

BREAKOUT 1

Quayside Site Plan & Transportation

Breakout Agenda

5 mins **Waterfront Toronto**

10 mins **Sidewalk Labs**

15 mins **Q & A**

15 mins **Table Discussion**

5 mins **Report Back**



Roundtable 4 - December 8, 2018

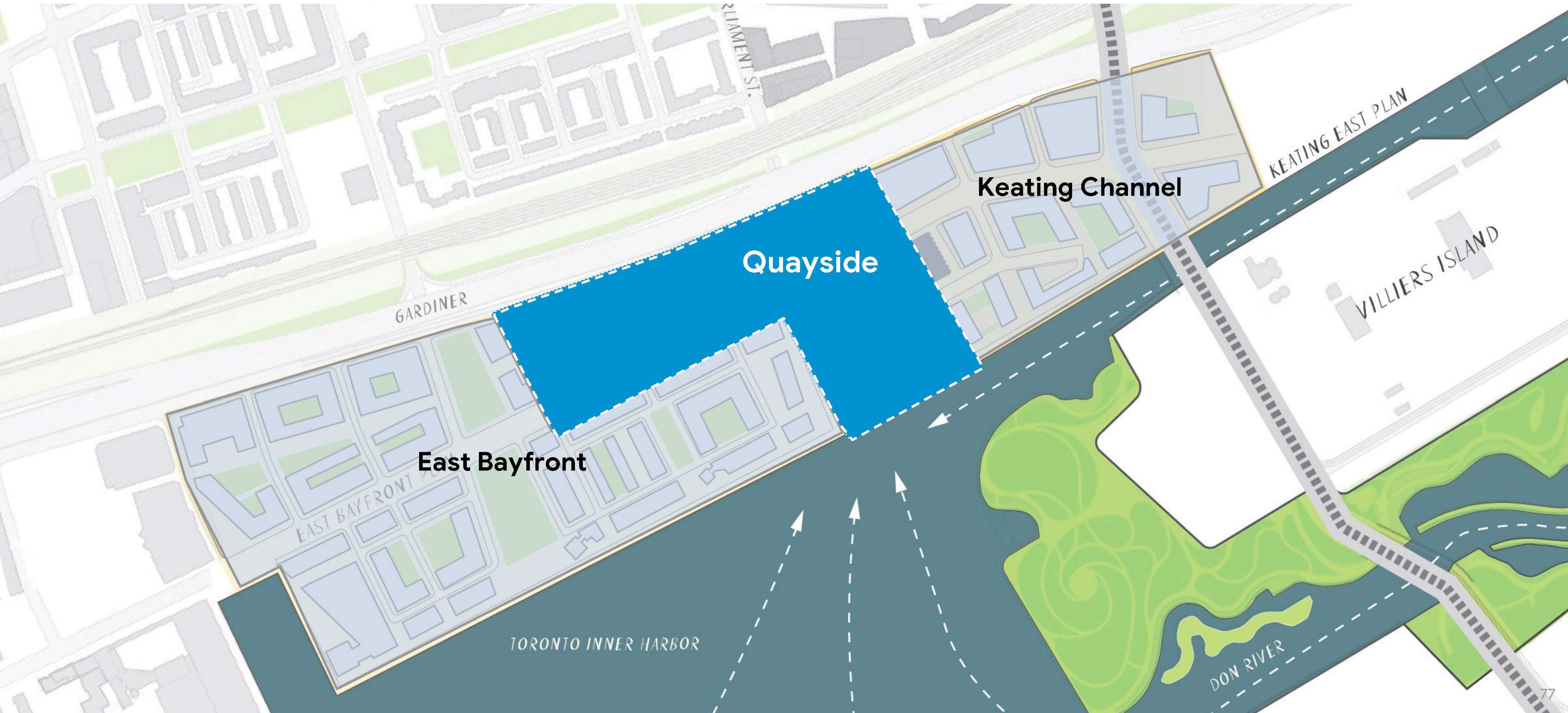
Development Site Plan + Transportation

Breakout Room

Leslie Gash, Senior Vice President Development

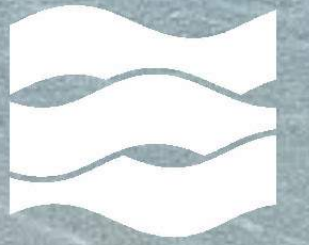
Pina Mallozzi, Vice President, Design

Quayside: Context



Central Waterfront Secondary Plan

Approved 2003



WATERFRONToronto

Network of Spectacular Waterfront Parks

Making Connections and Removing Barriers

Promoting a Clean + Green Environment

Creating Dynamic and Diverse Communities

East Bayfront Precinct Principles

Approved 2006

- **Publicly accessible** water's edge promenade
- Strengthen **visual connections** to the water from the city
- Create a **series of special public spaces** at major north-south connections
- Encourage and support **pedestrians, cyclist and transit** users
- Establish **Queens Quay** as an urban boulevard
- Encourage active and **engaging ground floor** uses
- Support a wide variety of residential and employment **uses and flexibility** across the precinct
- Create an overall **mid-rise** built form stepping down to the water's edge
- Create a district that serves as a model for **environmental sustainability**



Keating Channel Precinct Principles

Approved 2010

- Promote **sustainability** as a core value behind the vision of the Keating Channel Precinct
- Support economic and social **diversity**
- **Foster connectivity** to adjacent waterfront neighbourhoods
- Encourage public transit and non-motorized **transportation** over private automobile use
- **Create** a wide range of **open spaces** will be the backbone of the precinct.
- Support the integration of **infrastructure systems**
- Develop a variety of **built form** and architecture



Figure 24
Keating Channel Promenade

Identified Mobility Outcomes

We have identified the following objectives for evaluating the success of the Master Innovation Development Plan (MIDP):



New Mobility

- ✓ Improve connections to transit network, including first/last mile challenges
- ✓ Increase use of Electric Vehicles (EVs) to replace carbon emitting vehicles
- ✓ Leverage potential future benefits of Autonomous Vehicles (AVs)
- ✓ Reduce the cost, climate impact and convenience for the average user and transportation of goods
- ✓ Ensure open-data protocols for sharing and compatibility of mobility data to improve end user experience and protect privacy.



Our Pillars of Success:

Housing Affordability

Buildings

✓ **Mobility**

Community Support & Inclusivity

Sustainability

Public Realm

Economic Development and Job Creation

Digital Technologies

Identified Mobility Outcomes

The Mobility Pillar has identified the following objectives for evaluating the success of the Master Innovation Development Plan (MIDP):



Walkability

- ✓ A dynamic street network that accommodates all transportation modes appropriately, and creates an inviting pedestrian experience, aligning with the City's Vision Zero: Toronto's Road Safety Plan.



Active Transportation

- ✓ Build cycling infrastructure for a diverse range of cyclists, and introduce strategies for improved safety and user comfort, including through the expansion of the Bike Share Toronto network.

Transit

- ✓ Assist in delivery of and innovative public/private funding strategy for the currently approved waterfront LRT.
- ✓ Connect to, and enhance the existing citywide mass transit network.

Network Management

- ✓ Explore options for network management tools to make better use of transit infrastructure and significantly increase trips by mass transit, walking, cycling or electric shared mobility

Our Pillars of Success:

Housing Affordability

Buildings

✓ **Mobility**

Community Support & Inclusivity

Sustainability

Public Realm

Economic Development and Job Creation

Digital Technologies



a waterfront for everyone



BREAKOUT 1

Jesse Shapins + Andrew Miller

SIDEWALK LABS

Quayside Transportation

01

Allow fast, reliable, comfortable trips to and from the neighbourhood via walking, cycling, and transit (i.e., non-auto modes).

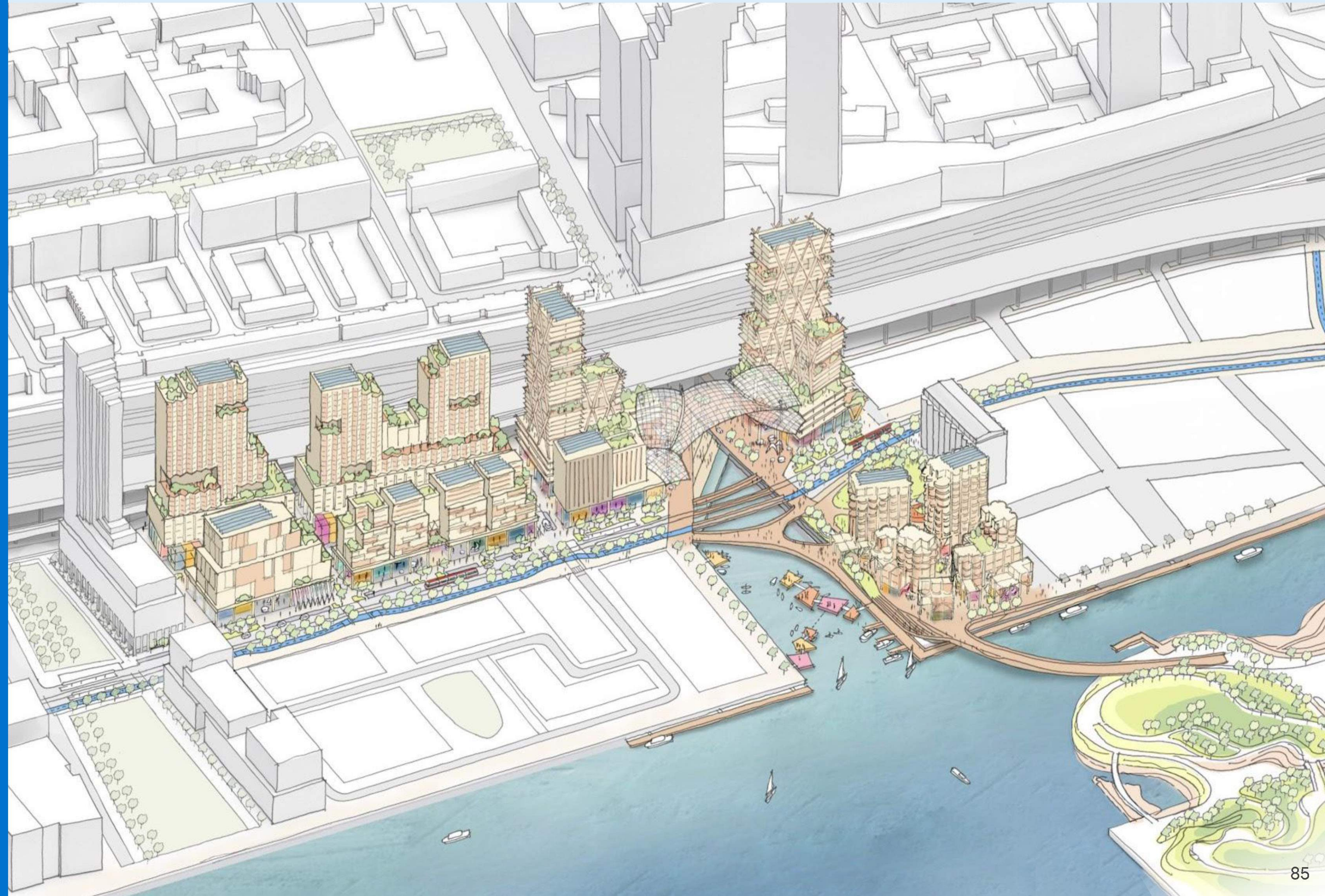
02

Over time, reclaim space for the public realm, while preserving access for private autos.

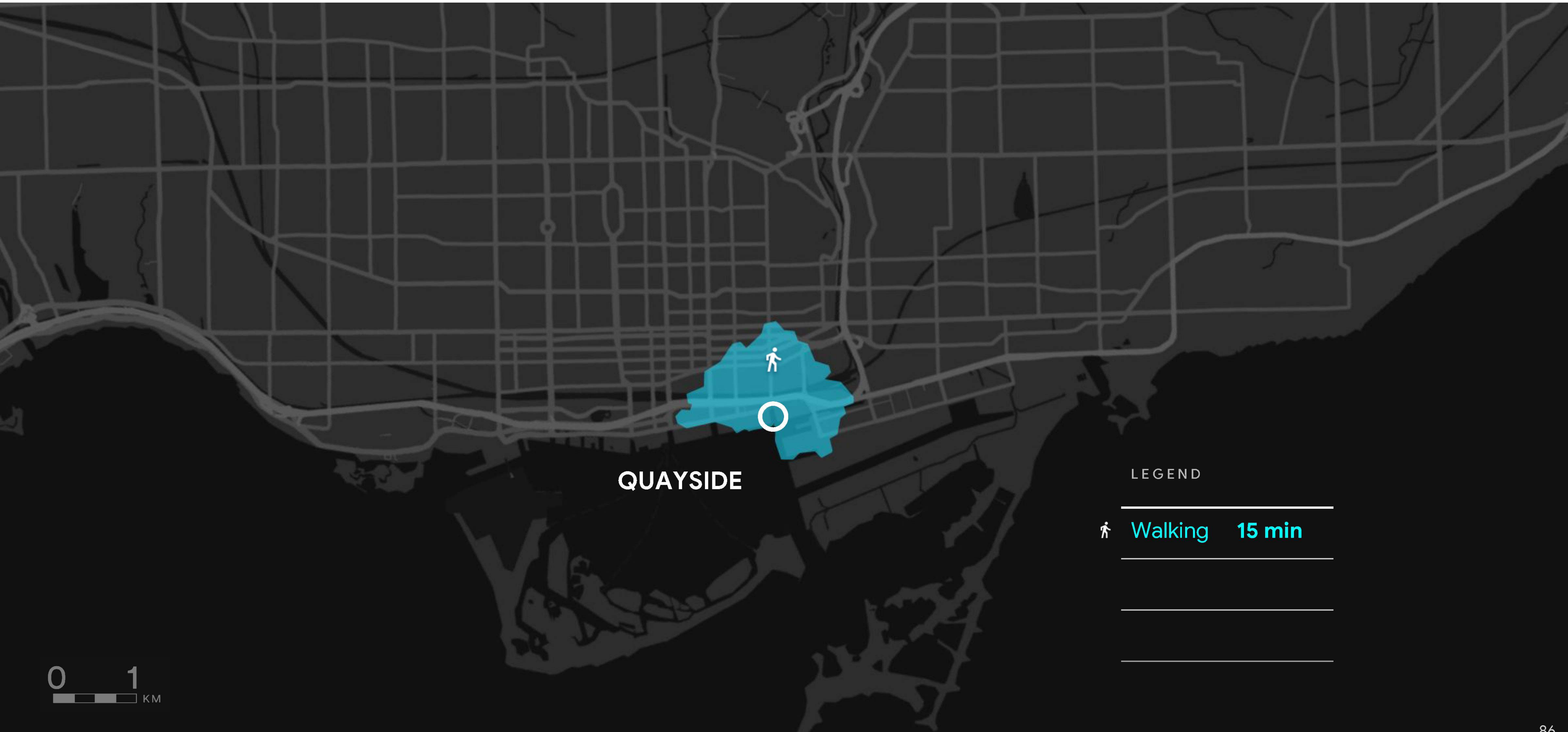
03

Provide for a future of new mobility options like AVs, mobility as a service.

The proposed transportation system in Quayside will...



Walking: Access within 15 Minutes

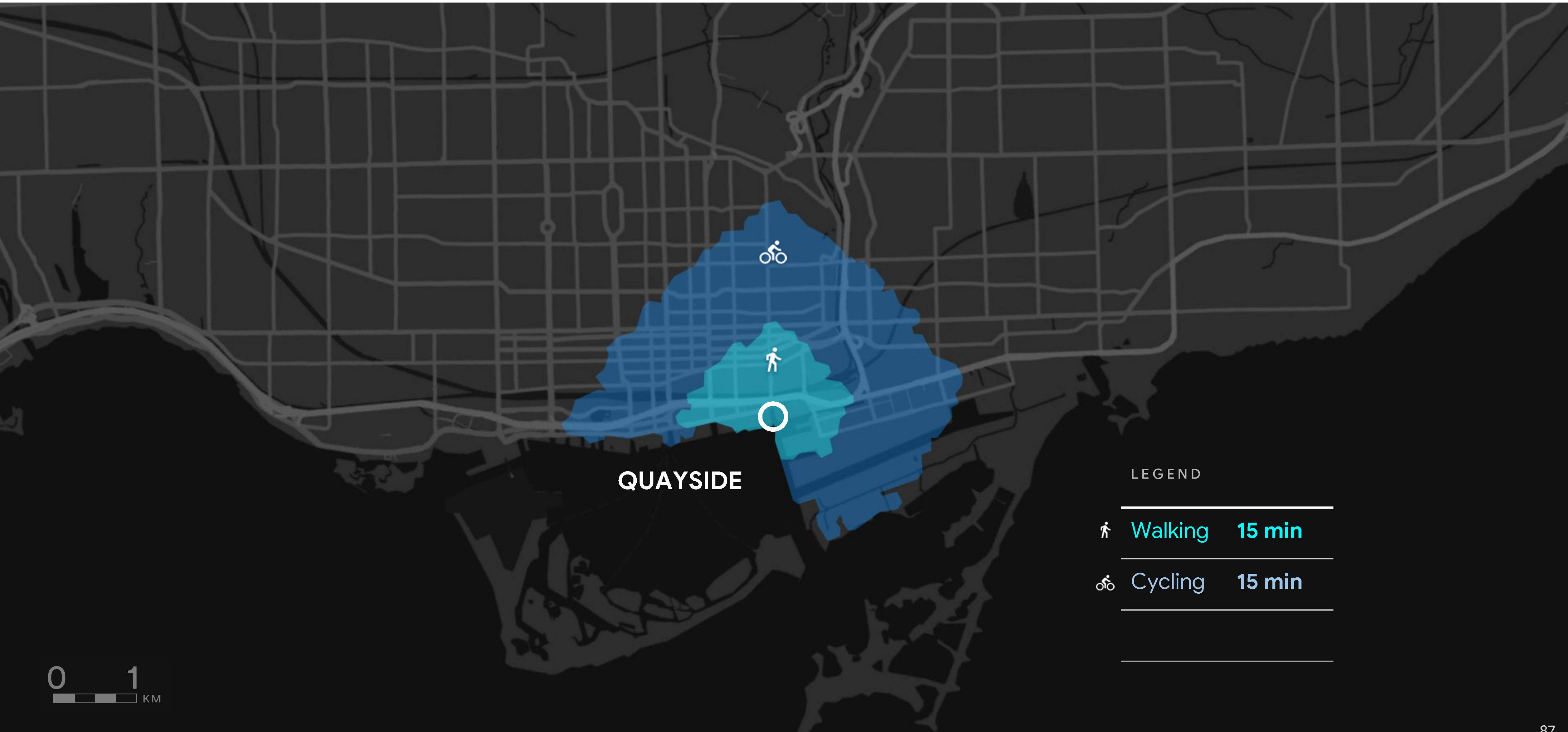


LEGEND

 **Walking 15 min**



0 1 KM

Walking & Cycling: Access within 15 Minutes



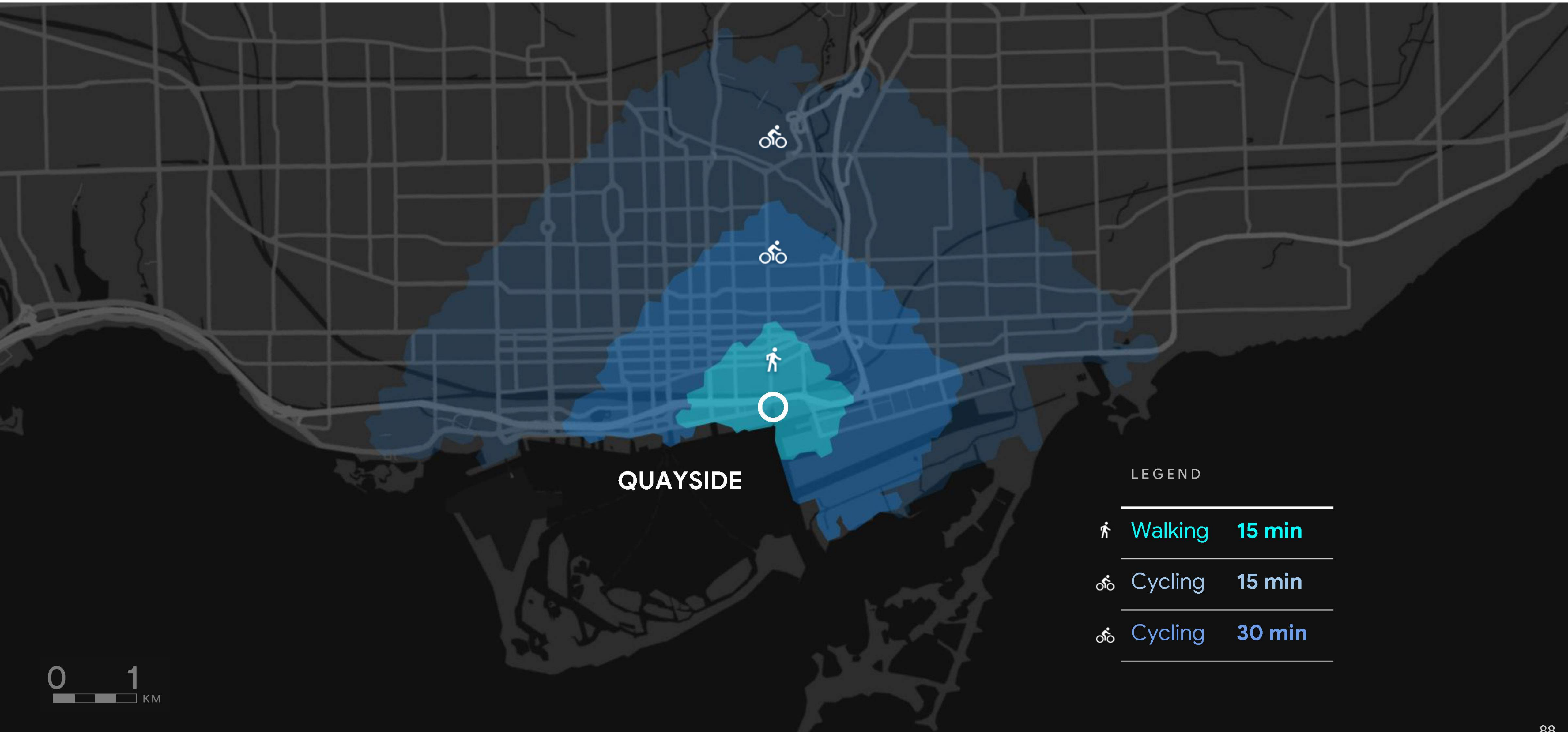
QUAYSIDE

LEGEND




-  **Walking 15 min**
-  **Cycling 15 min**

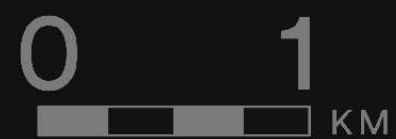
0 1 KM

Walking & Cycling: Access within 30 Minutes

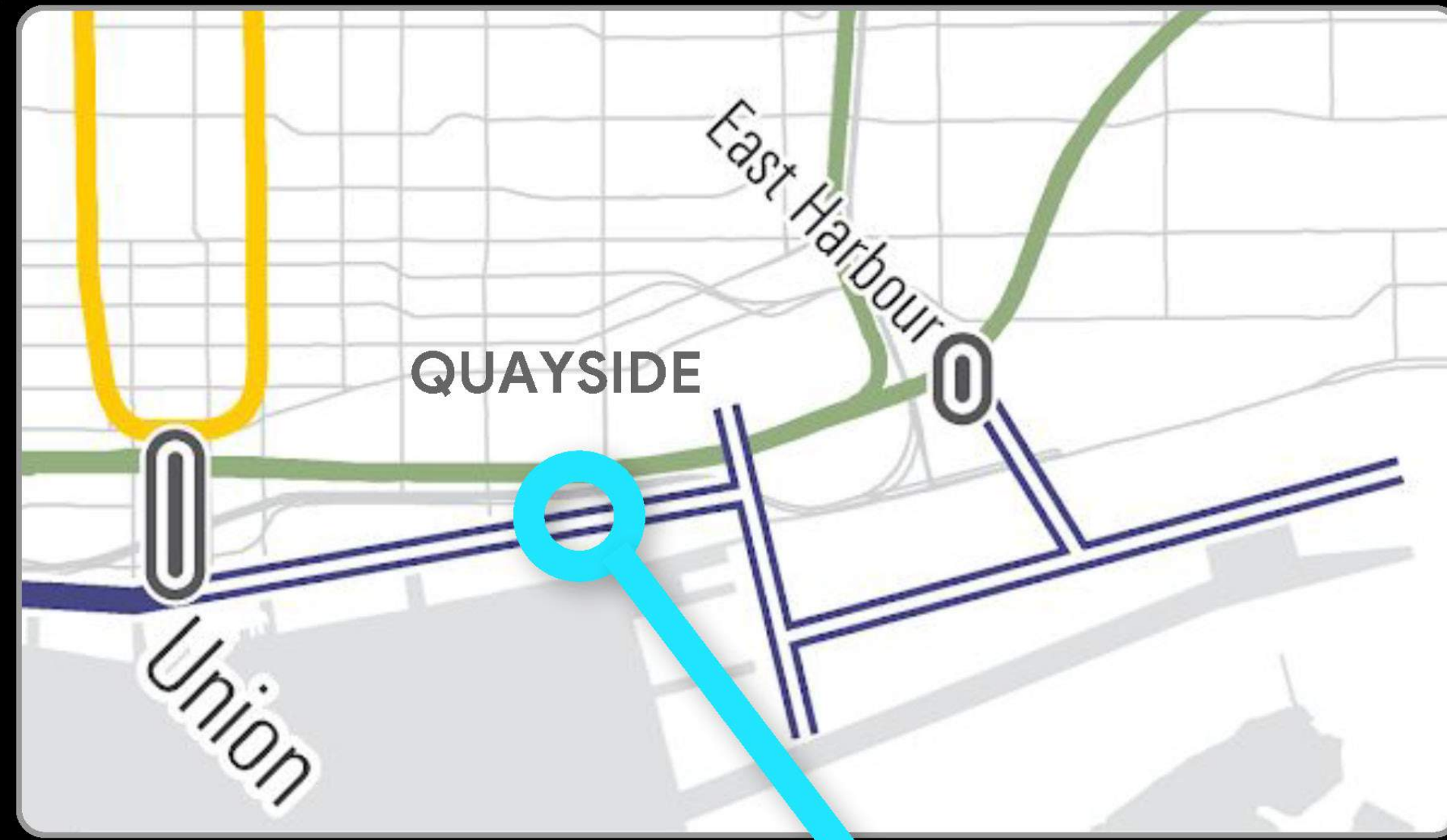


LEGEND

-  **Walking 15 min**
-  **Cycling 15 min**
-  **Cycling 30 min**

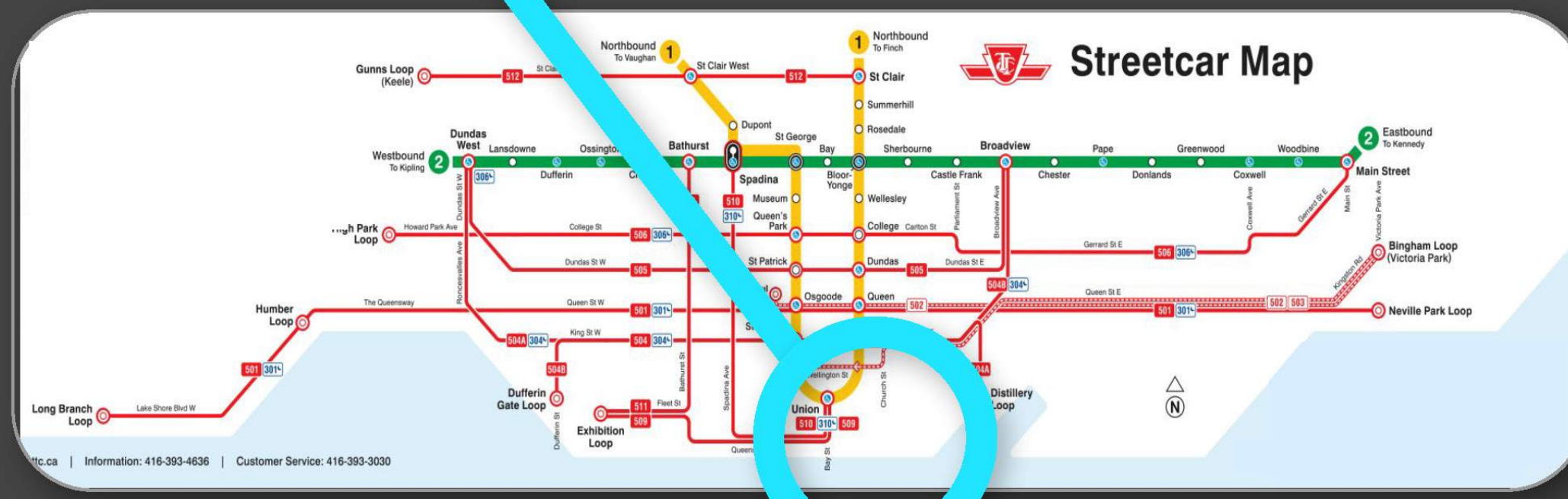


Transit Integration: Connecting Quayside to all Corners of Toronto & the GTA



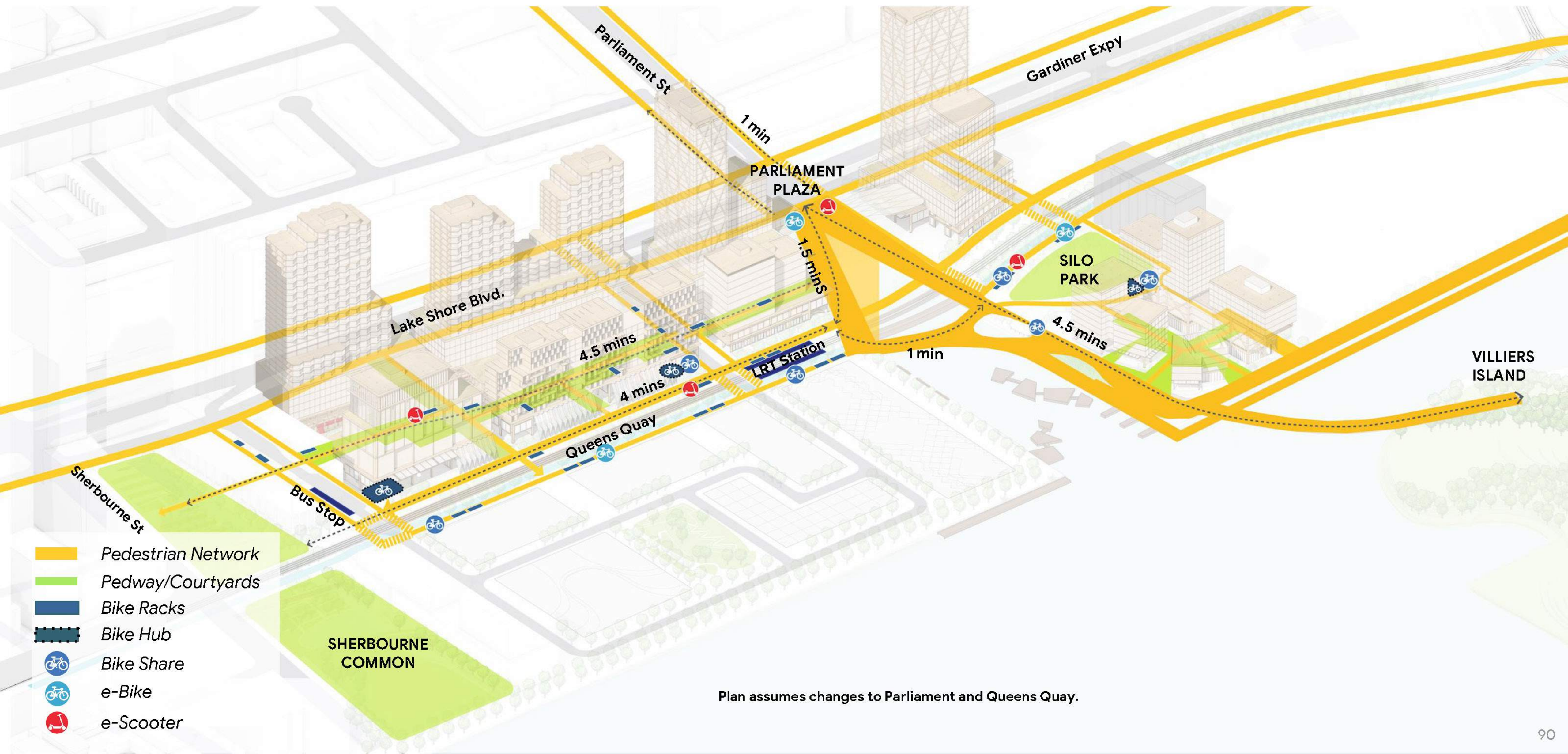
Potential Transit Level of Service & Projected Travel Times

Travels Between	Frequency	Travel Time
Union Station ↔ Queens Quay & Parliament	509 LRT (12,6) vehicle / hour (peak, off-peak)	8 min.
East Harbour Station ↔ Queens Quay & Parliament	509 LRT (12,6) vehicle / hour (peak, off-peak)	10 min.
Broadview Station ↔ Queens Quay & Parliament	Broadview LRT (7.5,4) vehicle / hour (peak, off-peak)	20 min.



Mass transit expansions, as recommended by the Waterfront Transit Reset plan

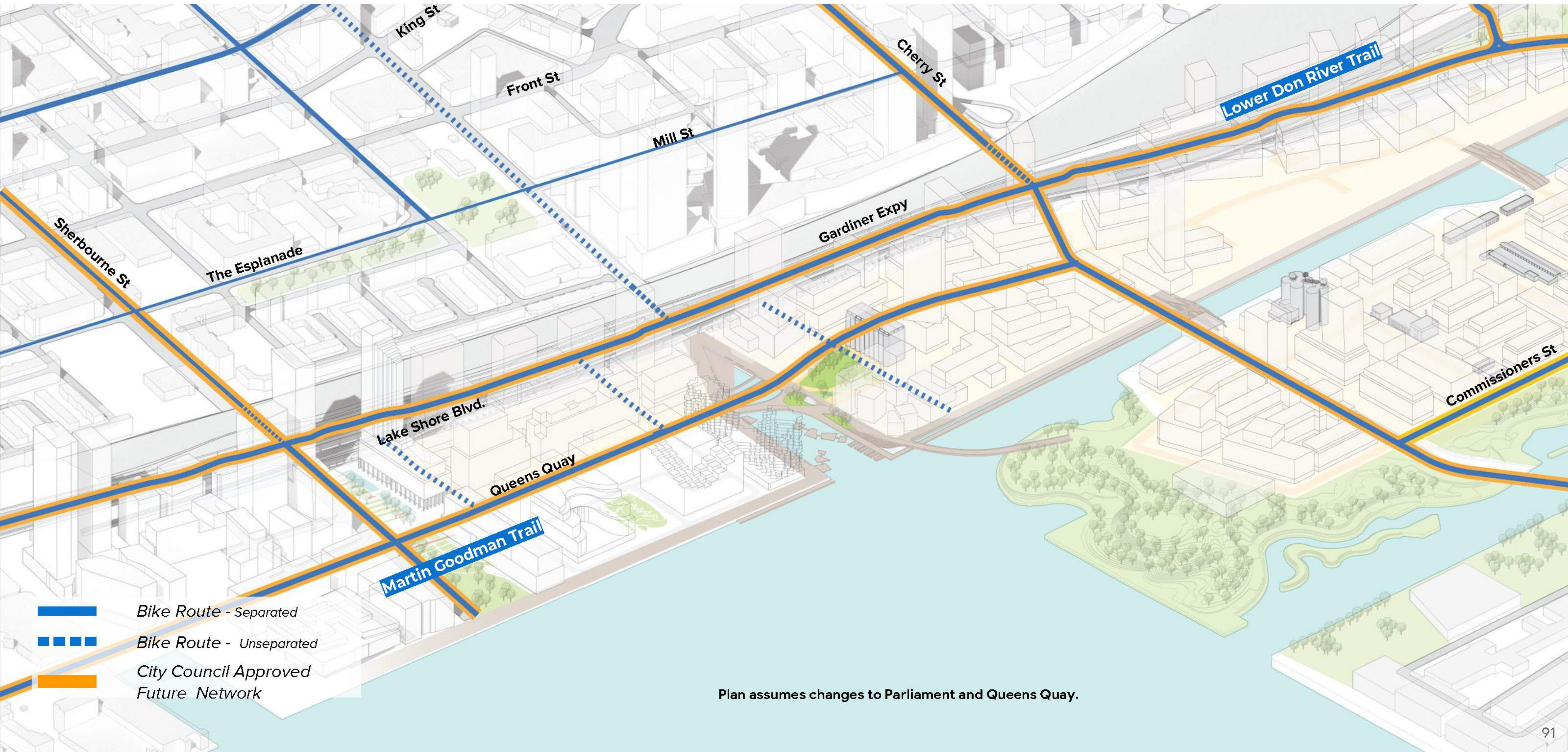
Walking & Cycling: Pedestrian Circulation



- Pedestrian Network
- Pedway/Courtyards
- Bike Racks
- Bike Hub
- Bike Share
- e-Bike
- e-Scooter

Plan assumes changes to Parliament and Queens Quay.

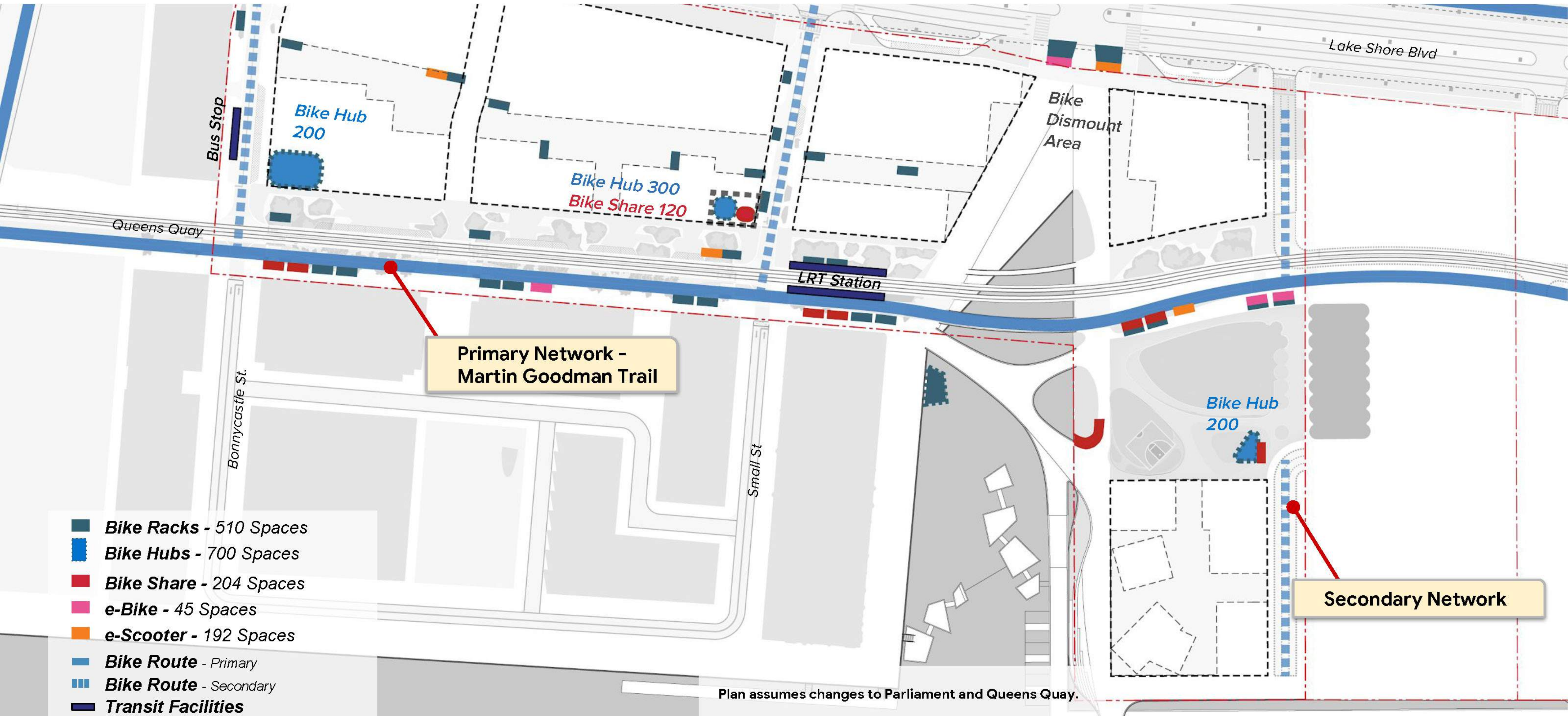
Walking & Cycling: The Bike Network



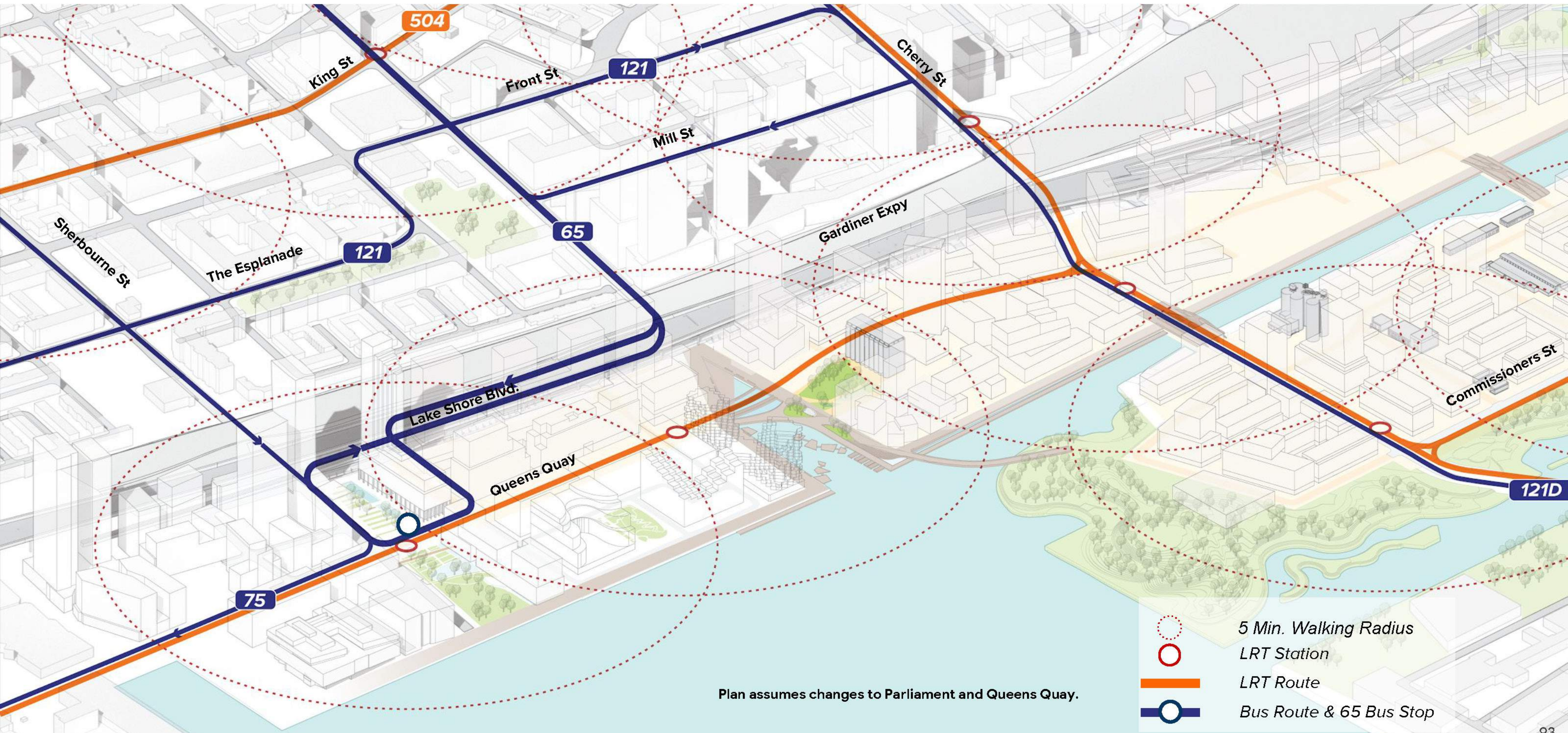
-  Bike Route - Separated
-  Bike Route - Unseparated
-  City Council Approved Future Network

Plan assumes changes to Parliament and Queens Quay.

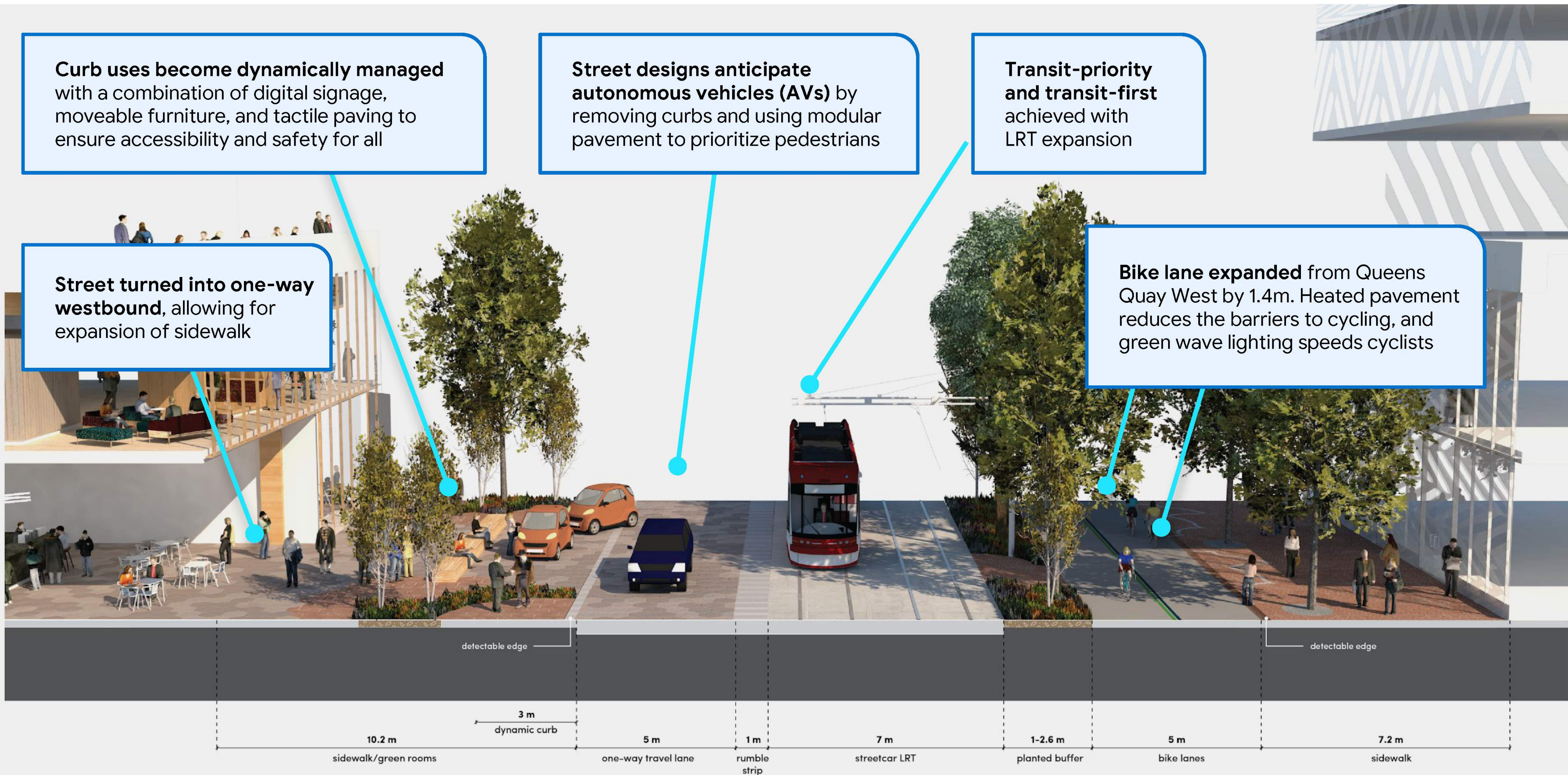
Walking & Cycling: Bike Paths, Parking, and Sharing



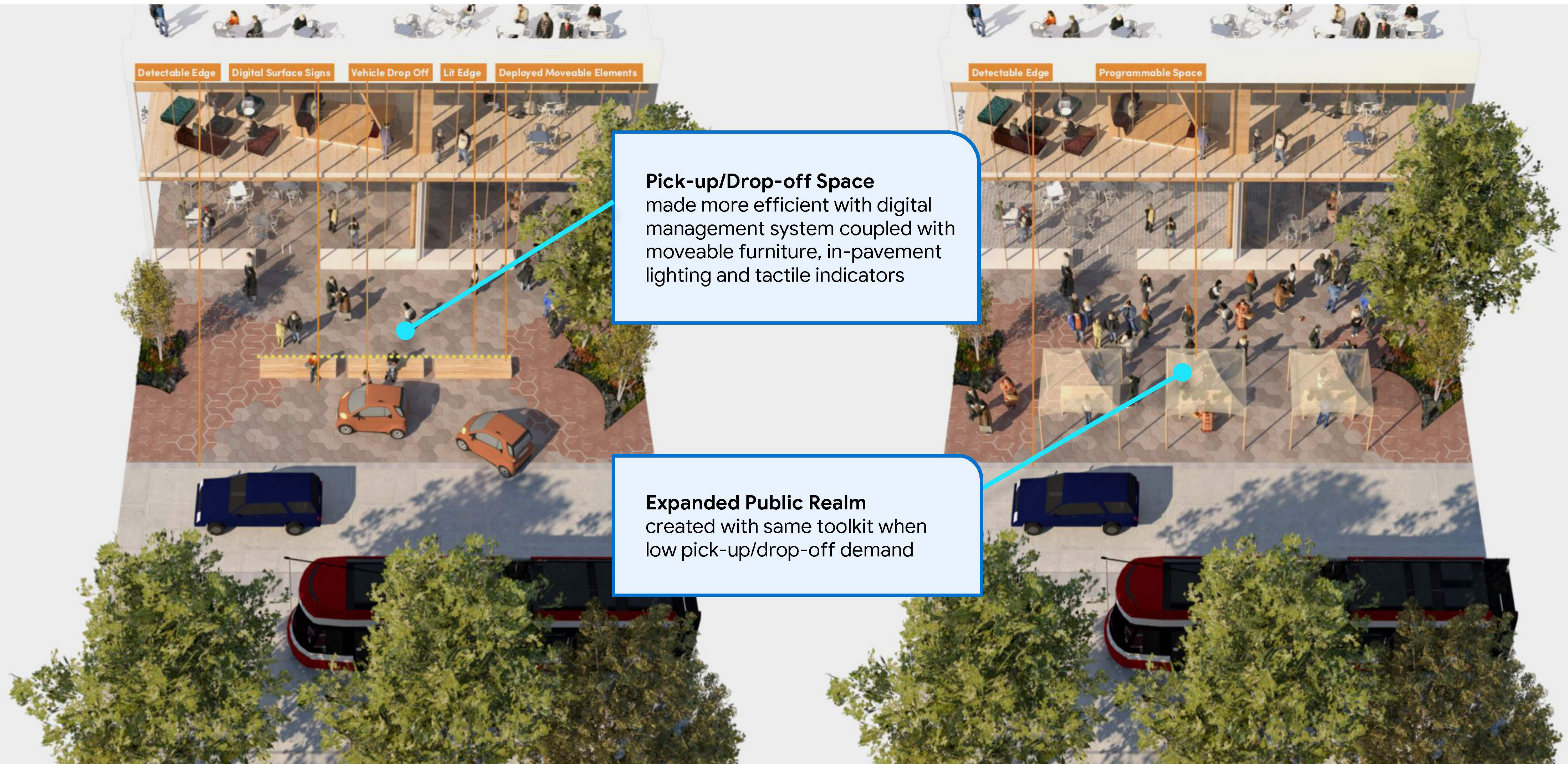
Transit: Potential Light Rail and Bus Routes



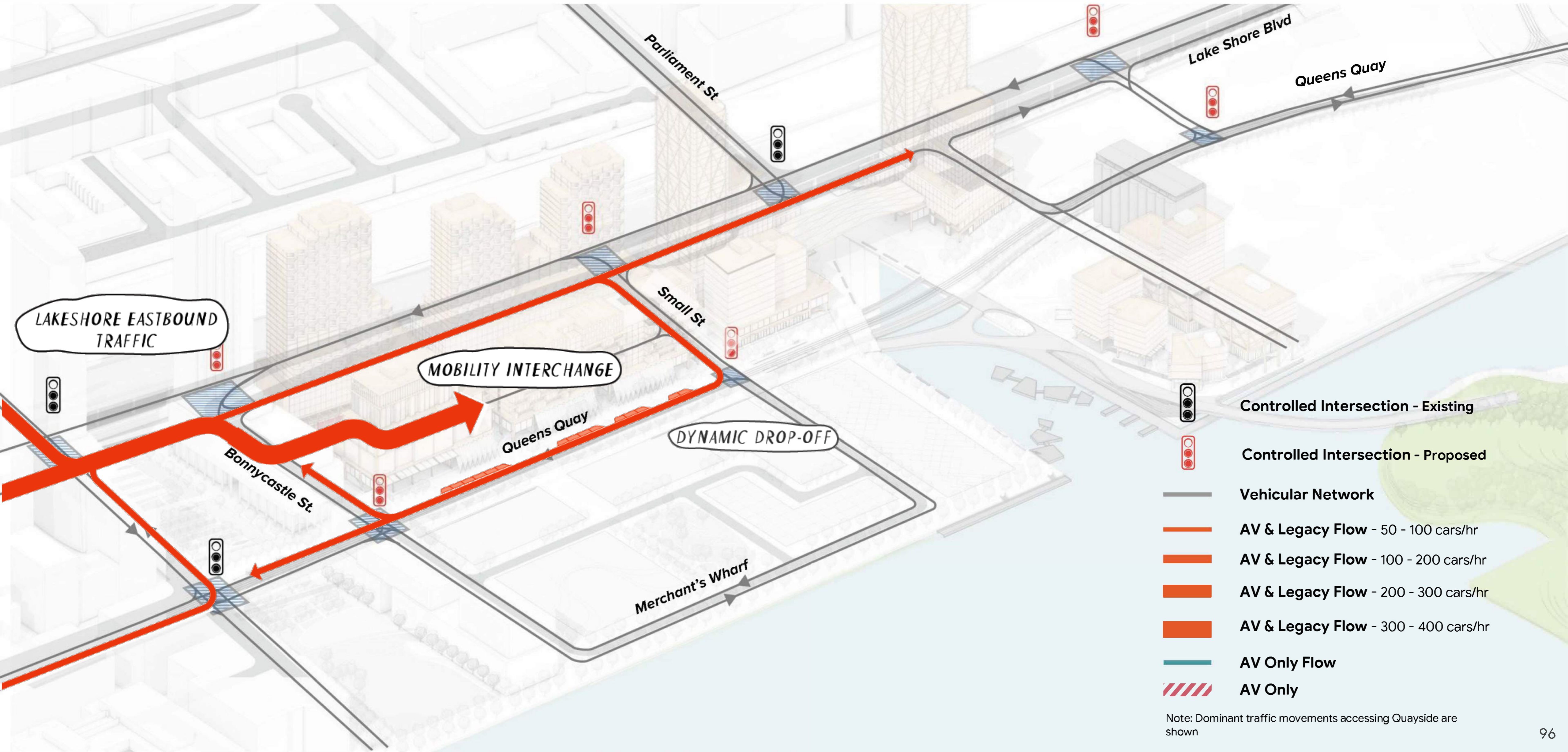
2025 Design: Queens Quay to Adapt for Future as One-Way Interim Solution



Queens Quay: Dynamic Curb



Automobiles: Vehicular Circulation: 2025 (Eastbound Traffic)



LAKESHORE EASTBOUND TRAFFIC

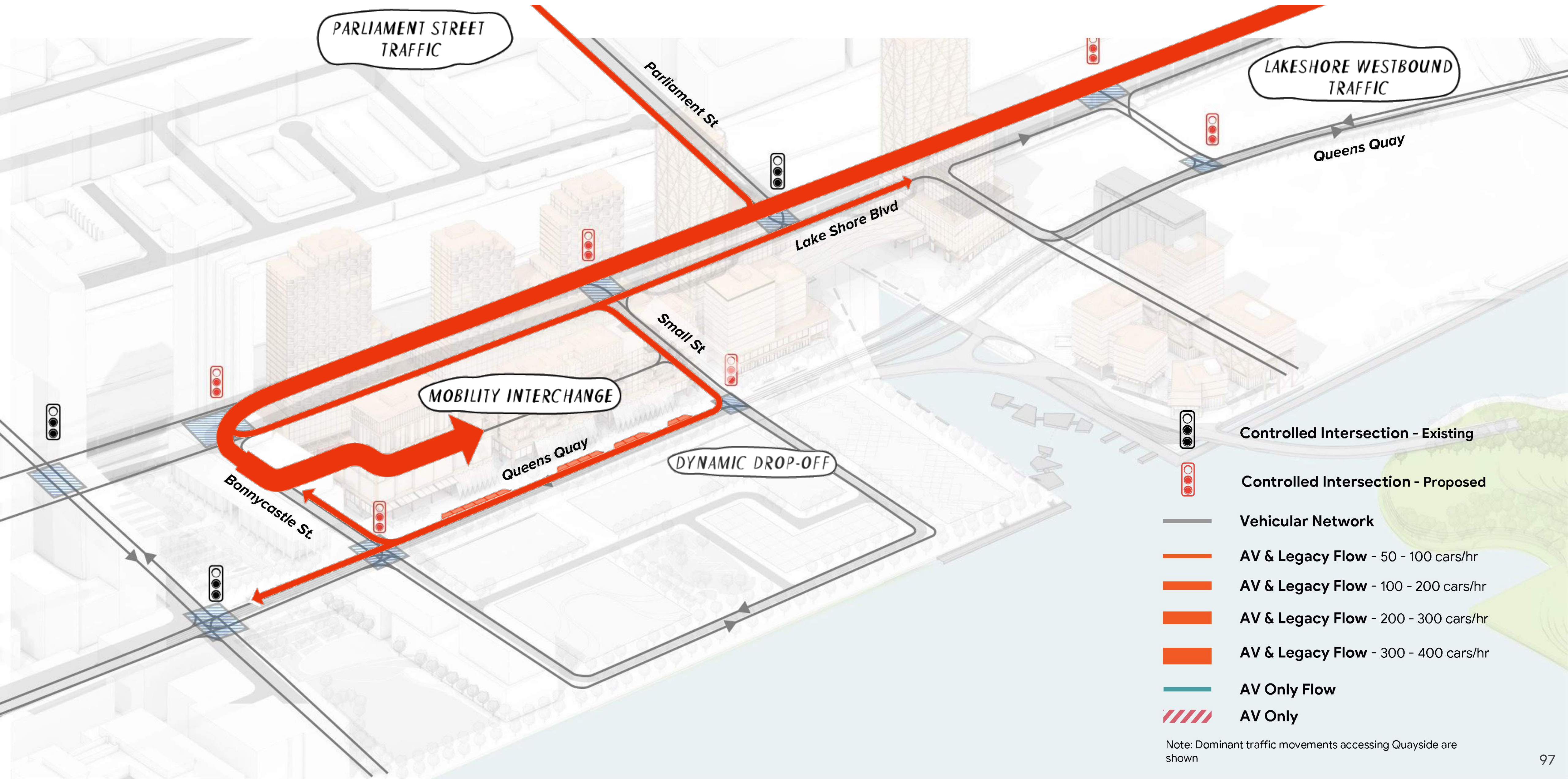
MOBILITY INTERCHANGE

DYNAMIC DROP-OFF

- Controlled Intersection - Existing
- Controlled Intersection - Proposed
- Vehicular Network
- AV & Legacy Flow - 50 - 100 cars/hr
- AV & Legacy Flow - 100 - 200 cars/hr
- AV & Legacy Flow - 200 - 300 cars/hr
- AV & Legacy Flow - 300 - 400 cars/hr
- AV Only Flow
- AV Only

Note: Dominant traffic movements accessing Quayside are shown

Automobiles: Vehicular Circulation: 2025 (Southbound & Westbound Traffic)



Automobiles: Legacy vs. Autonomous Vehicles

LEGACY VEHICLES...

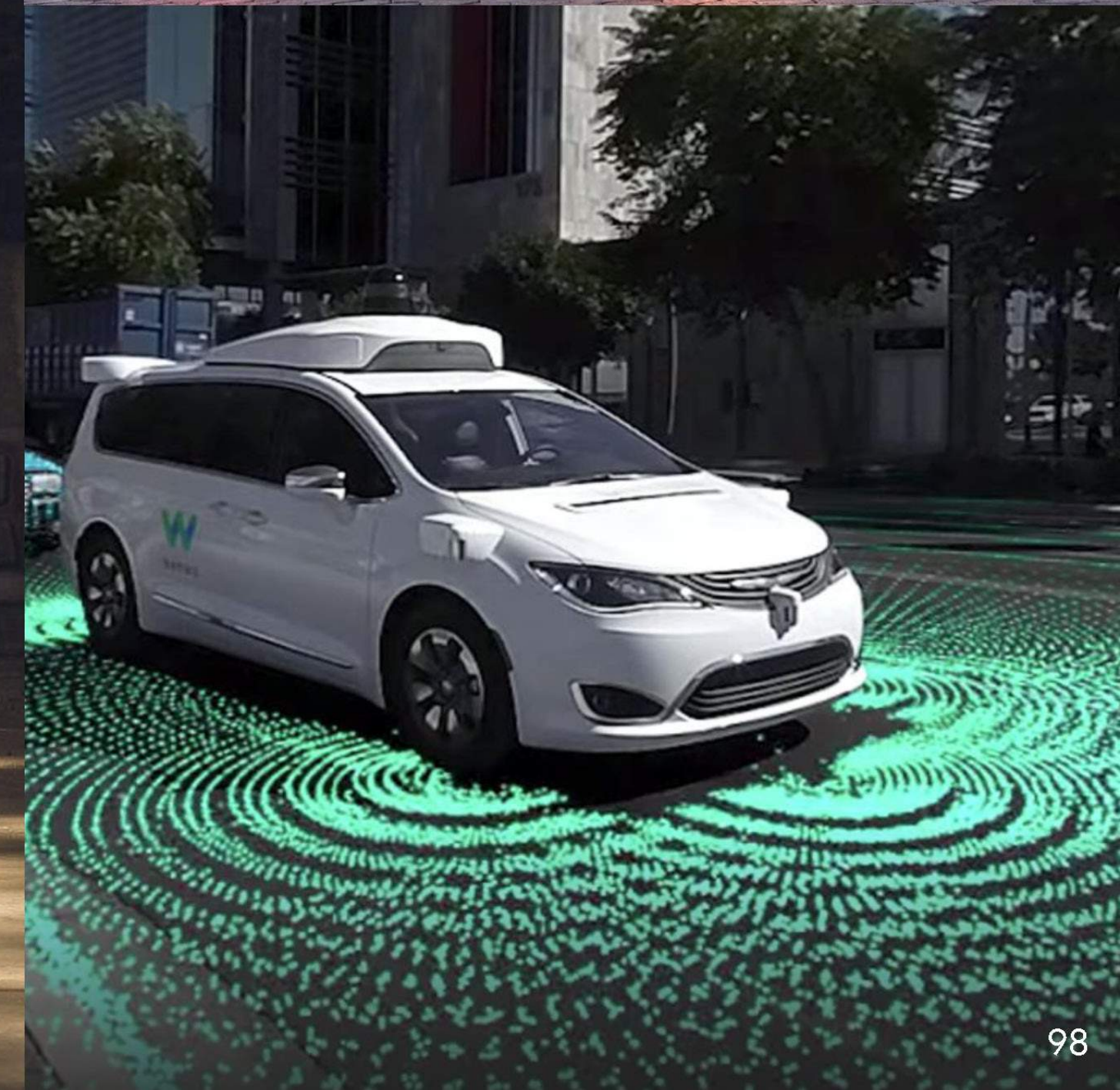
are the sort of vehicles we're all familiar with. Most notably, they are driven by humans.

AUTONOMOUS VEHICLES...

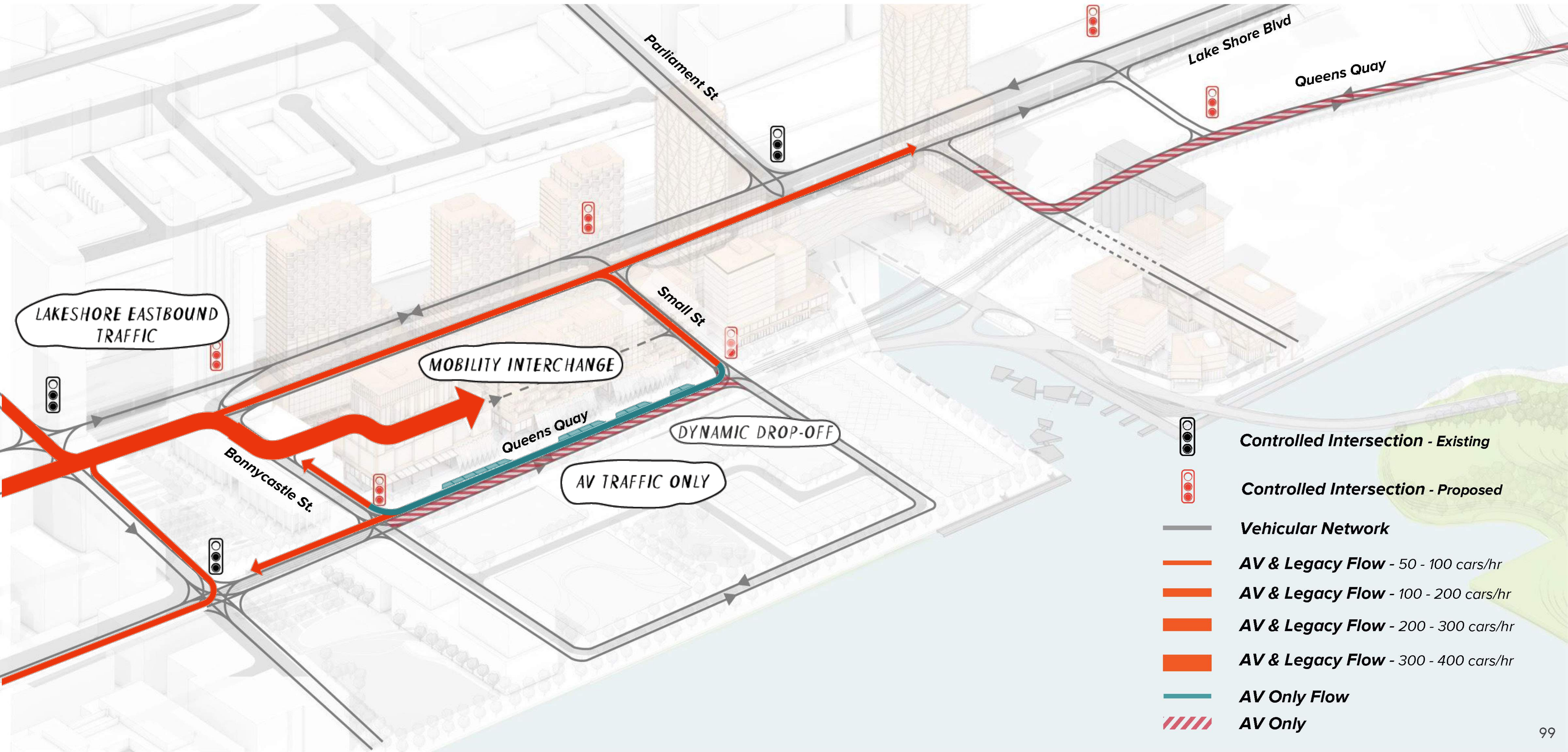
use radar, LIDAR, and cameras to constantly scan their environment, while a computer driver navigates the road, stopping, starting, accelerating and braking, and turning as necessary to get the car to its destination.

Some autonomous cars will still permit (or even require) human drivers to handle unusual conditions, but some will do without human drivers entirely.

Sidewalk Toronto anticipates a future of autonomous vehicles, in which cars can be counted on to take people on trips without risk of careless or distracted driving, reducing risk to passengers and other road users alike.



Automobiles: Vehicular Circulation: 2031 (Eastbound Traffic)



LAKESHORE EASTBOUND TRAFFIC

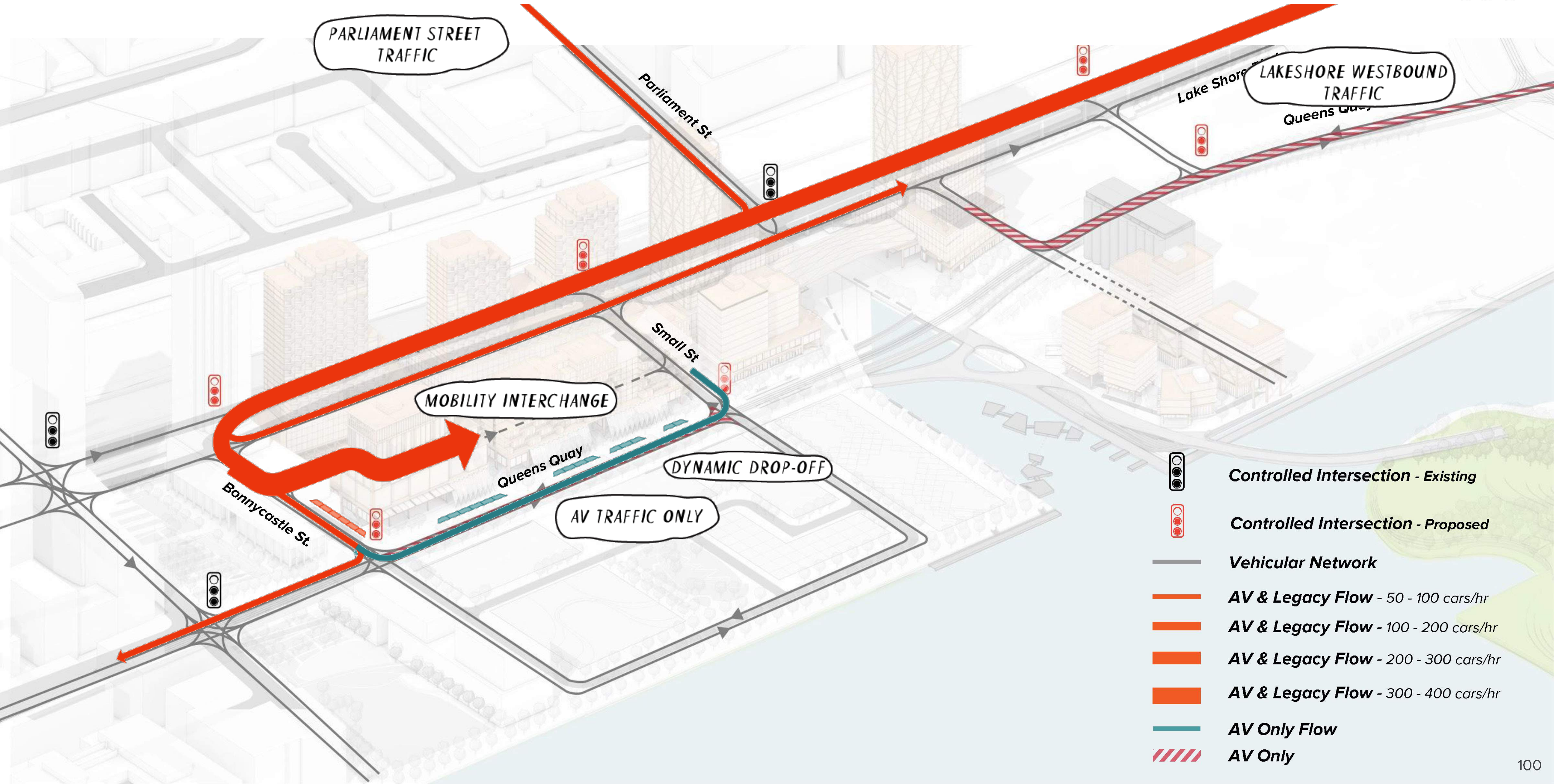
MOBILITY INTERCHANGE

DYNAMIC DROP-OFF

AV TRAFFIC ONLY

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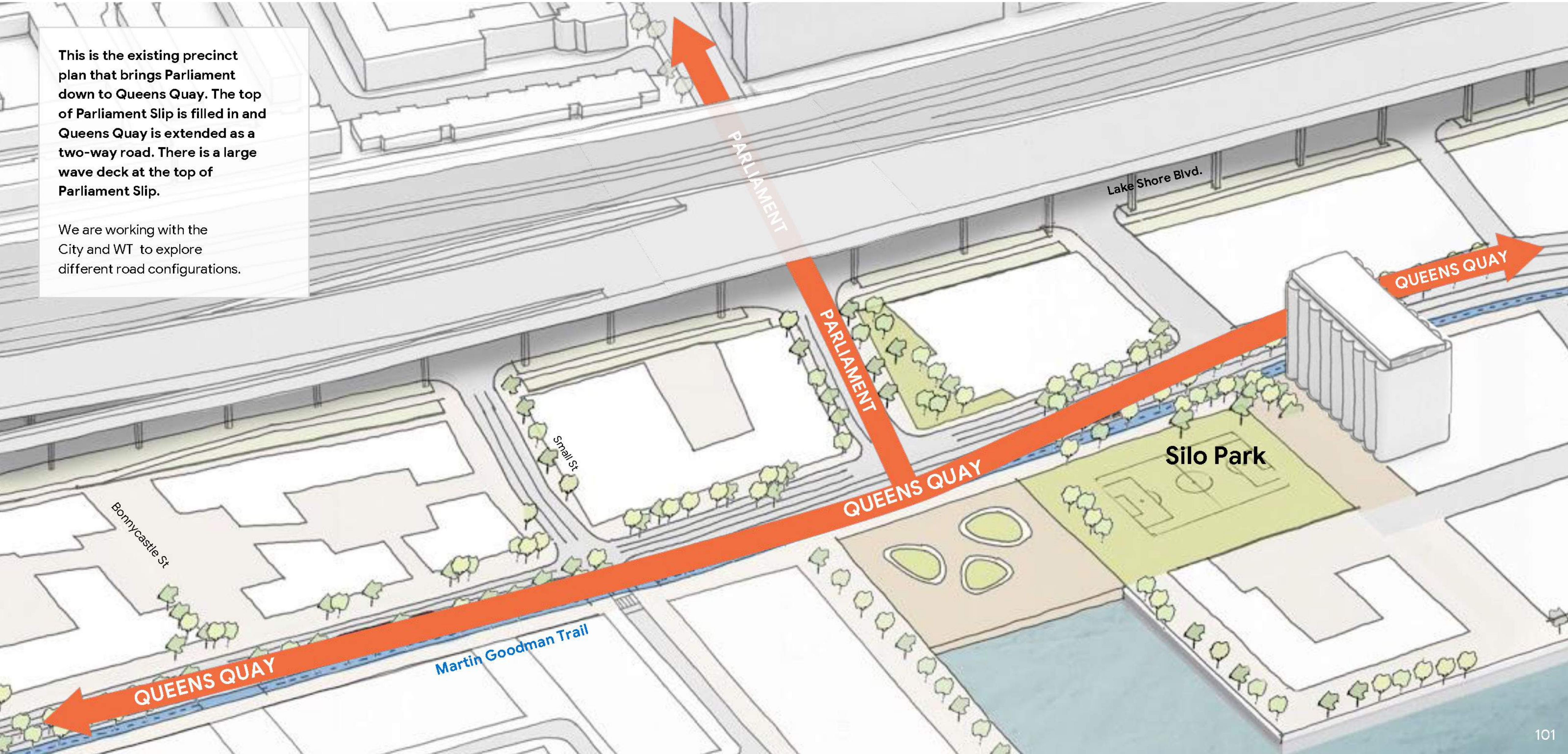
Automobiles: Vehicular Circulation: 2031 (Southbound & Westbound Traffic)



Parliament & Queens Quay: Precinct Plan

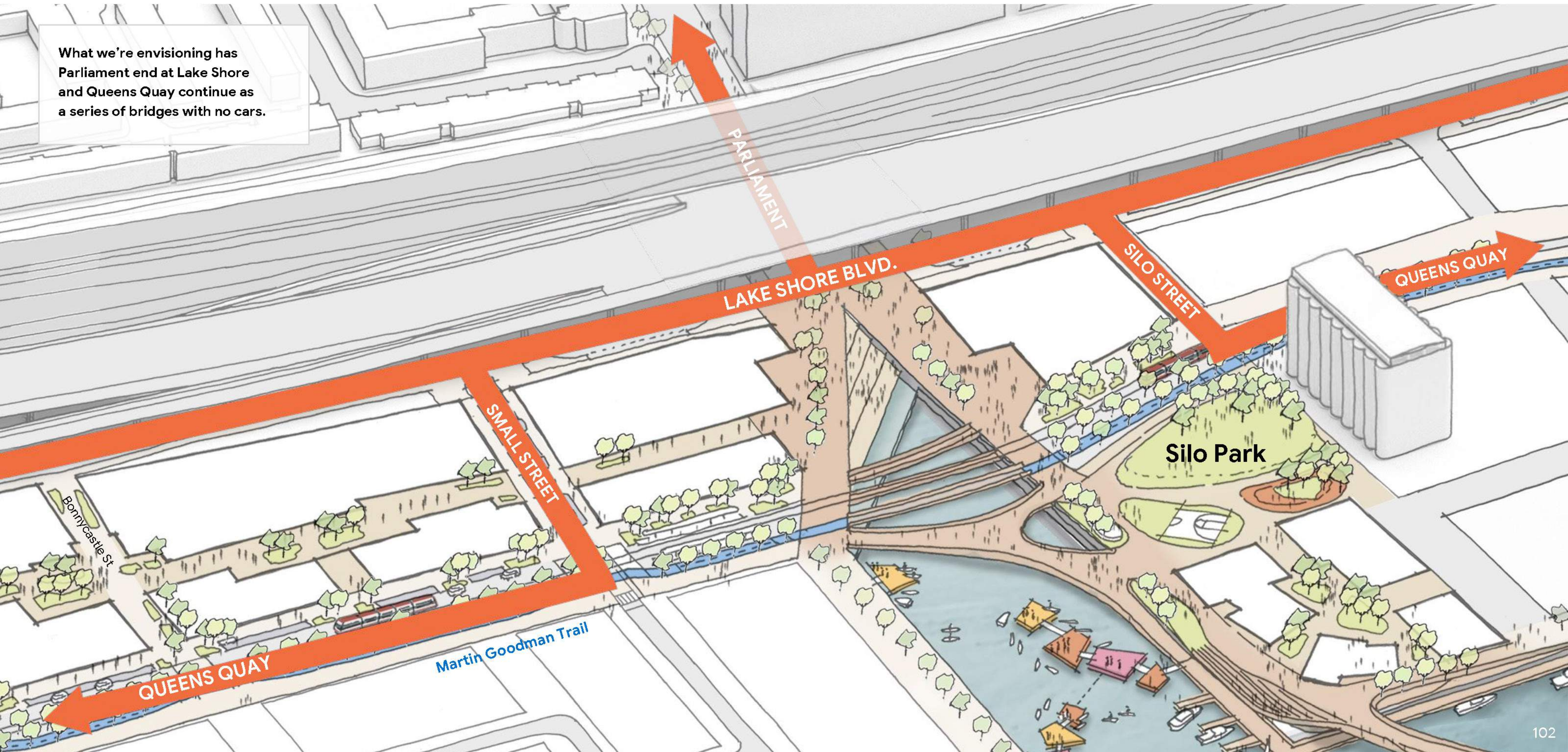
This is the existing precinct plan that brings Parliament down to Queens Quay. The top of Parliament Slip is filled in and Queens Quay is extended as a two-way road. There is a large wave deck at the top of Parliament Slip.

We are working with the City and WT to explore different road configurations.



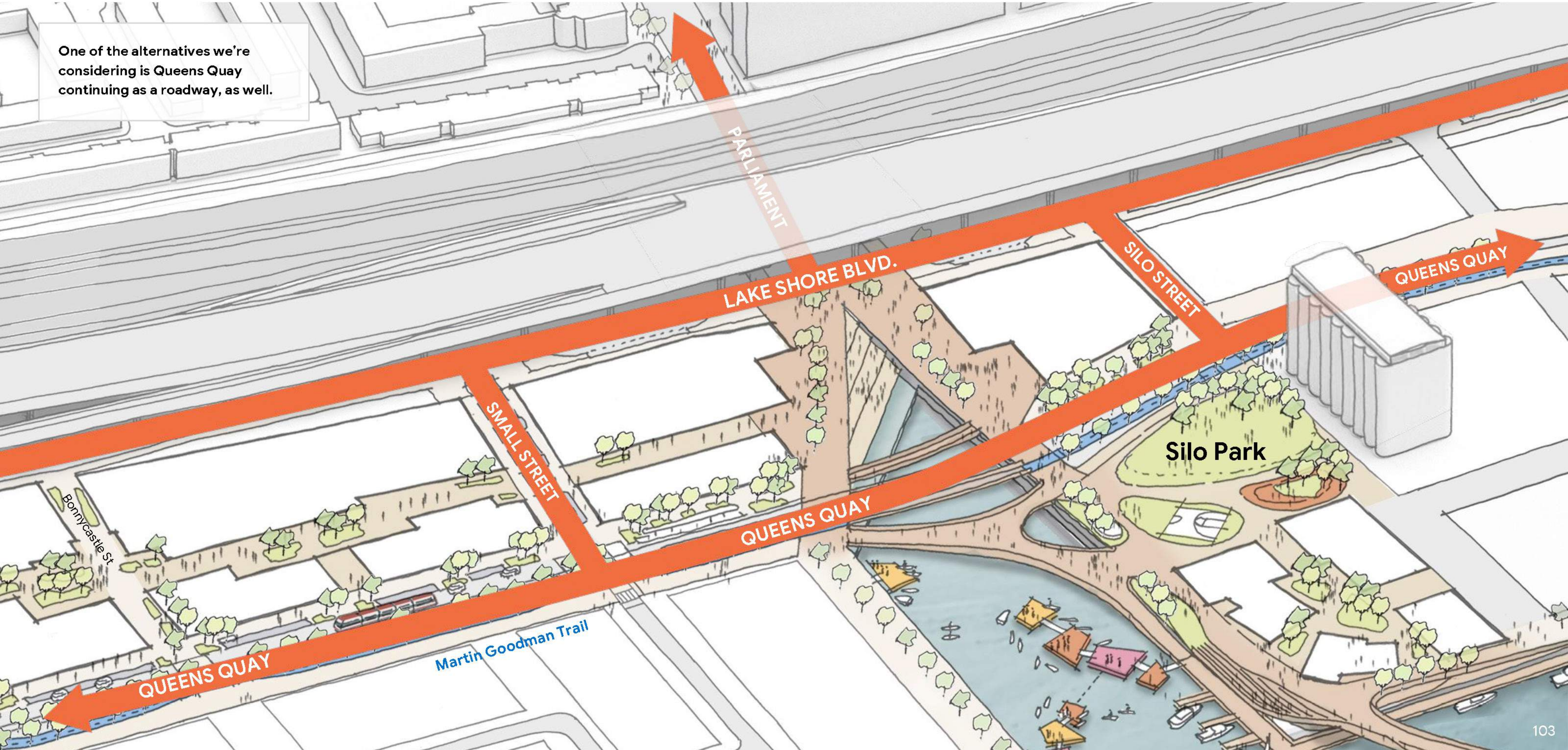
Exploration 1 – Parliament Plaza: **No Vehicles in Parliament Plaza**

What we're envisioning has Parliament end at Lake Shore and Queens Quay continue as a series of bridges with no cars.



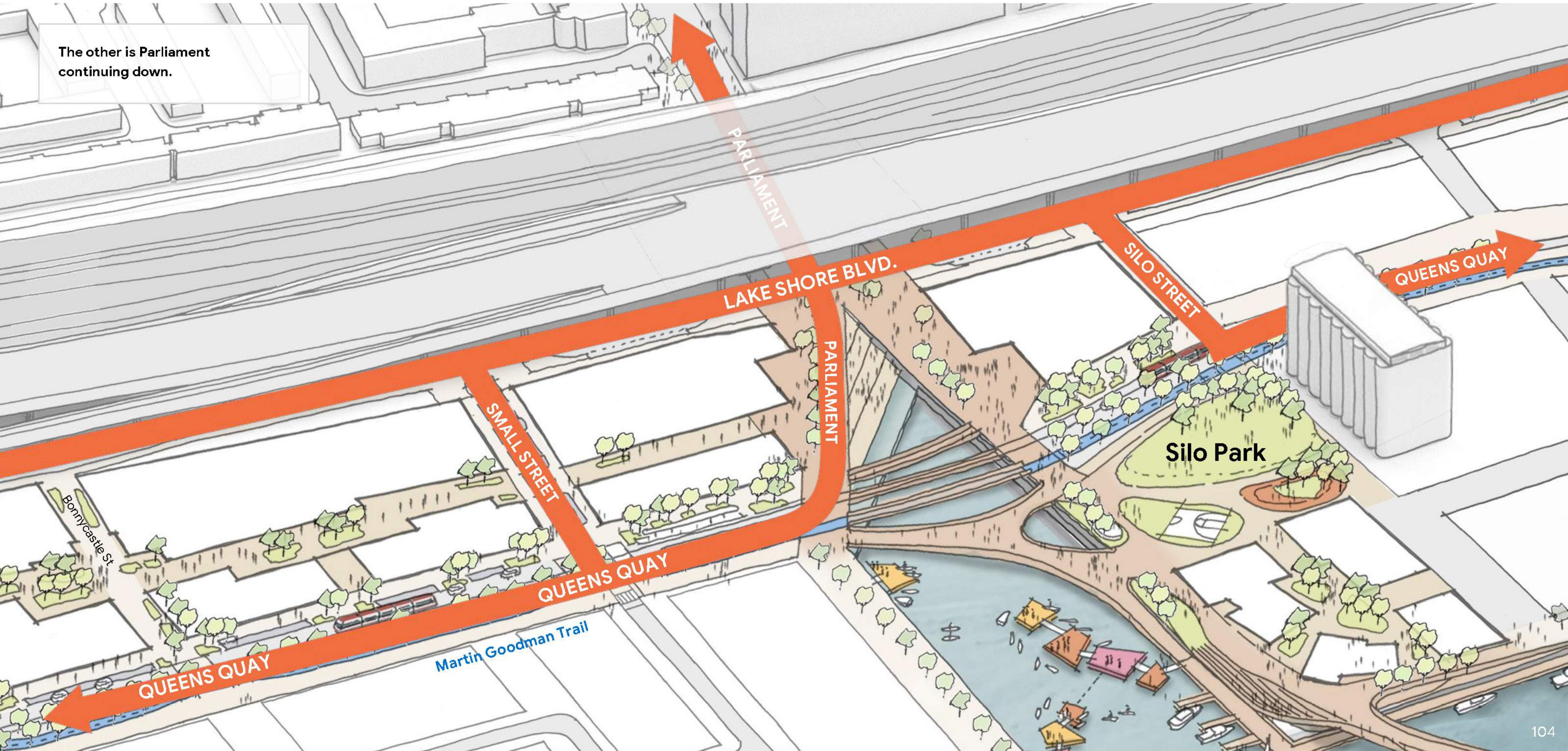
Exploration 2 – Parliament Plaza: East ↔ West Vehicular Connection

One of the alternatives we're considering is Queens Quay continuing as a roadway, as well.



Exploration 3 – Parliament Plaza: North ↔ South Vehicular Connection

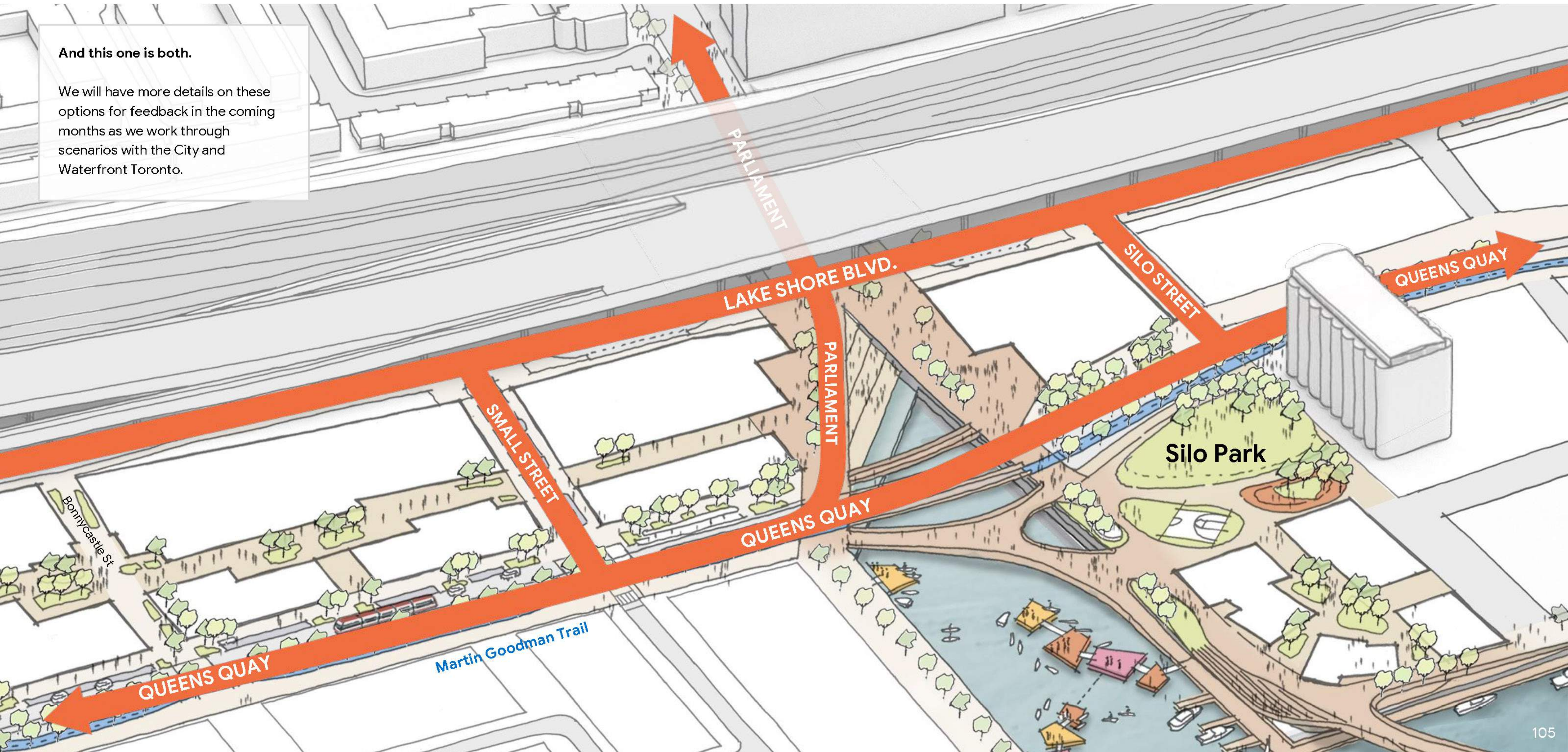
The other is Parliament continuing down.



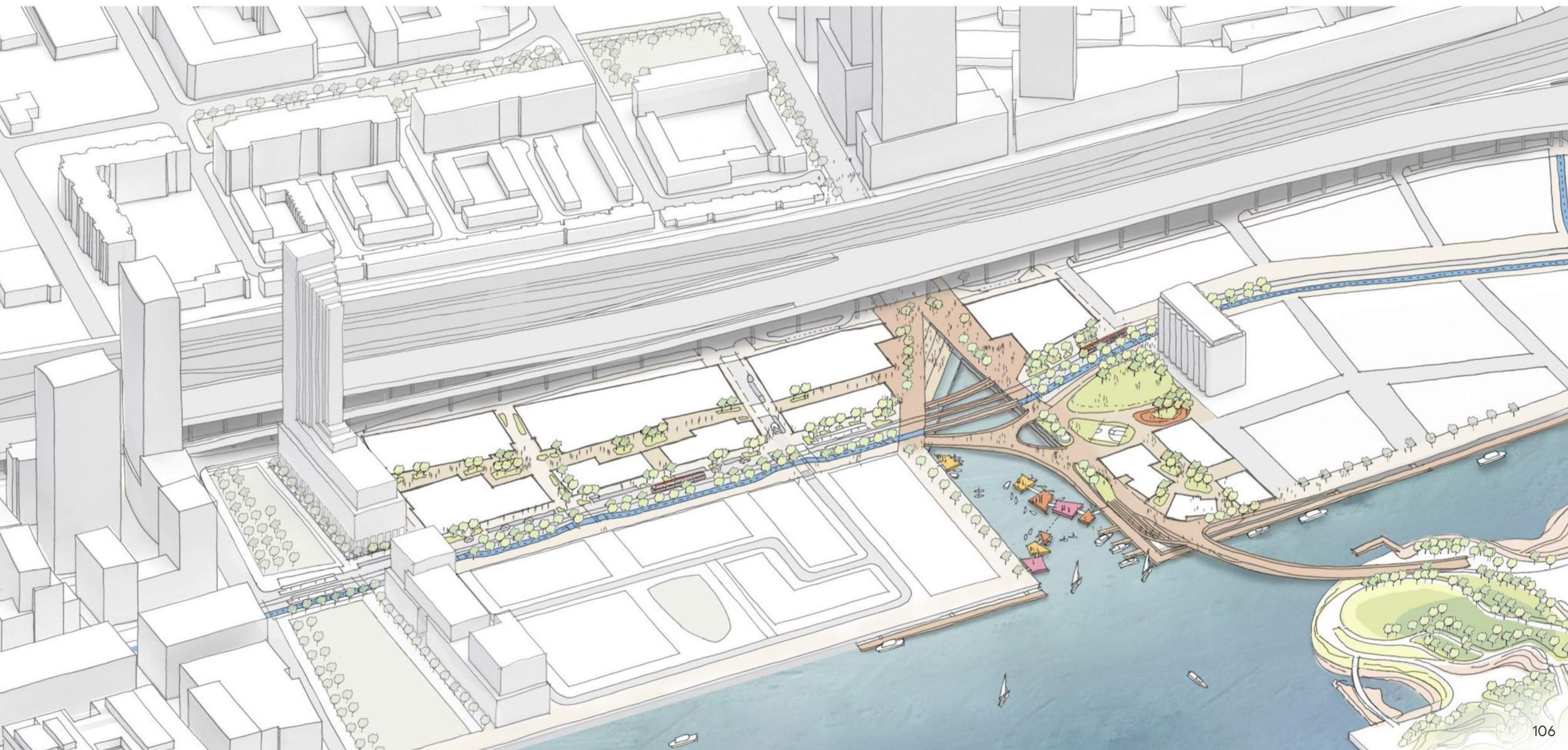
Exploration 4 – Parliament Plaza: N ↔ S and E ↔ W Vehicular Connections

And this one is both.

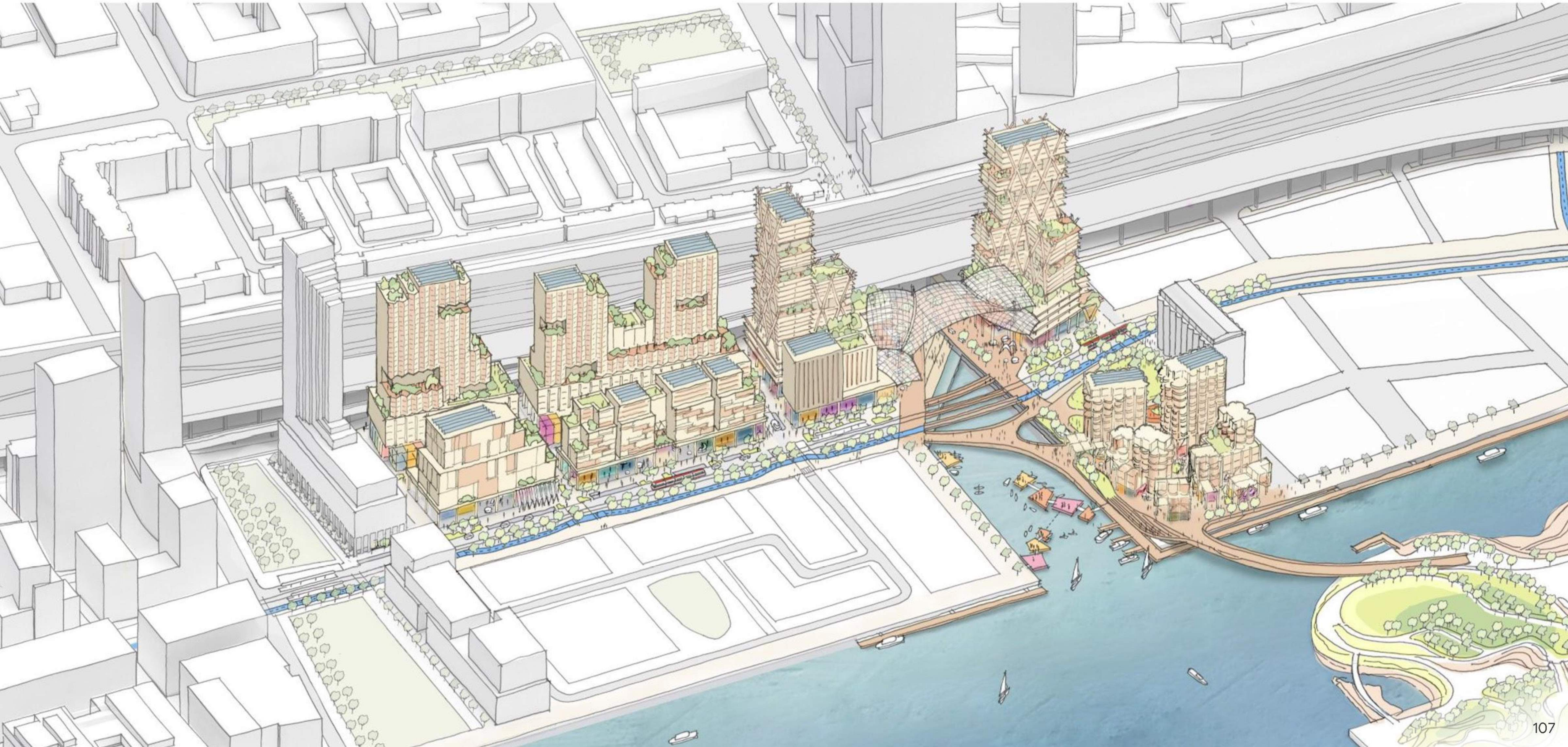
We will have more details on these options for feedback in the coming months as we work through scenarios with the City and Waterfront Toronto.



Quayside: People-First Streets



Quayside: Full Draft Plan



BREAKOUT 1

Q & A

BREAKOUT 1

Table Discussion

BREAKOUT 1

Reporting Back

SIDEWALK TORONTO



TORONTO HYDRO-ELECTRIC SYSTEM
AIRPLANE IN BILLY BISHOP TORONTO AIRPORT



YORK & QUEENS QUAY W



TORONTO MAPLE LEAF

SIGN ON BUILDING NEXT TO CHEAT STREET
LOAF OF PUMPERNICKE RYE BREAD AT FUTURE BAKERY IN ST. LAWRENCE MARKET



A MITTEN SOMEONE LOST IN THE DISTRICT



LITTLE GIRL IN TUNNEL BETWEEN AIRPORT & TORONTO



HEART IN THE DISTILLERY DISTRICT



WOMAN WALKING TWO DOGS IN SPADINA QUAY-SPADINA SLIP

ROLLED UP ROLLS (I'M NOT SURE WHAT THEY ARE) AT HARBOURFRONT CENTRE



THREE SEATS IN CANADA SQUARE AT HARBOURFRONT CENTRE



THREE TIRES IN THE WATER AT CHERRY STREET



BARREL IN THE DISTILLERY DISTRICT



Lee Valley Tools for Life™



BIG JAR OF PEPPERS AT PARTS & LABOUR IN PARKDALE



ST ANDREW JUST OFF SPADINA

FREE IN TOMMY THOMPSON PARK

WINDOW WASHER ON KING STREET



WINDOW OF THE ROSALIE SHARP PAVILION AT ONTARIO COLLEGE OF ART & DESIGN ON MCCAVILL STREET



TRAFFIC LIGHT IN FRONT OF CHERRY STREET BAR-B-QUE

BACK OF A DRIVE-SCREEN IN MOVIE IT'S GREEN ON CHERRY JUST ABOVE THE STRAUSS FAVNATION BASELINE BRIDGE ON THE FAR SIDE OF A GOLF DRIVING RANGE



A LEMON AT LOBLAWS



TWO YAMS AT T&T SUPERMARKET

Blue Jays by



STUFFED MOOSE ON A WALL IN GROCER STORE ON QUEEN STREET WEST



TWO WALKS ON DUNDAS IN TORONTO MUSIC GARDEN 475 QUEENS QUAY WEST



MAN TAKING PICTURE OF WOMAN ON THE WATER SHE TOOK HIS PICTURE RIGHT AFTER



HALF OF MICHA LEXIERS' ARTWORK INSTALLATION IN THE BAY ADELAIDE CENTER



JOHN MCEWEN STAR SCULPTURE AT AIR CANADA

PYLON IN THE GREAT HALL VIA RAIL CANADA



BOY PLAYING ON TEMBO, MOTHER OF ELEPHANT'S SCULPTURE ON THE PATH COMMERCE COURT



THE OTHER SIDE



GO HARTS - M AND DRIVING RANGE



STACKS ROCKS TO THE TORONTO MARKET



SIGN BEHIND T&T SUPERMARKET ON POLSON



PRACTICE COURT



SOYA VICTORY ALL SIGNS



BOAT BEHIND HURRICANE CANVAS ON CHERRY STREET

