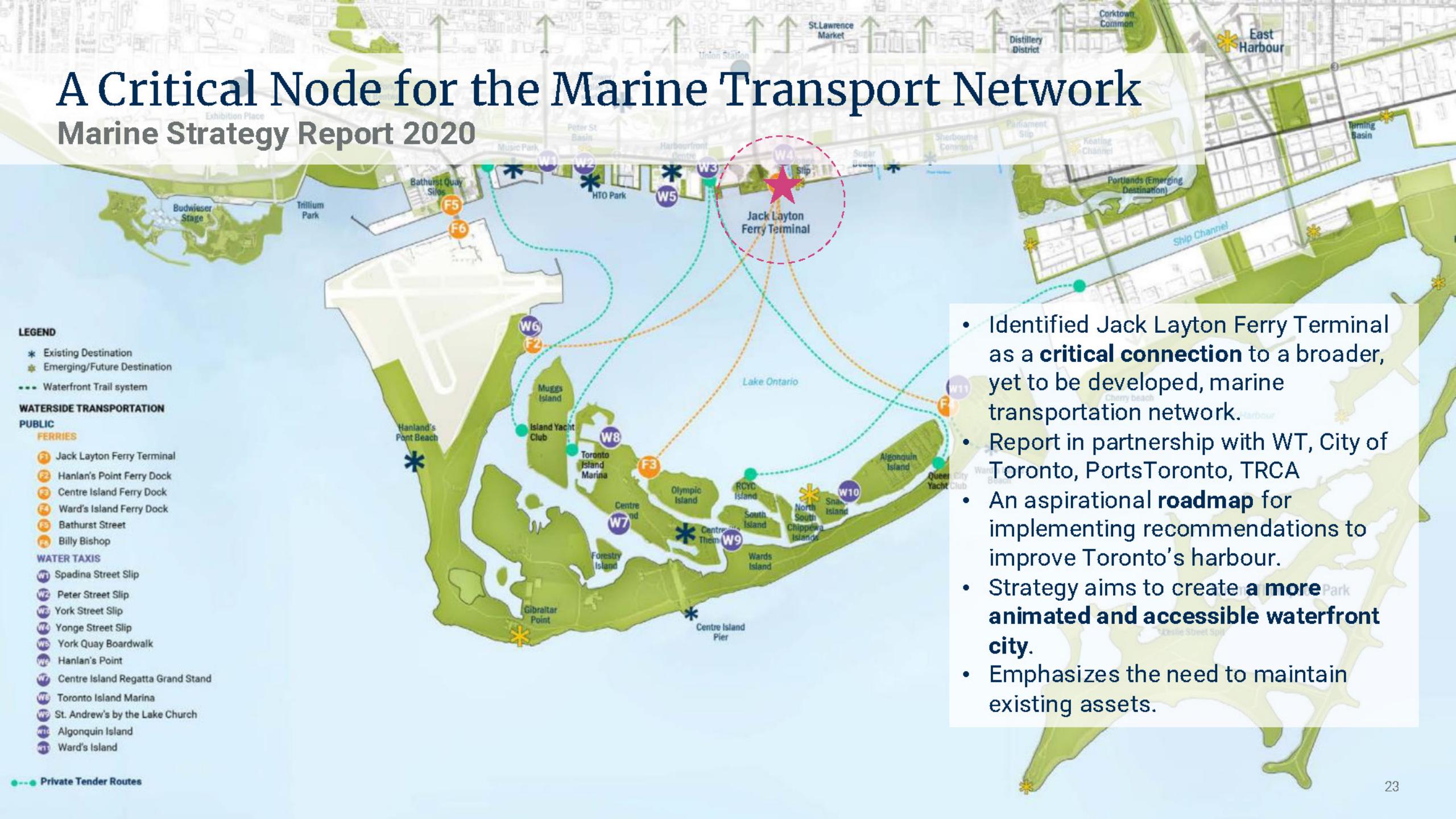
Yonge Slip serves as an **important marine hub** along the waterfront, and its activity is expected to continue to **grow**.

- Ferry Terminal
- Water taxis
- Private boat rental



# A Critical Node for the Marine Transport Network

## Marine Strategy Report 2020



# Yonge Slip Design Objectives

## **Design & User Experience**

- Deliver a balanced design that serves all users
- Ensure safety, legibility, and accessibility throughout the site
- Provide shade and comfort for water taxi passengers that is off the street and on the WaveDeck
- Create a centralized water taxi hub for pickup/drop-off only
- Offer seating and flexible public space on the WaveDeck
- Accommodate HSU, bus, and vehicle access for the Westin and ferry terminal
- Include a dedicated loading zone for one bus

## **Site Optimization**

- Minimize lakefill to reduce environmental and cost impacts
- Rationalize dockwall geometry to form a straight slip head
- Establish a delineated driveway for Westin and Ferry Terminal vehicles only
- Reduce the driveway footprint and enable vehicle turning on the WaveDeck where needed
- Balance pedestrian and vehicle needs to improve safety while organizing the Westin drop-off and encouraging the hotel to better connect to the waterfront

## **Placemaking & Integration**

- Mark the foot of Yonge with a bold, unifying concept that ties the elements together and resonates with visitors, and also ties into the family of heads of slips already established along the waterfront
- Connect the WaveDeck to marine activation
- Revise the gangway design for the floating dock to fully integrate Waterfront Accessibility Design Guidelines and support an accessible waterfront

# WDRP Consensus Comments from March 2021 Queens Quay Corridor

- Ensure the mandate of **“leading with landscape”** is at the forefront of the design.
- The **winter experience** of the street is important, ensure specific design elements such as the heated elements are thoroughly considered, and the cost benefits are carefully evaluated.
- Consider the **slips as “windows” to the lake** as they are key vista opportunities for pedestrians and ensure the designs strongly support this idea. Provide views down the key slips for review.
- Consider further development on the **heads of slips**. It is important for the heads of slips to have a common design language as special places related to the cottage country and Georgian Bay concept developed in the competition.

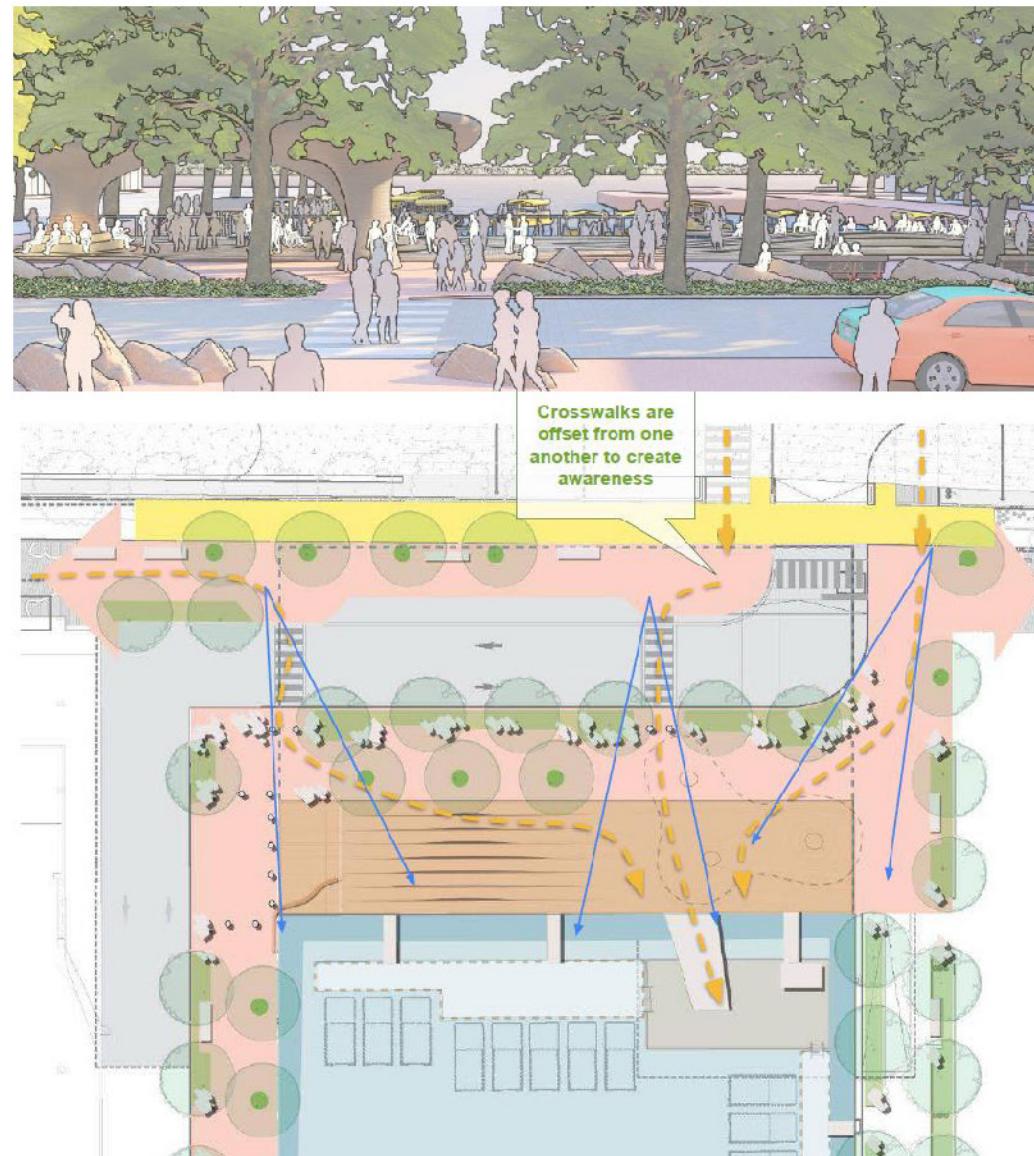


View from 30% Design

# WDRP Consensus Comments from November 2024

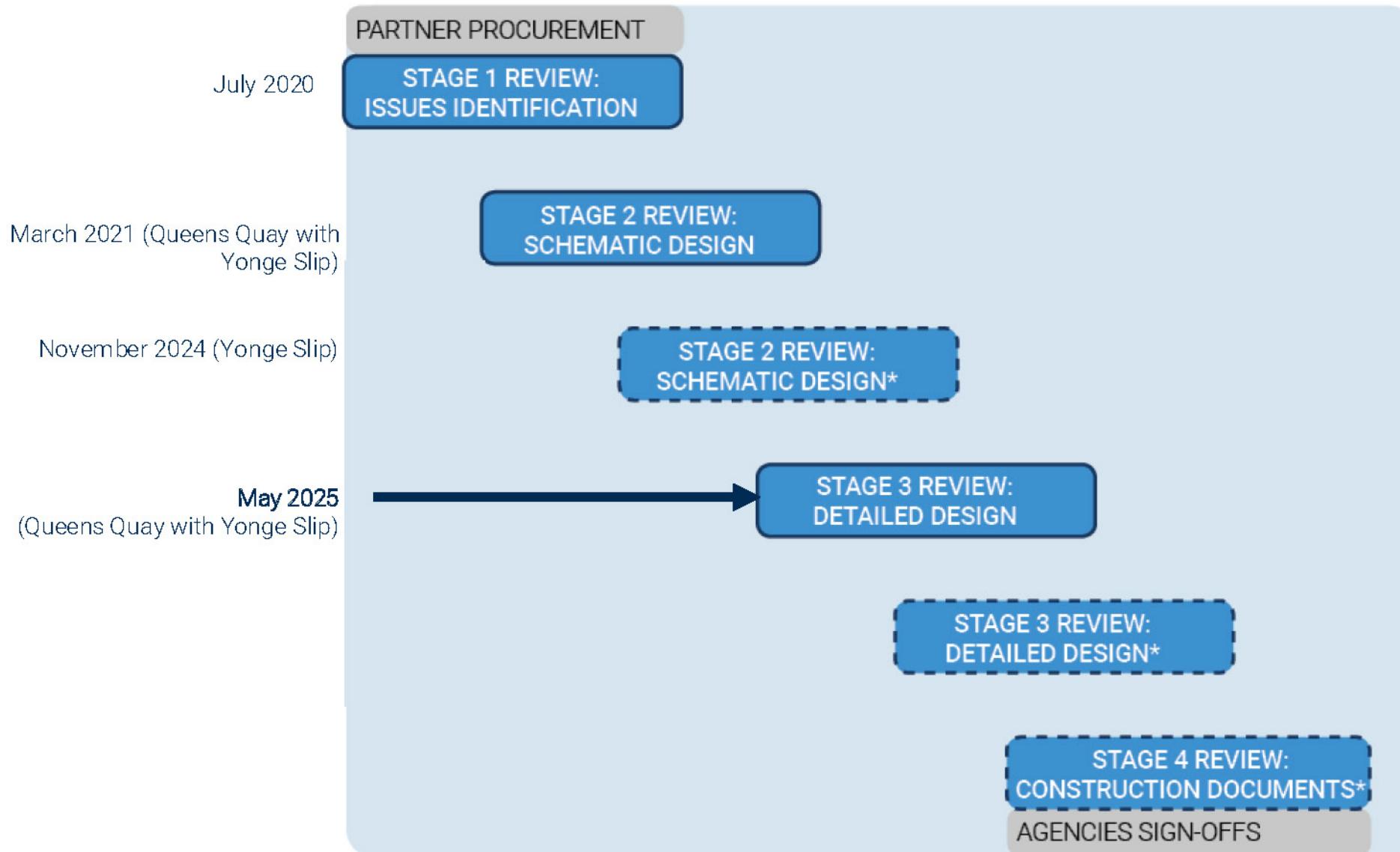
## Yonge Slip

- The site is one of the **most important sites in the waterfront** and a culmination of all of the previous WaveDecks, the design has to both respond to complex site conditions while creating a very special place.
- The Panel questioned whether this is the best we can do in **celebrating the foot of Yonge Street** and felt that more could be done.
- Plan for very **high pedestrian traffic**, utilize traffic data that considers future density of the immediate context.
- Consider the future Yonge Street Park in the **long-term vision of the slip** and ensure the two will work together to celebrate Yonge Street.
- Provide more information on the **aquatic habitat** conditions of the design at the next review.
- Consider the important **Indigenous history and importance of Yonge Street** – connecting Lake Ontario and Lake Simcoe – in the design.
- Continue to develop the design further to maximize **pedestrian public realm** and **minimize vehicular intrusion**
- Consider an “upper” and “lower” WaveDeck strategy where the **floating dock feel part of the language of the WaveDeck**.
- Consider **year-round use** and seasonality in both the design and material selections.
- Some Panel members felt it is important for the WaveDeck to not be cluttered with water taxi related infrastructure like advertising and kiosks, and recommended strong signage regulation to protect the public nature of the WaveDeck.
- Some Panel members felt the railing is not necessary, instead toe-rail is likely sufficient based on other slips.
- The bus/ taxi layby inhibits pedestrian movement, consider its need and if it can be relocated and replaced for more landscaping.



# DRP Stream 2: Public land Project Approval Stage

WELRT: Segment 2  
Proponent: Waterfront Toronto  
Design Team: West8/DTAH  
Review Stage: Detailed Design



## Areas for Consideration

- How can the **connection between the WaveDeck and Marine life** be further enhanced?
- Is this proposal **cohesive and well-integrated** with the broader waterfront revitalization efforts? (wavedecks/water's edge promenades/future ferry terminal upgrades/future Yonge slip park)

## Areas for Consideration: Queens Quay Corridor

- How might we strengthen the **integration of green infrastructure** and enhance the site's ecological performance?
- What additional strategies could improve the **arrival experience** at intersections and slip heads?
- Have we successfully achieved safety and delineation between pedestrian / cyclists / transit / vehicles?



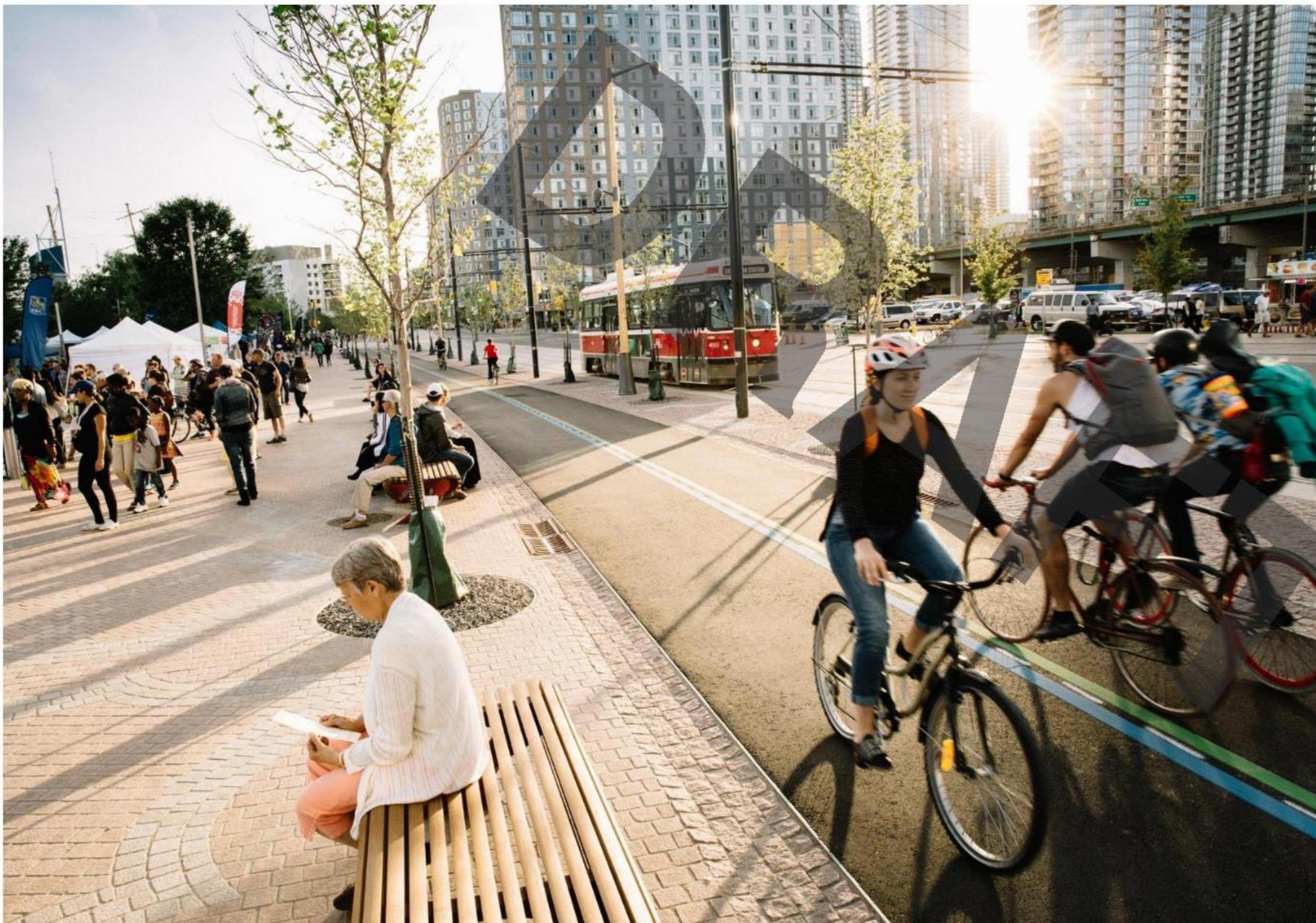
# QQE 2A 60% Design Design Review Panel

May 28, 2025

**WEST 8 + dtah**

# Enhancing Toronto's unique waterfront spine

## Design brief for Queen's Quay Boulevard East



Queens Quay West public realm

### Queens Quay East Design Brief:

1. Keep what is **special and iconic** about Queens Quay West.
2. Enhance the **consistent yet distinct identity** of Queens Quay East.
3. Update design with **best practices and lessons learned** since 2012.

# Context & Introduction

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Design Brief and Scope

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



# Central Waterfront Masterplan

Three interwoven threads activate the waterfront

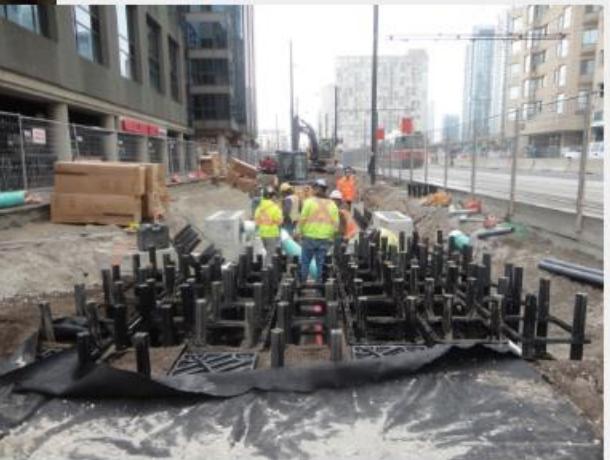


# QQE connects 1.6km of new communities

New social and green spine of public life



# Queens Quay Boulevard: transforming West to East



Innovative urban forestry



Culture and placemaking

Social connective tissue  
for new and upcoming  
communities



Robust streetscape as a  
park-like public space

# Extents of the design

## WELRT Area 2A Scope of Work



**YONGE SLIP EARLY WORKS**

**QUEENS QUAY EAST (BAY to STREET A)**

# Agenda

## 1. Design Vision

- What's changed since 30%?

## 2. Placemaking and Ecology

- QQE's Unique Identity
- Systems approach
- Moment typologies
- Planting
- Paving Pattern

## 3. Arrival and Welcome

- Heads of Slip
- Trees as Accents
- Intersection Design
- Wayfinding

## 4. Transit Connections

- Transit Stop Design
- Intersection Design

## 5. Sitewide Strategies

- Furnishing
- Lighting
- Stormwater
- Snow Storage
- Pickup and Dropoff

## 6. Block-By-Block Walkthrough

- Bay to Yonge
- Yonge to Redpath
- Redpath East
- Jarvis Slip
- Jarvis to Sherbourne
- Sherbourne Arrival
- Bayside/Quayside
- Parliament Slip

# Design Vision

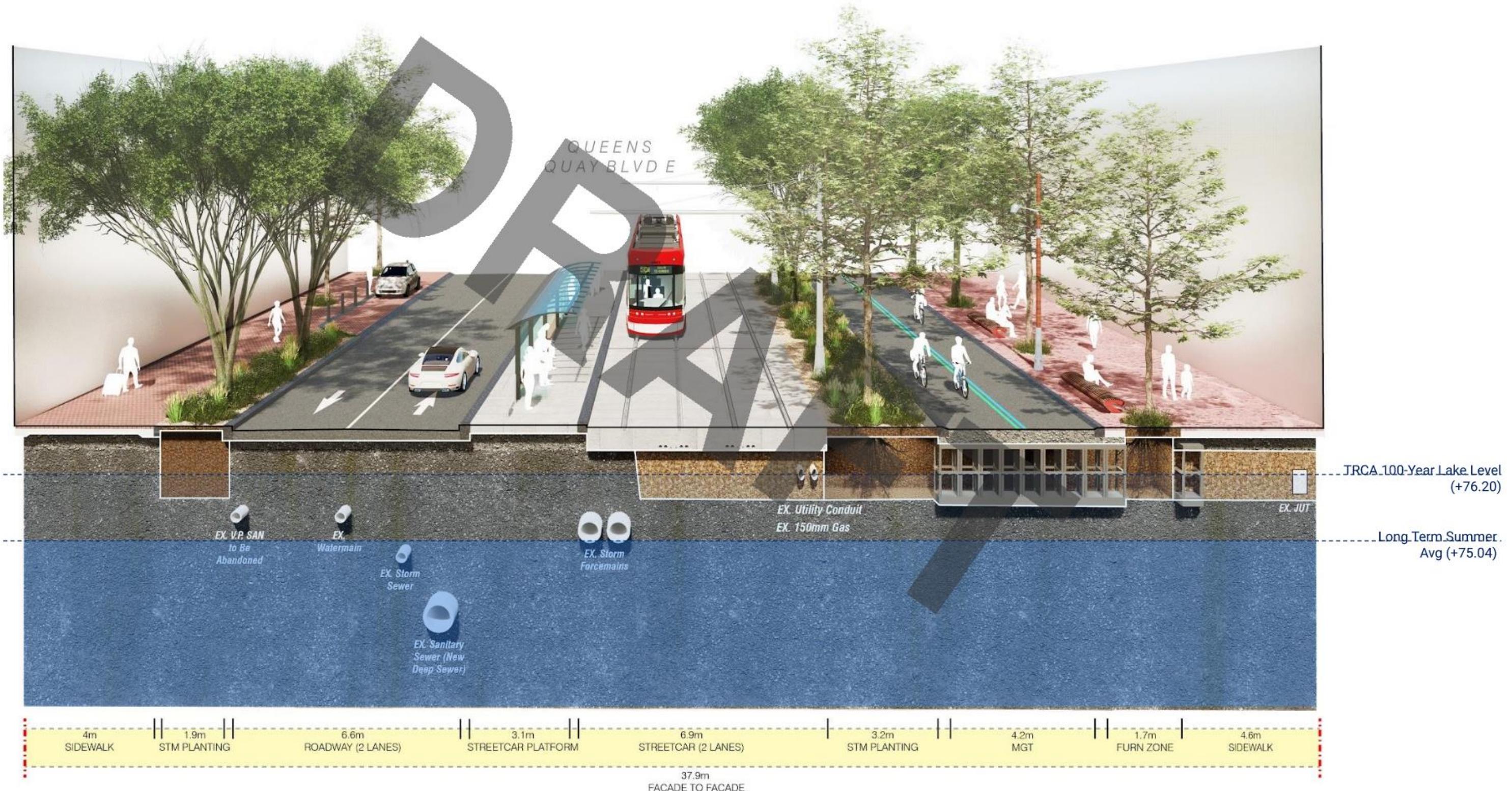
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Design Development from 30% to 60%

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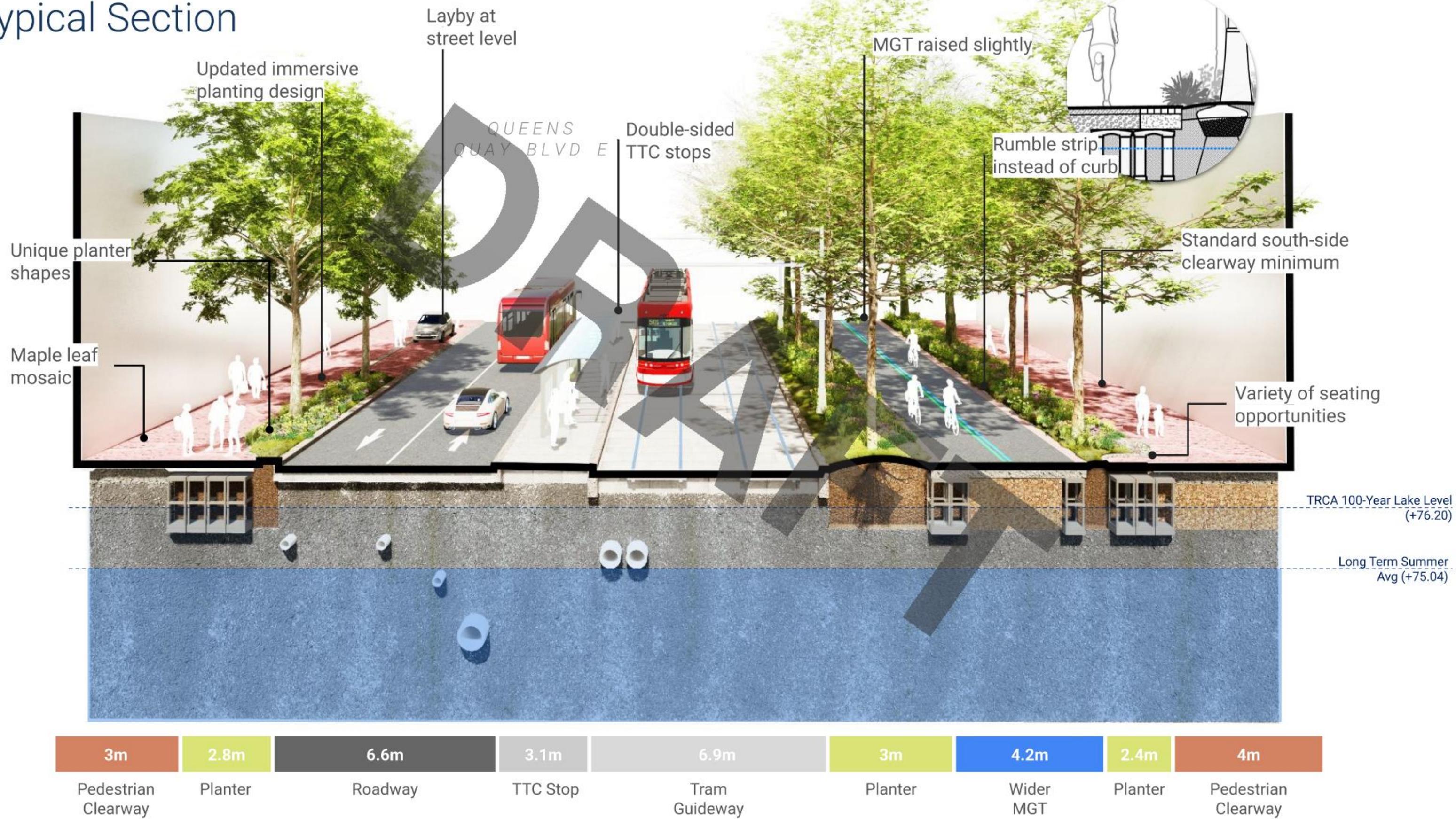
# 30% Design

## Typical section



# 60% Design Vision

## Typical Section

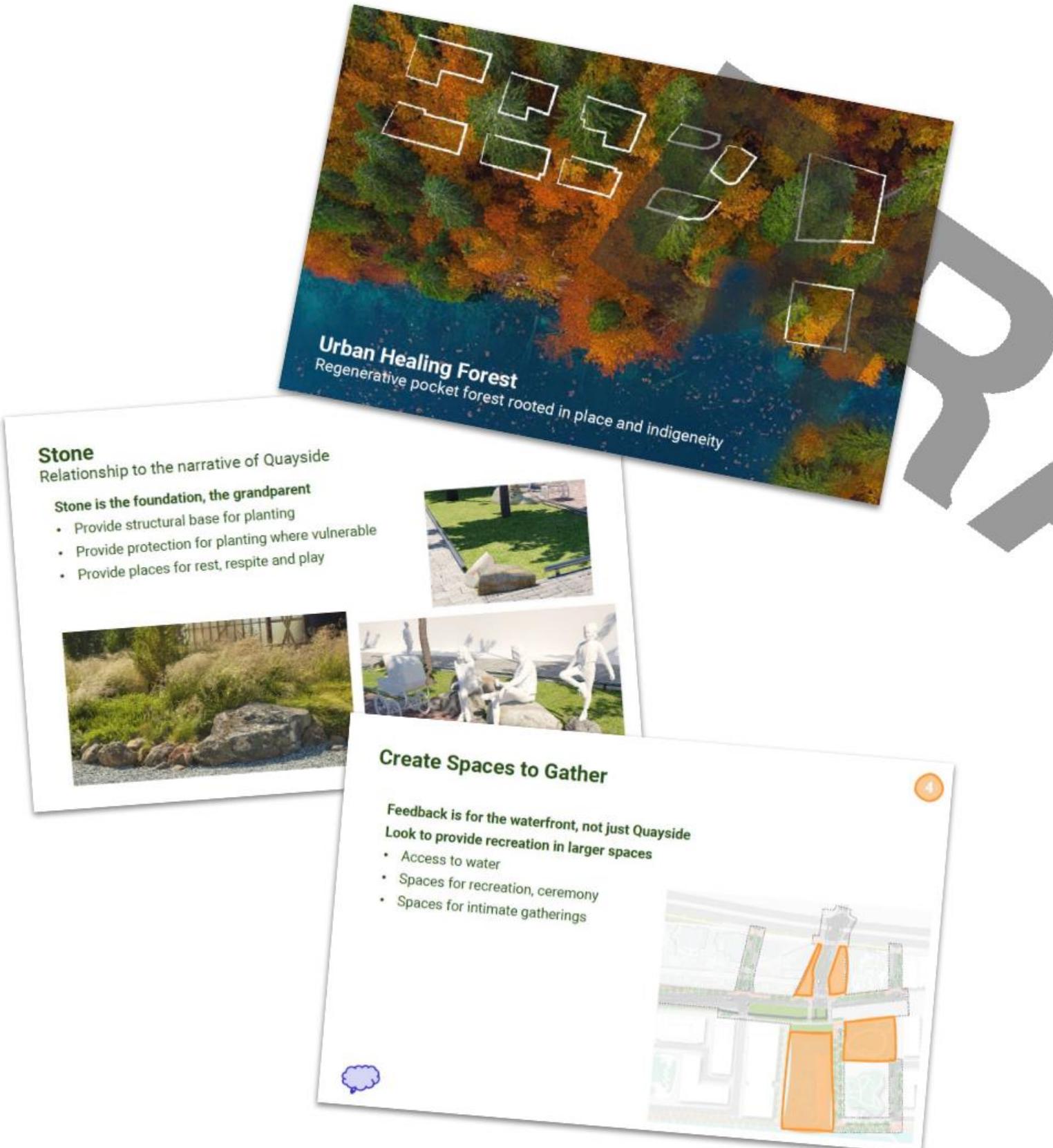


An immersive, engaging, and inclusive green corridor whose identity is born from Queens Quay West's iconic success



# Building on Indigenous Engagement

Key takeaways for Queen's Quay



## Healing Forest

Urban savannah planting, more space for green, and careful plant choice

## 7 Generations

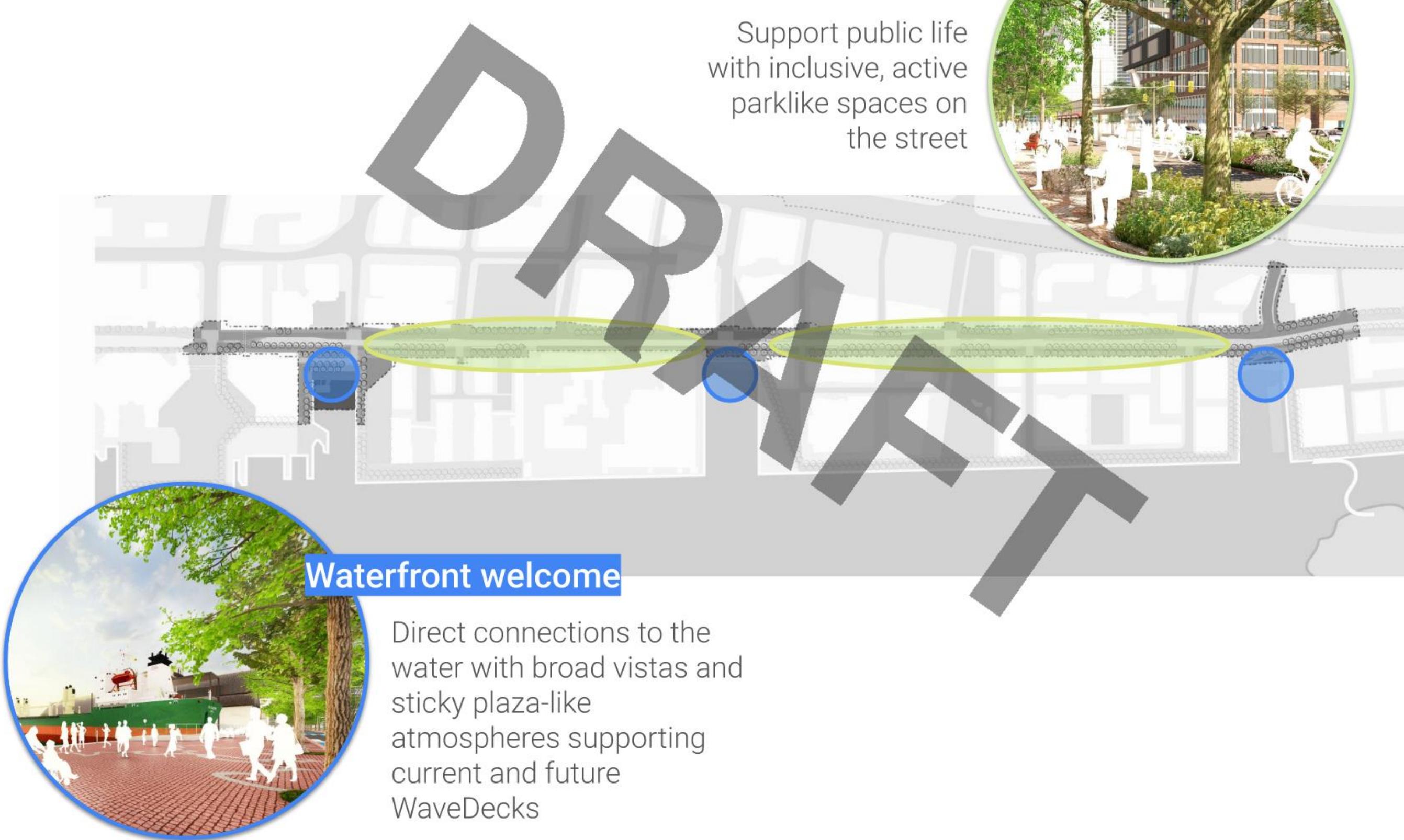
Accessibility for all ages, places to meet, and open ended play

## Gathering Together

Meaningful spaces to foster public life and connect to the water

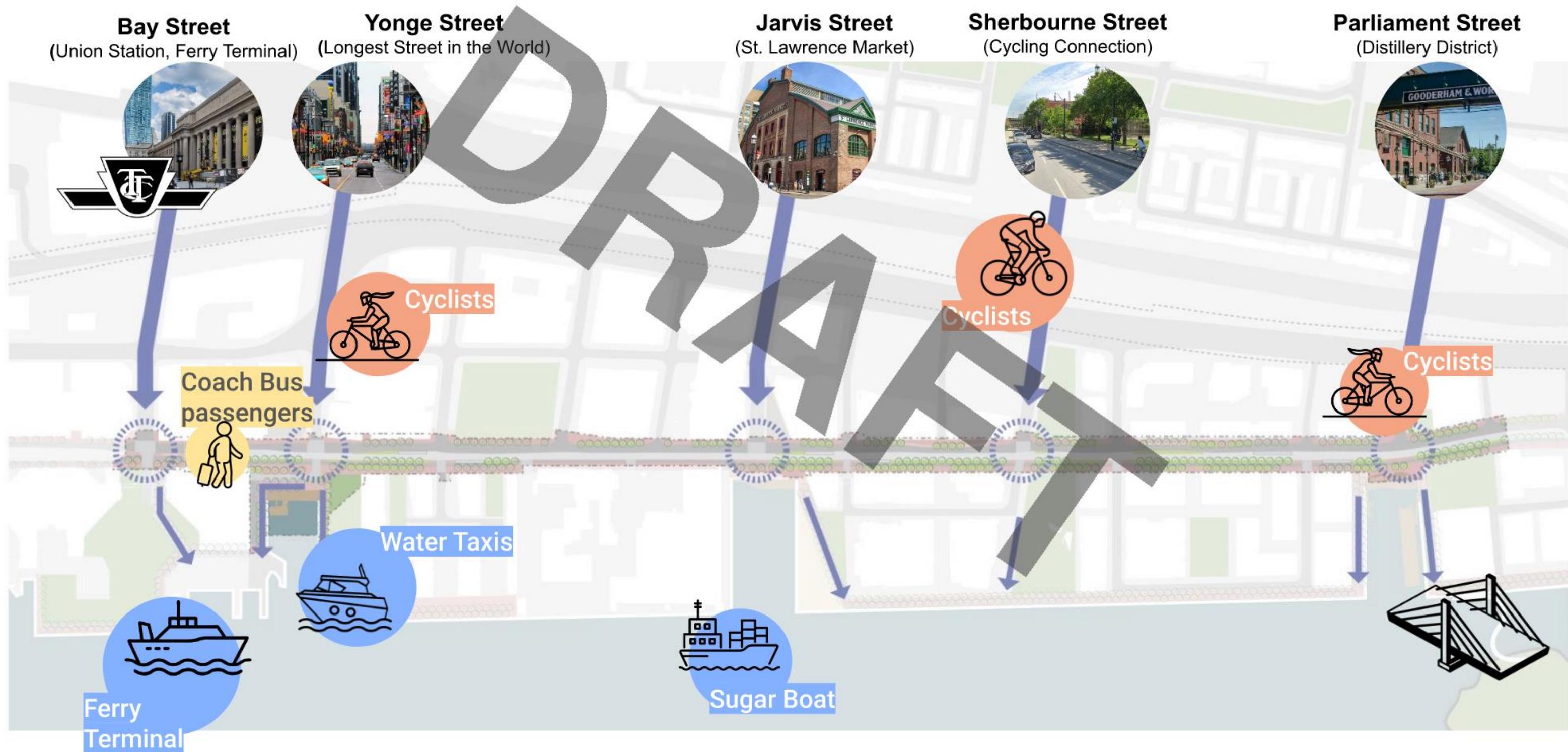
# Two distinct characters and functions

Supporting placemaking and ecology



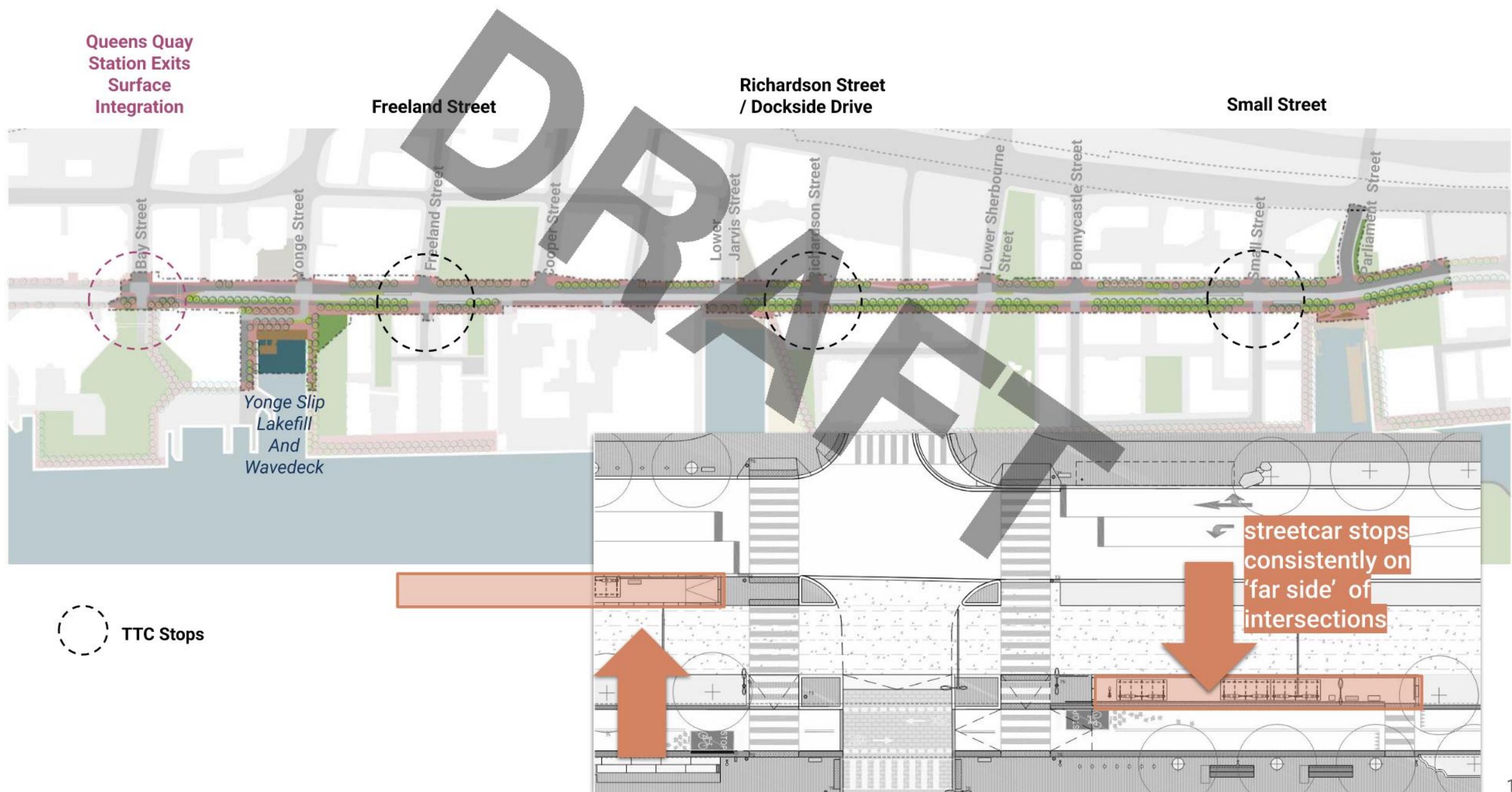
# 5 Major Waterfront Arrival Intersections

Mix of modalities and waterfront connections



# 4 recognizable and consistent transit arrivals

Station entrance and streetcar stops provide a consistent experience



# DRAMA

## Immersive Character

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A distinctive yet cohesive identity for the East

An immersive, engaging, and inclusive green corridor whose identity is born from Queens Quay West's iconic success



# Consistent identity, distinct character

Adapting the QQE palette to enhance a sense of place



## Granite Setts on Concrete Base

With maple leaf pattern on south boulevard



## Waterfront Signature Benches

Thermally modified wood and aluminium with new armrest detail and companion space



## City Standard Bike Rings

Classic and robust

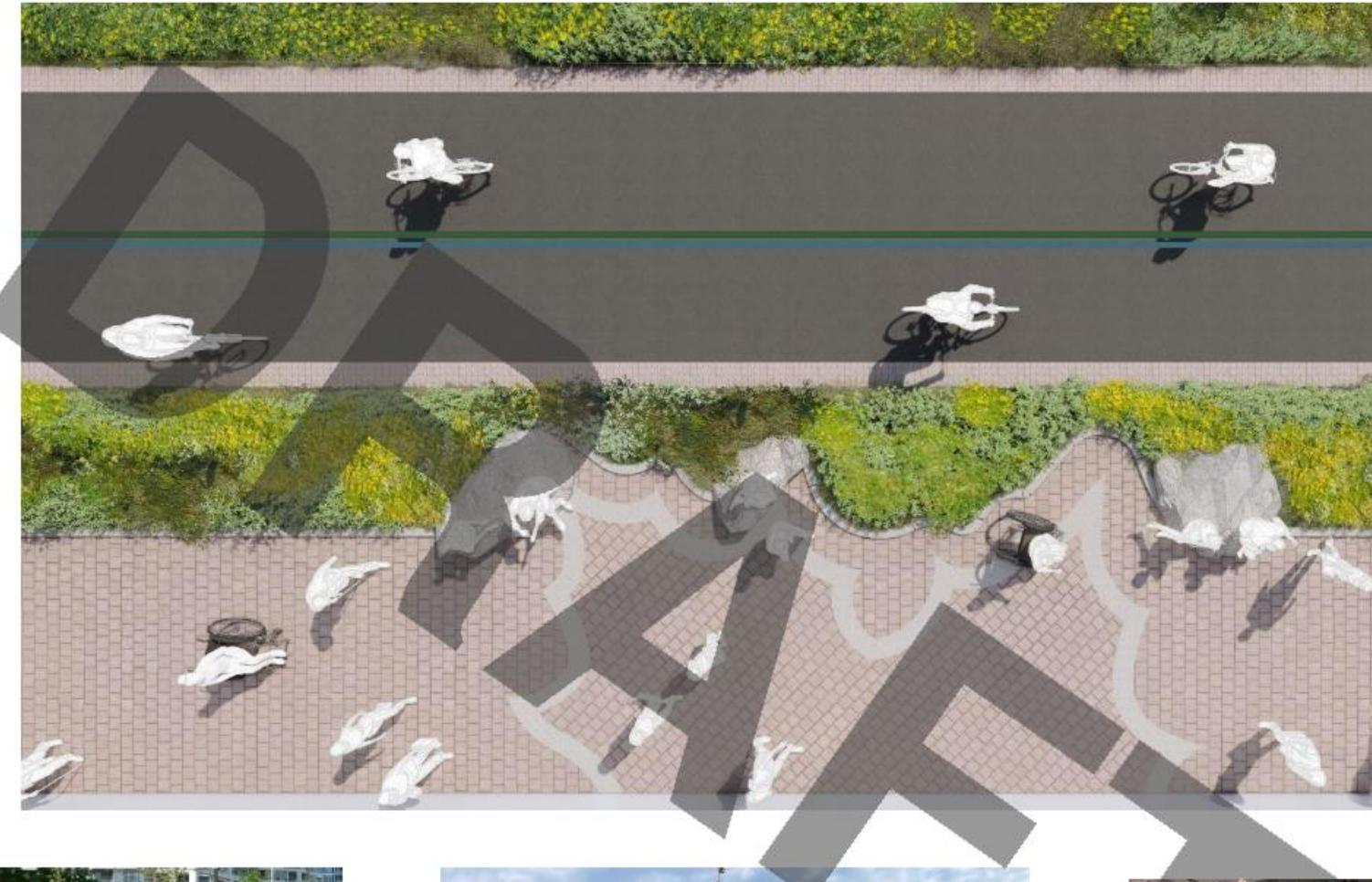


## Natural Boulders

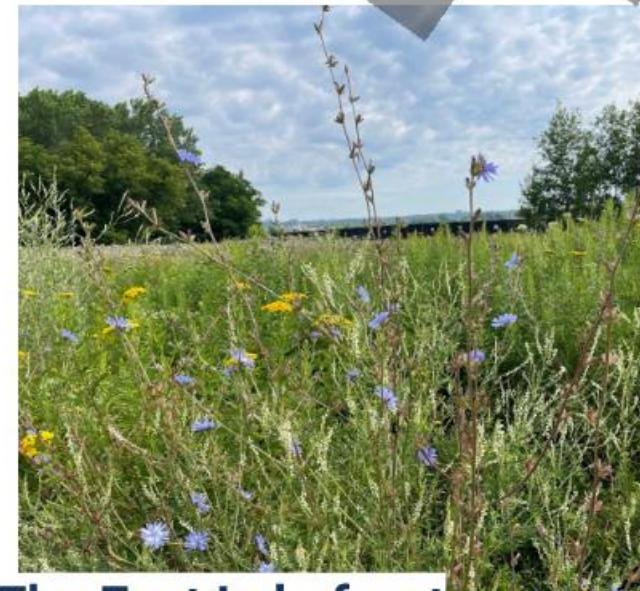
Informal seating edges and placemaking elements

# A new expression of the iconic maple leaf typology

The “leaf edge” planter brings the iconic pattern to life



**Queen's Quay West**  
The iconic maple leaf



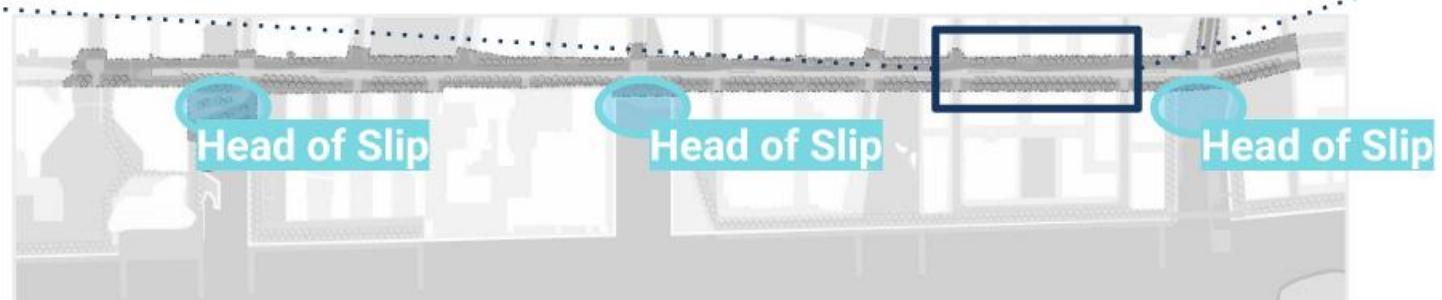
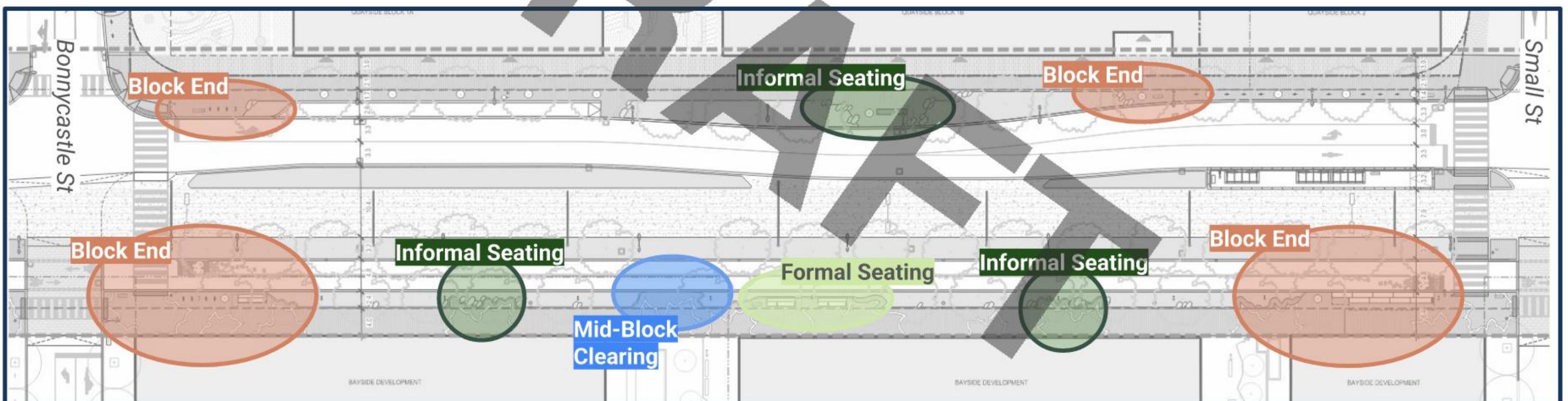
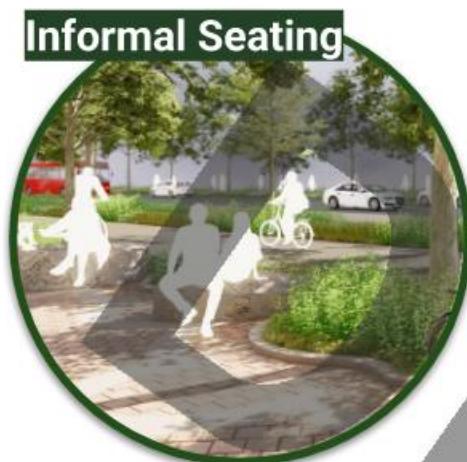
**The East Lakefront**  
Lush, green, inviting



**Planters bring patterns to life**  
Precedent: Avenida de Portugal

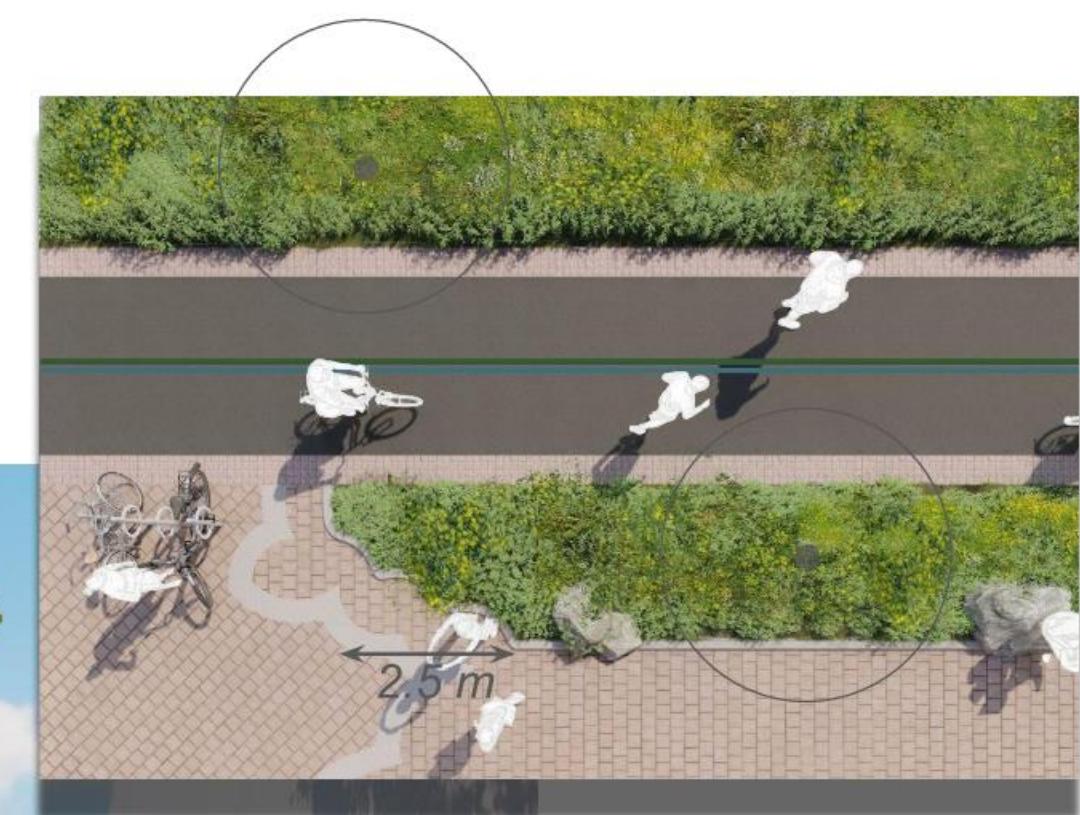
# Systems approach

Replicable “moment” typologies along the boulevard



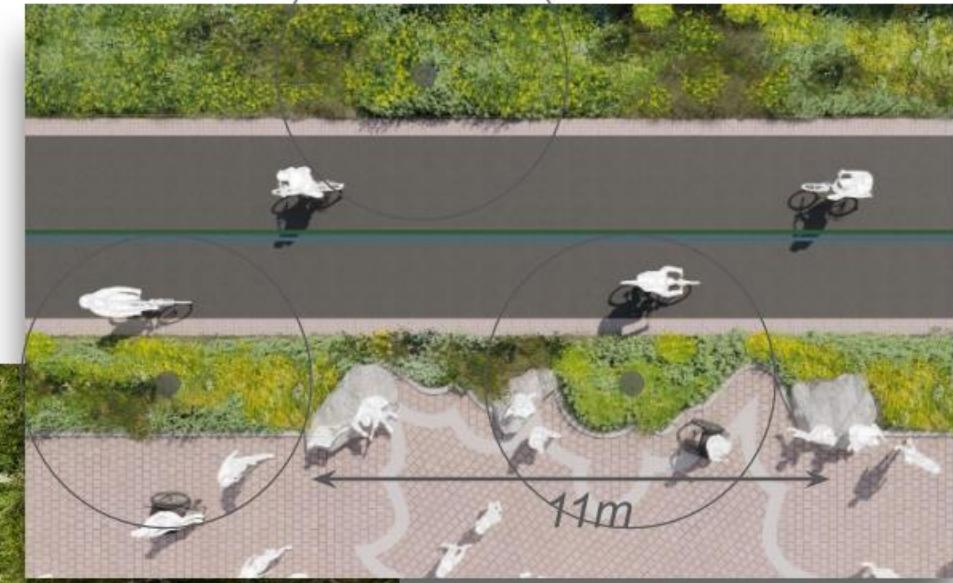
# Block Ends: Transitional Character

Merging typical QQW treatments and functional furnishing with lush new QQE design language



# Informal Seating: Unique Social Character

Immersive nooks invite social connection and link communities together



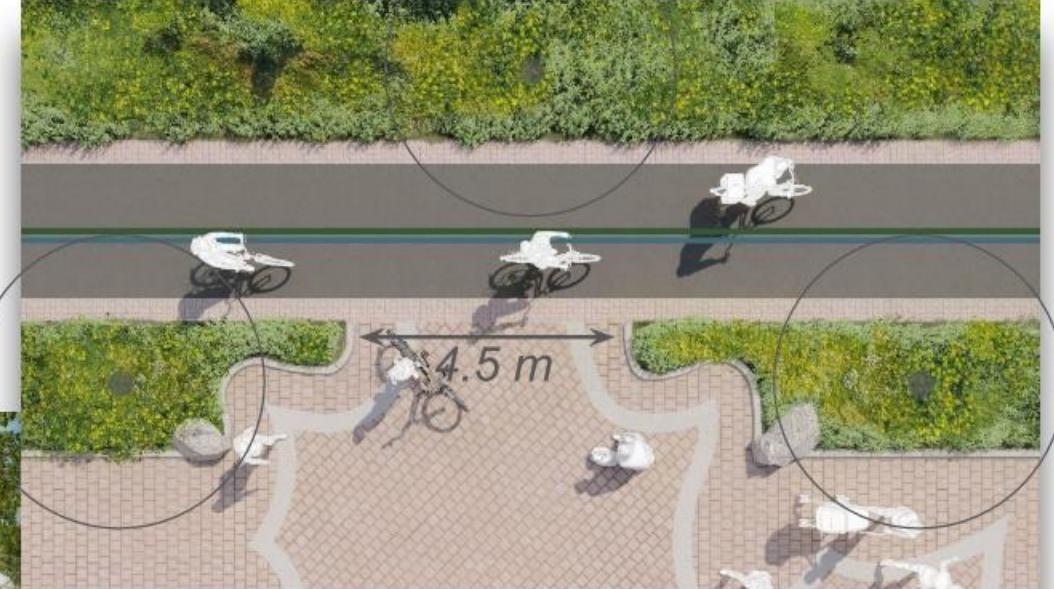
# Formal Seating: Inclusive Public Gathering

Flexible-width modules can accommodate multiple bench arrangements for variety



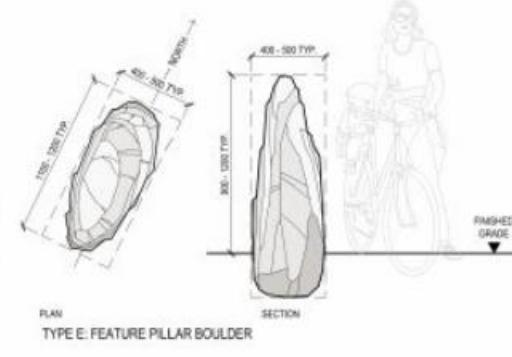
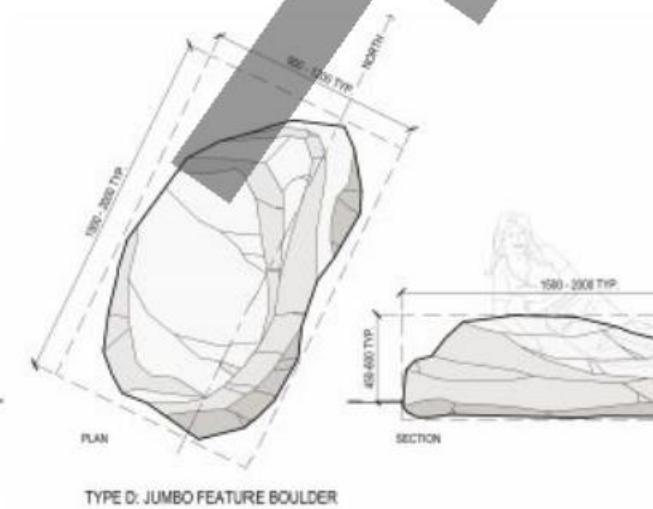
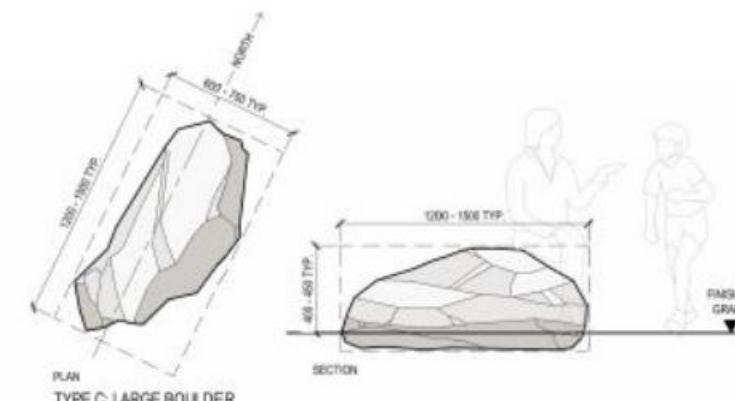
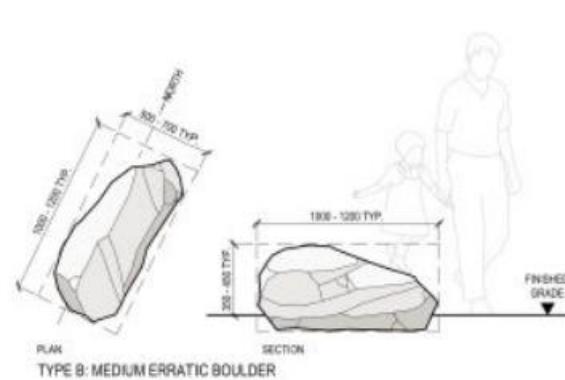
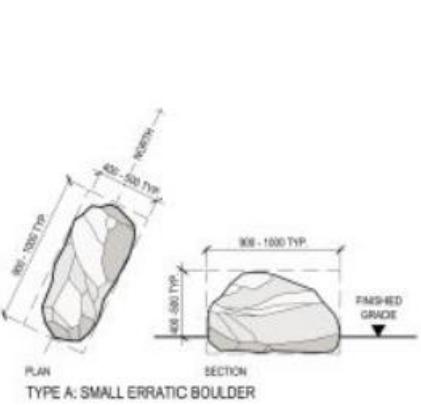
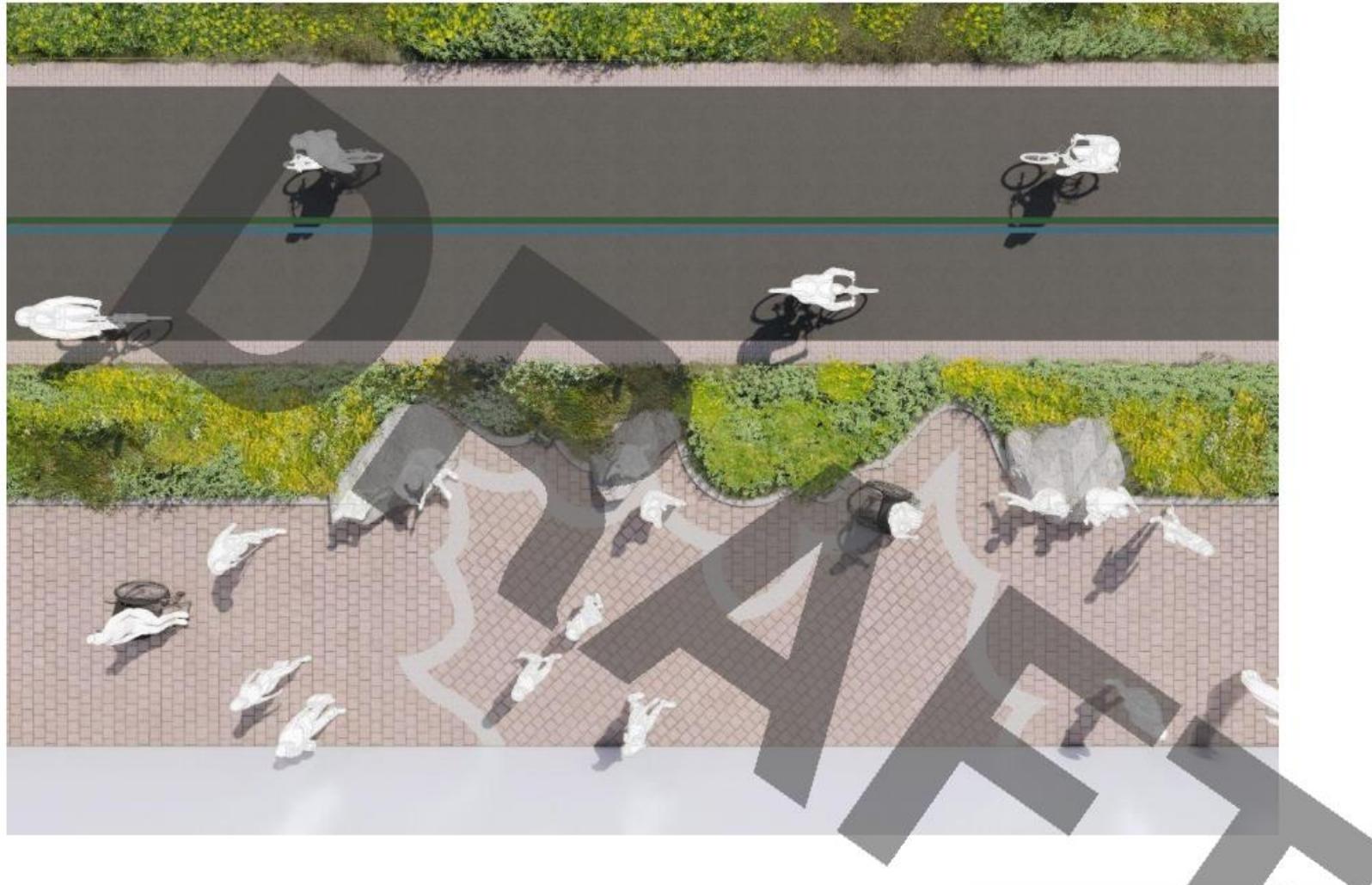
# Midblock Clearing: Functional Pauses

Breaks in linear planters allow for emergency stops along the MGT

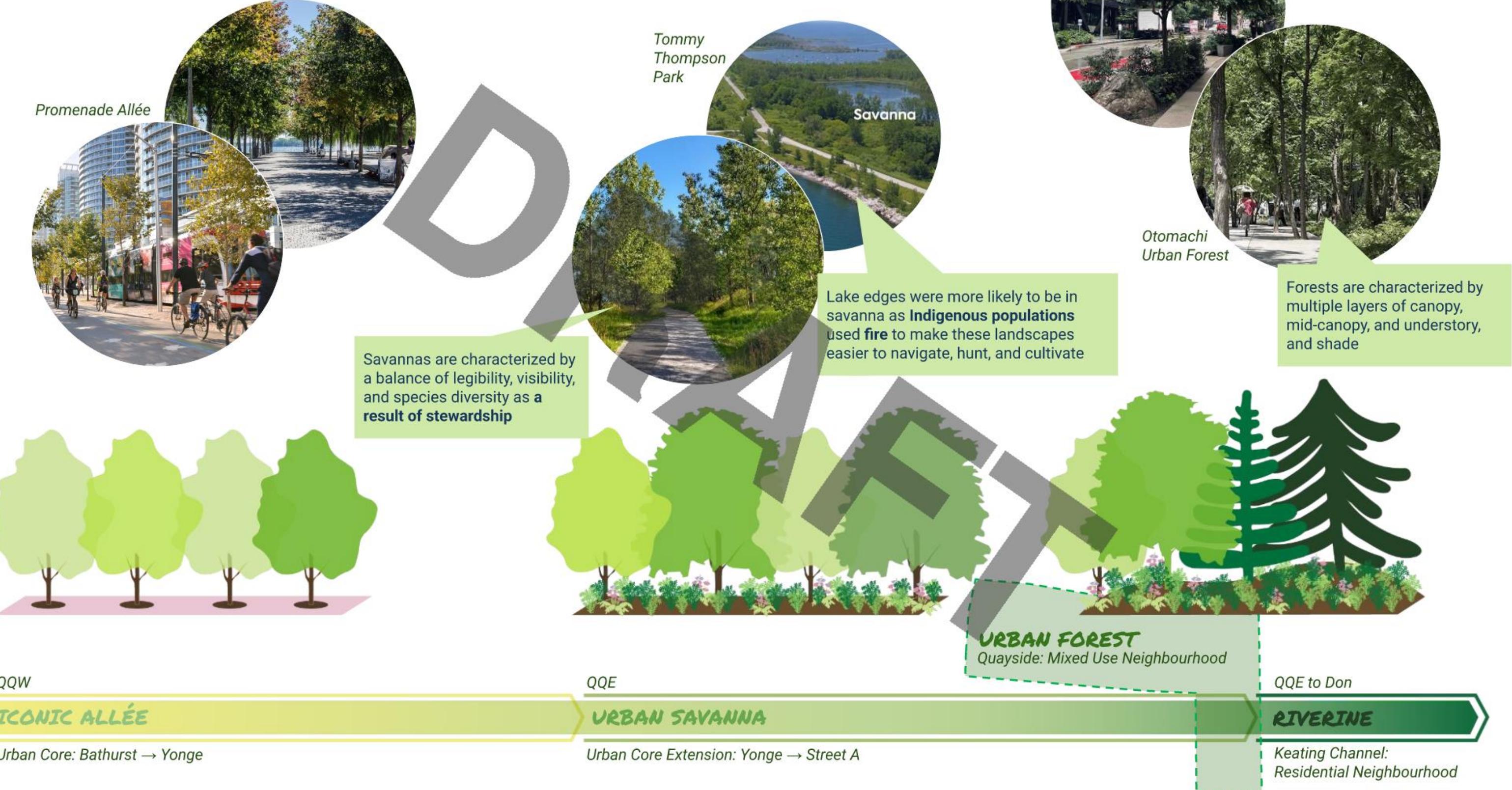


# Glacial erratics enhance the unique character of QQE

Continuing the language of Quayside



# Planting Approach



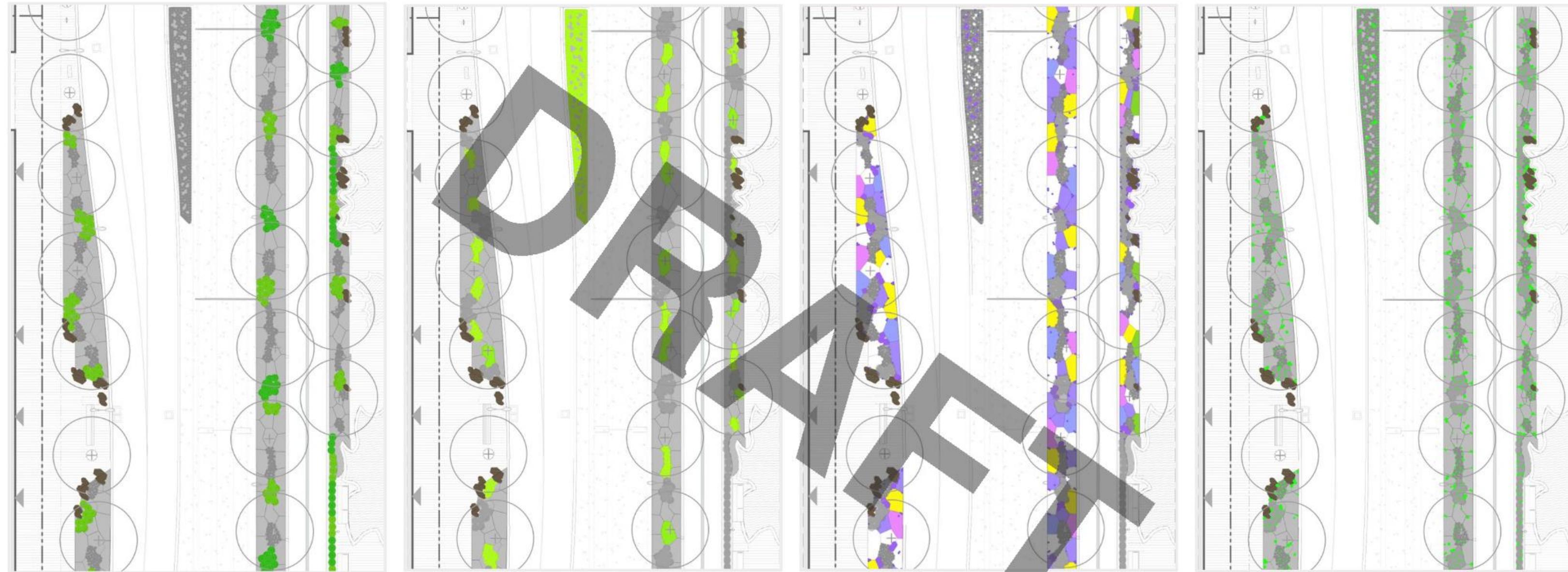
# QQE Understory planting strategy

Matrix of grasses holding together clustered pockets of flowering forbs and shrubs for structure



Resilient ground plane species  
are evocative of diverse  
savanna communities

# QQE Understorey planting strategy



Low Shrub Massings



Spine of Grasses



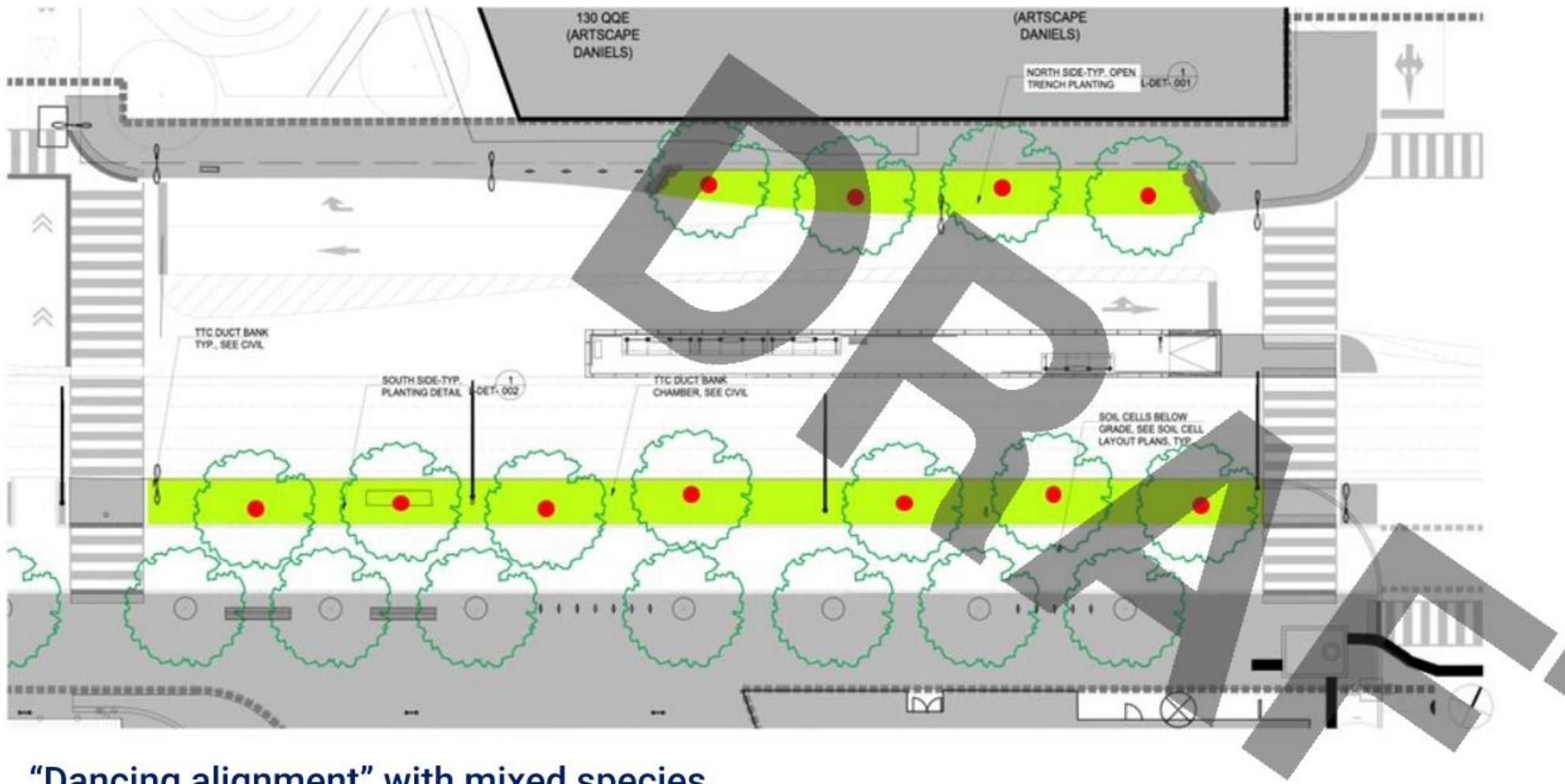
Seasonal Colour



Ground Cover



# Planting Maintenance



**“Dancing alignment” with mixed species**

- Minimize competition between tree crowns and roots in narrow beds.
- Looser aesthetic appropriate for mixed species allee ( $\approx 25$  tree species and cultivars).
- Future tree replacement less visually disruptive because of more complex aesthetic.

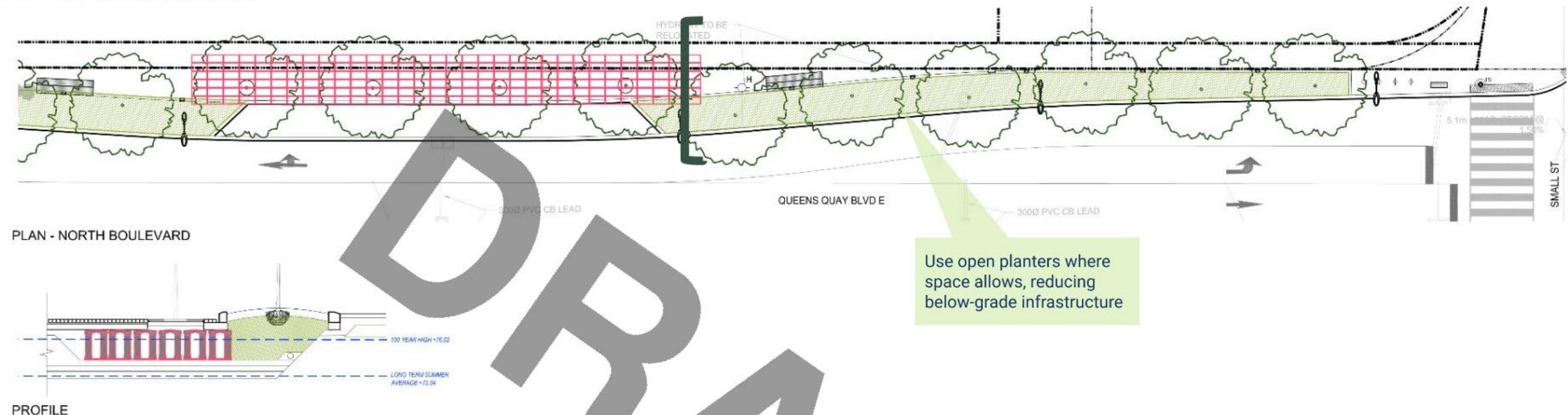


*Longterm development of similar planting system. Dynamic species distribution is desirable.*

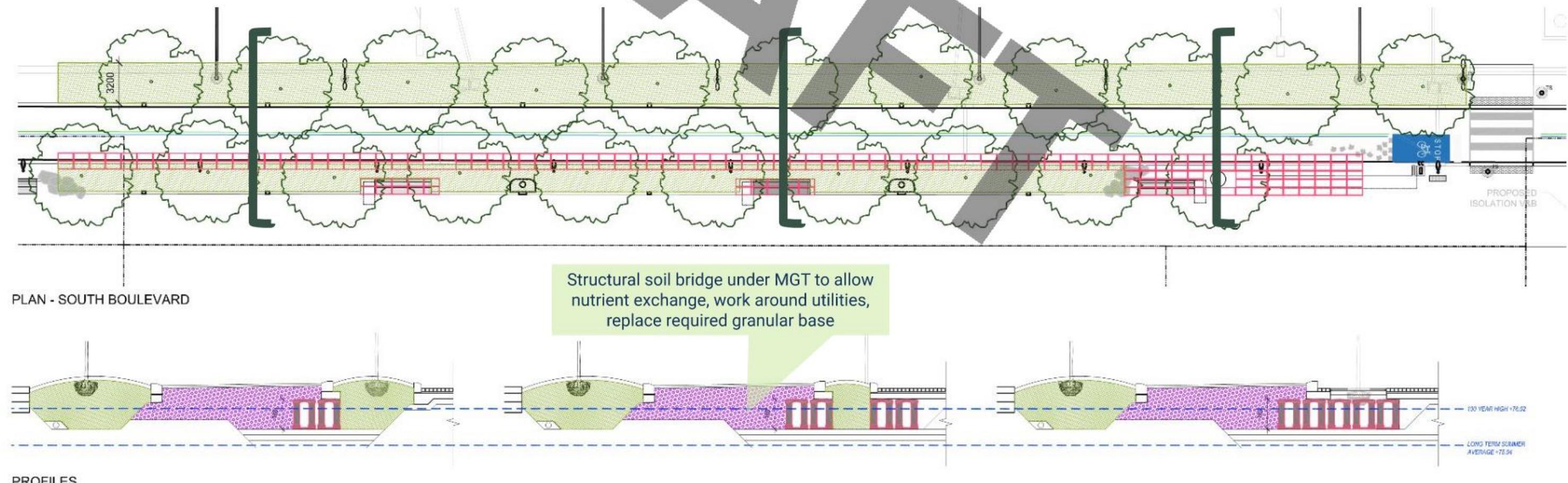
**Adaptive planting approach**

# Soil Volume

NORTH BLVD



SOUTH BLVD



# North and south leaf mosaics speak to one another

Simplified and reduced density on north side

**QQE  
NORTH**

- 3-4 leaves / 60m segments
- 3 Templates
- Some locations based on 'moments'

QQE NORTHSIDE

60000  
REPEATING MODULE

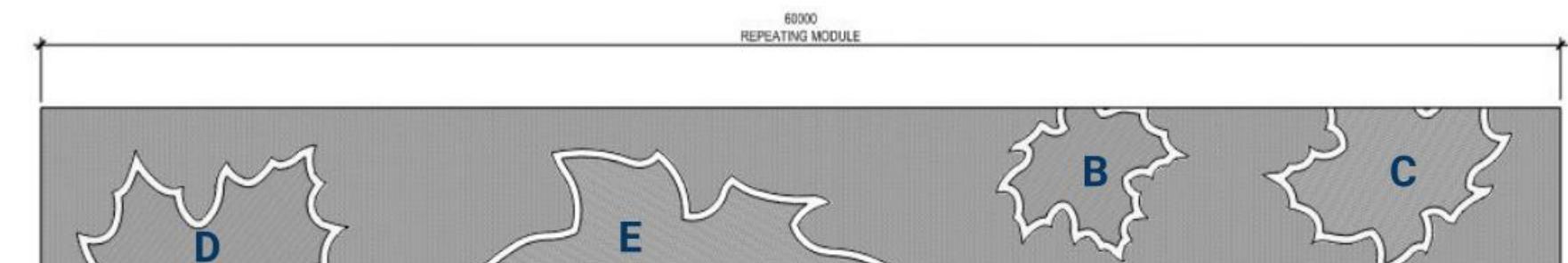
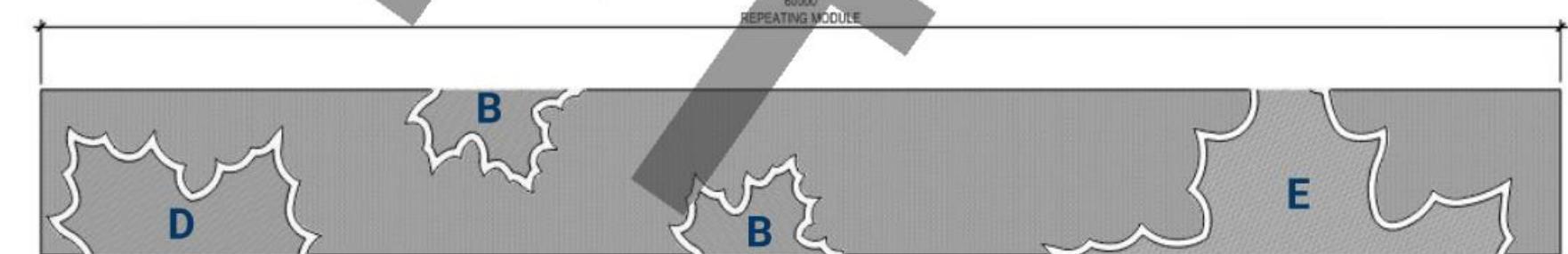
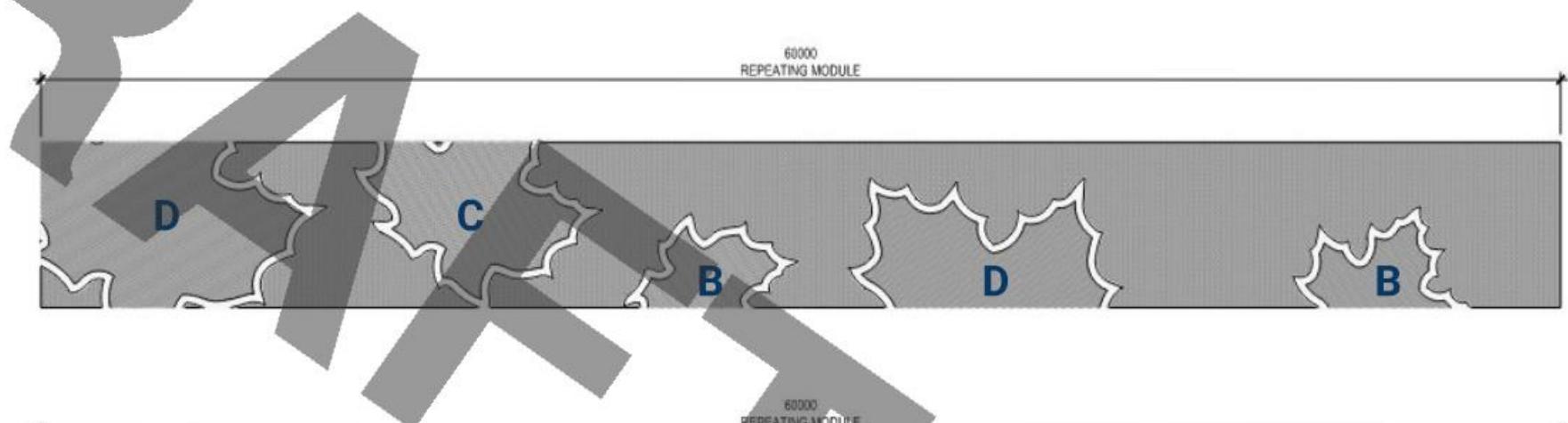


**QQE  
SOUTH**

- 4-5 leaves / 60m segments
- 4 Templates
- Location based on 'moments'

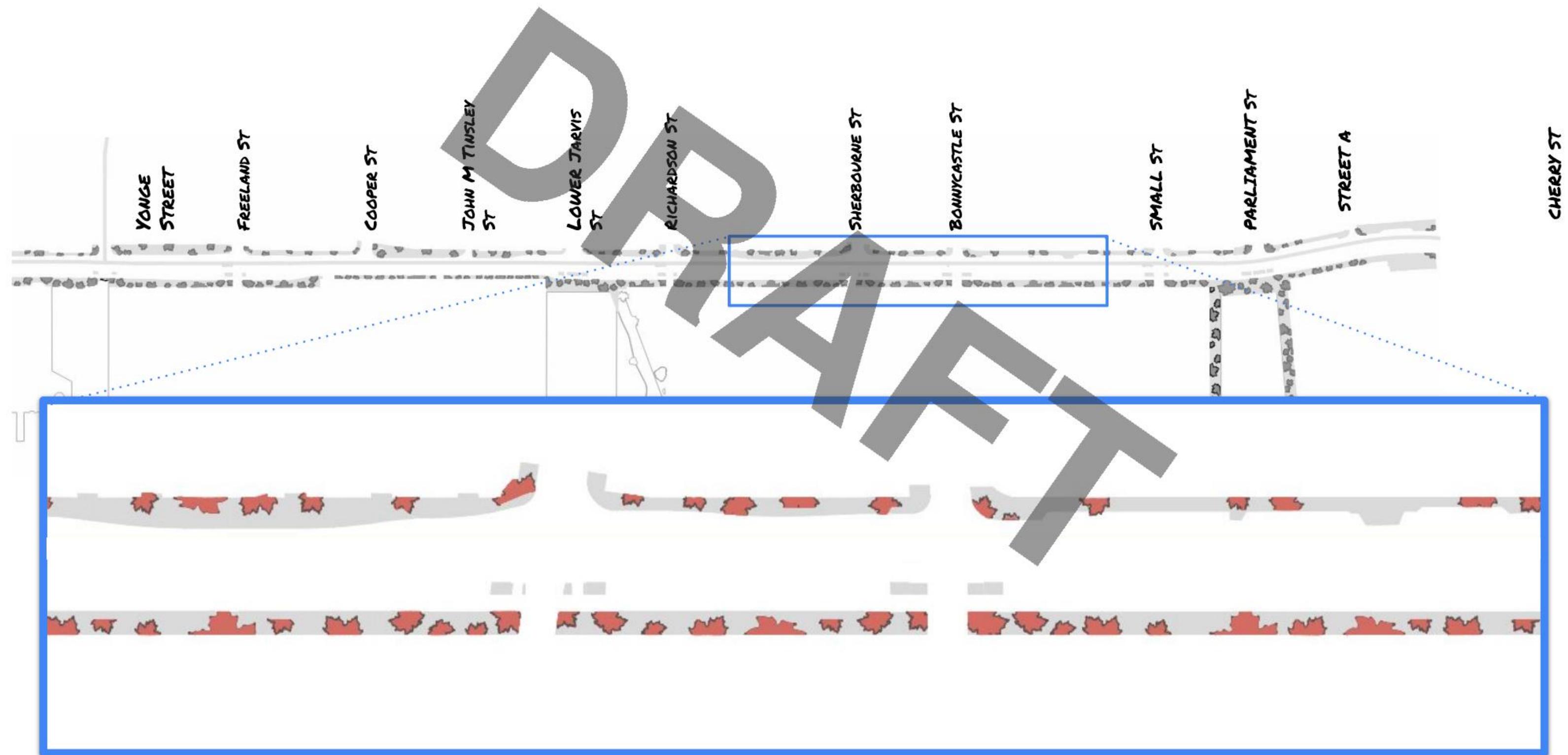
QQE SOUTHSIDE

60000  
REPEATING MODULE



# Northside leaves emphasize intersections

Reduced density compared with south side



# Arrival

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DRAFT

Iconic and functional connections to the lake

# Head of Slip moments on QQW are established as open, connecting Toronto visually and functionally to the lake



# WaveBench activates Jarvis Head of Slip

Sticky public space anticipates future WaveDeck



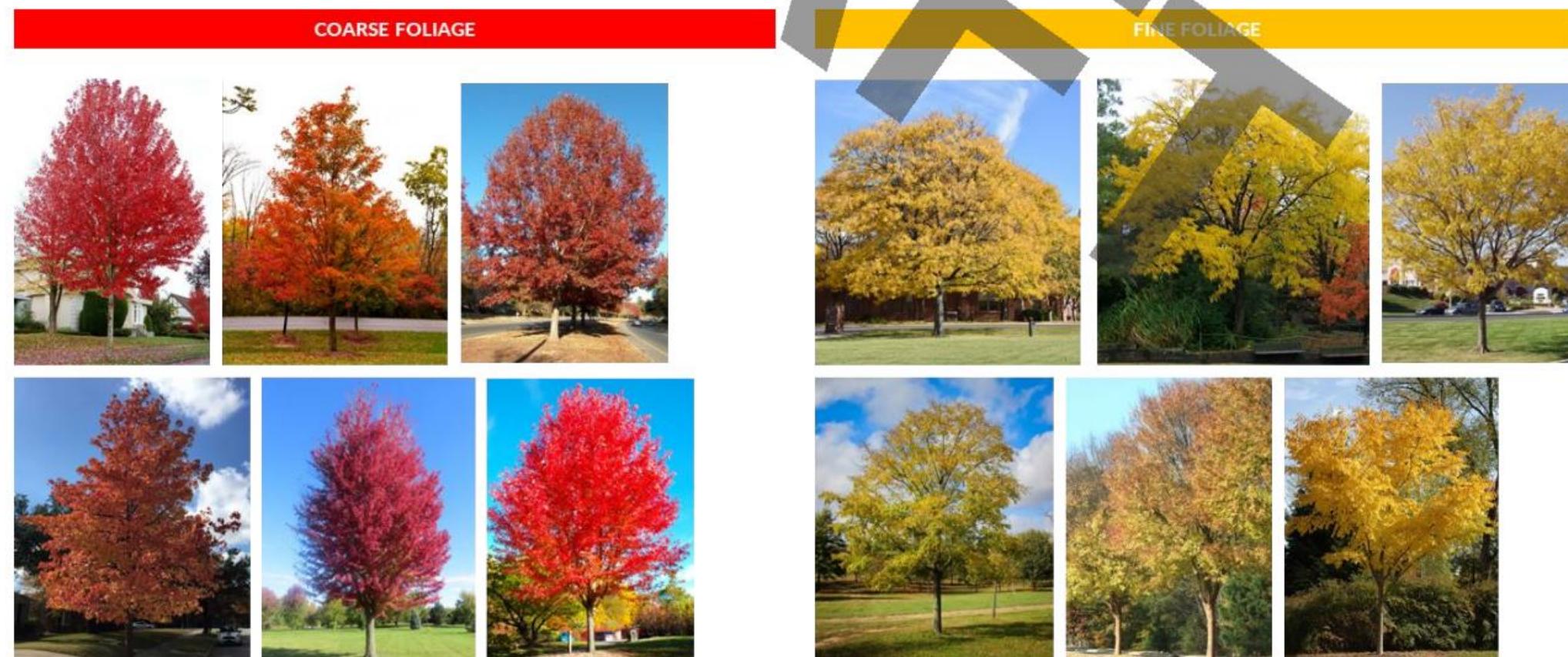
# WaveBench activates Parliament Head of Slip

Special capstone moment for Queen's Quay East



# Tree Planting Strategy

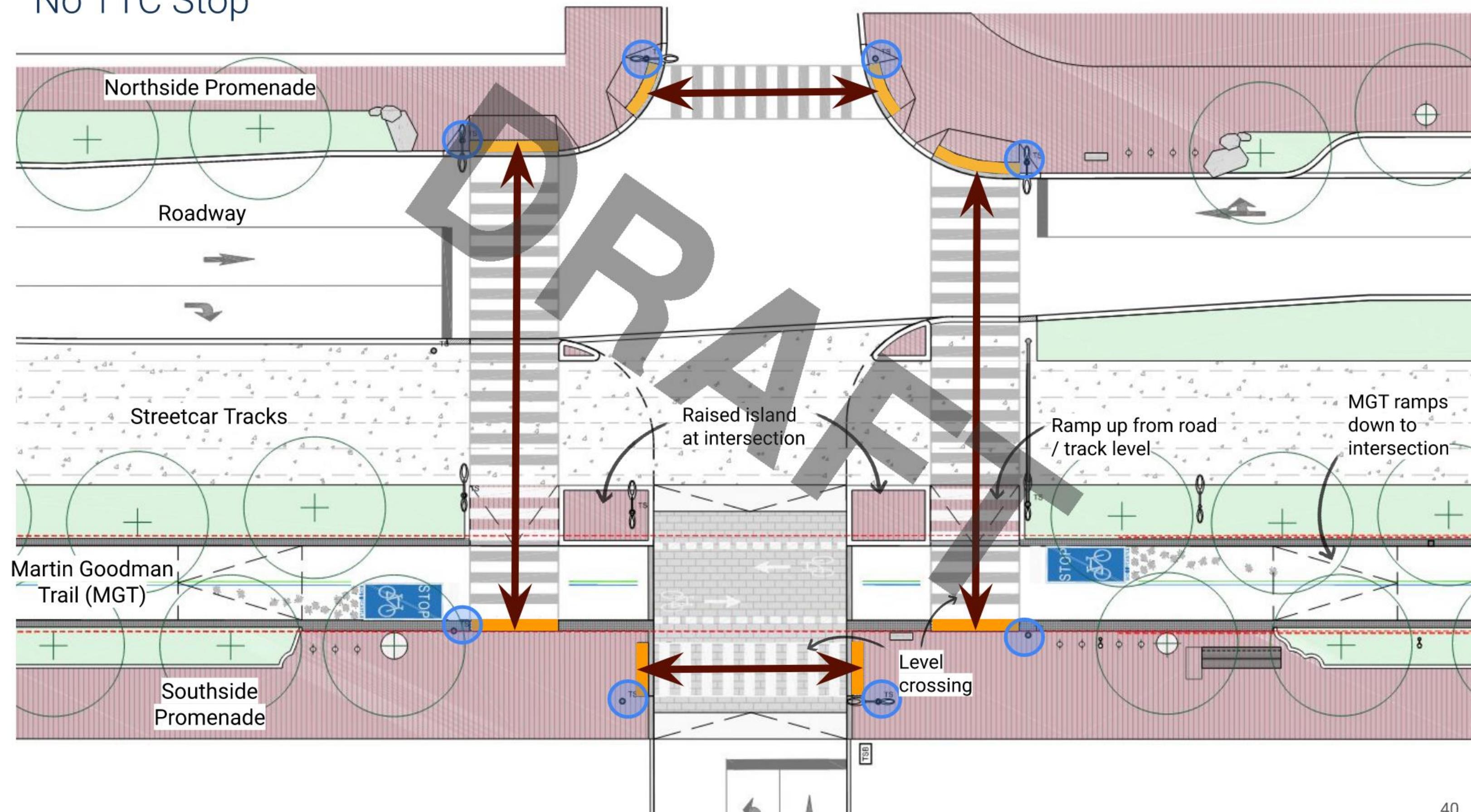
Clustering by leaf textures and fall colour



# Typical Intersection

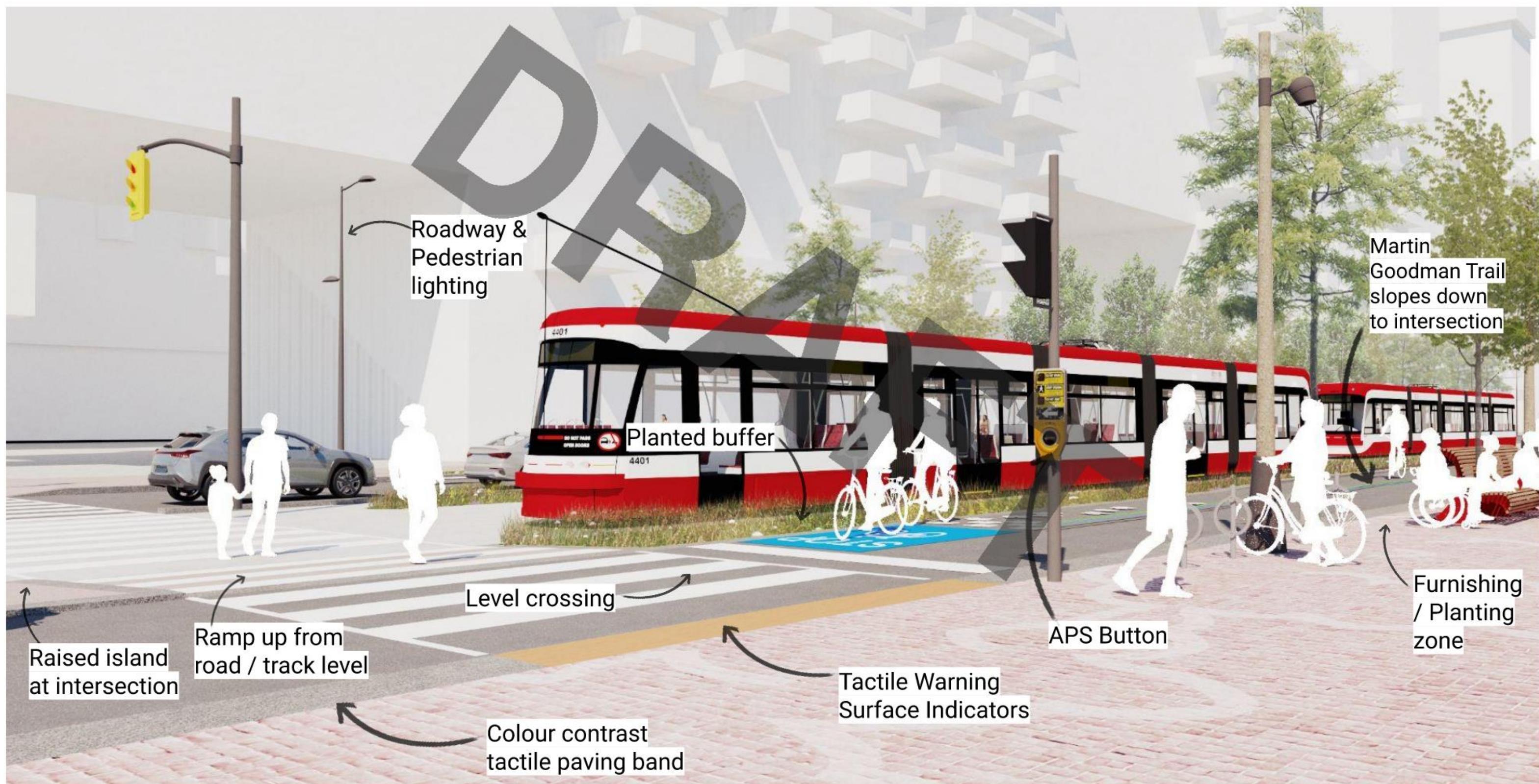
No TTC Stop

- APS Button
- Tactile Warning
- Surface Indicators

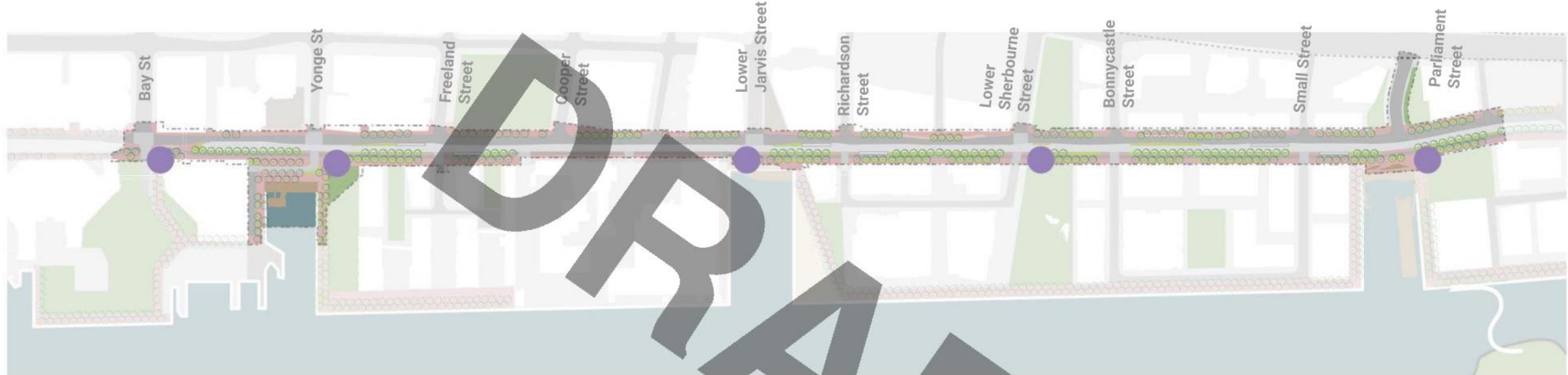


# Intersections delineated with tactile and colour

## Intersection without TTC Stop



# Wayfinding Beacons for Improved Accessibility



- Proposed T0360 Wayfinding Location with Integrated CNIB Beacon

## CNIB Beacon for Improved Waterfront Accessibility

- Canadian National Institute for the Blind (CNIB) outdoor wayfinding beacon
  - Battery powered
  - Bluetooth connection to smartphone app for blind users
- Partner with CNIB in planning and implementation, including script-writing of audio cues
- Can be embedded in a wayfinding signage post (ie. T0360, pedestrian push button pole)



# Transit

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DRAFT

Improved accessibility and functionality

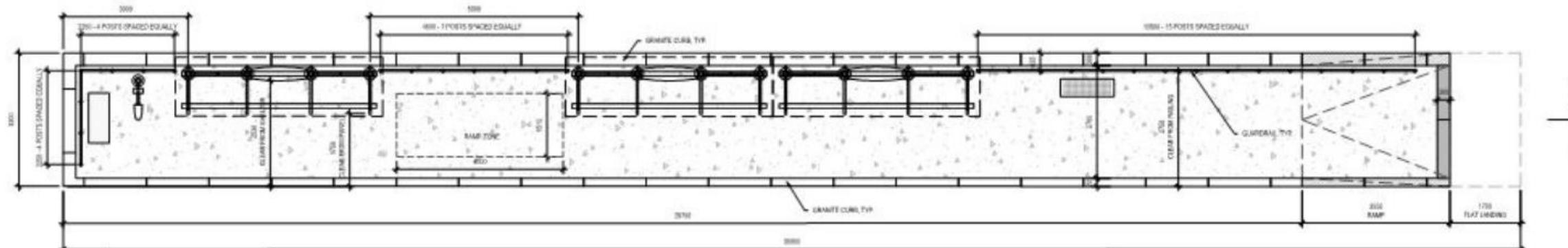
# A complete street with ample room for transit

Queen's Quay East is future-proof and functional for TTC

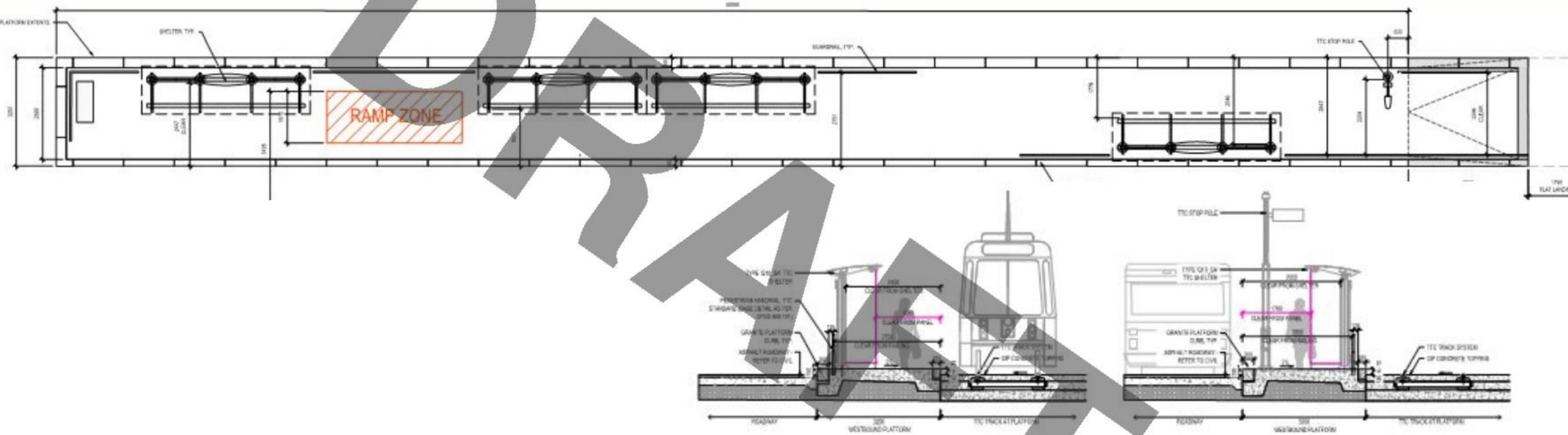


# Transit Stops

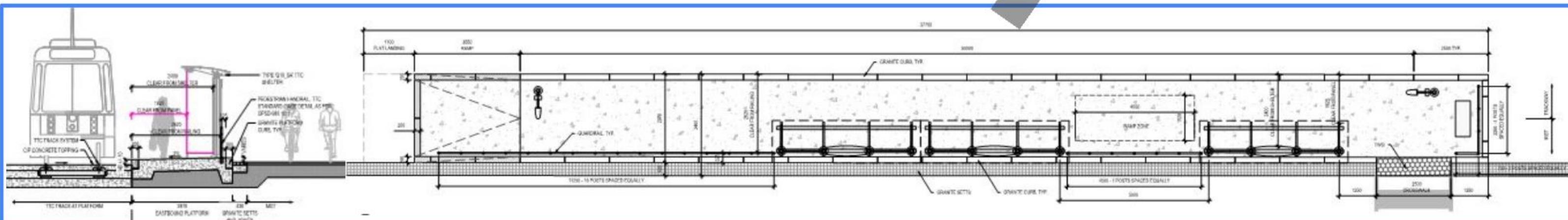
## New Typologies



Typical Westbound Platform - Consistent with QQW



NEW: Double-Sided Westbound Platform

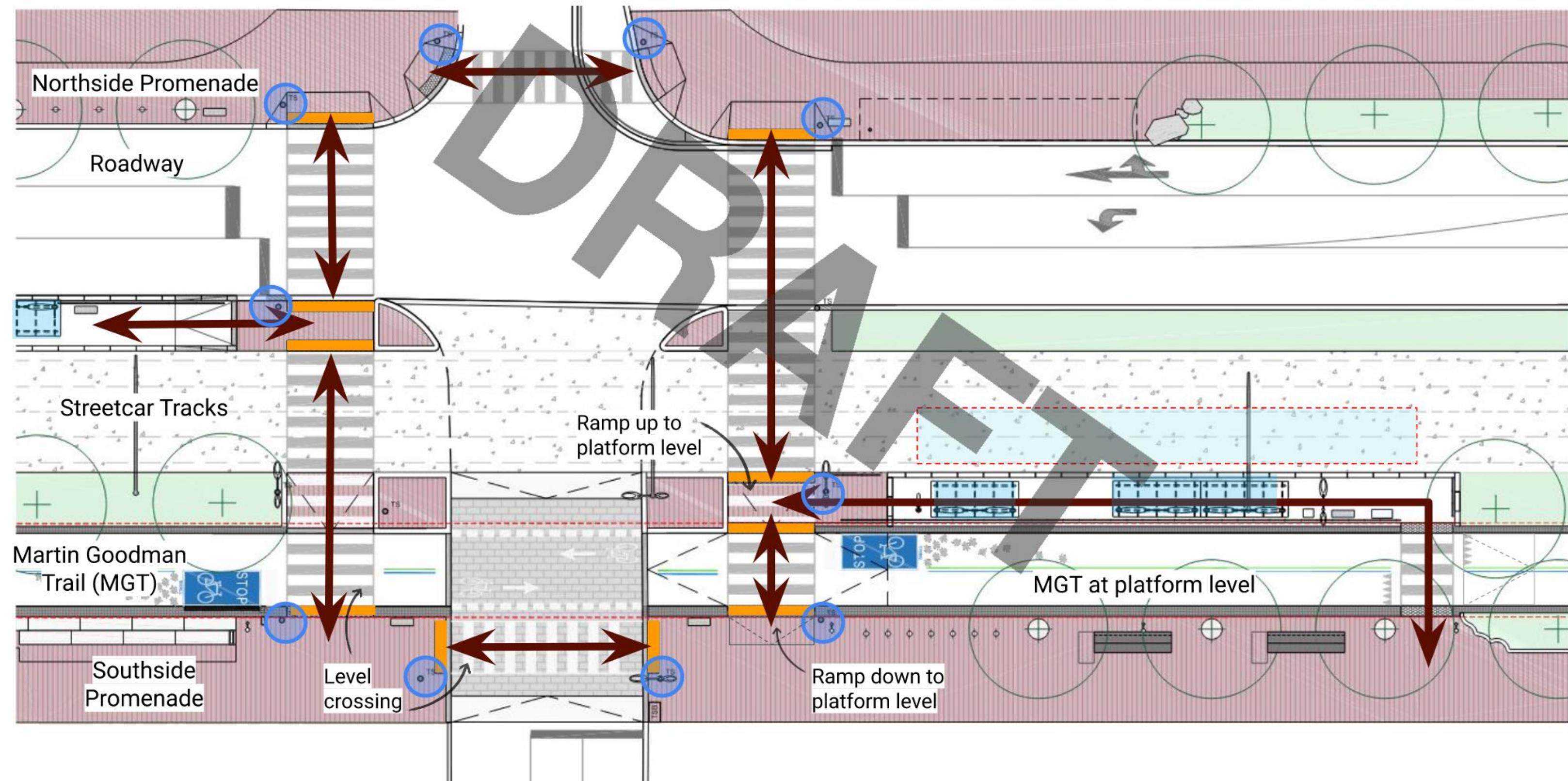


NEW: Eastbound Platform, with Secondary Access

# Intersection with TTC Stop

## Typical Intersection Design

- APS Button
- Tactile Warning
- Surface Indicators



# Sitewide strategies

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Lighting, stormwater, and snow storage

# Key AAC Feedback

What we heard and how we responded - March 18th, 2025

**Consistent clearway** despite organic shapes; 4m best practice

**Full “menu” of seating options** should be accessible and feature companion seating

Clear **separation of MGT** to avoid danger of drifting onto trail

**Snow removal strategy** should allow for adequate clearway

Consider **drainage** to avoid pooling at TTC stops and on the boulevard

**4m clearway** on south side is consistent and legible

All formal and informal seating options feature **companion areas** and a range of **pull-off zones** for chair users

**MGT raised** from boulevard level and features **tactile edge bands**

**Snow storage areas** designated along MGT and TTC tracks

Grading plan **maximizes drainage** and avoids risk of pooling

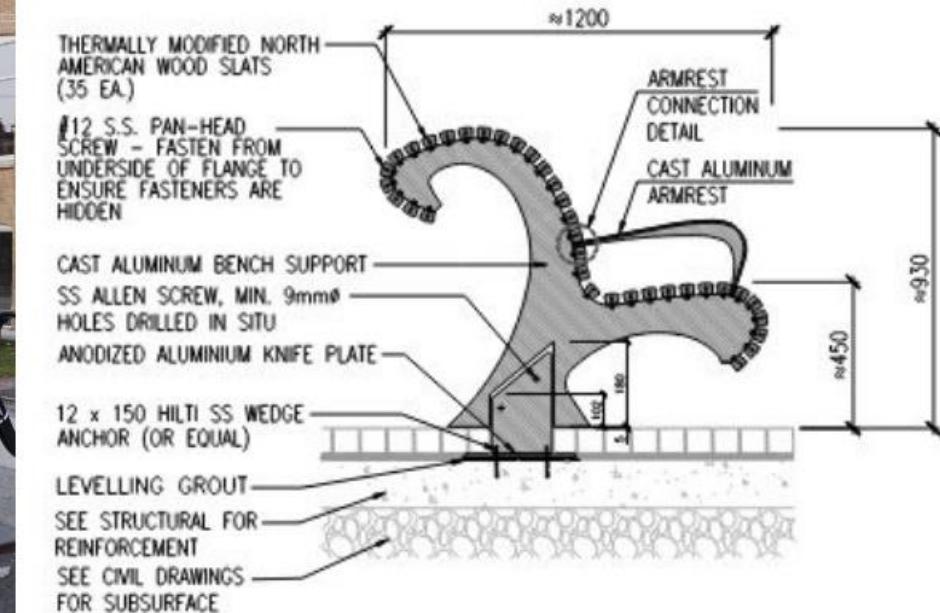
*What We Heard*

*How We Responded*

# Furnishing encourages socialization and mobility

Expanded bike sharing and seating variety vs QQW

Furnishing	Total QQE	Total QQW
Backed Benches	10	-
Backless Benches	19	21
Informal Seating Nooks	6	-
Bike Rings	127	279
Bike Share Docking Points	144	-
Bike Footrests	5	-
Waste Bins	30	33



# Lighting Strategy



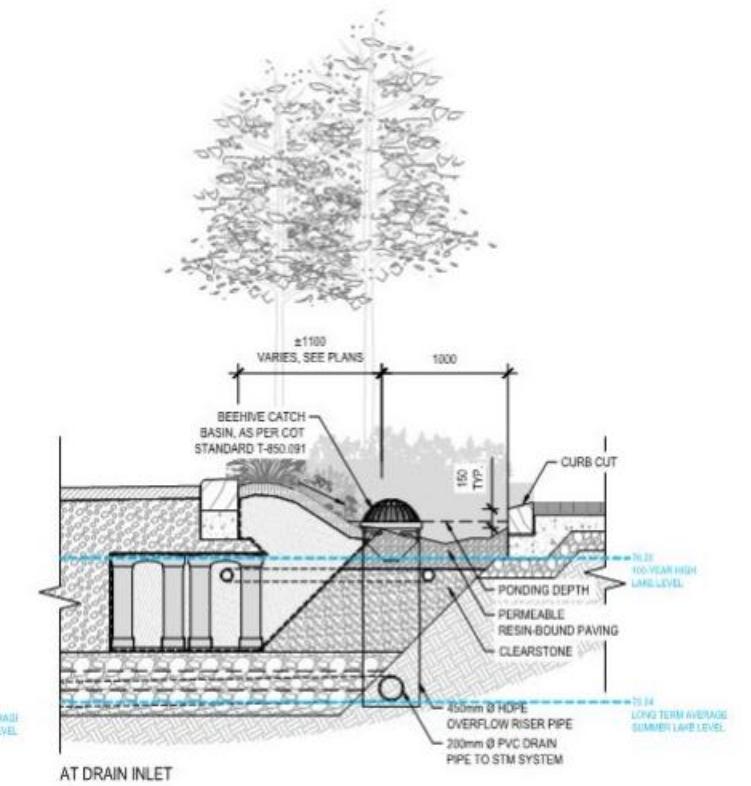
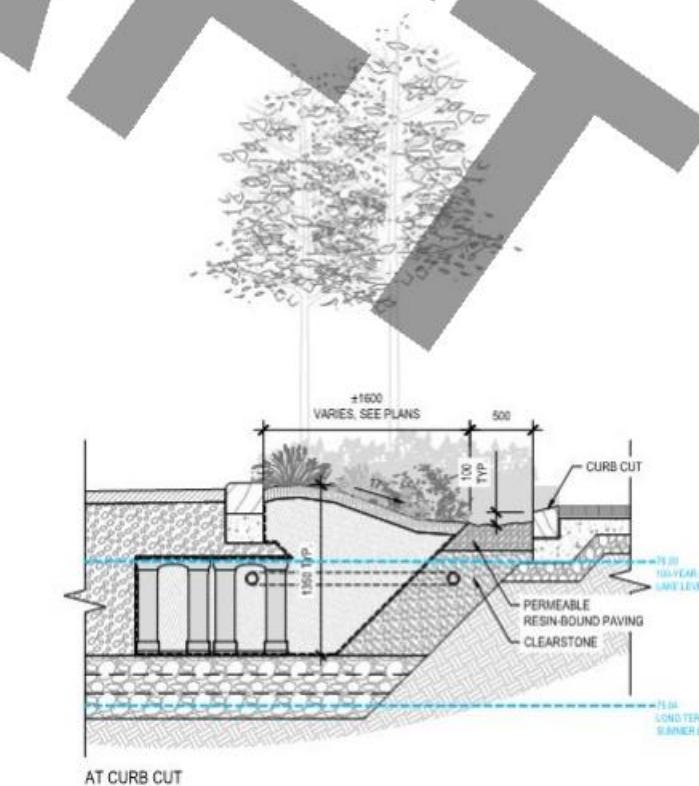
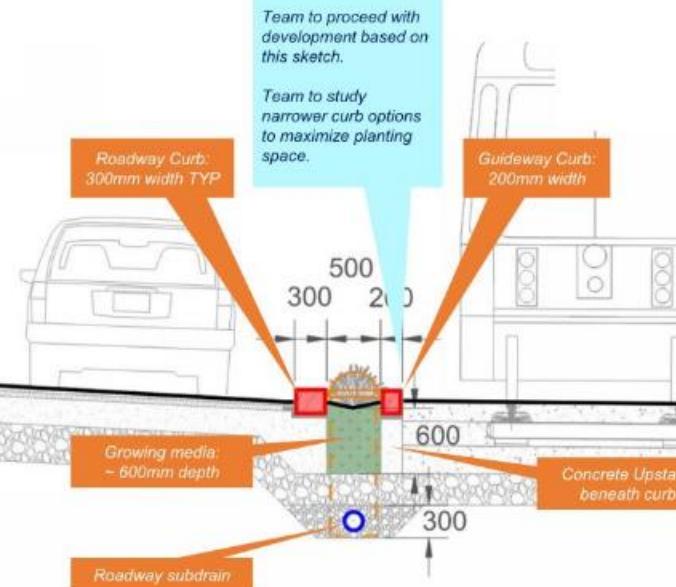
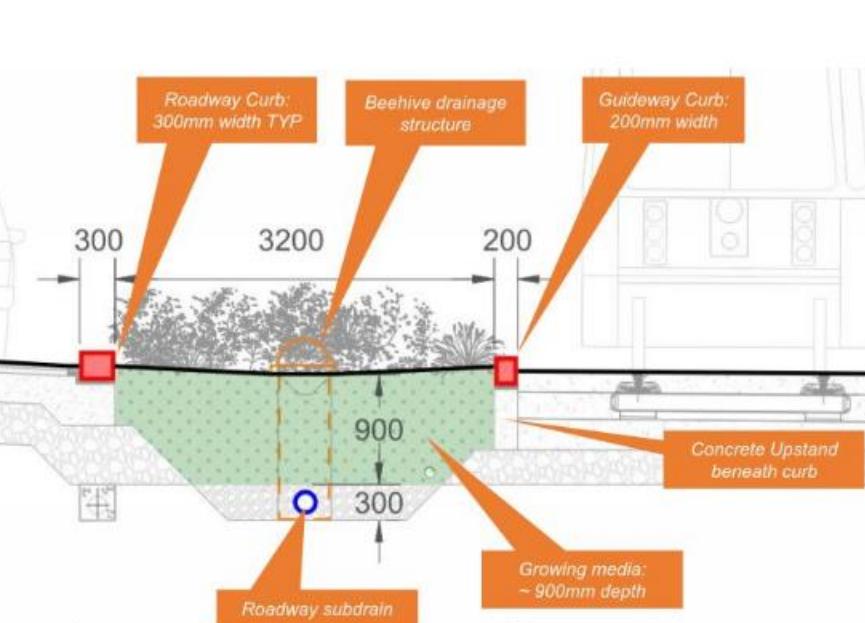
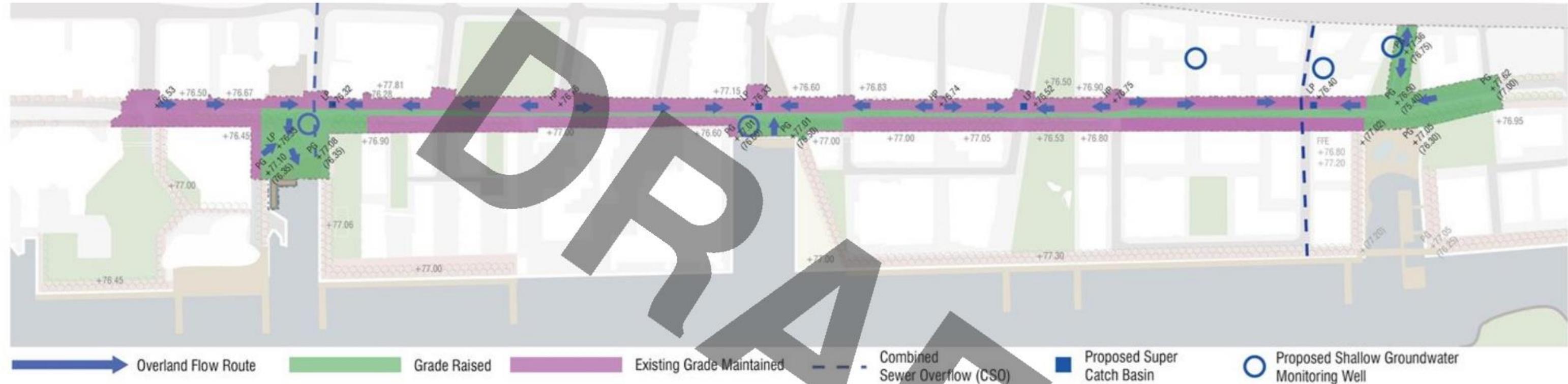
## North side lighting

- Shared road and pedestrian pole
- Capella fixtures (like Lower Donlands)
- Better roadway lighting performance

## South side lighting

- Dedicated pedestrian pole improves visibility (min. 10 lux)
- Olivio fixture (like QQW and Water's Edge Promenade)
- Similar to Queens Quay West and Water's Edge Promenade poles

# Stormwater Strategy



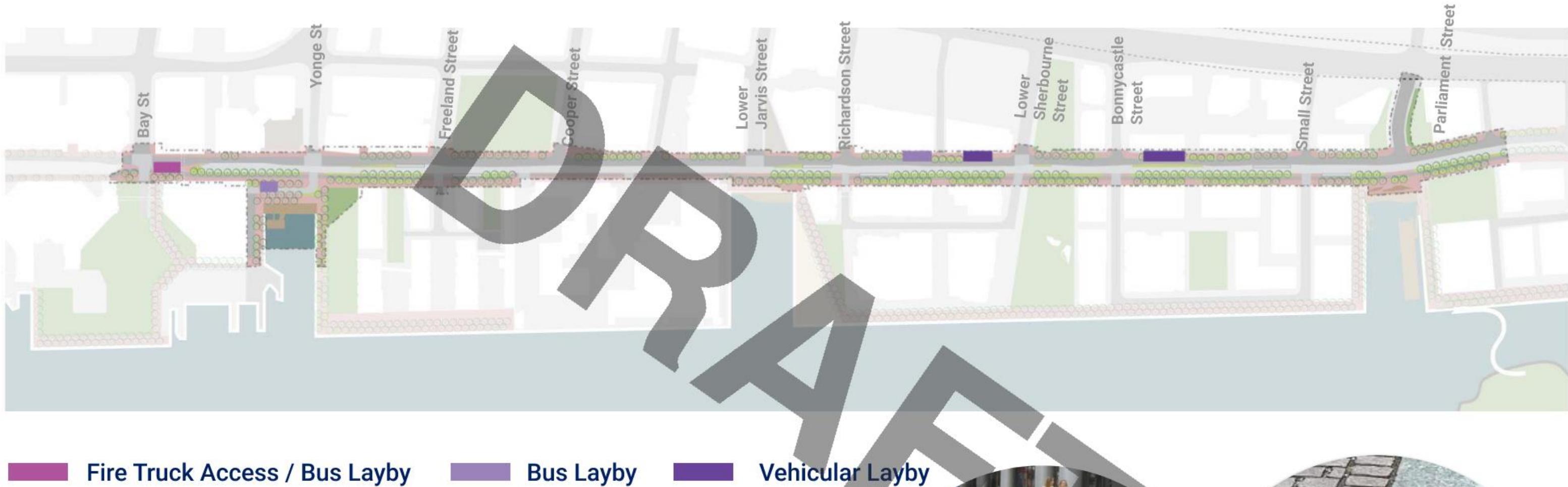
# Accessibility Year Round

## Clearway and Snow Storage



# Pick-up / Drop-off Strategy

## Layby Areas



- Laybys at an intermediate grade between sidewalk and roadway.
- A detectable mountable curb delineate the edge of the layby at the roadway and at the sidewalk.

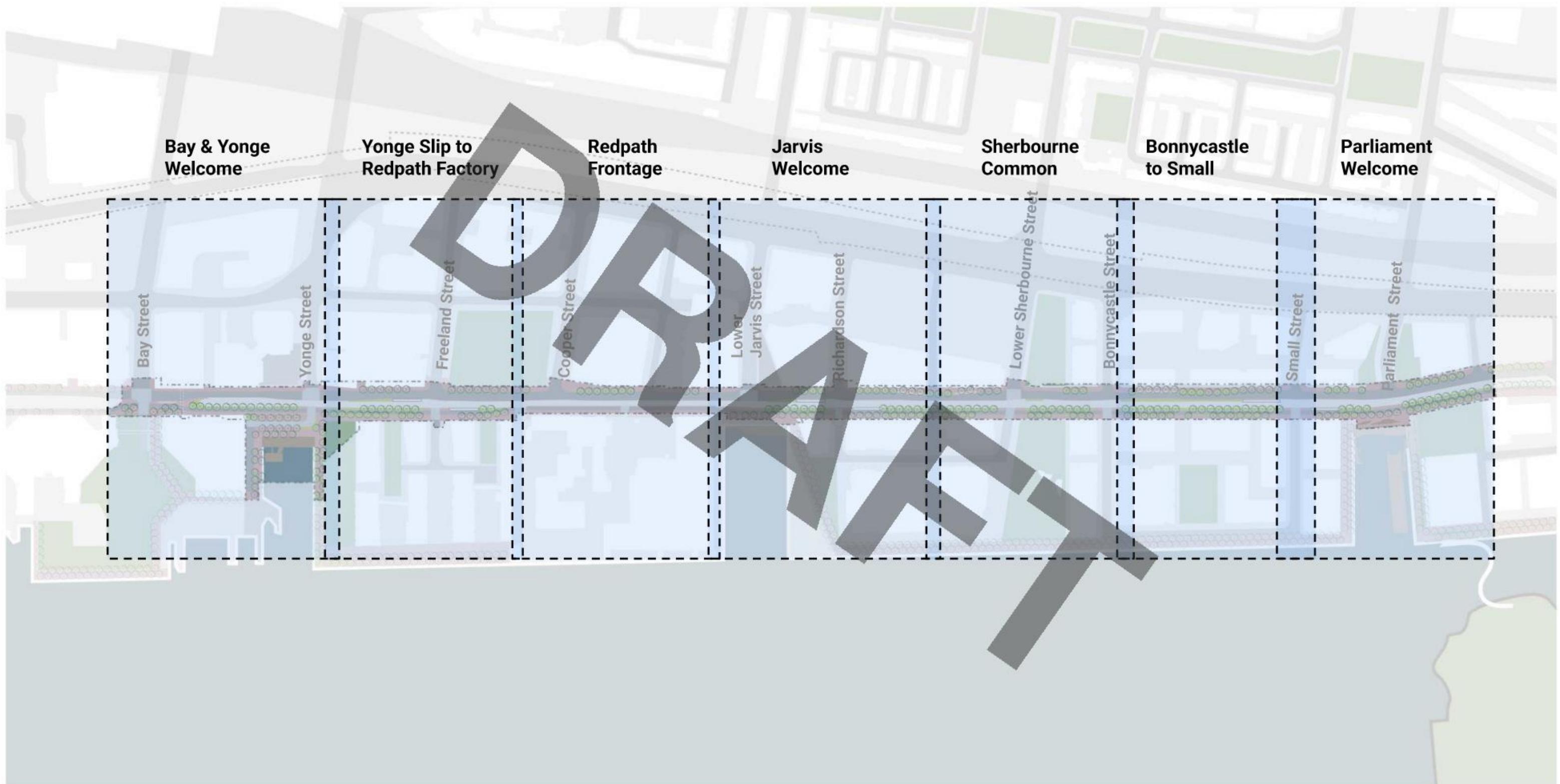


# QQE Block-By-Block

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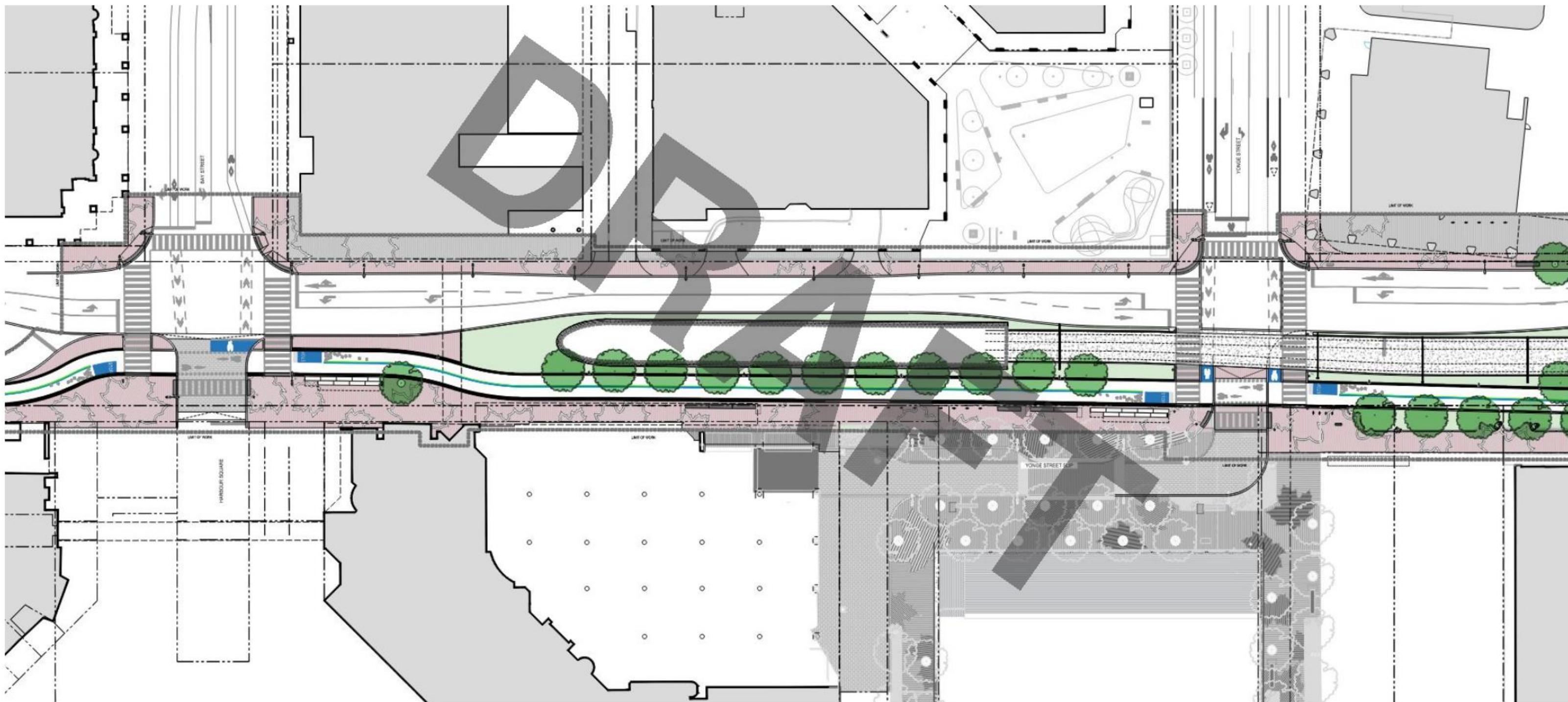
Applying the design to QQE's changing conditions

# QQE Character Blocks



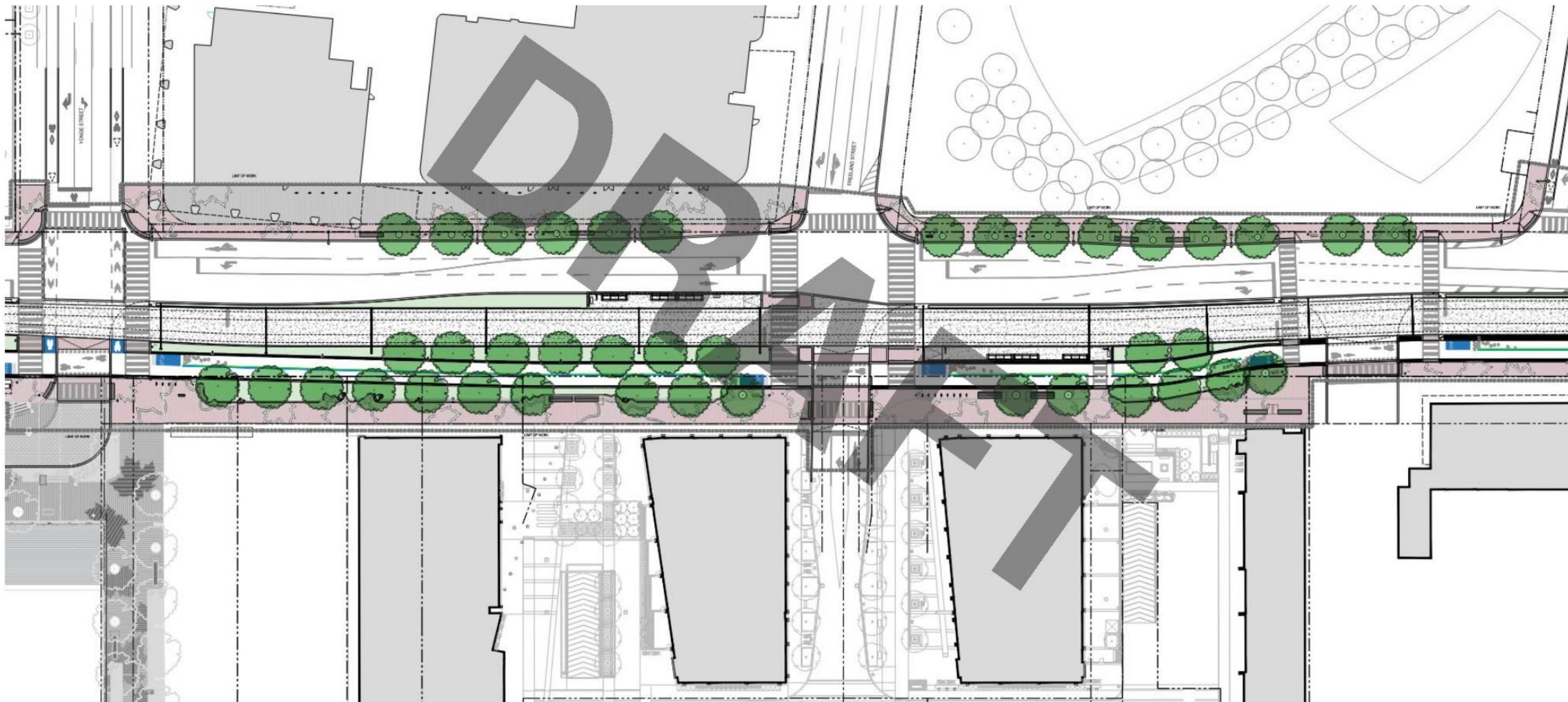
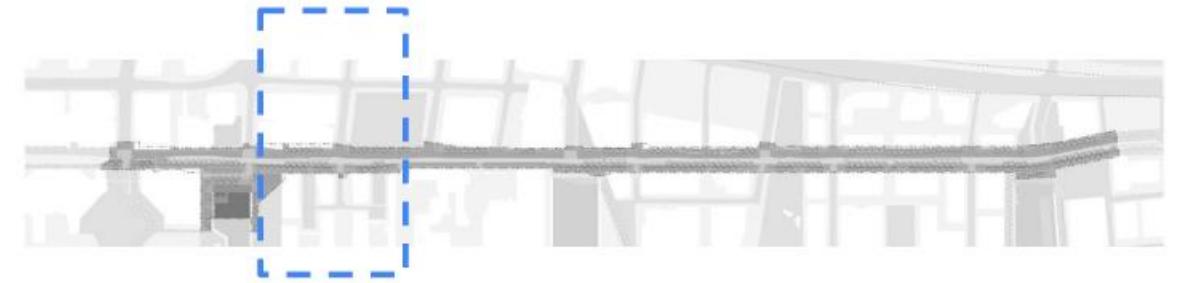
# Bay & Yonge Welcome

60% Design



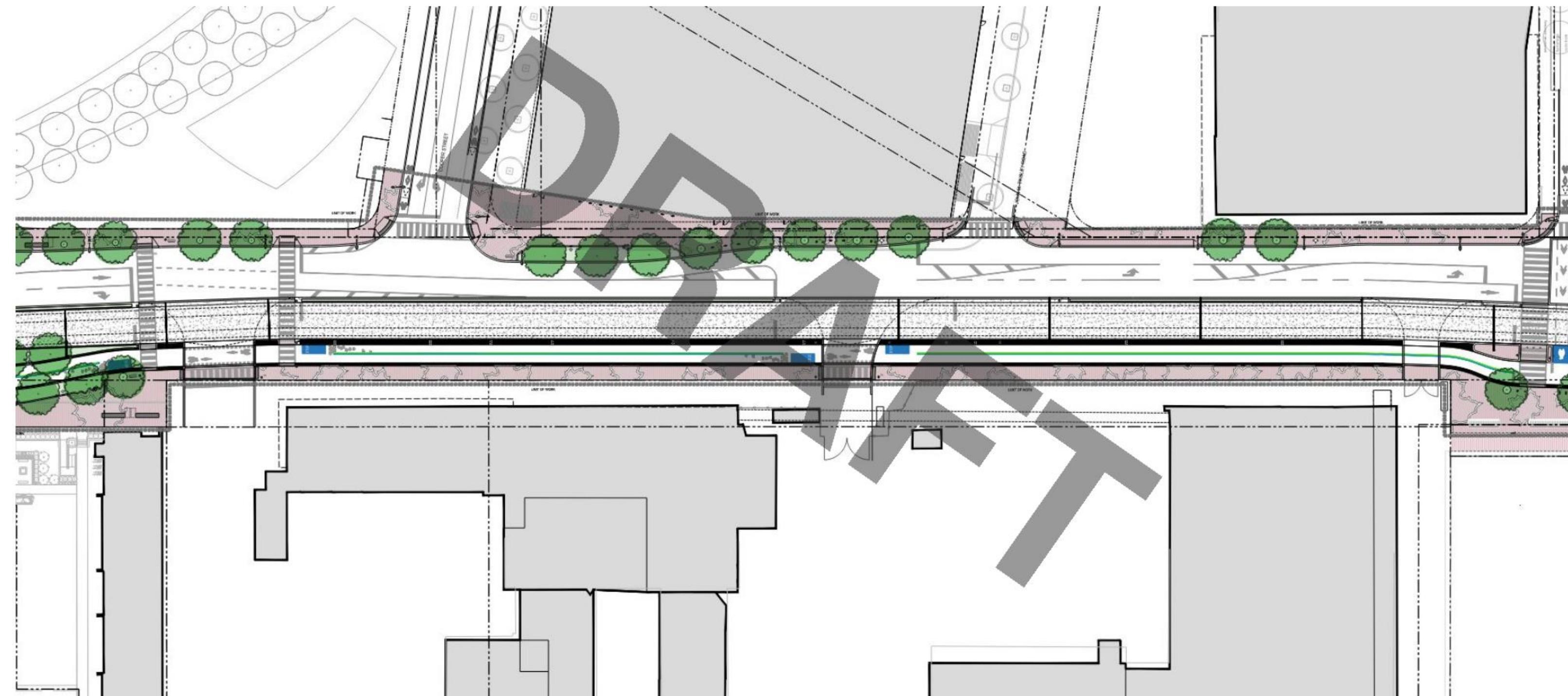
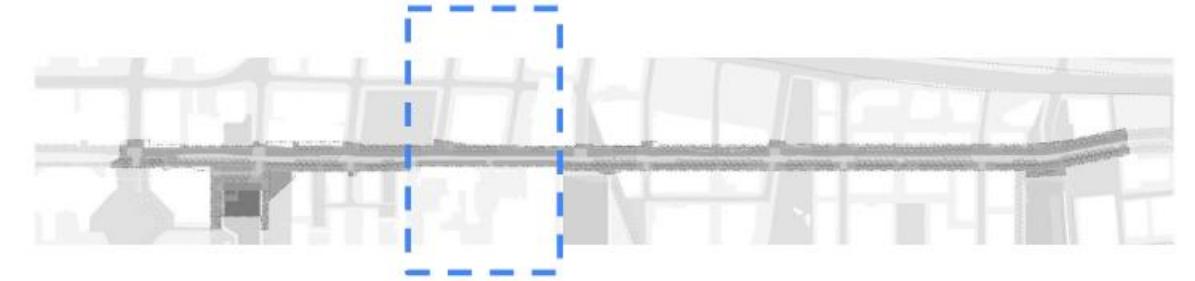
# Yonge to Redpath

60% Design



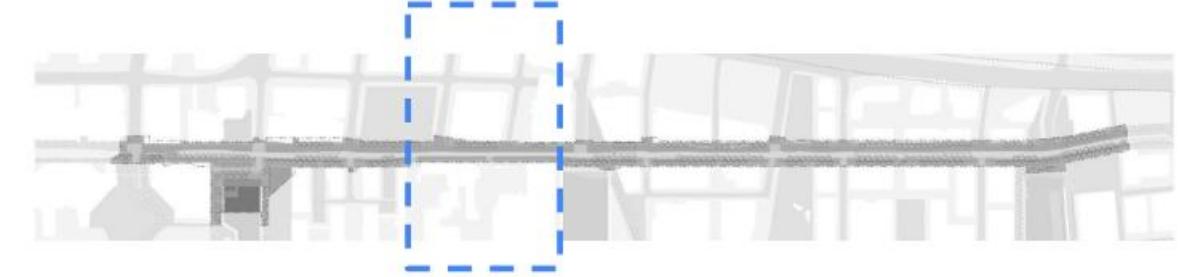
# Redpath frontage

60% Design

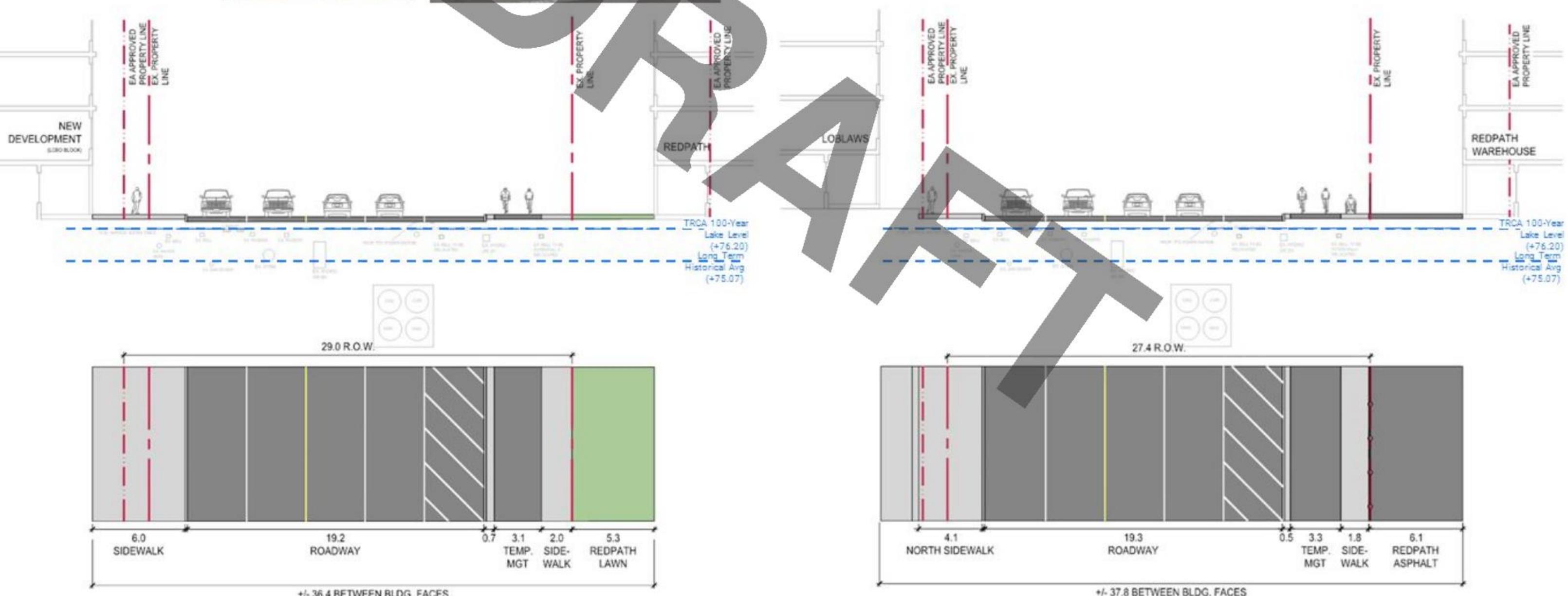


# Redpath frontage

## Site and Operational Constraints

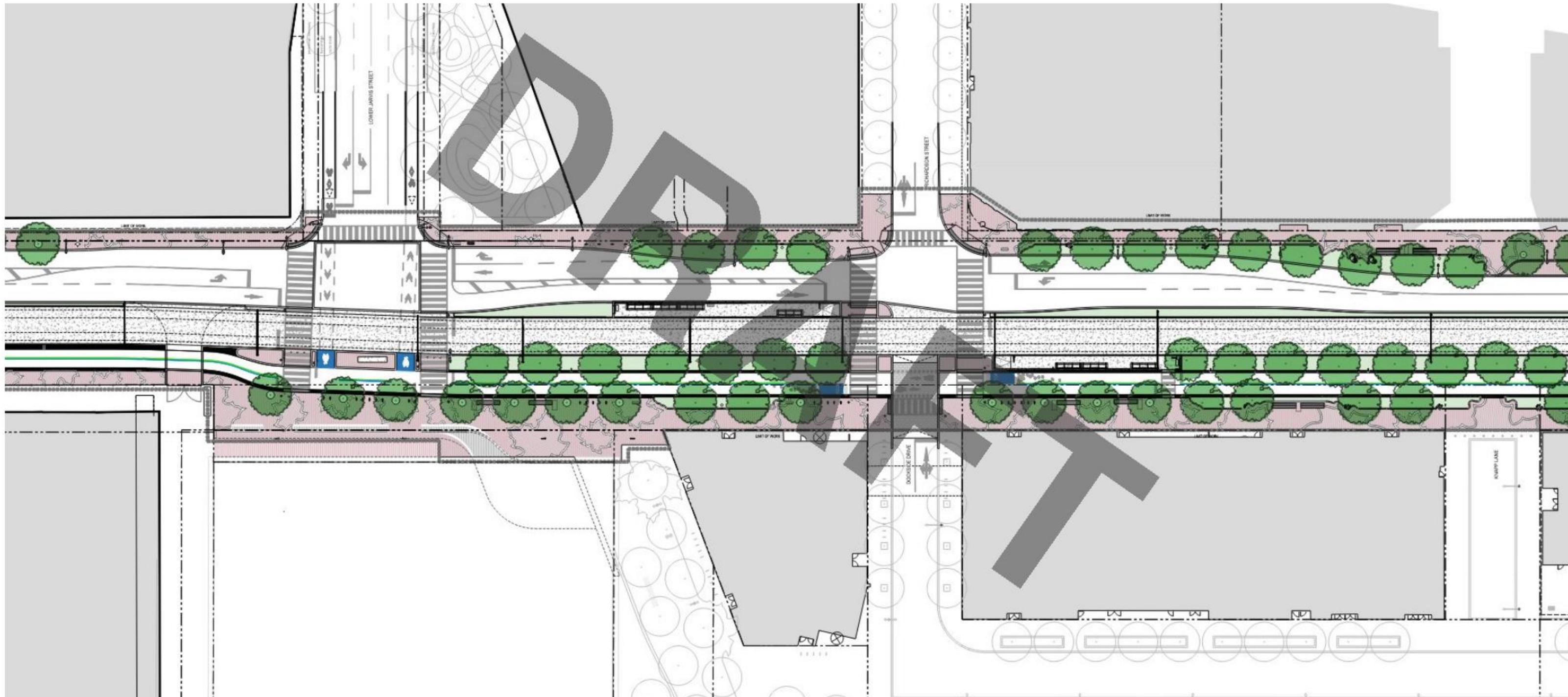
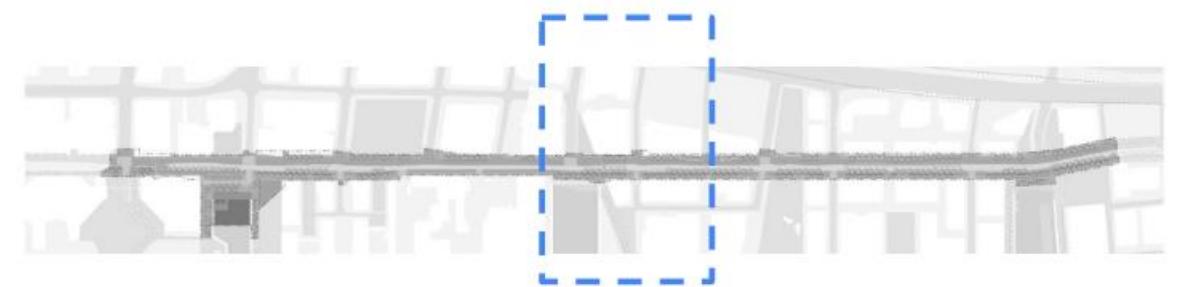


### West Block



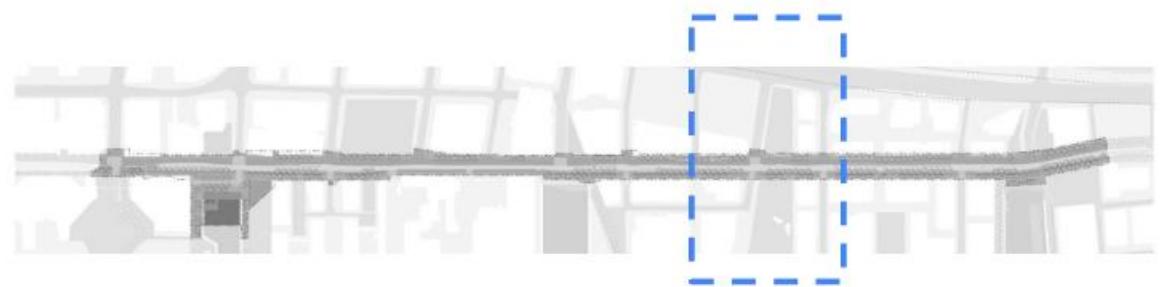
# Jarvis Welcome

60% Design



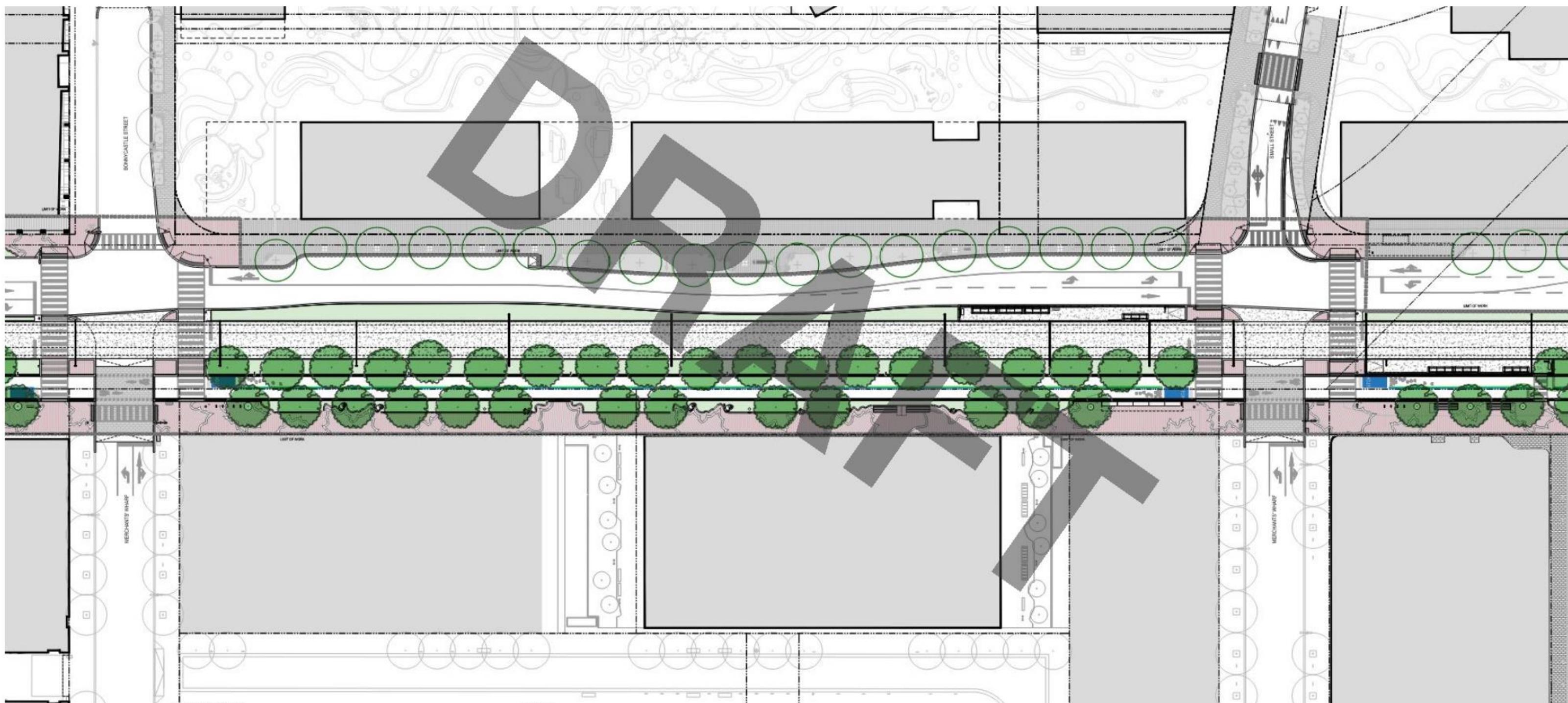
# Sherbourne Commons

## 60% Design



# Bonncastle to Small

## 60% Design



# Parliament Welcome

60% Design

