



Quayside: MIDP Overview and Urban Design

Schematic Design

July 24th, 2019

What's happening now?

- On June 17, 2019 Sidewalk Labs submitted their Draft Master Innovation and Development Plan (MIDP) to Waterfront Toronto for review and evaluation
- This first round of consultation is focused on orienting the public to the 1,500+ page submission, from the perspective of Waterfront Toronto as a public steward working with the support of all three levels of government
- It's important to know that Waterfront Toronto did not co-create the DRAFT MIDP – while we worked together with Sidewalk Labs earlier in the process (to do research, generate ideas, and consult the public), the roles of the organizations then separated
- Waterfront Toronto focused on creating a robust framework for review and evaluation of the MIDP, Sidewalk Labs prepared and submitted the MIDP
- The MIDP is ultimately subject to the approval of Waterfront Toronto's Board of Directors and Sidewalk Labs

Open Letter from Waterfront Toronto Chair Stephen Diamond



Based on our initial review of the MIDP, there are **a number of exciting ideas** that respond to challenges Toronto faces, particularly related to environmental sustainability and economic development. There are also proposals where it is clear that Waterfront Toronto and Sidewalk Labs have **different perspectives about what is required for success**, for example:

- Up-front creation of an IDEA District (that covers a much more than the 12 acres)
- Sidewalk Labs proposes to lead development on Quayside, with the support of local partners. Should the MIDP go forward, it should be on the basis that Waterfront Toronto lead a competitive, public procurement process for developer(s) to partner with Waterfront Toronto and Sidewalk Labs (as our Innovation and Funding Partner)
- Sidewalk Labs' proposals require future commitments by our governments to realize project outcomes. These proposals raise significant implementation concerns and are also not commitments that Waterfront Toronto can make
- The need for more information to determine whether the initial proposals relating to data collection, data use, and digital governance comply with applicable laws and respect Waterfront Toronto's digital governance principles



June 24, 2019

Open Letter from Waterfront Toronto Board Chair, Stephen Diamond regarding Quayside

To all members of the public interested in the future of Toronto's waterfront,

Waterfront Toronto has received the draft Master Innovation and Development Plan (MIDP) proposed by Sidewalk Labs. The review and evaluation process now begins. It is Waterfront Toronto's responsibility, informed by consultation with the public, technical experts, and all three levels of government to determine if the ideas in this proposal are in the public interest and respond to the objectives for Quayside that we agreed to with Sidewalk Labs in July 2018 (as reflected in the Plan Development Agreement).

It is important to know that Waterfront Toronto did not co-create the MIDP. While Waterfront Toronto and Sidewalk Labs did work together earlier in the process to do research, generate ideas, and consult the public, the roles of the two organizations then separated, allowing Waterfront Toronto to focus on creating a robust framework for review and evaluation of the MIDP. Sidewalk Labs' responsibility is to prepare and submit the MIDP. The MIDP is subject to the approval of Waterfront Toronto's Board of Directors and Sidewalk Labs.

Based on our initial review of the MIDP, there are a number of exciting ideas that respond to challenges we face, particularly related to environmental sustainability and economic development. There are also proposals where it is clear that Waterfront Toronto and Sidewalk Labs have very different perspectives about what is required for success. Here are early examples of what concerns us:

- Sidewalk Labs proposes the up-front creation of an IDEA District that covers a much larger area than the 12 acres of Quayside. Waterfront Toronto has told Sidewalk Labs that the concept of the IDEA District is premature and that Waterfront Toronto must first see its goals and objectives achieved at Quayside before deciding whether to work together in other areas. Even then, we would only move forward with the full collaboration and support of the City of Toronto, particularly where it pertains to City-owned lands.
- Sidewalk Labs proposes to be the lead developer of Quayside. This is not contemplated in the PDA. Should the MIDP go forward, it should be on the basis that Waterfront Toronto lead a competitive, public procurement process for a developer(s) to partner with Sidewalk Labs.
- Sidewalk Labs' proposals require future commitments by our governments to realize project outcomes. This includes the extension of public transit to Quayside prior to development, new roles for public administrators, changes to regulations, and government investment. These proposals raise important implementation concerns. They are also not commitments that Waterfront Toronto can make.
- Sidewalk Labs has initial proposals relating to data collection, data use, and digital governance. We will require additional information to establish whether they are in compliance with applicable laws and respect Waterfront Toronto's digital governance principles.

Draft MIDP submitted by Sidewalk Labs



Volume 1:
The Plans



Volume 2:
The Urban Innovations

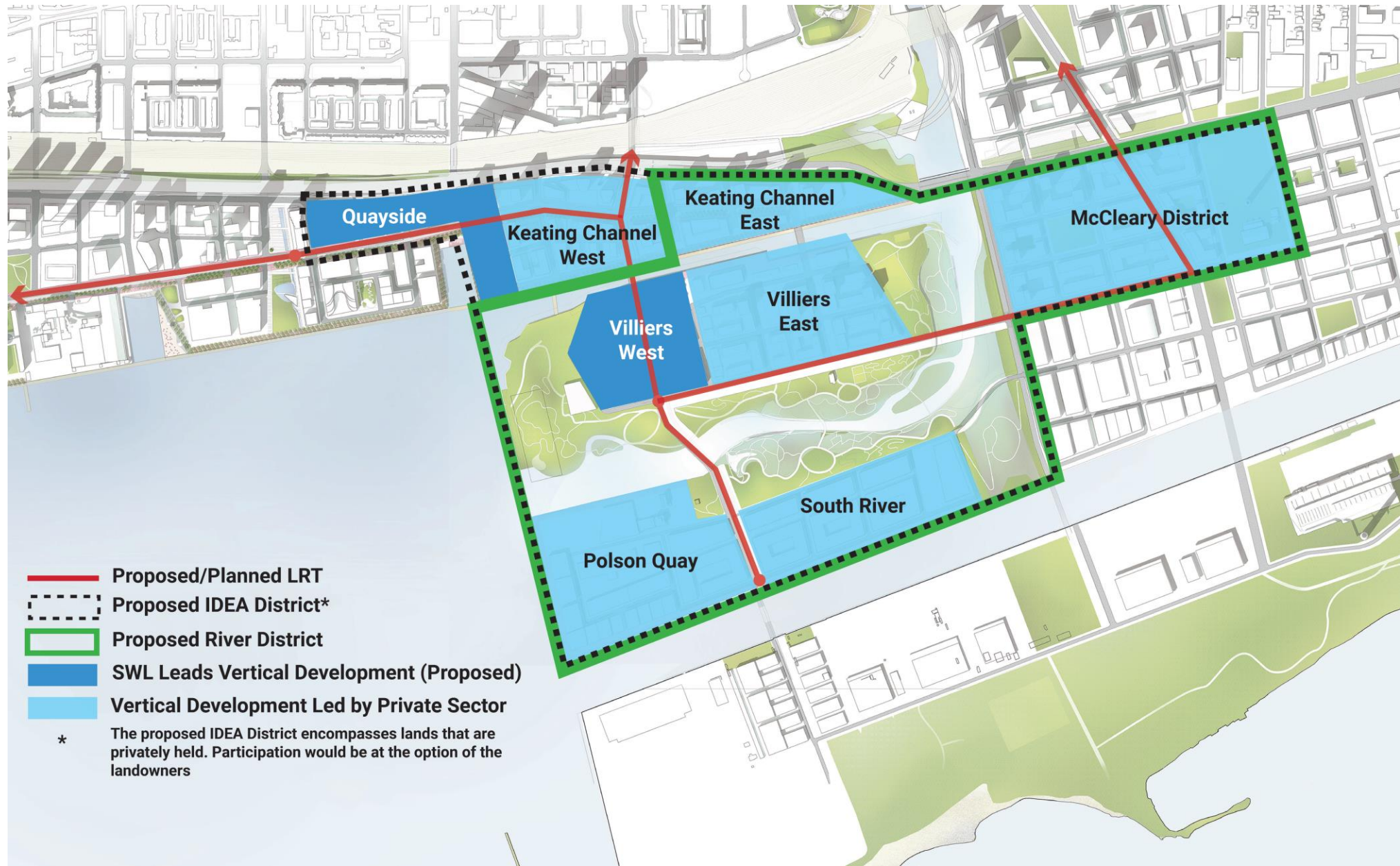


Volume 3:
The Partnership

**Proposed Plans for Toronto's
Waterfront**

**Proposed Approach to
Implementing those Plans**

Quayside and the Proposed IDEA District



Three Core Areas of Business for Sidewalk Labs

Real Estate

To use the knowledge gained and the ideas validated in their explorations to enable new opportunities for real estate development, such as tall timber and passive house construction, which are not currently widely used.

If Successful...

Sidewalk Labs would consider both investing in projects and partnering with others to develop projects around the world.

Technology

Invest in a limited number of products core to the delivery of their objectives where they propose they are particularly well-suited to develop the technology.

If Successful...

Sidewalk Labs would plan to sell these products to cities, municipalities and developments around the world.

Infrastructure

Create a company, funded by both Alphabet and other investors, to fill a gap in financing infrastructure and developing innovative systems to combat climate change.

If Successful...

Sidewalk Labs, through this company, would invest in and help build the next- generation of infrastructure systems around the world.

Waterfront Toronto's Note to Reader

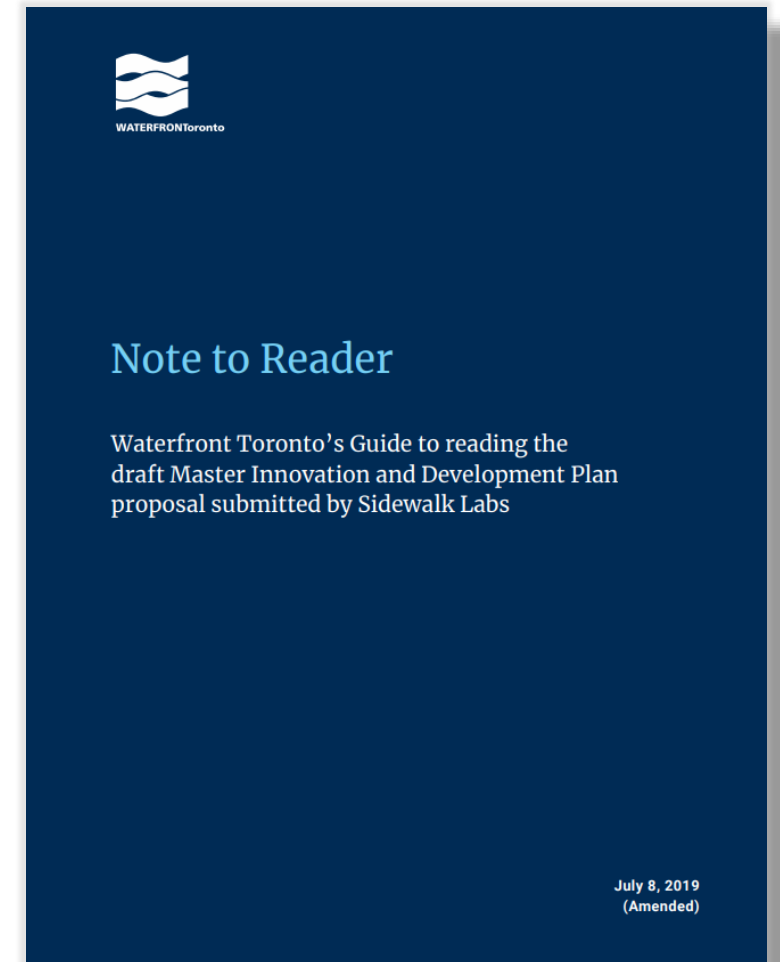


Written to support the process of seeking public feedback on the MIDP. It is Based on high level review of the MIDP and includes references to (and summaries of) many Sidewalk Labs' proposals.

Provides a synthesis of:

- What Waterfront Toronto asked from its Innovation and Funding Partner
- The response from Sidewalk Labs
- Where and how the Draft MIDP aligns with existing practices and what's new
- Where the privatization of public assets is being proposed (if at all)
- Financial impacts and risks

The Note to Reader also reflects priority considerations and poses both general and specific questions for the public to consider regarding the MIDP.



Process Overview

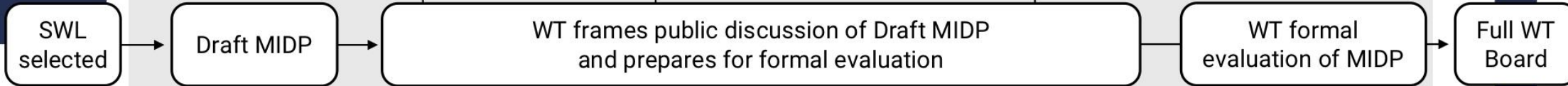
WT RFP seeks Innovation and Funding Partner to find creative and new solutions to tough urban challenges

6 responses received

DEVELOP DRAFT MIDP

REVIEW OF DRAFT MIDP by Waterfront Toronto

Process Details



WT makes MIDP with Note to Reader public within 1 week of receipt

First round consultation:
WT frames MIDP review and begins seeking public feedback

we are here

Second round consultation:
WT continues seeking public feedback, focusing on priority areas

WT frames public discussion of Draft MIDP and prepares for formal evaluation

WT formal evaluation of MIDP

Full WT Board

WT Board makes decision whether to pursue all, some, or no aspects of the Proposed MIDP further with the 3 orders of government.

If WT decides not to move forward with the MIDP, efforts to build a next generation community will continue.

REVIEW OF MIDP by relevant Regulatory Authorities

City of Toronto will conduct its own public consultation as part of their MIDP review

City of Toronto

Province of Ontario

Government of Canada

Application of all existing Legislation and Regulation*

*Including Development Applications, Building Codes, Environmental Assessments, etc. governed by the appropriate levels of government and informed by public consultation.

Quayside Context

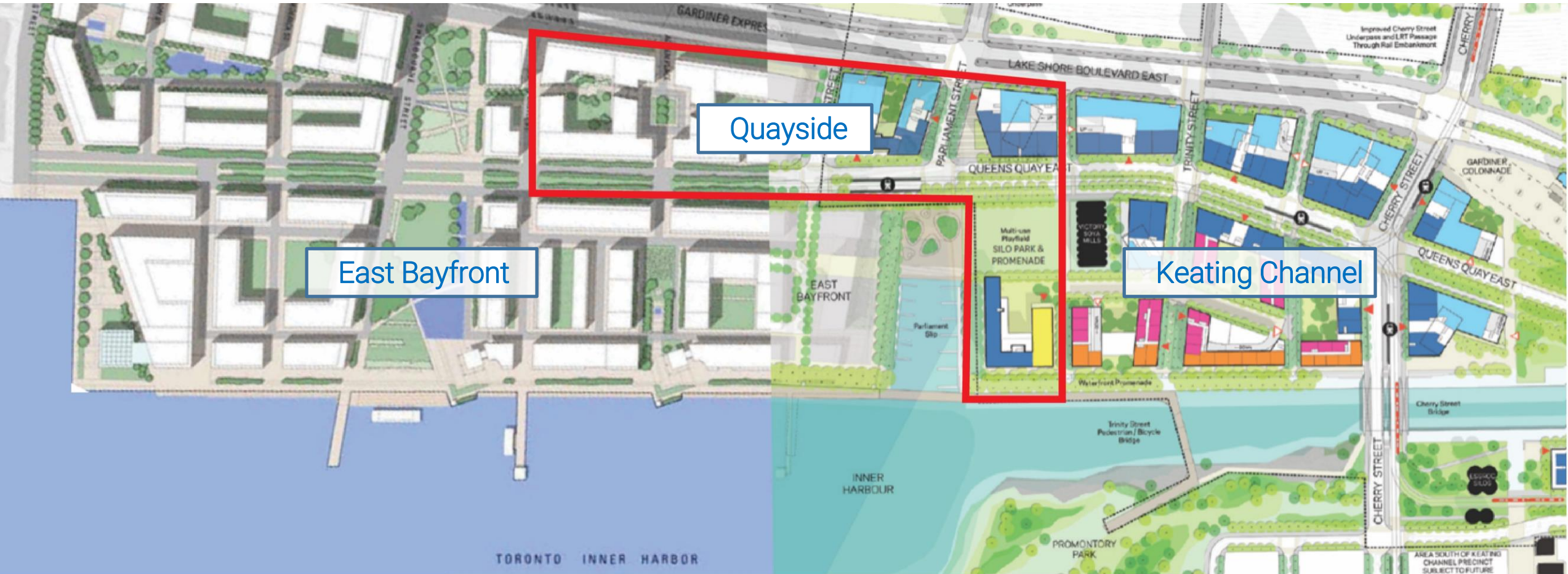
East Bayfront and Keating Channel Precinct Plan

Quayside: MIDP Overview and Urban Design

Proponent: Sidewalk Toronto

Design Team: Byer Blinder Belle, Urban Strategies, Greenberg Consultants

Review Stage: Schematic Design



Planning Objectives

East Bayfront and Keating Channel Precinct Plans

Quayside: MIDP Overview and Urban Design

Proponent: Sidewalk Toronto

Design Team: Byer Blinder Belle, Urban Strategies, Greenberg Consultants

Review Stage: Schematic Design

Public Realm

- 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 over private automobile use
- Establish Queens Quay as an urban boulevard
- Create a wide range of open spaces will be the backbone of the precinct.

Built Form

- 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

Neighborhood

- Create a district that serves as a model for environmental sustainability
- Support economic and social diversity
- Foster connectivity to adjacent waterfront neighbourhoods
- Support the integration of infrastructure systems

Policy Context

Central Waterfront Secondary Plan

Quayside: MIDP Overview and Urban Design

Proponent: Sidewalk Toronto

Design Team: Byer Blinder Belle, Urban Strategies, Greenberg Consultants

Review Stage: Schematic Design



A Connected Waterfront Public Realm

“A bold new system of connected waterfront parks and public spaces... will be developed, reflecting the industrial heritage and dockwall legacy of the area and anticipating its extraordinary future.” *Central Waterfront Secondary Plan*

Waterfront Streets as Places

“Waterfront streets will be remade as ‘places’ with distinct identities. Streets will act as lively urban connections as well as traffic arteries. The needs of motorists will be balanced with efficient transit service and high-quality amenities for pedestrians and cyclists.” *Central Waterfront Secondary Plan*

Outdoor Comfort Through the Year

“Creating experiences that will be provided in a comfortable setting during all seasons of the year.” *Central Waterfront Secondary Plan*

Accessible Water’s Edge

“A continuous and highly accessible public water’s edge promenade will connect a series of parks, open spaces, squares and plazas, at times intimate and at times generous.” *Central Waterfront Secondary Plan*

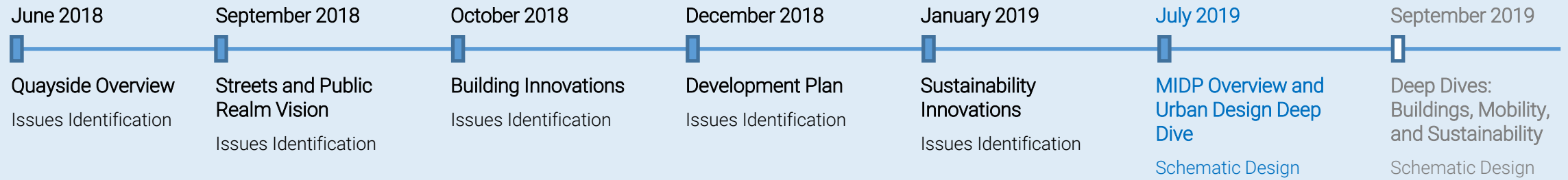
Quayside DRP Timeline

Quayside: MIDP Overview and Urban Design

Proponent: Sidewalk Toronto

Design Team: Byer Blinder Belle, Urban Strategies, Greenberg Consultants

Review Stage: Schematic Design



Areas for Panel Consideration

MIDP

- What aspects of Sidewalk Labs' proposal presented today most excite you?
- What do you see as risks and concerns?
- Do you think the community facility spaces proposed by Sidewalk Labs address present and future community needs?

Development Plan

- Do you think that the proposed Development Plan for Quayside would create a complete community and vibrant neighbourhood?
- If you could change elements of the proposed plans for Quayside, what would you change and why?

Public Realm

- Overall design intent for each of the urban design elements
- What do you see as the strengths and/or challenges of the public realm proposals? ie. Silo Park, Parliament Slip, Cove, Modular Pavers, and proposed changes to Queens Quay.
- The technical viability, approvability and effectiveness of outdoor comfort proposals.
- The potential for the public use of Stoa space being less than anticipated, given quantity of retail and its openness to the elements in winter.

Design Review Panel (DRP)

Quayside Development Plan Update

Sidewalk Labs

July 24, 2019

DRP Presentations to Date



The MIDP Process



FURTHER APPROVALS: To implement the plan, a range of further government approvals would be required, including Business Implementation Plans for additional areas and enactment of certain regulatory adjustments, as well as a development application which would proceed in 2020.

Today's Agenda



MIDP
Overview



Quayside
Development Plan

- 1 Contextual Overview
- 2 Greater Parliament Plaza
- 3 Queens Quay
- 4 Stoa & Pedway

Discussions to respond to
previous DRP comments



Next Steps
& Phasing

Master Innovation & Development Plan: “Toronto Tomorrow”



Overview



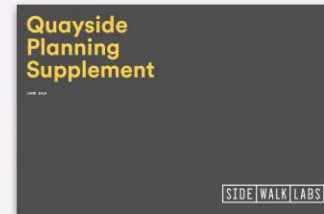
The Plans



Urban Innovations



The Partnership



Quayside Planning
Supplement & other
Technical Appendices

Responding to Waterfront Toronto’s RFP, the Plan provides the opportunity to lay the foundation for achieving Waterfront Toronto’s priority outcomes, forming the basis for identifying the required innovations and the critical and advanced infrastructure to make it happen.

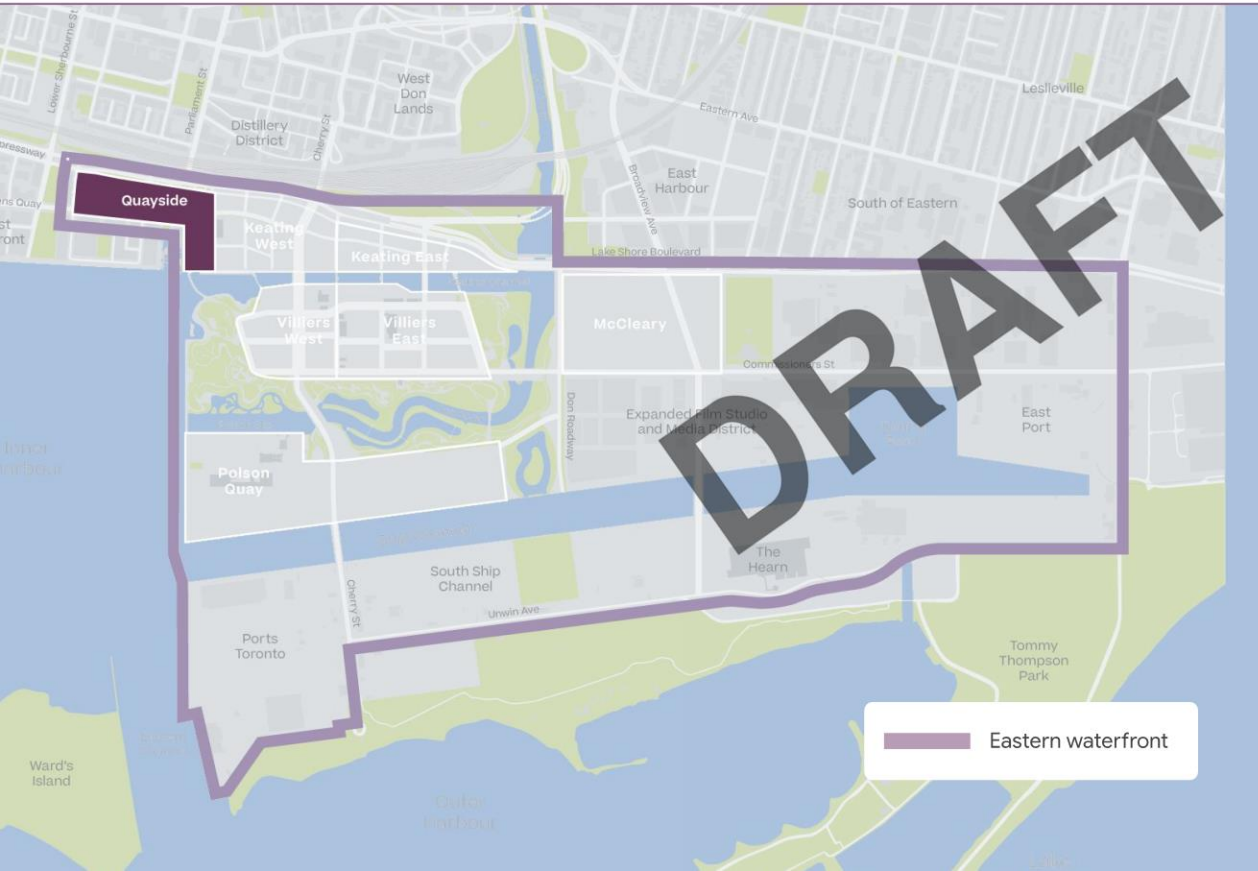
Volume 1 - The Plans



Volume 1 proposes a vision - designed to realize and maximize quality-of-life goals - for integrating innovations into the physical development, providing:

- 1 A detailed physical development plan for Quayside
- 2 The application of the innovations to the geography of the River District
- 3 A description of the economic impact of pursuing an innovation agenda

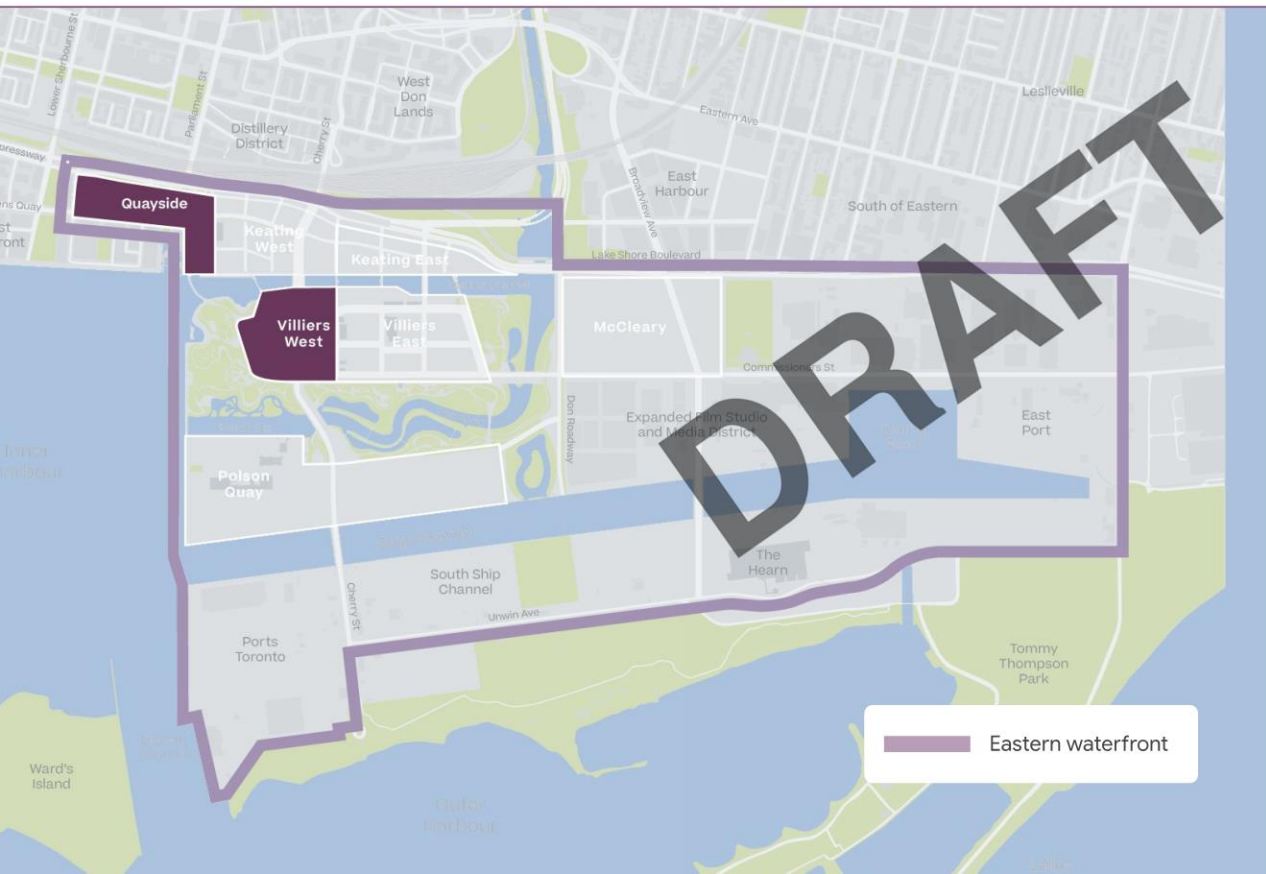
A Physical Development Plan for Quayside



- The Plan is built around a physical development plan for Quayside that demonstrates how a set of proposed innovations will achieve Waterfront Toronto's identified priority outcomes.



Innovations at Scale: Extending ideas into Villiers West



- If successful at Quayside, the Plan proposes that the innovations be extended into Villiers West. Sidewalk Labs would work with Waterfront Toronto and local partners to develop an urban innovation hub.



Innovations at Scale: Adoption of Ideas to a Broader Area



- If the innovations piloted in Quayside and Villiers West are successful, government could choose to apply them to a broader area, known as the Innovative Design and Economic Acceleration (IDEA) District.
- At the geography of the IDEA District, Sidewalk Labs proposes to play an advisory role at the discretion of the government. Beyond Quayside and Villiers West, Sidewalk Labs does not propose a development role.

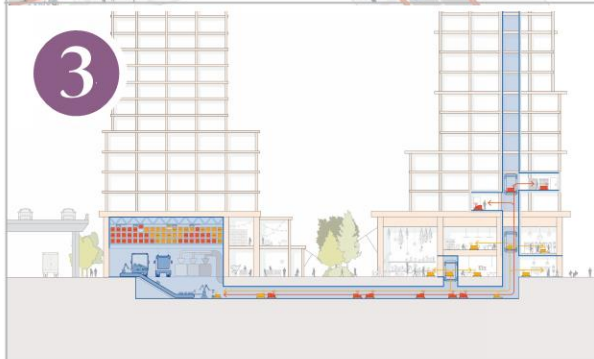
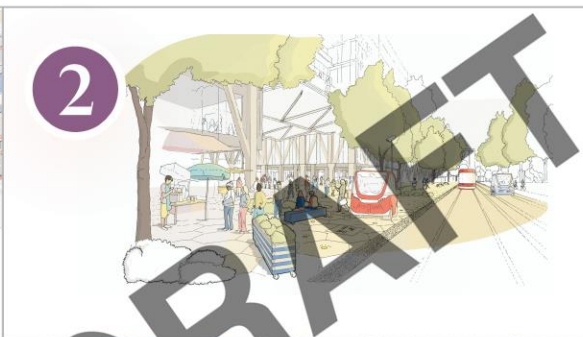
Volume 2 - Urban Innovations



Volume 2 provides an in-depth exploration of the urban innovations, organized around the following five key areas:

- 1 Mobility
- 2 Public Realm
- 3 Buildings & Housing
- 4 Sustainability
- 5 Digital Innovation

Mobility: A transportation system that reduces the need to own a car by providing safe, convenient, connected, and affordable options for every trip



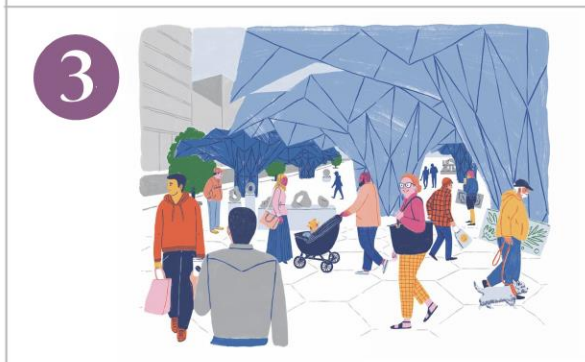
URBAN INNOVATIONS

- 1 **Traffic signals** would prioritize pedestrians who need more time to cross a street.
- 2 **Dynamic curbs** would provide flexible street spaces that include passenger loading zones during rush-hour and public spaces in off-peak times.
- 3 A **freight logistics hub** with underground delivery would reduce truck traffic on local streets
- 4 A **self-financing LRT extension** would connect residents to jobs and draw workers and visitors to the waterfront.

Public Realm: A system of streets, parks, plazas, and open spaces that encourages people to spend more time outdoors, together.



Parliament Plaza



URBAN INNOVATIONS

- 1 **Quayside's three primary open spaces** would be infused with flexibility to support diverse arts, cultural and community programming.
- 2 **A wide set of accessibility initiatives** would include curbless street design, wider sidewalks, heated pavement, wayfinding beacons, and accessible ride-hail vehicles.
- 3 **An outdoor-comfort system** featuring building "Raincoats" and "Fanshells" could dramatically increase the amount of time it is comfortable outside.
- 4 **Flexible ground-floor "sto" spaces** are designed to accommodate a wide range of uses beyond traditional retail.

Buildings: Sustainable buildings that can be constructed and adapted far more quickly and support a lively mix of uses



1

2



4



3



URBAN INNOVATIONS

- 1 Quayside would be the **first neighbourhood built entirely of mass timber**
- 2 An **Ontario-based factory** would produce mass timber building parts for fast assembly in Quayside and catalyze a new industry.
- 3 A system of **flexible wall panels** would enable renovations to Loft (commercial) and residential spaces to occur much faster.
- 4 A proposed **“outcome-based” building code system** would monitor noise, nuisances, and structural integrity in real time to help a mix of residential and non-residential uses thrive without sacrificing public safety or comfort.

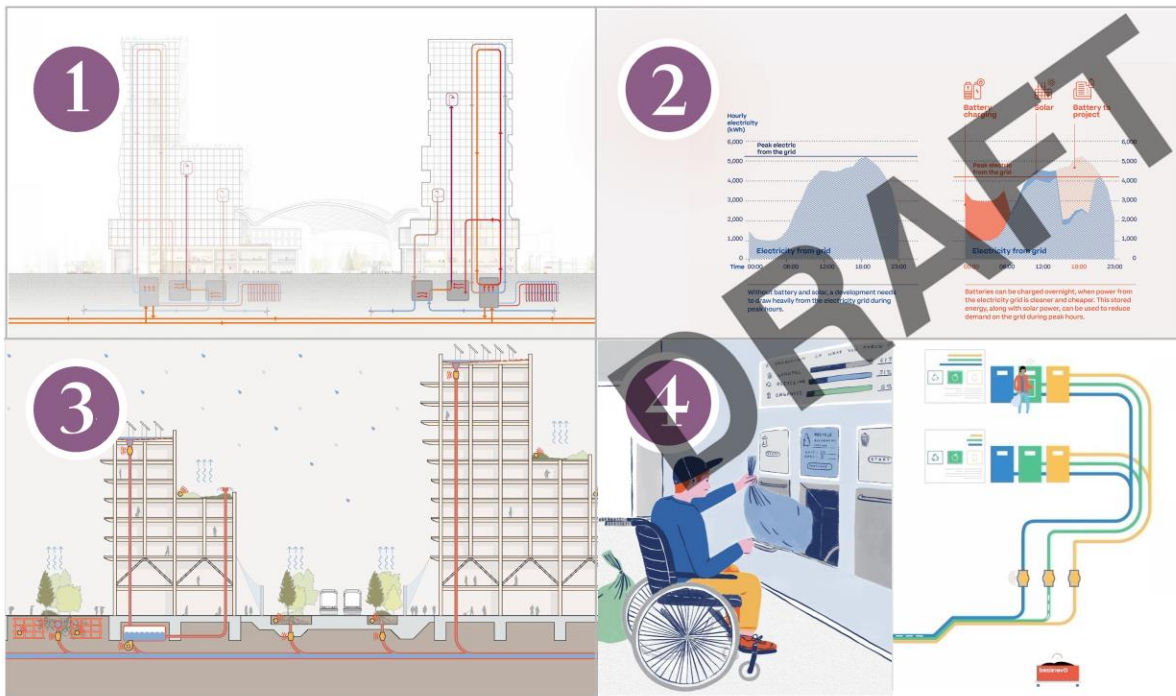
Housing: A program with 40% below-market units to improve affordability and expand options for all households



URBAN INNOVATIONS

- 1 Innovative designs would optimize the use of space in certain **efficient and ultra-efficient units**
- 2 A **set of co-living units** would feature shared building amenities, such as communal kitchens, to enhance community for a range of residents.
- 3 An “**affordability by design**” approach would reduce unit footprints while enhancing efficiency, flexibility, and community.

Sustainability: A new standard of sustainability that creates a blueprint for truly climate-positive communities



URBAN INNOVATIONS

- 1** Passive-house inspired **low-load building design** and a **Thermal Grid** would use clean energy to provide heating, cooling, and domestic hot water.
- 2** **Advanced Power Infrastructure** would manage energy consumption and draw from clean and renewable sources (solar & battery storage).
- 3** **Advanced Stormwater Management** would monitor flows to improve water quality and resiliency.
- 4** **Pneumatic Waste Collection** would help divert landfill waste and facilitate collection.

Social Infrastructure: Health, civic life, learning, and workforce initiatives and facilities that enable people to thrive

1



Care Collective

2



Civic Assembly

3



Collab

4

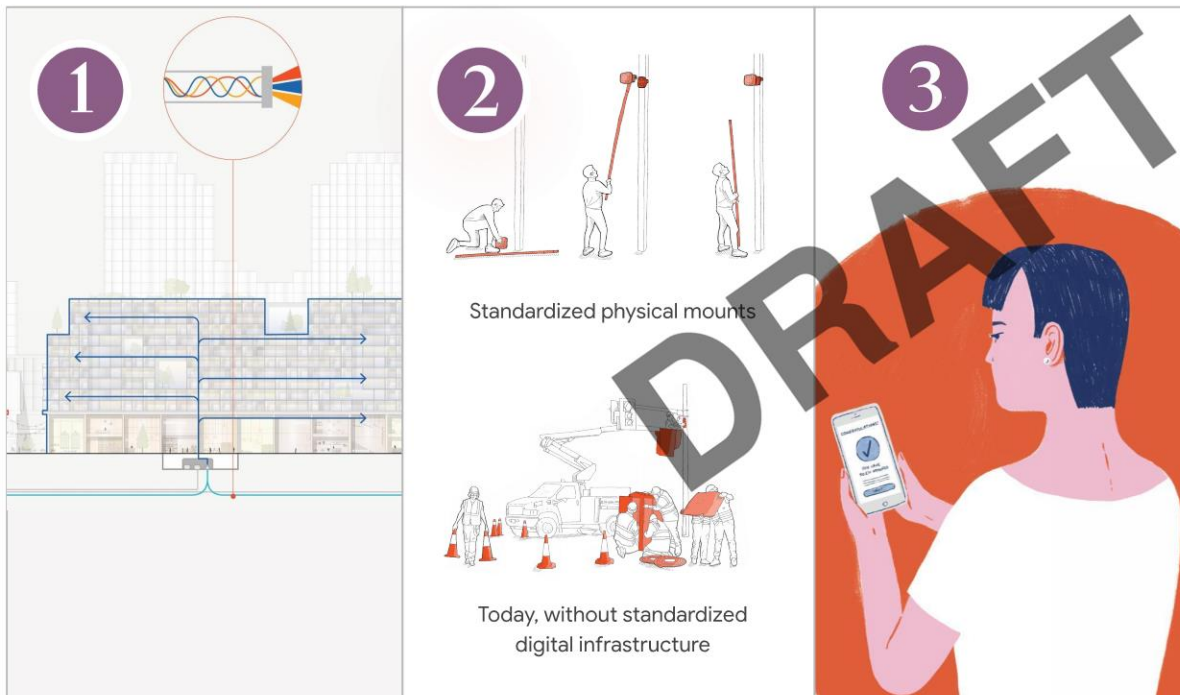


Sidewalk Works

URBAN INNOVATIONS

- 1 A **Care Collective** would provide community space to co-locate the delivery of health care and community services.
- 2 A **Civic Assembly** would provide neighbourhood access to spaces for community programs, civic engagement, and cultural events.
- 3 An online resource called **Collab** could allow community members to decide on public space programming.
- 4 The **Sidewalk Works jobs program** would join employers and educators, prepare workers with in-demand skills, and connect them with employers.

Digital Innovation: Catalyze digital innovations that help tackle urban challenges and establish a new standard for the responsible collection and use of data in cities



URBAN INNOVATIONS

- 1** A ubiquitous connectivity internet network, which uses new technology to reach faster speeds, to securely connect an entire neighbourhood.
- 2** Standardized physical mounts connected to power reduce the cost of deploying digital innovations.
- 3** Open, published standards would make properly protected urban data accessible to the community in real time, and make it easy for third parties to build new services or competitive alternatives to existing ones.

A higher standard for privacy and data governance

PROPOSED FRAMEWORK

The public deserves a higher standard for privacy and data governance.

Building on existing privacy laws we propose an independent, government sanctioned **Urban Data Trust** to:

Establish Responsible Data Use Guidelines

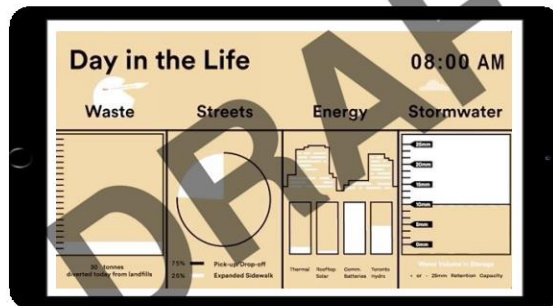
that apply to all entities, including Sidewalk Labs

Approve and oversee proposed collections and uses of "urban data" (information gathered in the physical environment) through rigorous use of a Responsible Data Use Assessment (RDUAs)

Make publicly accessible data that could reasonably be considered a public asset and is properly protected

Improve transparency by publishing RDUAs summaries and showing the location of approved devices on a publicly accessible map

USE CASES: FOUR EXAMPLES



Waste, Streets, Energy, and Building Code.
4 examples of de-identified data collected

THREESIDEWALKLABSCOMMITMENTS



**No selling
personal
information**



**No using personal
information for
advertising**



**No disclosing personal
information to third parties
without explicit consent**

Volume 3 - the Partnership



Volume 3 presents a proposal from Sidewalk Labs for a new kind of public-private partnership, highlighting the following:

- 1 Partnership Overview
- 2 The Innovative Design & Economic Acceleration (IDEA) District
- 3 Innovation & Funding Partnership Proposal
- 4 Transaction Economics
- 5 Achieving Waterfront Toronto's Priority Outcomes
- 6 Implementation
- 7 Stage Gates & Risk Mitigation
- 8 Overview of the Participants in the IDEA District Development

The proposal centres on strong public-sector control

Three elements
of the IDEA
District strategy

1

A strong public administrator in an oversight role





2

A regulatory framework that would foster the necessary conditions for delivering on the promise of the MIDP





3

A set of financing tools that would enable the project to leverage its own value for implementation





Sidewalk Labs' roles as Innovation and Funding Partner

Sidewalk Labs Role	Description
 <p data-bbox="198 298 421 385">Development of Real Estate and Advanced Systems</p>	<p data-bbox="577 298 1866 407">In partnership with local development entities, lead development to prove out the viability of the innovation agenda at Quayside, extend it to Villiers West, and enable the accelerated development of a new hub for economic growth.</p>
 <p data-bbox="198 511 436 598">Innovation Planning, Design, and Implementation</p>	<p data-bbox="577 511 1557 576">Provide advisory, technical, and management services to the public administrator to implement the MIDP's innovation strategy.</p>
 <p data-bbox="198 729 340 789">Technology Deployment</p>	<p data-bbox="577 729 1775 794">Serve as technical advisor in sourcing the majority of technologies from existing vendors. For a select few where the solution doesn't exist in the market, Sidewalk Labs would develop the product.</p>
 <p data-bbox="198 887 469 947">Optional Infrastructure Financing</p>	<p data-bbox="577 887 1435 953">Provide optional financing to accelerate delivery of the LRT system, and advance development of municipal infrastructure.</p>

Each role includes specific commitments...

Sidewalk Labs Role	Description
 <p>Development of Real Estate and Advanced Systems</p>	<ul style="list-style-type: none"> • \$900 million equity investment with local partners to support a \$3.9 billion project across Quayside and Villiers West
 <p>Innovation Planning, Design, and Implementation</p>	<ul style="list-style-type: none"> • Multi-year advisory services • \$80 million investment in a tall timber factory alongside local partners • \$10 million in seed funding for an Urban Innovation Institute • \$10 million investment in venture fund focused on Canadian urban innovation startups
 <p>Technology Deployment</p>	<ul style="list-style-type: none"> • Deployment of limited number of Sidewalk Labs technologies, such as physical mounts and dynamic curb • 10% profit sharing with government for 10 years for certain technologies first deployed in IDEA District
 <p>Optional Infrastructure Financing</p>	<ul style="list-style-type: none"> • Up to \$400 million in optional financing from Sidewalk Labs to the public sector to accelerate the delivery of the LRT and municipal infrastructure.

...and associated business models

Sidewalk Labs Role	Description
 <p>Development of Real Estate and Advanced Systems</p>	<ul style="list-style-type: none"> • Standard real-estate economics (e.g., condo sales and rent) with a projected market return across Quayside and Villiers West <ul style="list-style-type: none"> ◦ Waterfront Toronto to receive “earn-out” payment if Quayside returns significantly exceed expectations
 <p>Innovation Planning, Design, and Implementation</p>	<ul style="list-style-type: none"> • Advisory services provided at cost • Stand-alone economics for investments in a venture fund and tall timber factory
 <p>Technology Deployment</p>	<ul style="list-style-type: none"> • Sidewalk Labs “purposeful solution” technologies provided at cost in Toronto, and at market rates to other places around the world
 <p>Optional Infrastructure Financing</p>	<ul style="list-style-type: none"> • Market return for the magnitude and risk associated with the agreed-upon financing structure

PERFORMANCE PAYMENTS

Compensation, at the end of the project, tied to success in accelerating development, achieving priority outcomes, and generating new economic activity and government revenues.

Sidewalk Labs' involvement beyond Quayside is earned, not guaranteed



To successfully achieve each stage gate, Sidewalk Labs would prove that its progress was consistent with Waterfront Toronto's priority objectives and demonstrate the effectiveness of its overall approach

Canadian firms and others would deliver most of the project

Real Estate

84%

84% of the IDEA District's real estate development would be completed by others, not Sidewalk Labs.

Sidewalk Labs would partner with local development firms at Quayside and Villiers West (16% of the IDEA District)

Technology

Other firms would supply vast majority of technology products for the IDEA District.

Sidewalk Labs would arrange a series of projects and investments to spur the development of an urban innovation ecosystem, including:

- **New Google Canadian headquarters** on Villiers Island
- **New Urban Innovation Institute** (\$10m seed funding), in partnership with local institutions
- **New venture fund (\$10m)** focused on Canadian startups, alongside local investors

Intellectual Property

Sidewalk Labs' approach to Intellectual Property includes:

- **10% profit-sharing with the public sector for 10 years** of certain Sidewalk Labs products first deployed in the IDEA District
- **Patent pledge allowing third-parties** to innovate on top of Sidewalk Labs' Canadian digital innovation patents



An architectural rendering of a city development plan, likely for a waterfront area. The scene shows a mix of modern, multi-story buildings with textured facades and traditional-style structures. A large body of water, the Keating Channel, runs along the right side, with a small harbor area labeled 'Parliament Slip' containing several sailboats. A prominent 'DRAFT' watermark is overlaid diagonally across the center. The title 'Quayside Development Plan' is written in a large, white, serif font. Various streets and landmarks are labeled, including Parliament St, Gardiner Exp, Lake Shore Blvd, Trinity St, Promontory Park, and Sherbourne Common. The overall style is a clean, illustrative architectural drawing with muted colors and a focus on urban form and waterfront integration.

Quayside Development Plan

How does the Quayside Development Plan & proposed innovations respond to the five priority outcomes outlined by Waterfront Toronto?



1

**Job Creation
& Economic
Development**



2

**Housing
Affordability**



3

**Sustainability &
Climate-Positive
Development**



4

**New
Mobility**



5

**Urban
Innovation**

Innovations that can improve every aspect of urban life

PRIORITY OUTCOMES

Job Creation & Economic Development	Sustainability & Climate Positive Development	Housing Affordability	New Mobility	Urban Innovation
<ul style="list-style-type: none"> • Timber factory • Library of building parts • Sidewalk Digital Fabrication • “Loft” spaces • Flexible wall systems • Outcome-based building code • Ground-floor “stoa” spaces • Seed Space flexible retail platform 	<ul style="list-style-type: none"> • Low-energy buildings • Active energy management tools • Advanced power grid • Thermal grid • Innovative utility bill • Smart disposal chain • Pneumatic tube system • Anaerobic digestion facility • Active stormwater management • Electric vehicle infrastructure • Mass timber construction • Shikkui plaster 	<ul style="list-style-type: none"> • “Shared equity” units • “Affordability by design” • Factory-based construction • Condo resale fee • Waterfront Housing Trust • Efficient unit design • Co-living units • Care Collective • Civic Assembly 	<ul style="list-style-type: none"> • Pedestrian and cycling infrastructure • New mobility services (i.e EV car-share) • Mobility subscription package • “People-first” street types • Accessibility initiatives • Freight “logistics hub” • Mobility management system • District parking management • Dynamic curbs • Adaptive traffic signals • Modular pavement 	<ul style="list-style-type: none"> • Ubiquitous connectivity • Standardized physical mounts • Open, published standards • Urban Data Trust • Responsible Data Use • Security and resiliency • Open access channels • Shared programming infrastructure • Outdoor-comfort system • Public realm assets map • Generative design • Mist-based sprinklers • Low-voltage digital power • Collab civic engagement tool

How do the innovations impact urban design and the precinct plans?

DRAFT

How do the innovations impact urban design and the precinct plans?

PRIORITY OUTCOMES

Job Creation & Economic Development

- A program mix with significantly **more non-residential uses**
- A **ground floor “stoa” strategy** to create diverse and inclusive uses beyond traditional retail
- **New building typologies and kit of building parts** that create flexible, adaptable buildings, enabling a mix of uses
- **Catalyzing a mass timber industry** and ongoing urban innovations

DRAFT

How do the innovations impact urban design and the precinct plans?

PRIORITY OUTCOMES

Job Creation & Economic Development

- A program mix with significantly more non-residential uses
- A ground floor “stoa” strategy to create diverse and inclusive uses beyond traditional retail
- New building typologies and kit of building parts that create flexible, adaptable buildings, enabling a mix of uses
- Catalyzing a mass timber industry and ongoing urban innovations

Sustainability & Climate Positive Development

- A range of **advanced systems** including:
 - Pneumatic waste collection
 - Advanced stormwater management
 - Advanced power grid
 - Thermal grid
- **Mass timber and pre-fabricated buildings** that minimize environmental impact
- **Low-load building and energy management systems** to reduce energy use

DRAFT

How do the innovations impact urban design and the precinct plans?

PRIORITY OUTCOMES

Job Creation & Economic Development	Sustainability & Climate Positive Development	Housing Affordability	
<ul style="list-style-type: none"> • A program mix with significantly more non-residential uses • A ground floor “stoa” strategy to create diverse and inclusive uses beyond traditional retail • New building typologies and kit of building parts that create flexible, adaptable buildings, enabling a mix of uses • Catalyzing a mass timber industry and ongoing urban innovations 	<ul style="list-style-type: none"> • A range of advanced systems including: <ul style="list-style-type: none"> ○ Pneumatic waste collection ○ Advanced stormwater management ○ Advanced power grid ○ Thermal grid • Mass timber and pre-fabricated buildings that minimize environmental impact • Energy management systems and other low-energy building innovations 	<ul style="list-style-type: none"> • Commitment to the existing 20% affordable housing requirement • An additional 20% of below market housing • Half of the housing program as “purpose-built” rentals • 40% of housing would consist of family-sized units, at 2 bedrooms or more • Innovative designs would optimize the use of space in certain efficient and ultra-efficient units • Co-living, shared equity, and other innovative housing types 	

How do the innovations impact urban design and the precinct plans?

PRIORITY OUTCOMES

Job Creation & Economic Development	Sustainability & Climate Positive Development	Housing Affordability	New Mobility
<ul style="list-style-type: none"> • A program mix with significantly more non-residential uses • A ground floor “stoa” strategy to create diverse and inclusive uses beyond traditional retail • New building typologies and kit of building parts that create flexible, adaptable buildings, enabling a mix of uses • Catalyzing a mass timber industry and ongoing urban innovations 	<ul style="list-style-type: none"> • A range of advanced systems including: <ul style="list-style-type: none"> ○ Pneumatic waste collection ○ Advanced stormwater management ○ Advanced power grid ○ Thermal grid • Mass timber and pre-fabricated buildings that minimize environmental impact • Energy management systems and other low-energy building innovations 	<ul style="list-style-type: none"> • Commitment to the existing 20% affordable housing requirement • An additional 20% of below market housing • Half of the housing program as “purpose-built” rentals • 40% of housing would consist of family-sized units, at 2 bedrooms or more • Innovative designs would optimize the use of space in certain efficient and ultra-efficient units • Co-living, shared equity, and other innovative housing types 	<ul style="list-style-type: none"> • Transit-oriented and people-centred scheme based on the LRT and Martin Goodman Trail extensions • A significant expansion of public realm and pedestrian-oriented spaces to prioritize pedestrian movement and cycling safety • New street types and innovative designs to manage a network of dynamic streets • A freight logistics hub with underground delivery

How do the innovations impact urban design and the precinct plans?

PRIORITY OUTCOMES

Job Creation & Economic Development	Sustainability & Climate Positive Development	Housing Affordability	New Mobility	Urban Innovation
<ul style="list-style-type: none"> • A program mix with significantly more non-residential uses • A ground floor “stoa” strategy to create diverse and inclusive uses beyond traditional retail • New building typologies and kit of building parts that create flexible, adaptable buildings, enabling a mix of uses • Catalyzing a mass timber industry and ongoing urban innovations 	<ul style="list-style-type: none"> • A range of advanced systems including: <ul style="list-style-type: none"> ○ Pneumatic waste collection ○ Advanced stormwater management ○ Advanced power grid ○ Thermal grid • Mass timber and pre-fabricated buildings that minimize environmental impact • Energy management systems and other low-energy building innovations 	<ul style="list-style-type: none"> • Commitment to the existing 20% affordable housing requirement • An additional 20% of below market housing • Half of the housing program as “purpose-built” rentals • 40% of housing would consist of family-sized units, at 2 bedrooms or more • Innovative designs would optimize the use of space in certain efficient and ultra-efficient units • Co-living, shared equity, and other innovative housing types 	<ul style="list-style-type: none"> • Transit-oriented and people-centred scheme based on the LRT and Martin Goodman Trail extensions • A significant expansion of public realm and pedestrian-oriented spaces to prioritize pedestrian movement and cycling safety • New street types and innovative designs to manage a network of dynamic streets • A freight logistics hub with underground delivery 	<ul style="list-style-type: none"> • Ubiquitous connectivity building on and advancing Waterfront Toronto’s current broadband strategy • Digital infrastructure based on open, published standards to support urban innovations by many players • A higher standard for privacy and data governance led by government

How do the innovations impact urban design and the precinct plans?

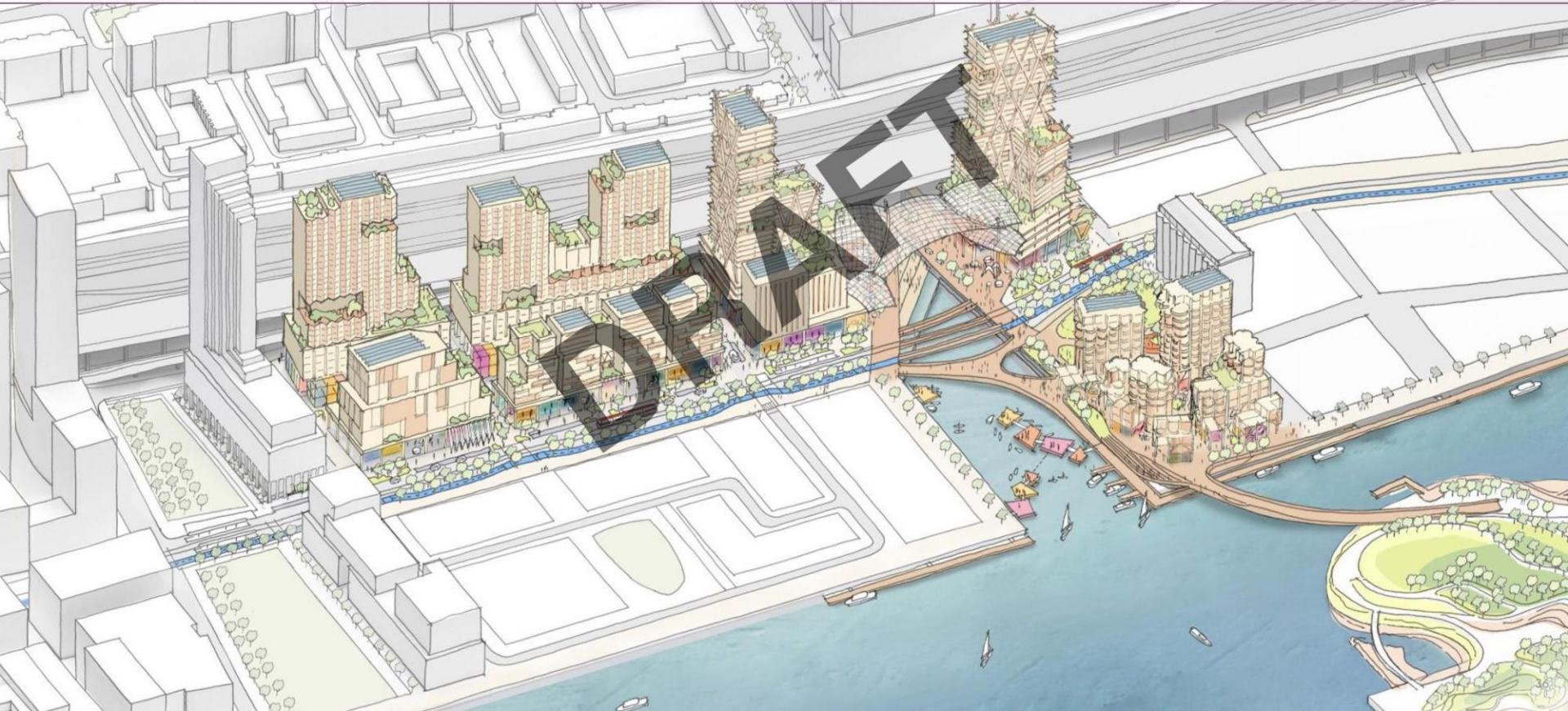
PRIORITY OUTCOMES

Job Creation & Economic Development	Sustainability & Climate Positive Development	Housing Affordability	New Mobility	Urban Innovation
<ul style="list-style-type: none"> • A program mix with significantly more non-residential uses • A ground floor “stoa” strategy to create diverse and inclusive uses beyond traditional retail • New building typologies and kit of building parts that create flexible, adaptable buildings, enabling a mix of uses • Catalyzing a mass timber industry and ongoing urban innovations 	<ul style="list-style-type: none"> • A range of advanced systems including: <ul style="list-style-type: none"> ○ Pneumatic waste collection ○ Advanced stormwater management ○ Advanced power grid ○ Thermal grid • Mass timber and pre-fabricated buildings that minimize environmental impact • Energy management systems and other low-energy building innovations 	<ul style="list-style-type: none"> • Commitment to the existing 20% affordable housing requirement • An additional 20% of below market housing • Half of the housing program as “purpose-built” rentals • 40% of housing would consist of family-sized units, at 2 bedrooms or more • Innovative designs would optimize the use of space in certain efficient and ultra-efficient units • Co-living, shared equity, and other innovative housing types 	<ul style="list-style-type: none"> • Transit-oriented and people-centred scheme based on the LRT and Martin Goodman Trail extensions • A significant expansion of public realm and pedestrian-oriented spaces to prioritize pedestrian movement and cycling safety • New street types and innovative designs to manage a network of dynamic streets • A freight logistics hub with underground delivery 	<ul style="list-style-type: none"> • Ubiquitous connectivity building on and advancing Waterfront Toronto’s current broadband strategy • Digital infrastructure based on open, published standards to support urban innovations by many players • A higher standard for privacy and data governance lead by government

A Complete & Inclusive Community incorporating a vibrant, accessible, comfortable public realm:

- **A wide set of accessibility initiatives**, including curbless street design, wider sidewalks, heated pavement, wayfinding beacons, and accessible ride-hail vehicles
- **Quayside’s primary open spaces would be infused with flexibility** to support diverse arts, cultural, and community programming
- **A system of significant public open spaces including parks, plazas, and pedestrian pathways**, that comprise over 50% of the site
- **Flexible ground floor “stoa” spaces** designed to accommodate a wide range of uses beyond traditional retail

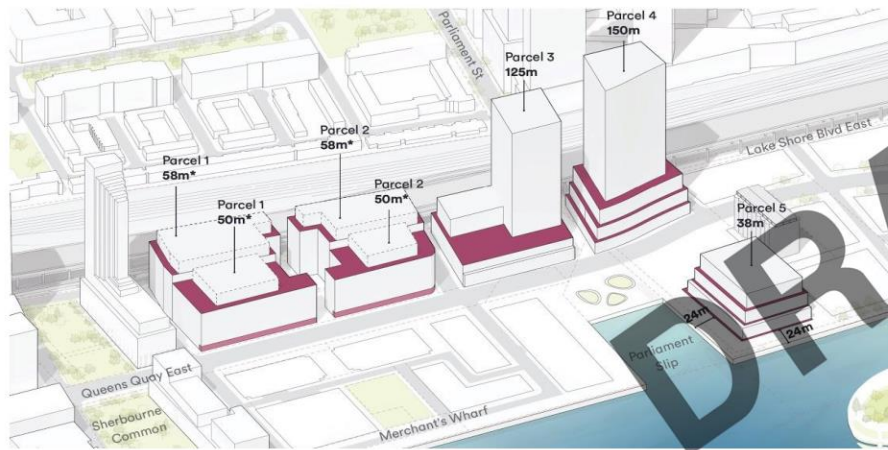
Draft Quayside Plan: December 2018



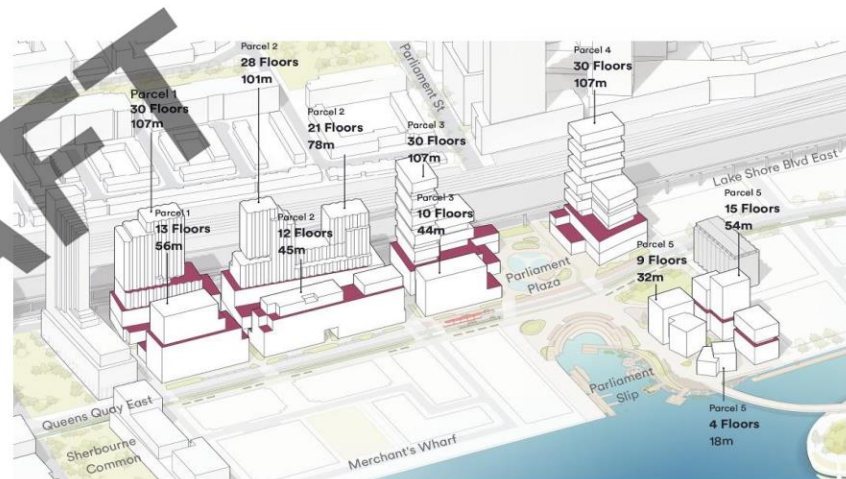
Draft Quayside Plan: July 2019



Comparison to the Zoning By-law/Precinct Plans



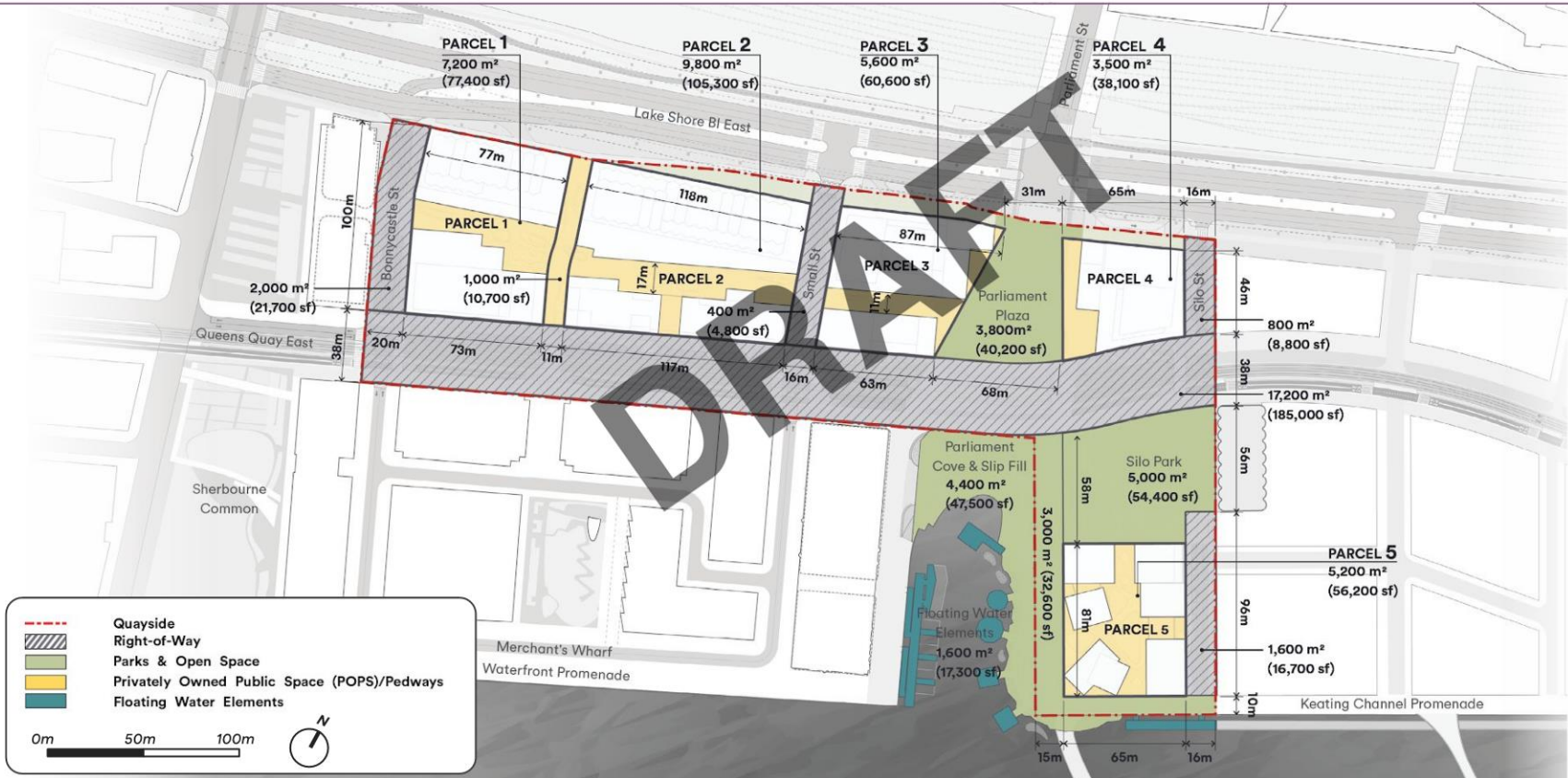
Zoning By-law: **Zoning Envelope**
 Total GFA: **294,200m² (3,167,000ft²)**
95% Residential
5% Non-residential



SWL: **Development Massing**
 Total GFA: **246,100m² (2,650,000ft²)**
67% Residential
33% Non-residential

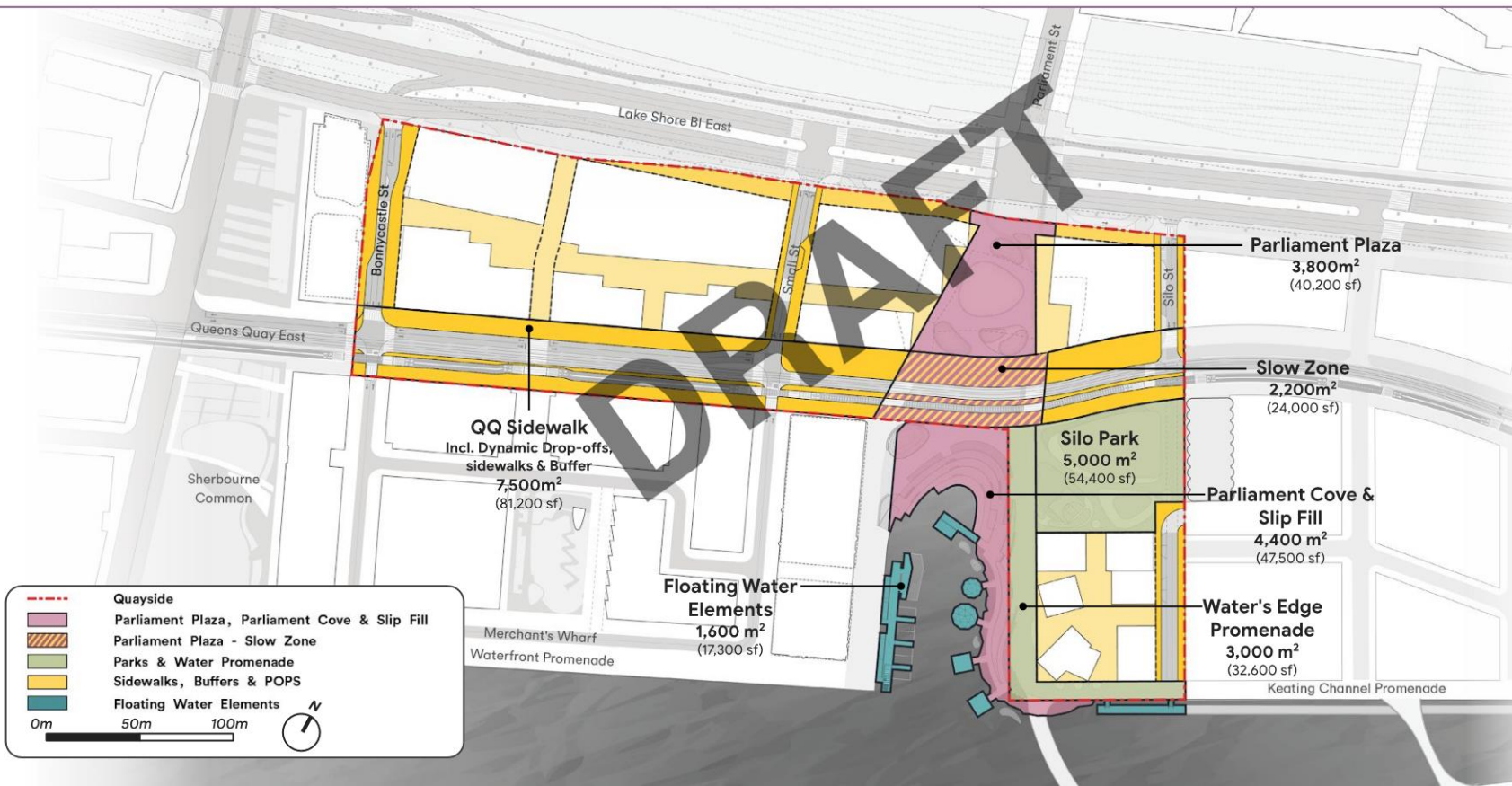
*For further details on how the Quayside Development Plan compares to existing plans, policies, and provisions, please see the [Planning Policy Justification Report](#), and Attachment B, in particular.

Parcel Plan



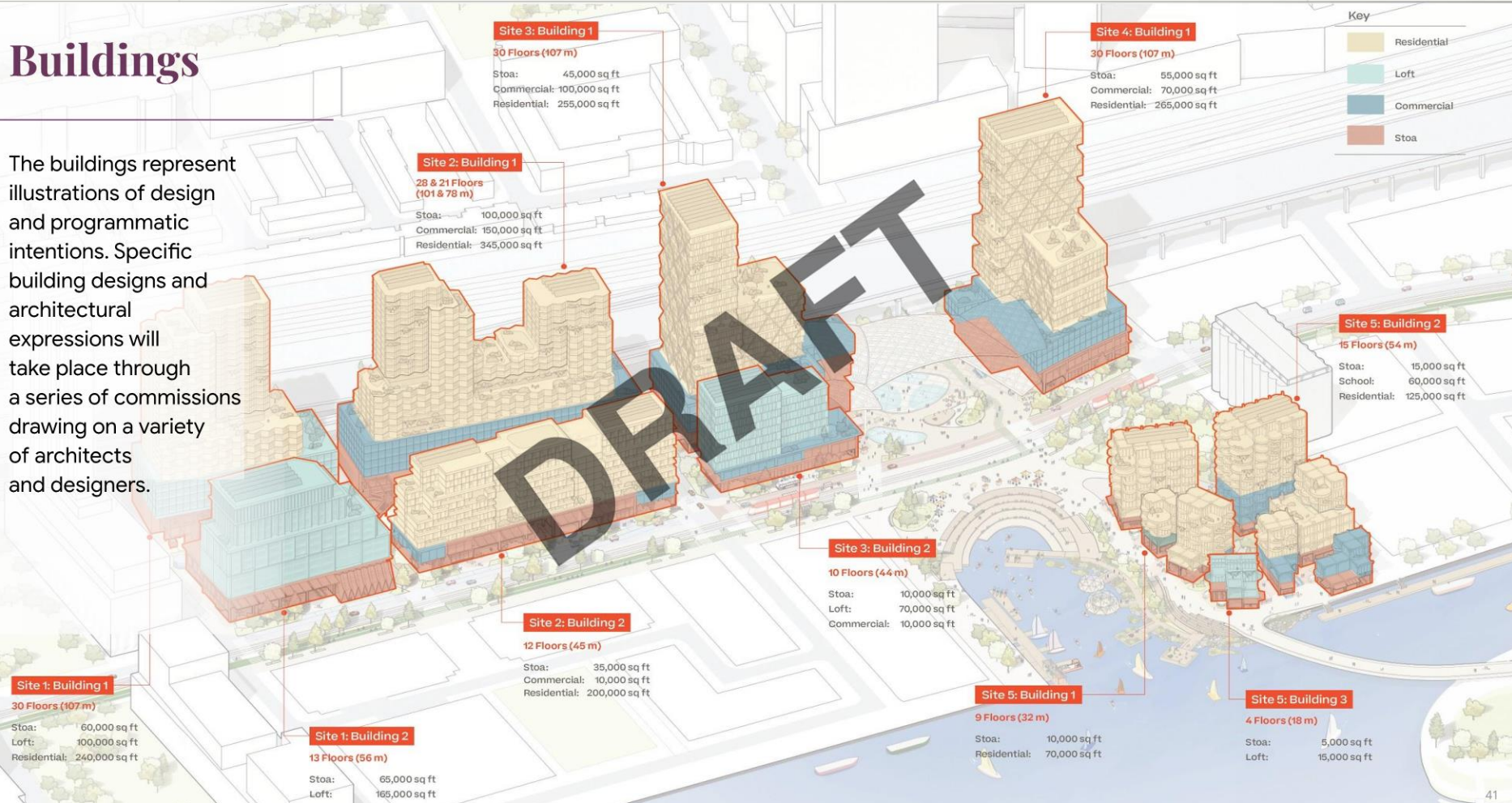
Open Space

Parks & Water's Edge Promenade: 8,100 m², 11%,
 Parliament Plaza, Parliament Cove & Slip Fill: 10,400 m², 14%
 Sidewalks & Buffers & POPS: 20,700 m², 28%



Buildings

The buildings represent illustrations of design and programmatic intentions. Specific building designs and architectural expressions will take place through a series of commissions drawing on a variety of architects and designers.



Draft Quayside Plan: July 2019

67%

Residential

21%

Commercial

12%

Retail, Production, and
Social Infrastructure

40%

Below-Market Housing
(including 20% affordable
housing)

~2,600

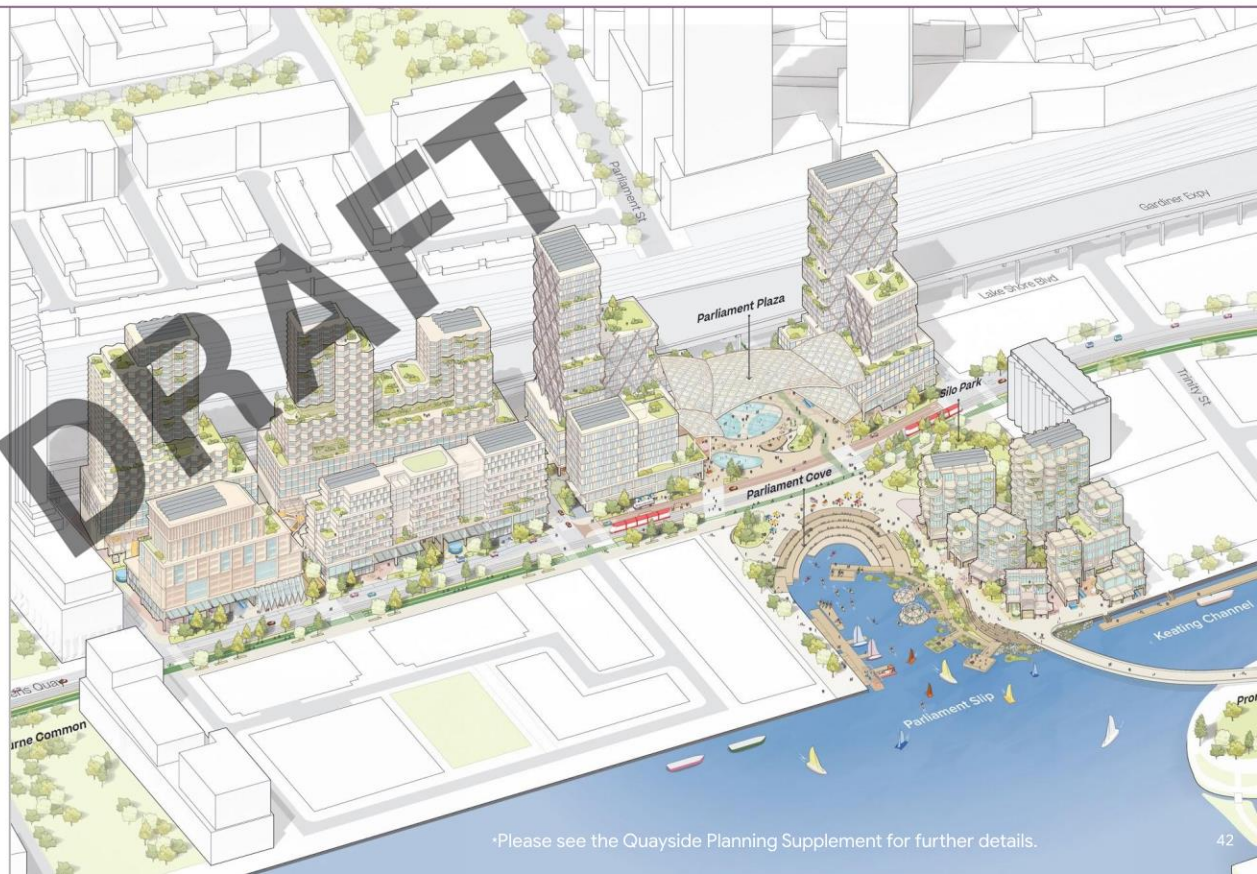
Residential
Units

~4,200

Residents

~3,900

Jobs



*Please see the Quayside Planning Supplement for further details.

What We Heard (Previous DRP Comments)



Contextualize the site plan and show how it fits within the greater City context

Provide real, dimensioned, scale drawings and cross-sections

Describe commitment to design excellence

Discussions to respond to previous DRP comments

1 Contextual Overview

2 Greater Parliament Plaza

3 Queens Quay

4 Stoa & Pedway

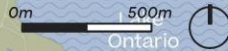
DRAFT

An aerial photograph of a city waterfront, likely Toronto, showing a mix of industrial and residential areas. In the foreground, there's a large, flat, paved area with several white trailers and a few cars. A large, multi-story concrete building stands prominently. To the left, a body of water has several boats docked. In the background, a dense urban skyline is visible, featuring numerous skyscrapers and the iconic CN Tower. A large, semi-transparent watermark of a house with a checkmark is overlaid across the center of the image.

1

Contextual Overview

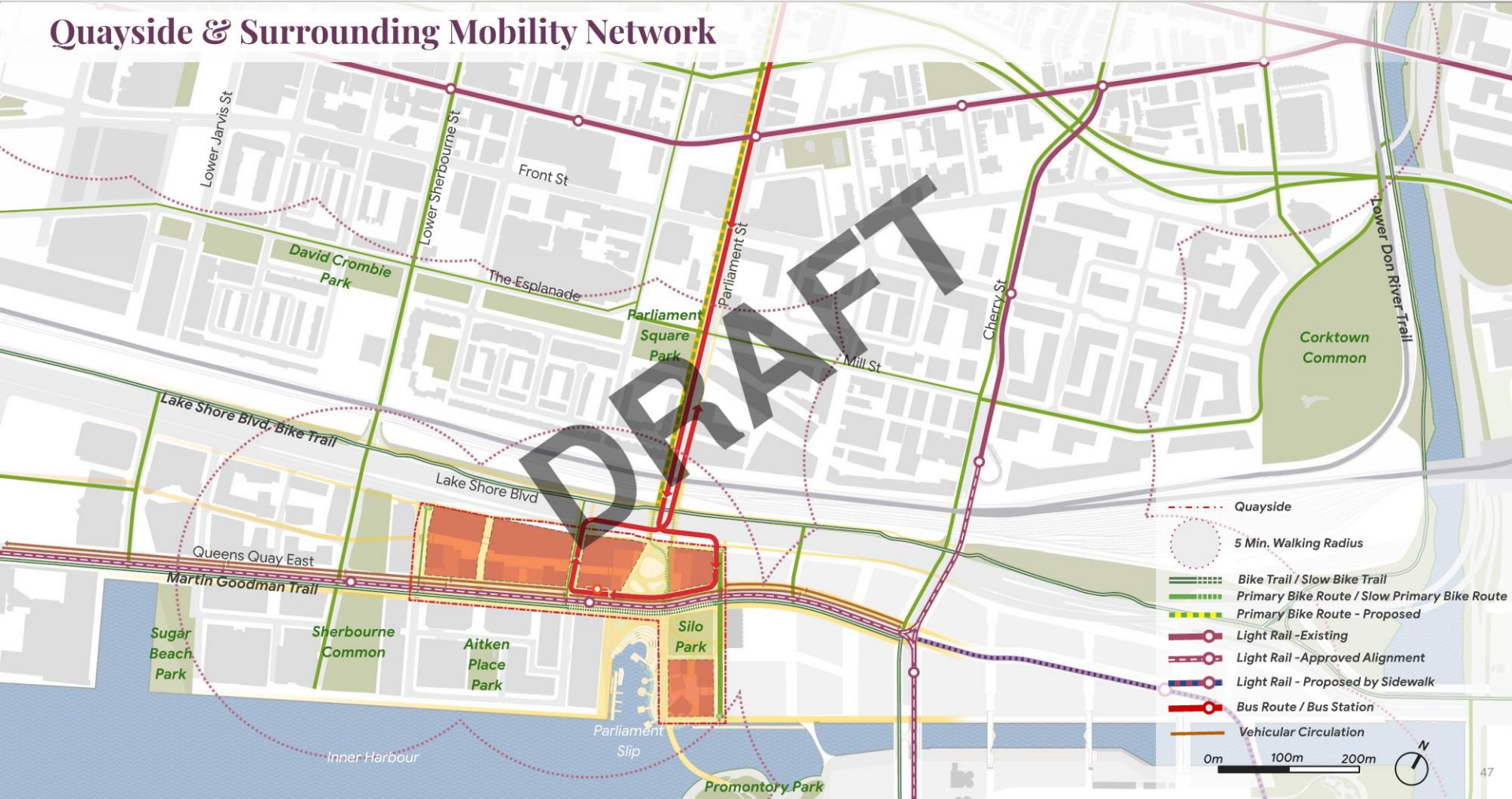
Quayside & Surrounding Neighbourhoods



Quayside & Surrounding Open Spaces




Quayside & Surrounding Mobility Network

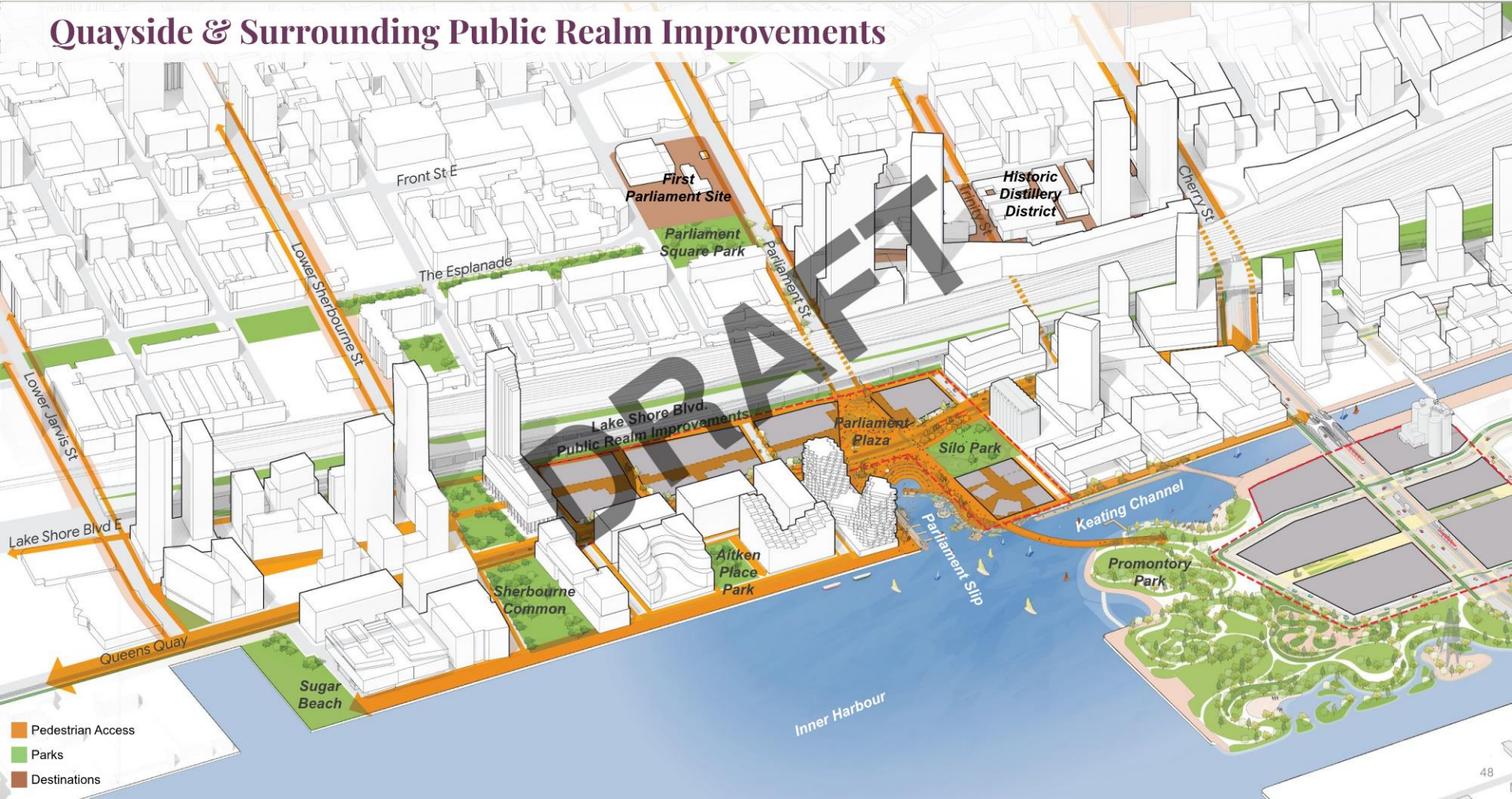


- - - Quayside
- 5 Min. Walking Radius
- Bike Trail / Slow Bike Trail
- Primary Bike Route / Slow Primary Bike Route
- Primary Bike Route - Proposed
- Light Rail - Existing
- Light Rail - Approved Alignment
- Light Rail - Proposed by Sidewalk
- Bus Route / Bus Station
- Vehicular Circulation

0m 100m 200m

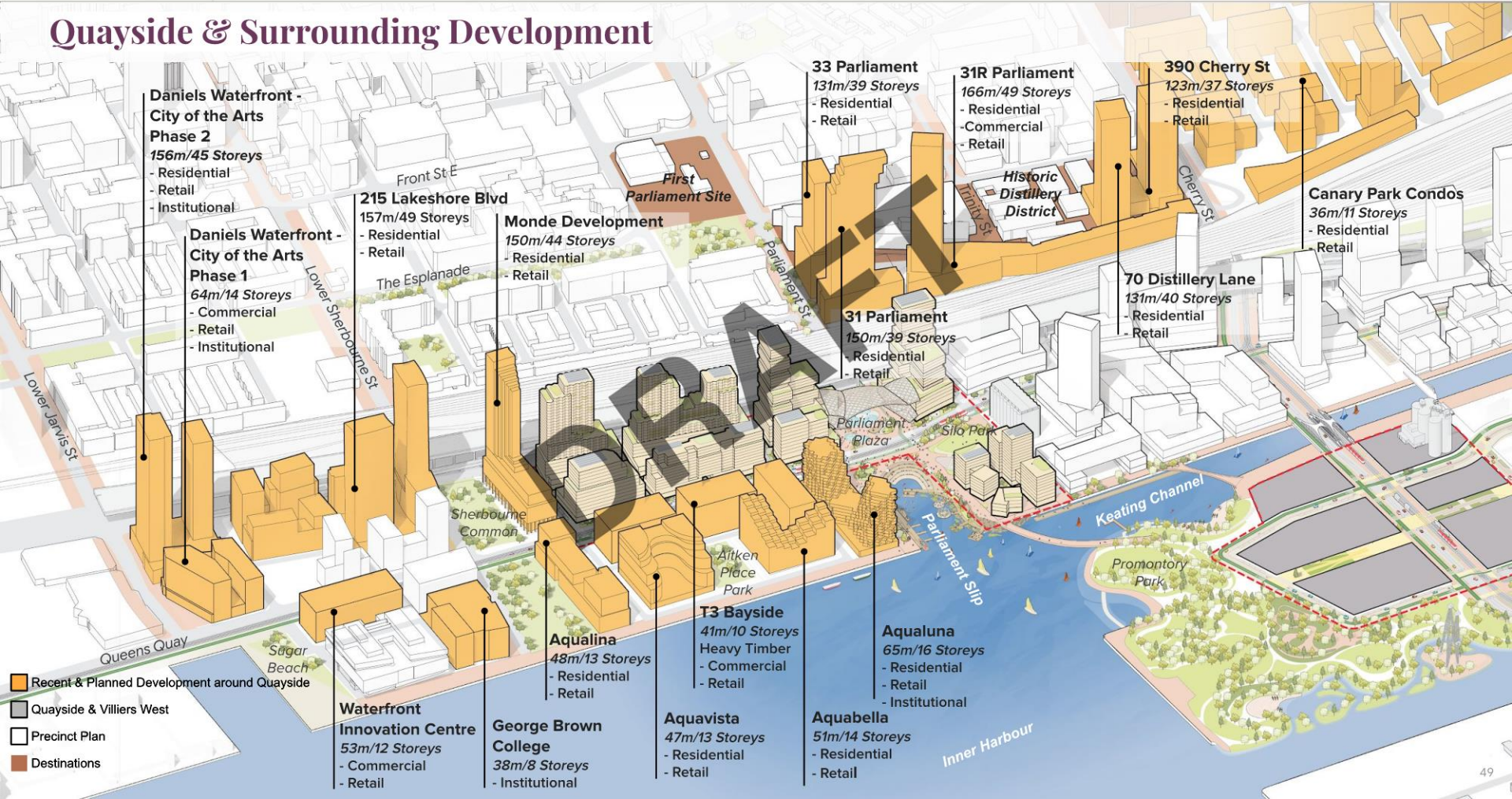


Quayside & Surrounding Public Realm Improvements



- Pedestrian Access
- Parks
- Destinations

Quayside & Surrounding Development





2

Greater Parliament Plaza

What We Heard: Greater Parliament Plaza

(Previous DRP Comments)

Provide vehicular connectivity to prevent neighbourhood isolation.

Establish the continuation of the water's edge promenade connecting to the greater public realm system along the waterfront. Integrate the pedestrian bridge to Villiers Island within the larger bridge strategy and promenade.

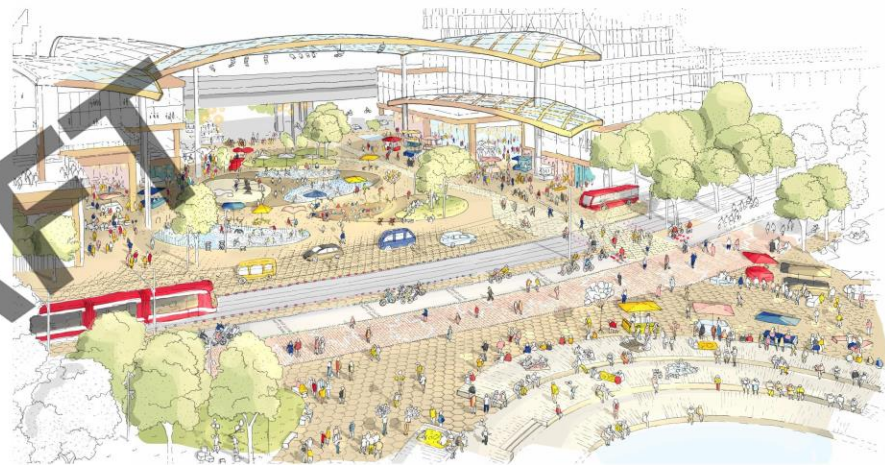
What is the urban experience moving from Parliament Street down to the water? Create an arrival at the waterfront integrating the water features and the walkway.

Explain how the canopy affects views, manages rainwater, and doesn't create a mall-like feel.

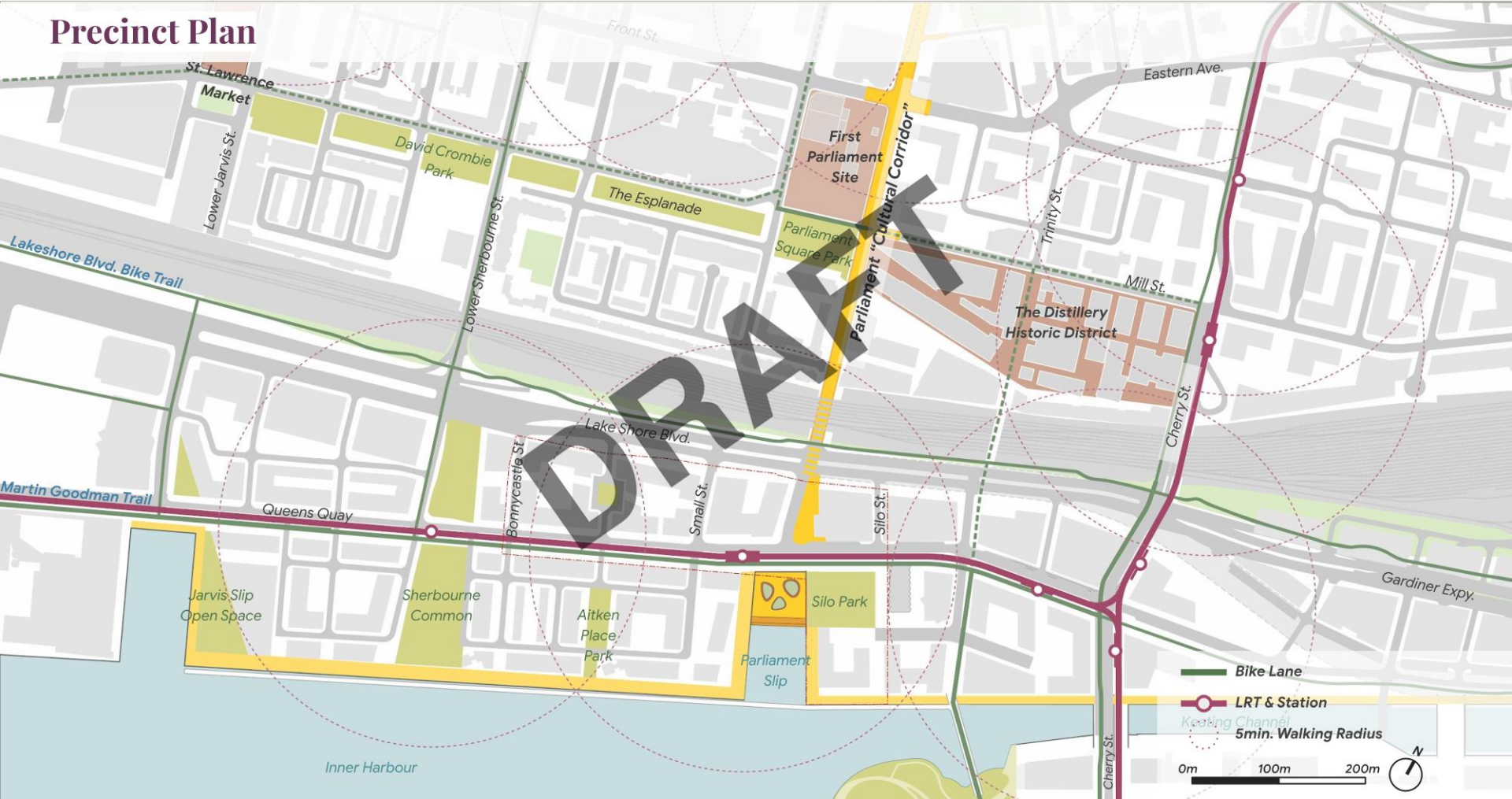
Provide further details on how the proposal relates to the Lake Shore frontage. Are there innovations that can be applied to the north side of the buildings fronting on the Gardiner?

Include thinking about ecology, water flow, and relationship of the slip to the Don Mouth Naturalization Project and larger watershed.

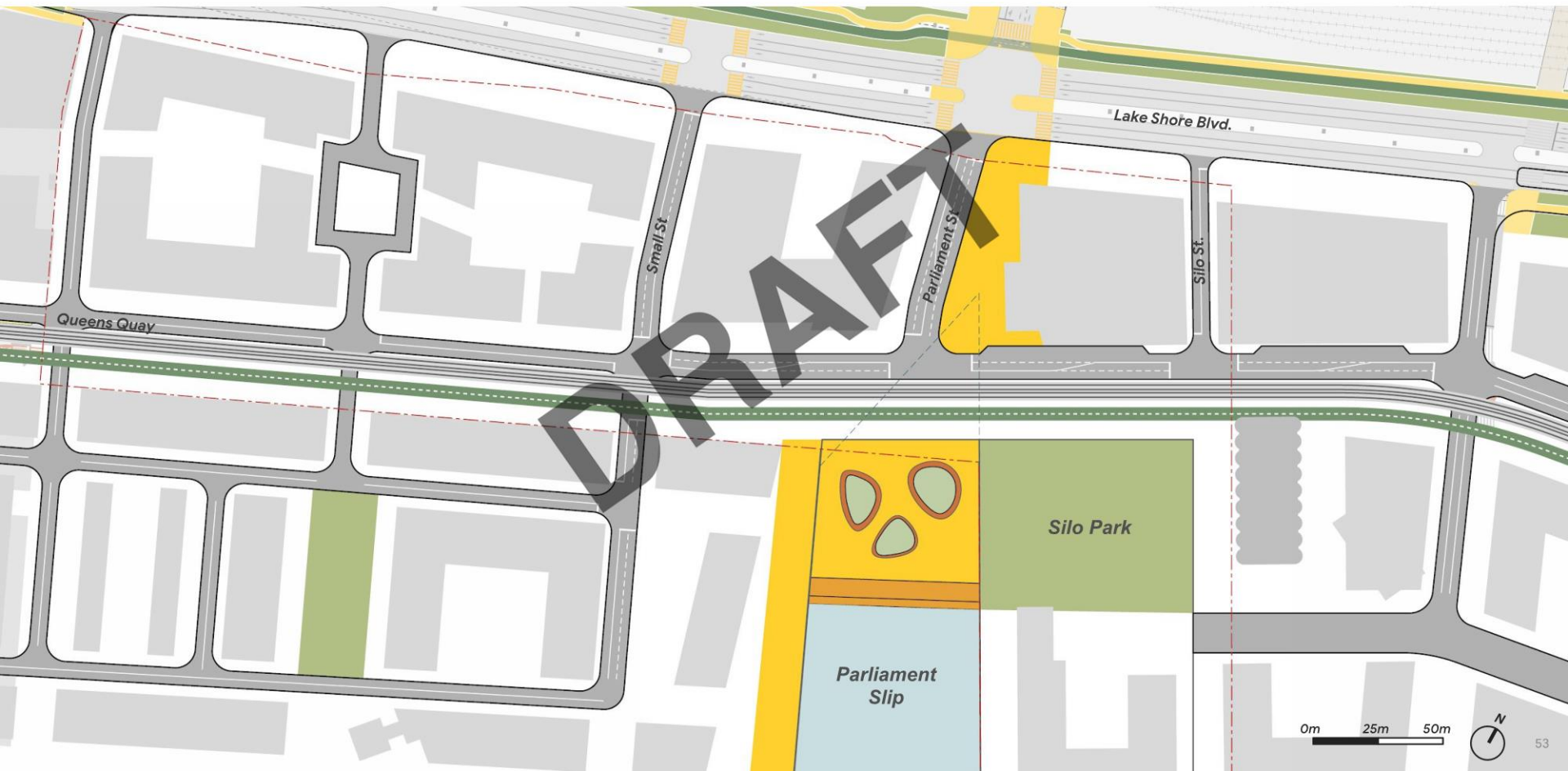
Consider sustainability targets focused on public realm and marine life.



Precinct Plan



Precinct Plan: Parliament Plaza Context



DRAFT

Queens Quay

Small St

Parliament St

Silo St

Lake Shore Blvd.

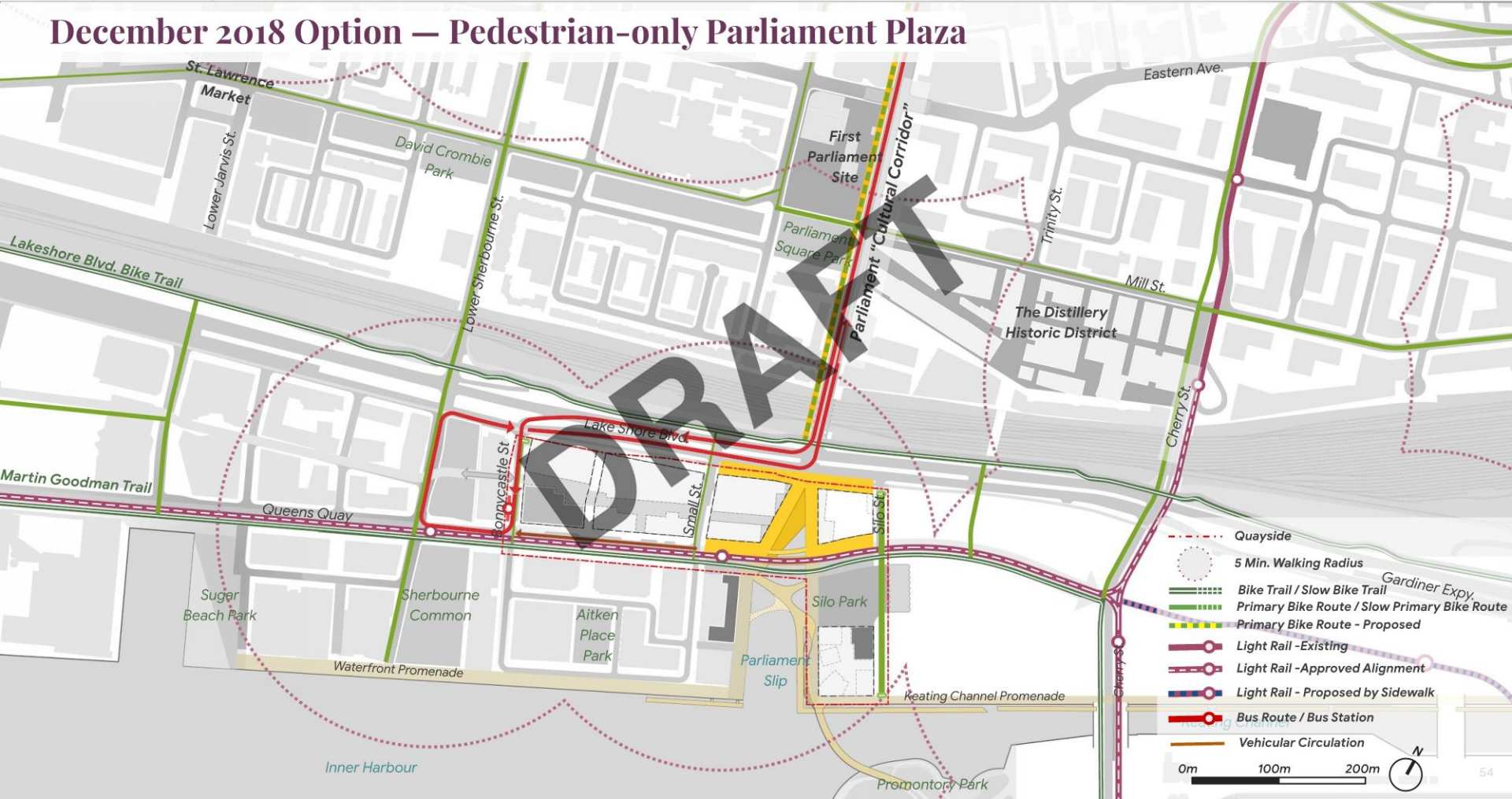
Silo Park

Parliament Slip

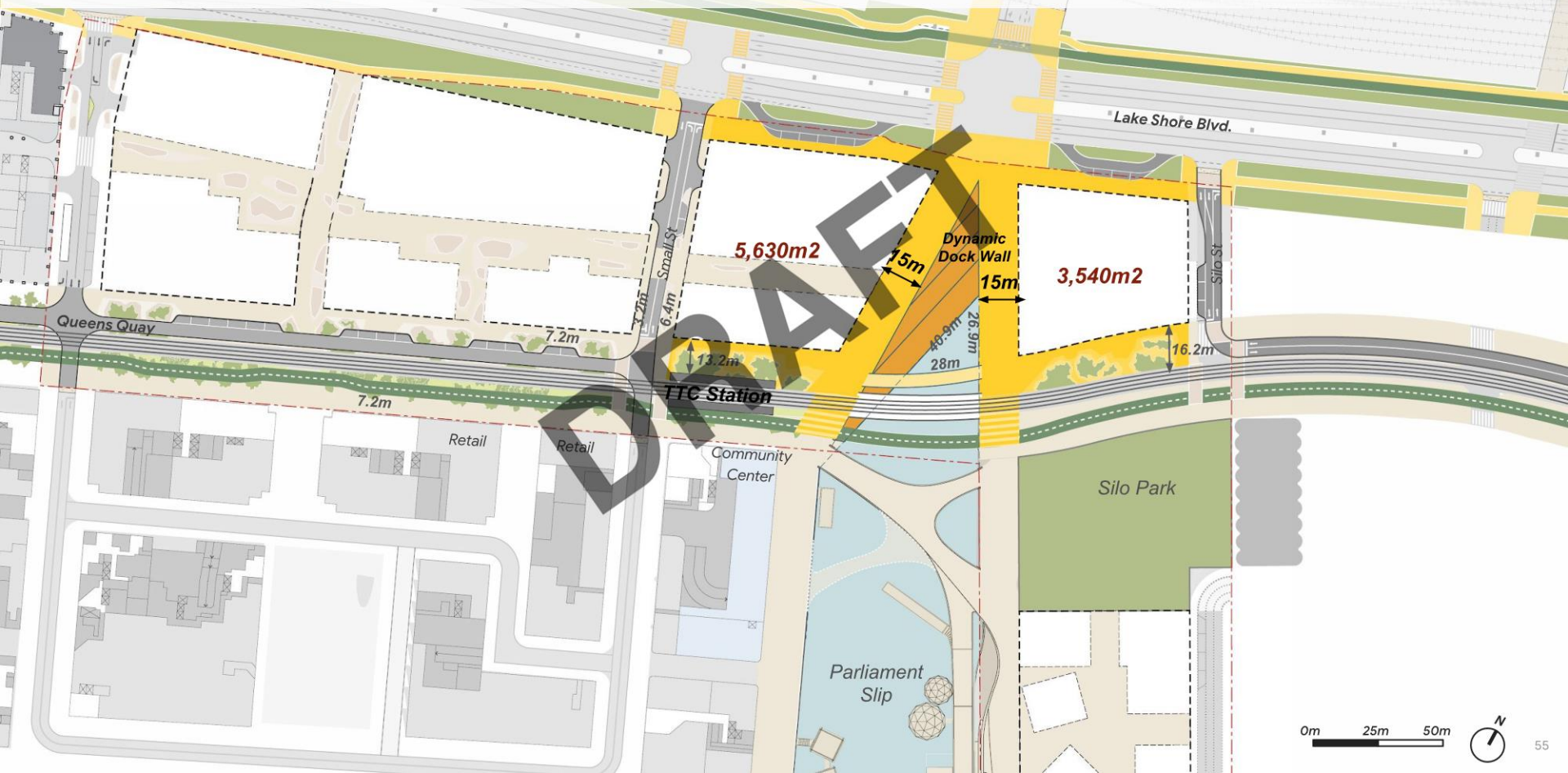
0m 25m 50m



December 2018 Option — Pedestrian-only Parliament Plaza

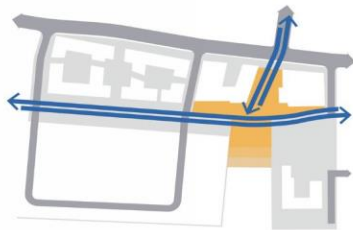


December 2018 Option — Pedestrian-only Parliament Plaza

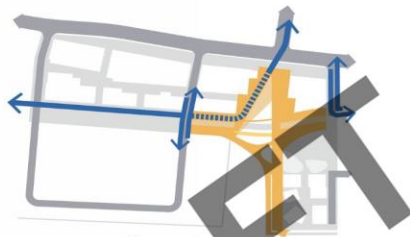


Explored Many Options to Evaluate Connectivity & Public Realm

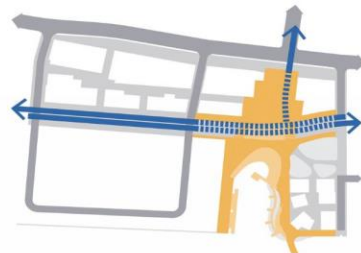
Precinct plan:
Two-way Parliament Street and two-way Queens Quay



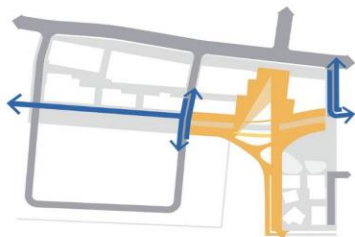
One-way northbound Parliament slow zone



Two-way Queens Quay slow zone and one-way northbound Parliament slow zone



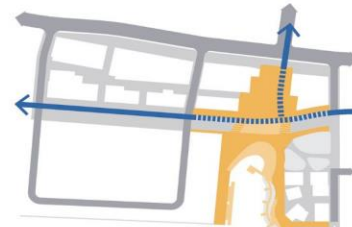
Car-free plaza



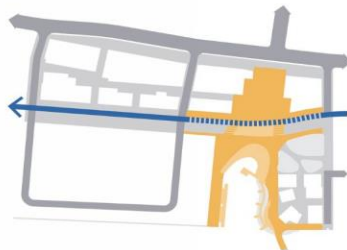
One-way southbound Parliament Street



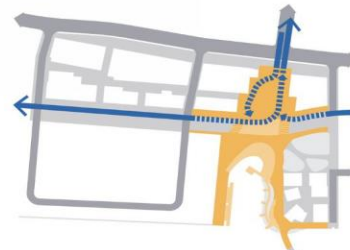
One-way westbound Queens Quay slow zone and one-way northbound Parliament slow zone



One-way westbound Queens Quay slow zone

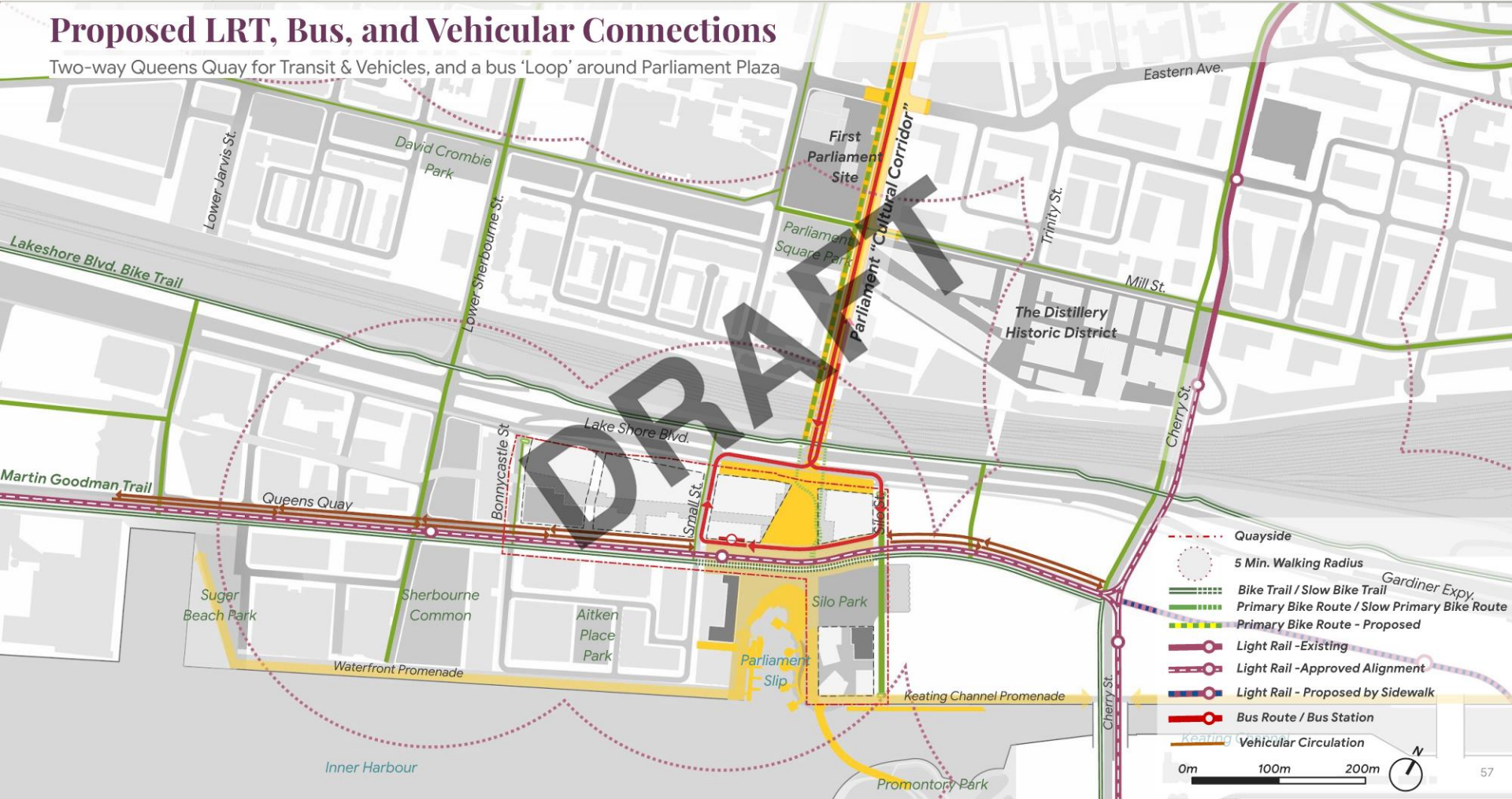


One-way inbound Queens Quay slow zone and Parliament slow zone loop



Proposed LRT, Bus, and Vehicular Connections

Two-way Queens Quay for Transit & Vehicles, and a bus 'Loop' around Parliament Plaza



Legend

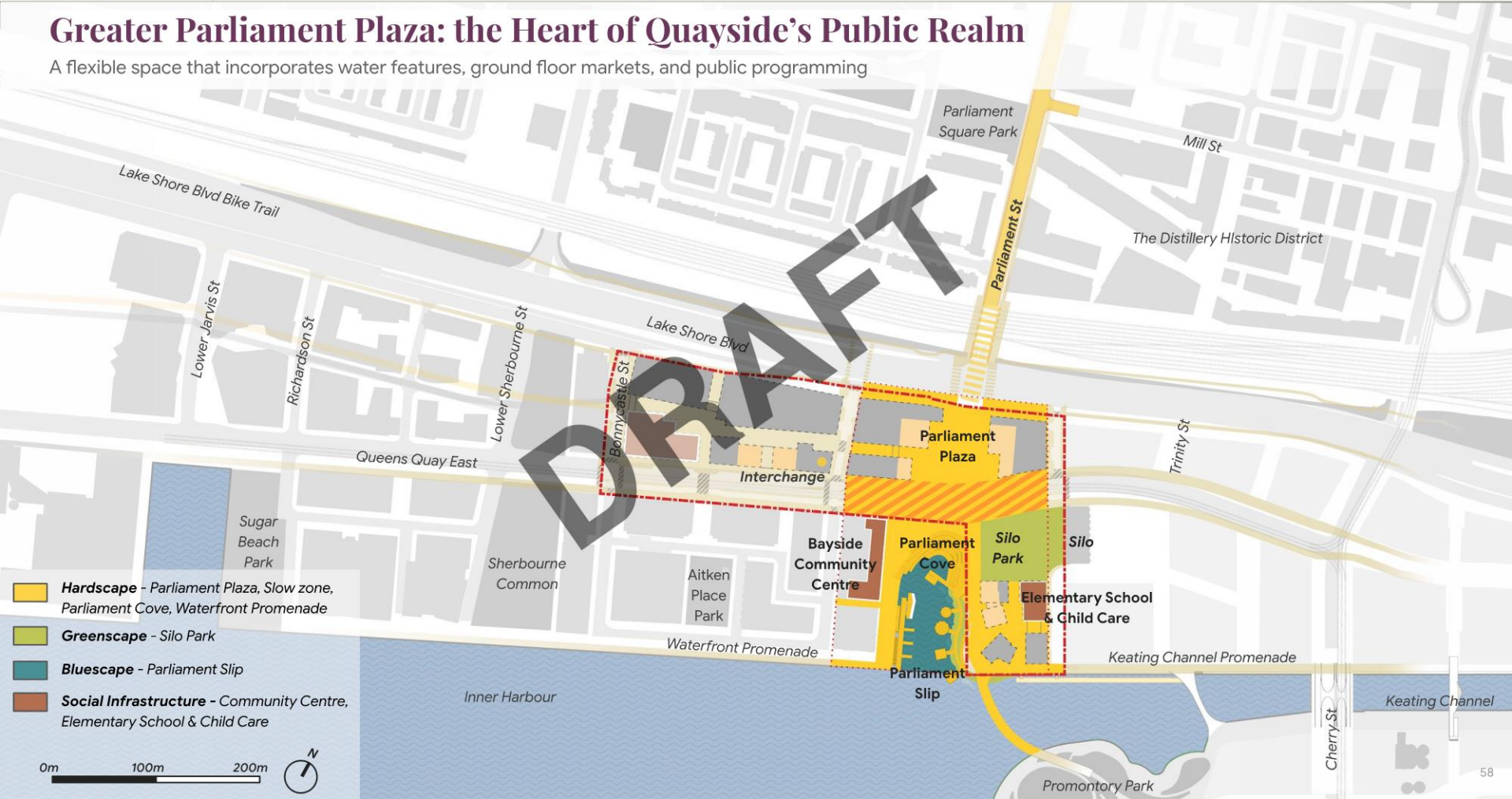
- Quayside
- 5 Min. Walking Radius
- Bike Trail / Slow Bike Trail
- Primary Bike Route / Slow Primary Bike Route
- Primary Bike Route - Proposed
- Light Rail - Existing
- Light Rail - Approved Alignment
- Light Rail - Proposed by Sidewalk
- Bus Route / Bus Station
- Vehicular Circulation

0m 100m 200m

N

Greater Parliament Plaza: the Heart of Quayside's Public Realm

A flexible space that incorporates water features, ground floor markets, and public programming

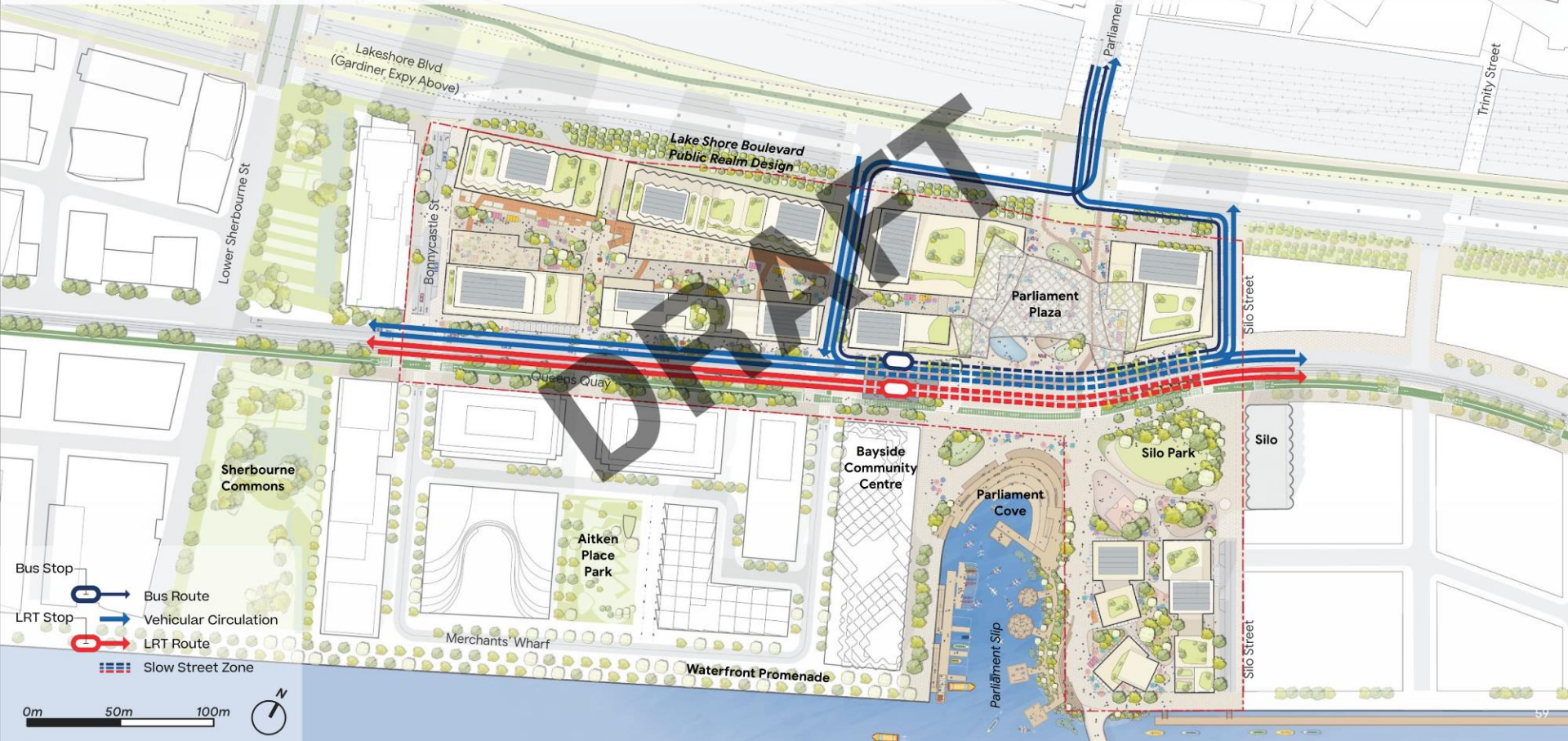


- Hardscape** - Parliament Plaza, Slow zone, Parliament Cove, Waterfront Promenade
- Greenscape** - Silo Park
- Bluescape** - Parliament Slip
- Social Infrastructure** - Community Centre, Elementary School & Child Care



New Proposed Option: Transit Network

Providing a two-way Queens Quay for transit and vehicles & a bus loop around the Plaza



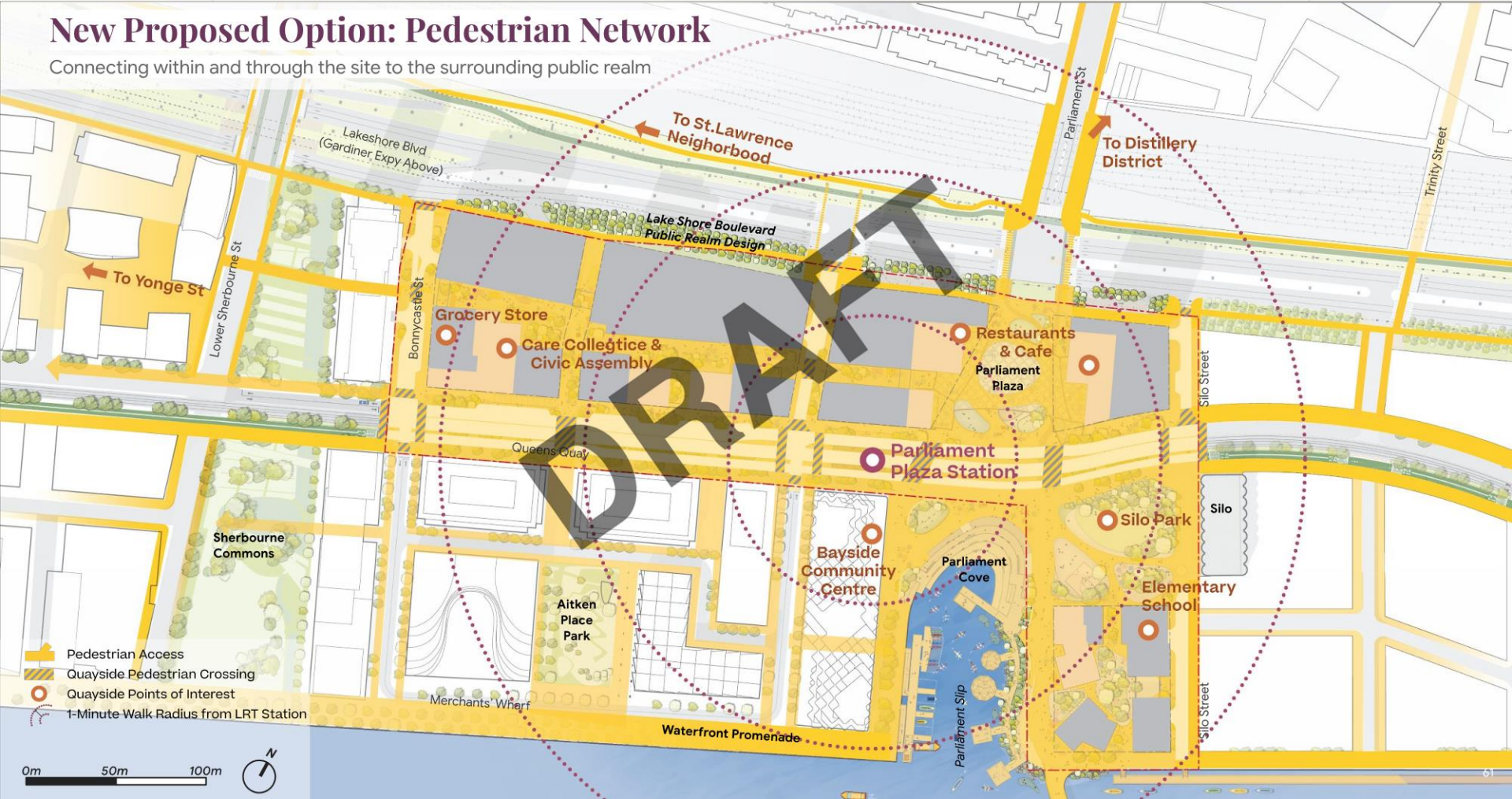
New Proposed Option: Bicycle Network

Incorporating a slow zone route moving through the Plaza



New Proposed Option: Pedestrian Network

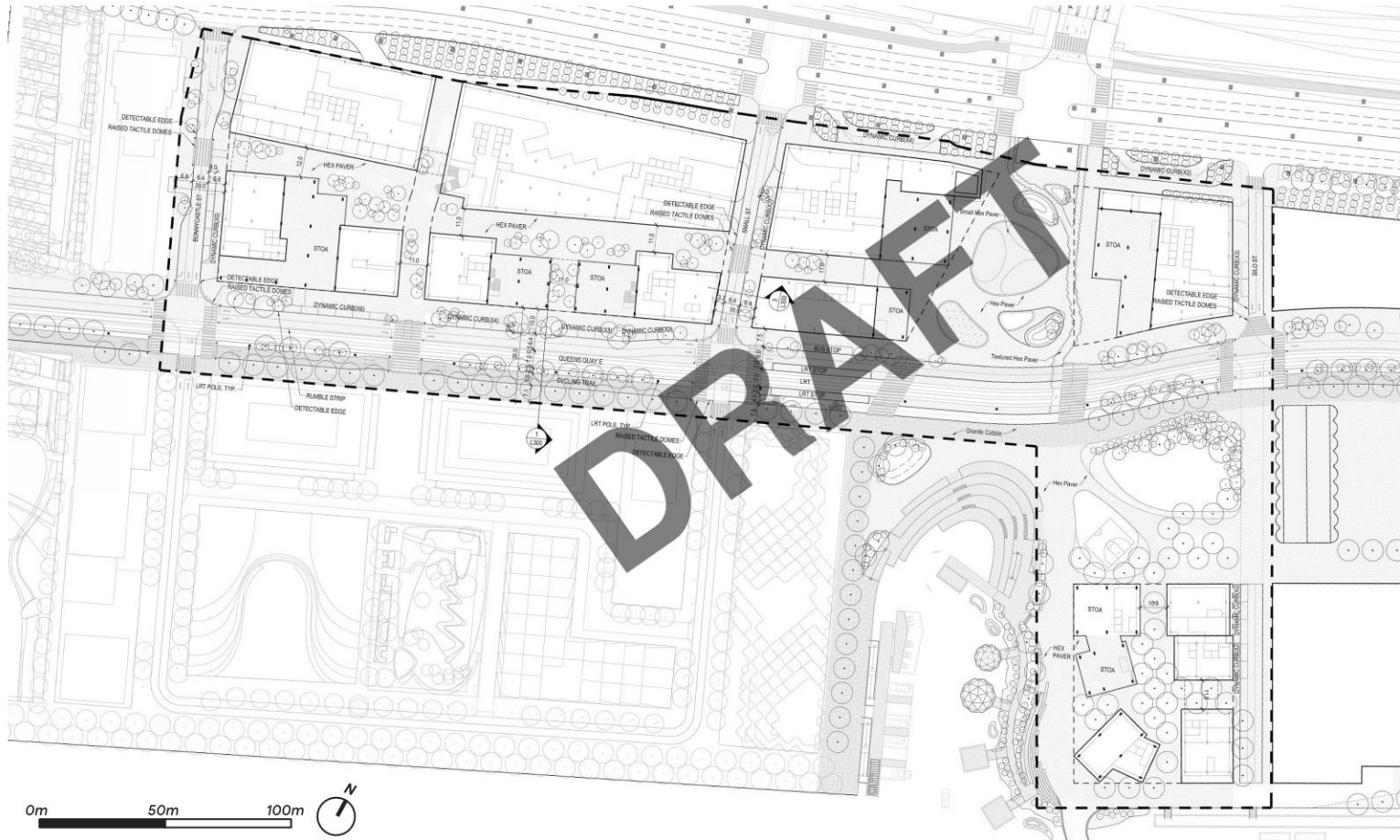
Connecting Points within and through the site to the surrounding public realm



- Pedestrian Access
- Quayside Pedestrian Crossing
- Quayside Points of Interest
- 1-Minute Walk Radius from LRT Station



Quayside Development Plan

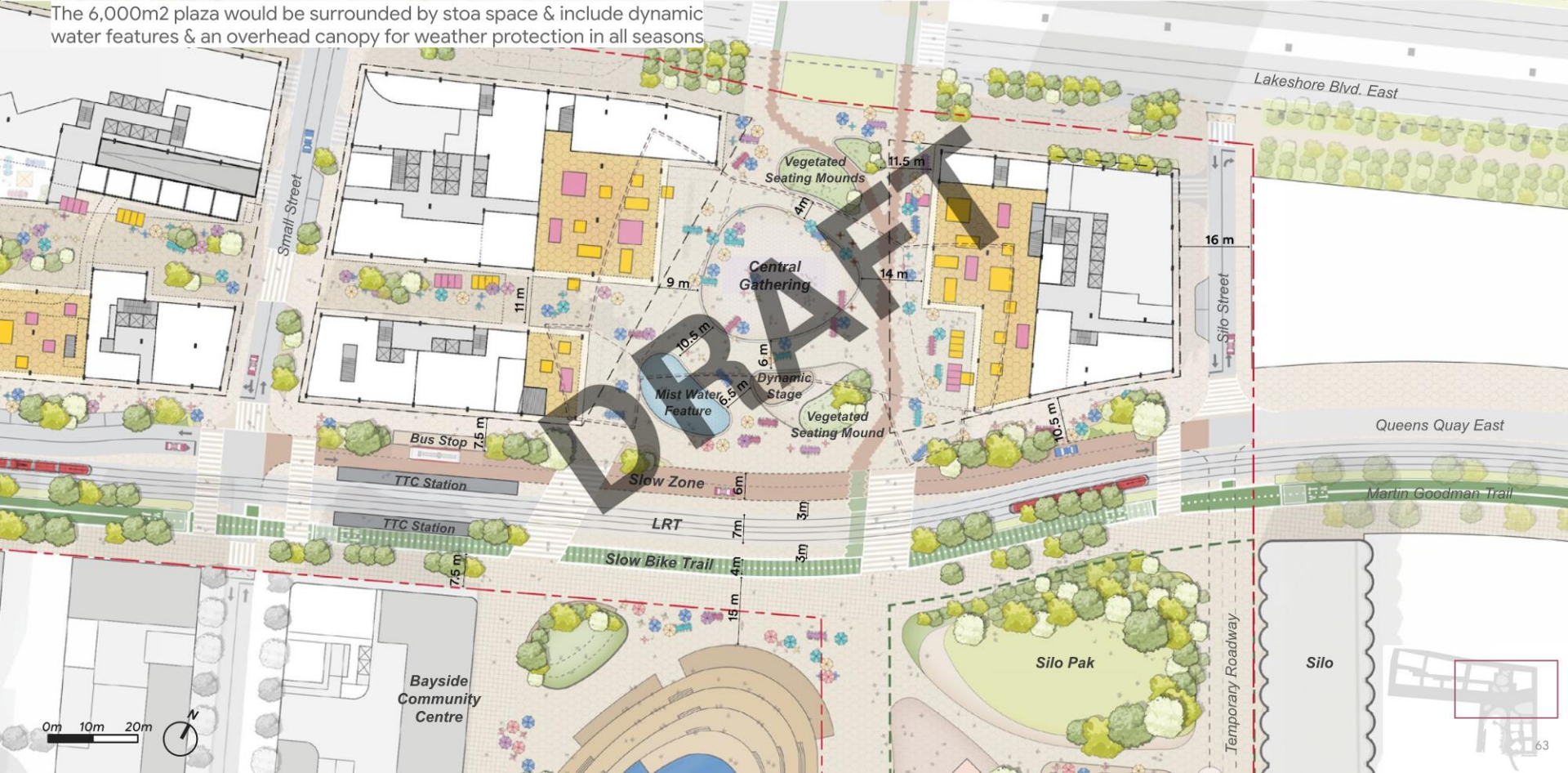


LEGEND

- QUAYSIDE BOUNDARY
- ▬ PARCEL BOUNDARY
- ⊗ TRAFFIC SIGNAL POLES
- LRT POLES
- HEX PAVEMENT (1A L500)
- ▨ PERMEABLE PAVEMENT: "INVERSE HEX" PAVEMENT IN RESIN-BOUND AGGREGATE (1B L500)
- ▨ PERMEABLE PAVEMENT: RESIN-BOUND AGGREGATE (1C L500)
- HEX PAVEMENT IN STOA
- ▨ TEXTURED HEX PAVEMENT
- SMALL HEX PAVEMENT
- ▨ LRT CONCRETE
- ▨ HEATED TRAIL OPT.1- HEX PAVEMENT (1E L500)
- ▨ OPT.2- MODULAR PAVING (1F L500)
- ▨ OPT.3- ASPHALT
- ▨ GRANITE COBBLE
- ▨ TIMBER DECKING
- ▨ HEATED PAVING
- DETECTABLE EDGE (2 L501)
- - - RAISED TACTILE DOMES (3 L501)
- ▬ RUMBLE STRIP

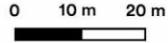
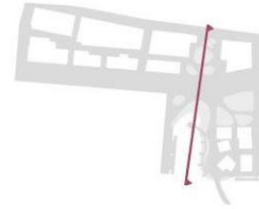
Greater Parliament Plaza: Connecting Land & Water

The 6,000m2 plaza would be surrounded by stoa space & include dynamic water features & an overhead canopy for weather protection in all seasons



Greater Parliament Plaza: Connecting Land & Water

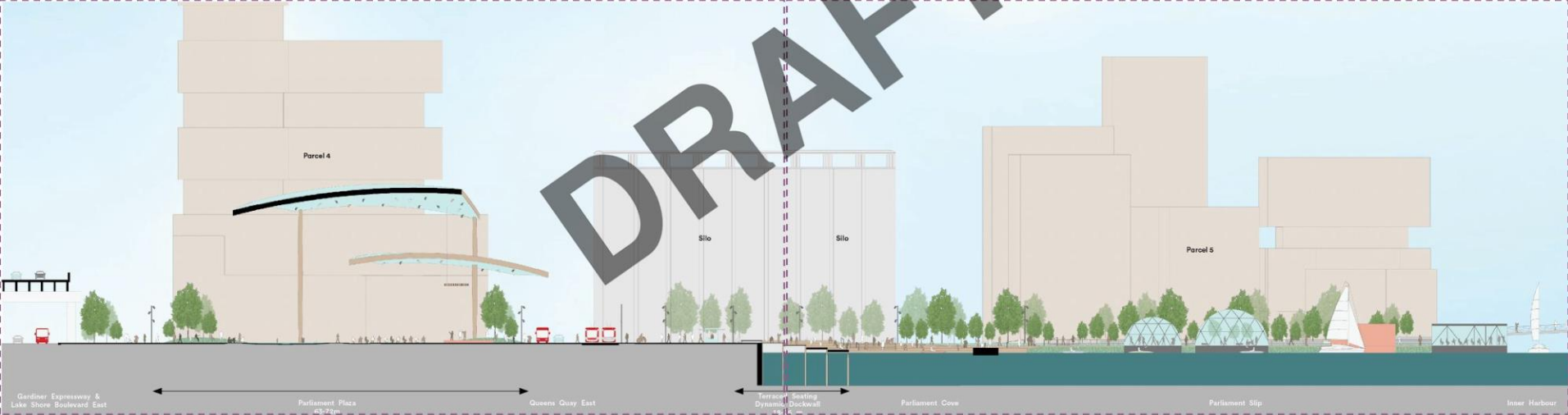
Connecting Parliament Plaza to the surrounding public realm and Parliament Slip



DRAFT

Section - Part 1

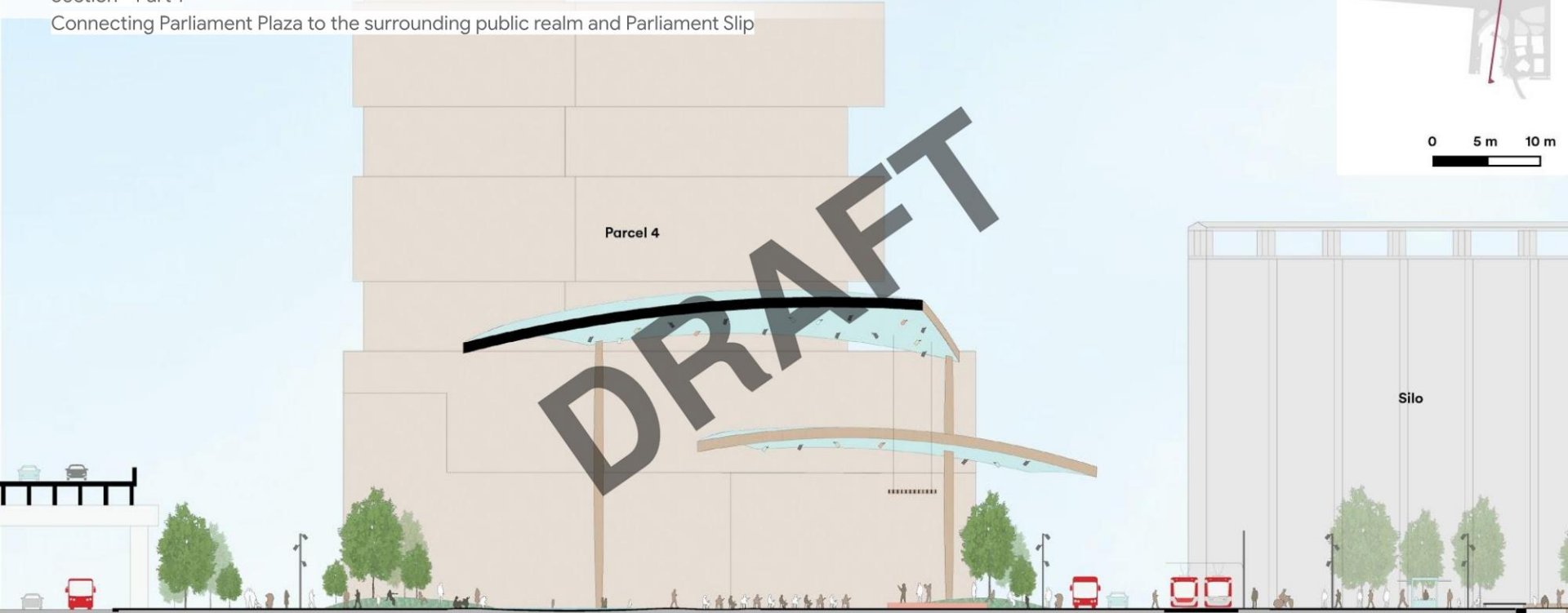
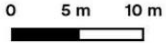
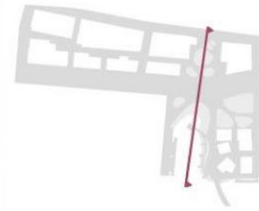
Section - Part 2



Greater Parliament Plaza: Connecting Land & Water

Section - Part 1

Connecting Parliament Plaza to the surrounding public realm and Parliament Slip



Gardiner Expressway & Lake Shore Boulevard East

Parliament Plaza
63-72m

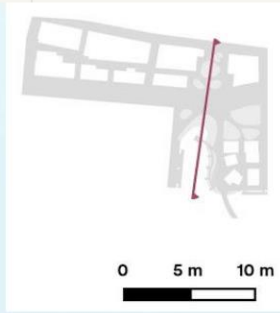
Queens Quay East

Parliament Slip

Greater Parliament Plaza: Connecting Land & Water

Section - Part 2

Connecting Parliament Plaza to the surrounding public realm and Parliament Slip



Silo

Parcel 5

Terraced Seating
Dynamic Dockwall
19-26 m

Parliament Cove

Parliament Slip

Parliament Plaza

Creating a multi-modal slow zone through the Plaza allowing for east-west connectivity while ensuring safe pedestrian access to the public spaces to the north & south of Queens Quay



Parliament Plaza Multi-Functionality



Conceptual Exploration: Arts Exhibition



Conceptual Exploration: Water Features



Conceptual Exploration: Market Fair



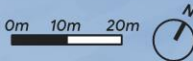
Conceptual Exploration: Outdoor Performance



DRAFT

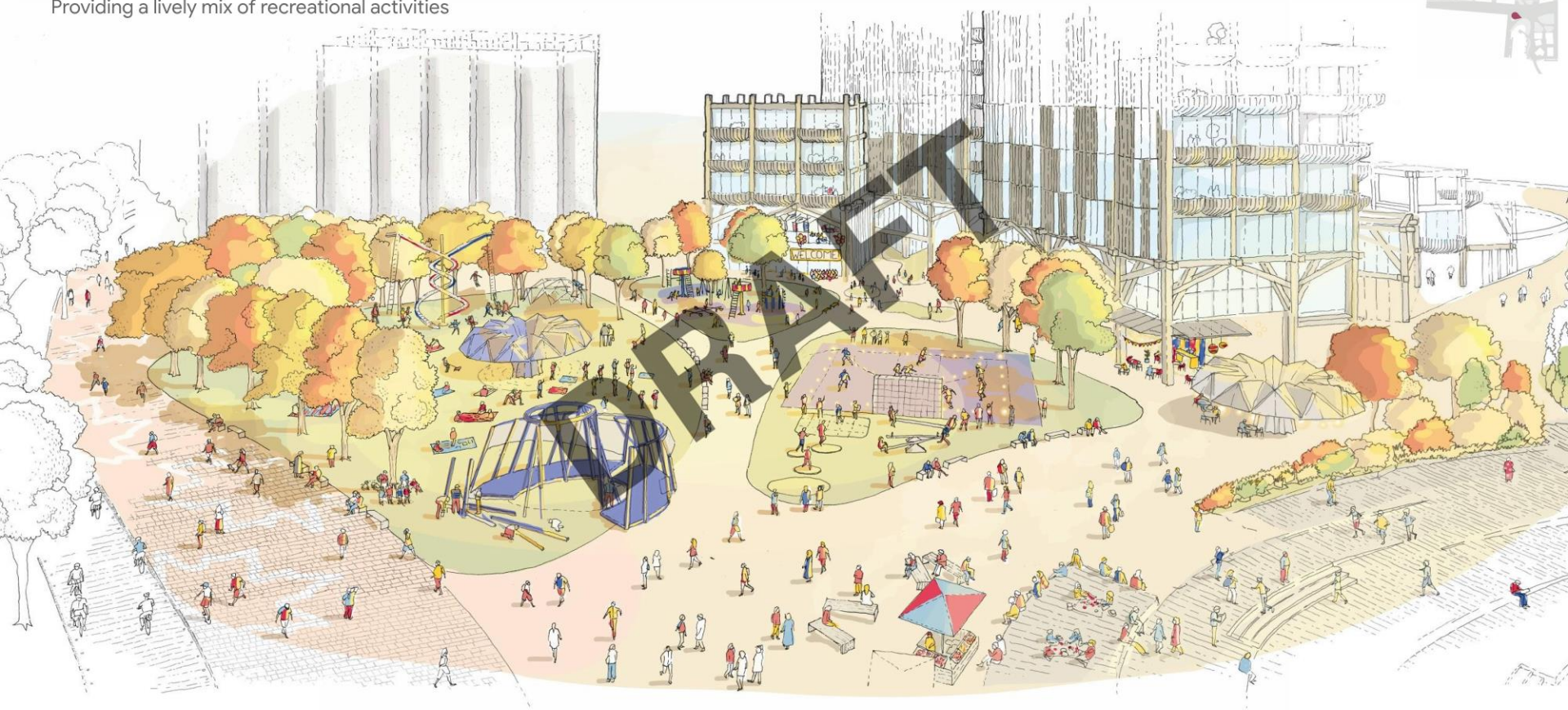
Silo Park & Parliament Slip

Offering a lively mix of recreational activities and direct access to the water for kayaking, educational programs, art installations, & relaxation



Silo Park

Providing a lively mix of recreational activities



Parliament Cove & Parliament Slip

Offering direct access to the water for activities like kayaking, educational programs, art installations, & relaxation



An architectural rendering of a city street scene. In the foreground, a tram with a red and white stripe is moving along a track. Pedestrians are walking on the sidewalk, some carrying bags. Bicyclists are riding on a designated path. A person is pushing a stroller. The background shows a multi-story building with a grid of windows and trees. The overall style is a detailed line drawing with some color washes.

3 Queens Quay

What We Heard: Queens Quay

(Previous DRP Comments)

Allocation of Space.

Continuity along Queens Quay; learn from and build on what has been done in the west.

Widen sidewalks in the interim by using Stoa spaces rather than by eliminating vehicular lanes, which can become pedestrian space once AVs predominate.

Landscape treatments on the northside have merit but do not appear to fit with all the other elements of the street.

Consider a phased approach to mobility solutions, as there may be a dependency on legacy vehicles on Day 1 that could evolve once LRT has been delivered.

Ensure connectivity across main streets and water's edge promenade.

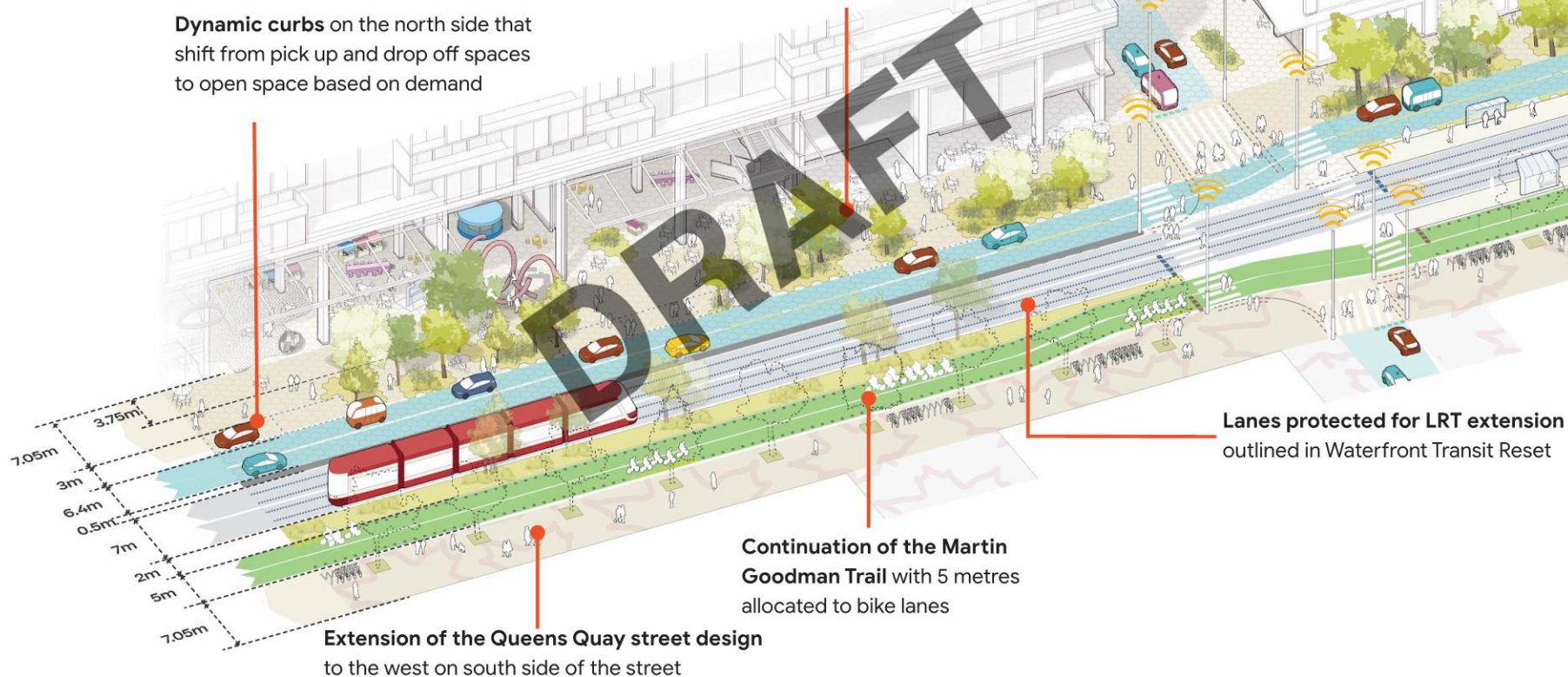


Queens Quay Proposal

A shared multi-modal boulevard

Dynamic curbs on the north side that shift from pick up and drop off spaces to open space based on demand

Wide pedestrian promenade along the northern edge with 3.75m of unobstructed space



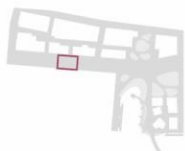
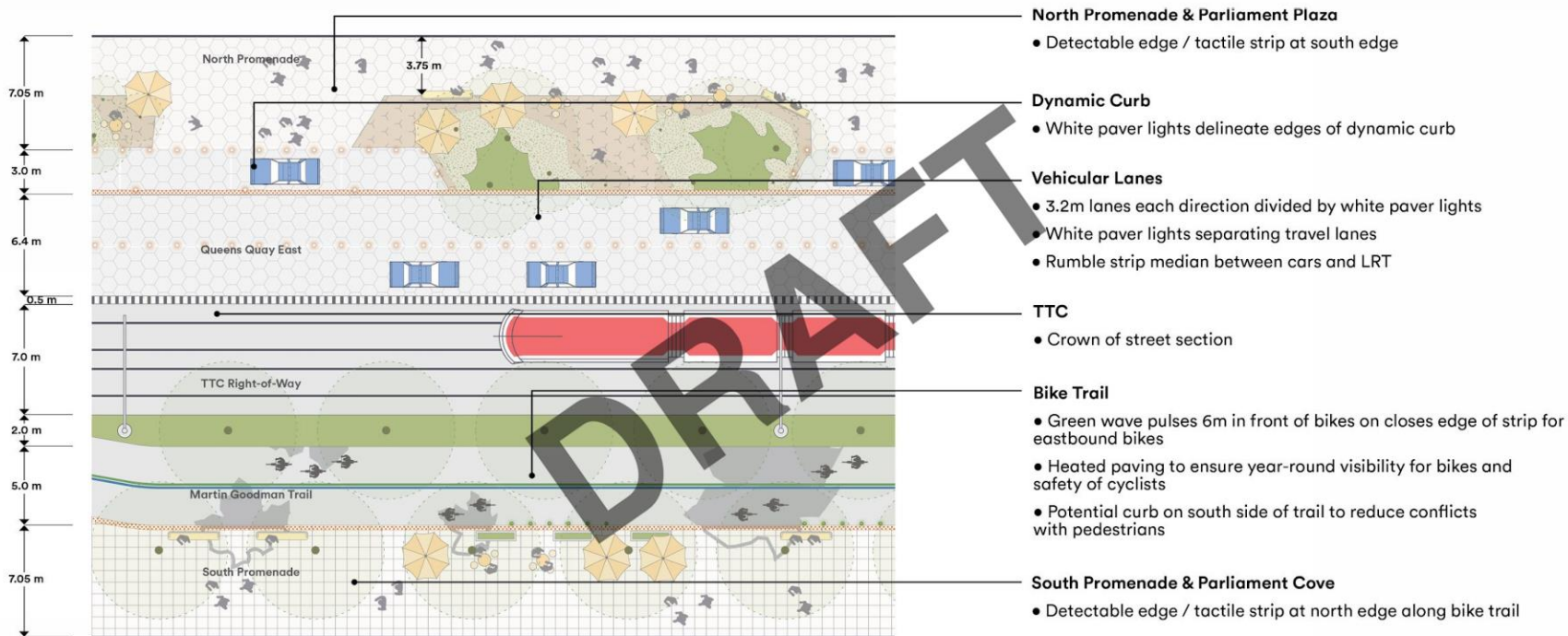
Extension of the Queens Quay street design to the west on south side of the street

Continuation of the Martin Goodman Trail with 5 metres allocated to bike lanes

Lanes protected for LRT extension outlined in Waterfront Transit Reset

Queens Quay Boulevard

Between Bonnycastle & Small Street

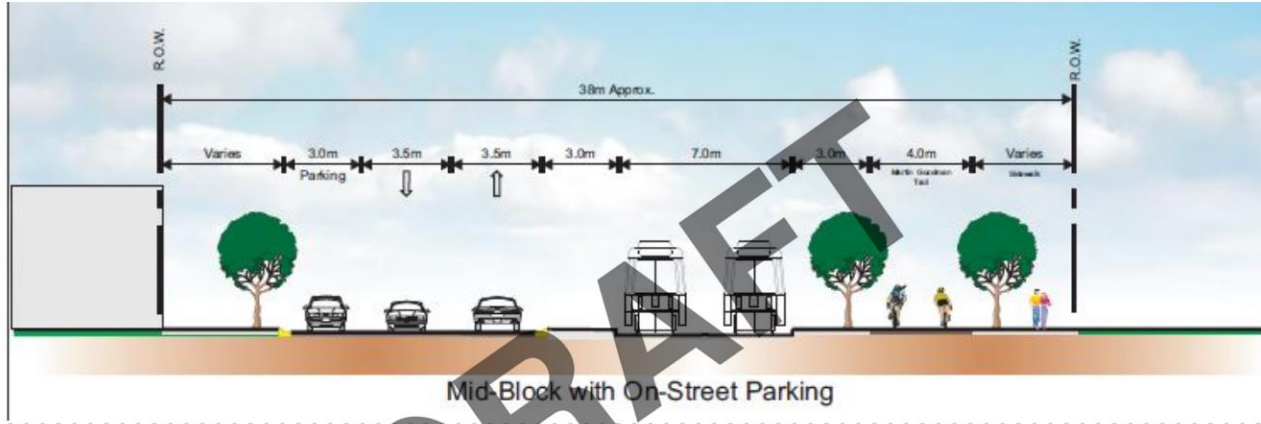


0m 5m 10m

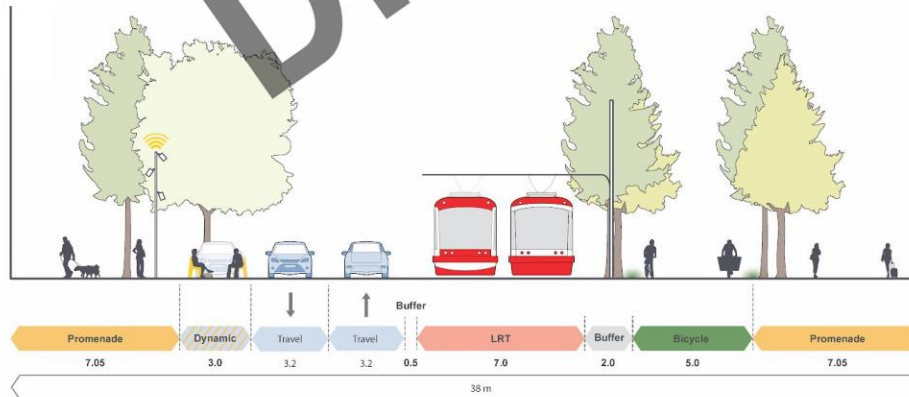


Comparison to East Bayfront Transit Environmental Assessment

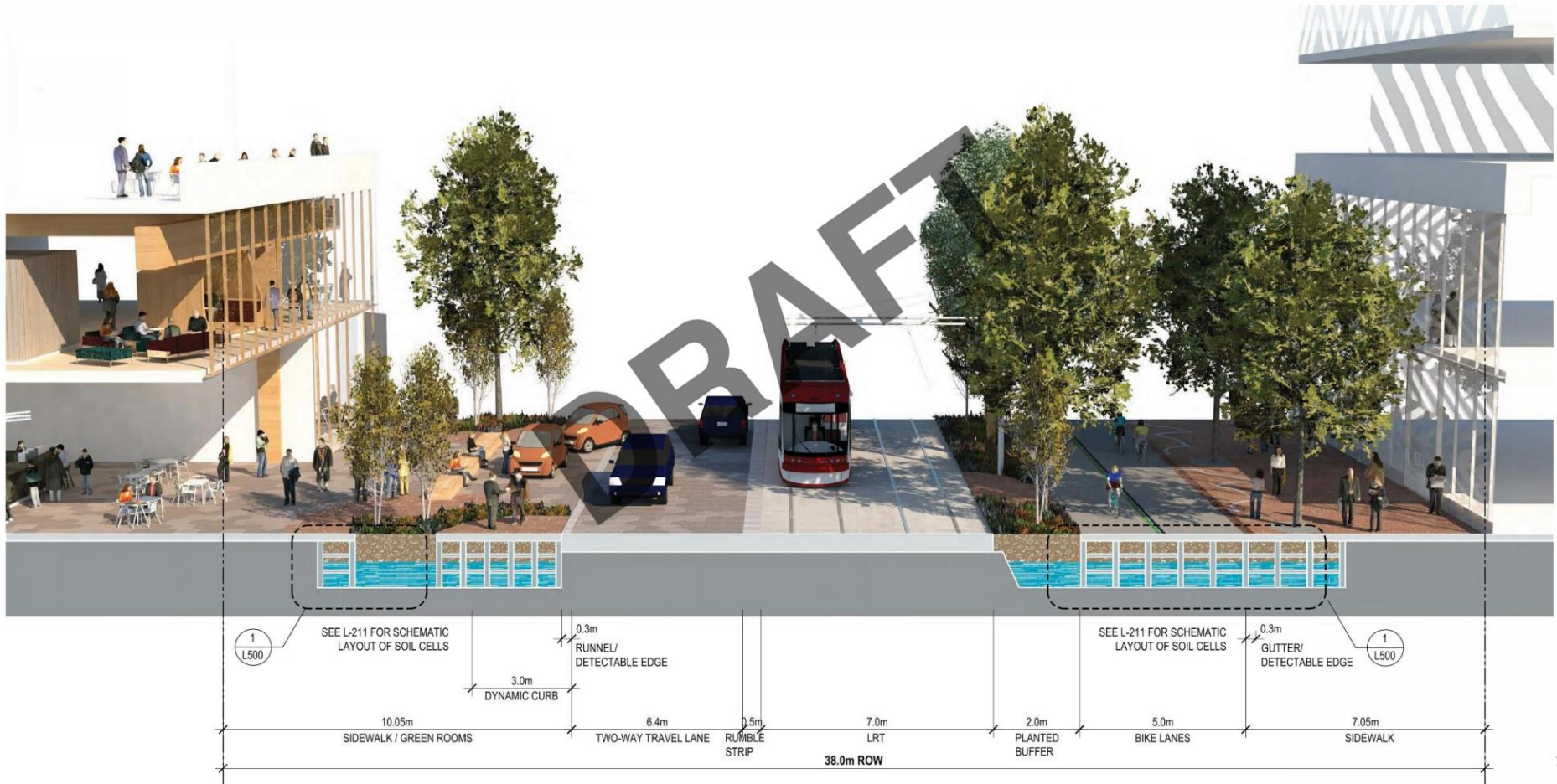
East Bayfront Transit Environmental Assessment, 2010



Sidewalk Labs Proposal, 2019

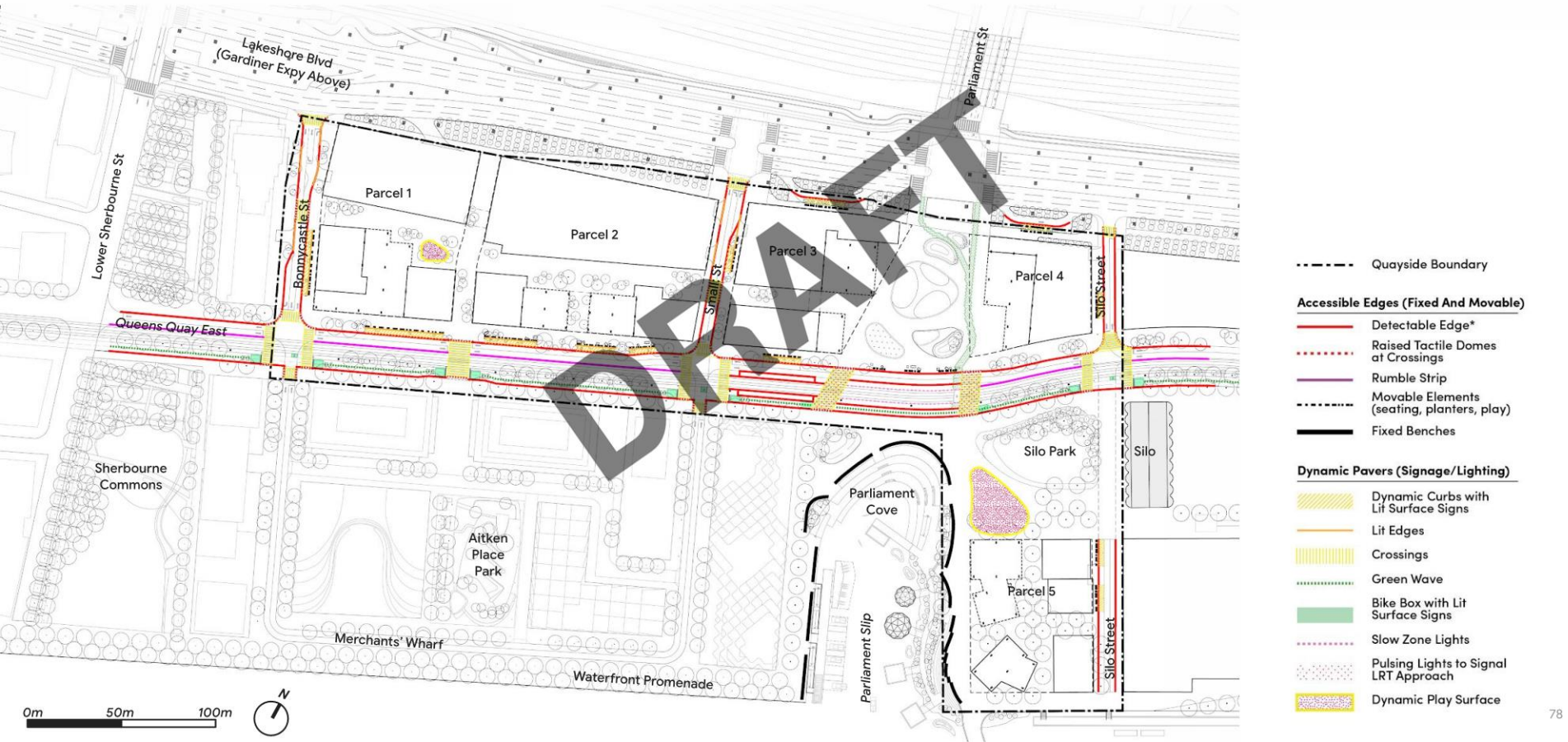


Sidewalk Labs Proposal for Queens Quay



Accessible Streets Plan

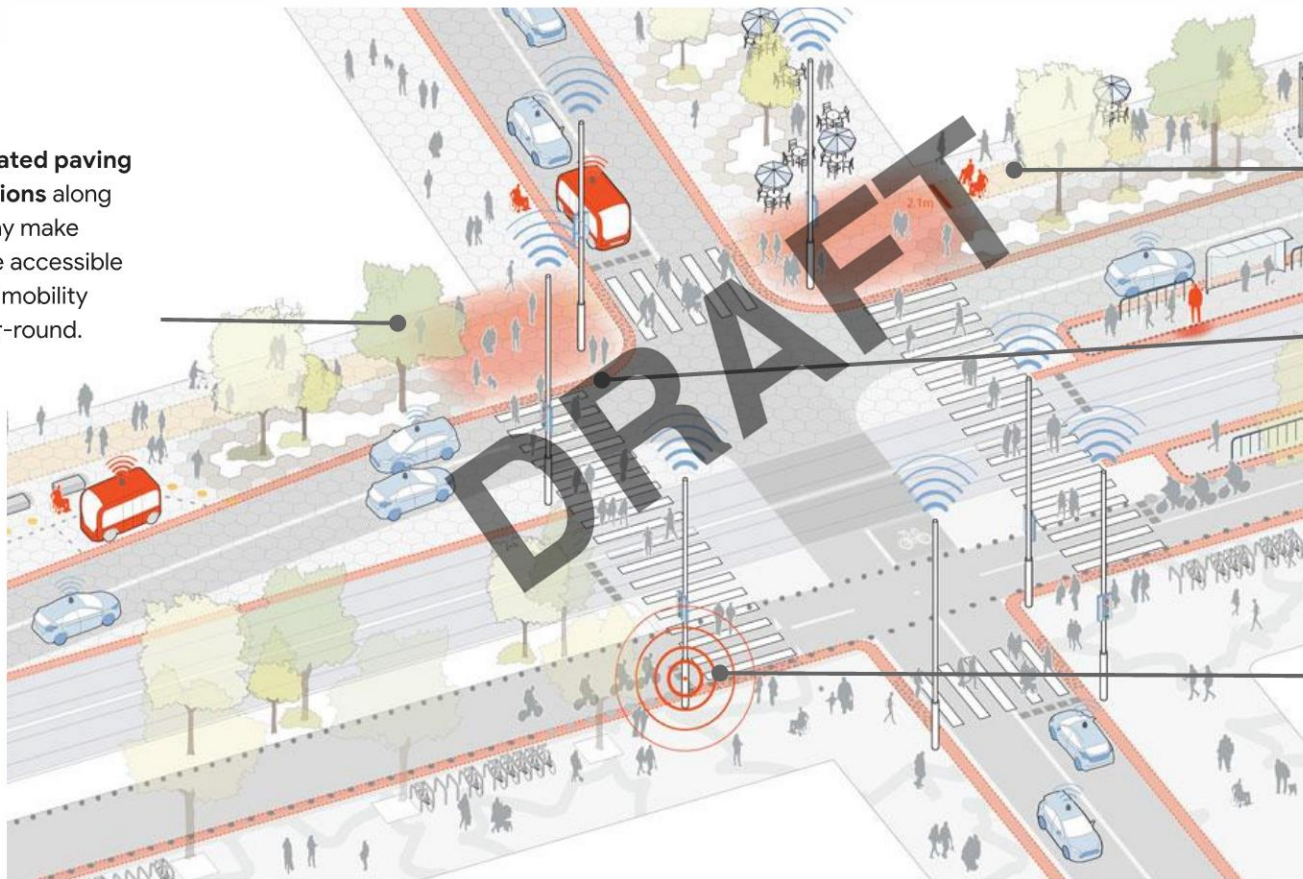
Accessible Edges (Fixed & Movable) and Dynamic Pavers



Accessible Streets Plan

Accessible Edges (Fixed & Movable) and Dynamic Pavers

Modular heated paving at intersections along Queens Quay make streets more accessible for wheeled mobility devices year-round.



Sidewalks widths (2.1m) allow for two people on mobility devices to travel side by side in each direction.

Curbless streets with tactile indicators and detectable edges indicate the line between pedestrian-only areas and spaces shared between pedestrians, bikes, and low-speed vehicles.

Wayfinding beacons

Tree Planting Plan

A rich tree canopy providing protection from winds sweeping in from the west & southwest, & creating opportunities for pockets of playful green space.

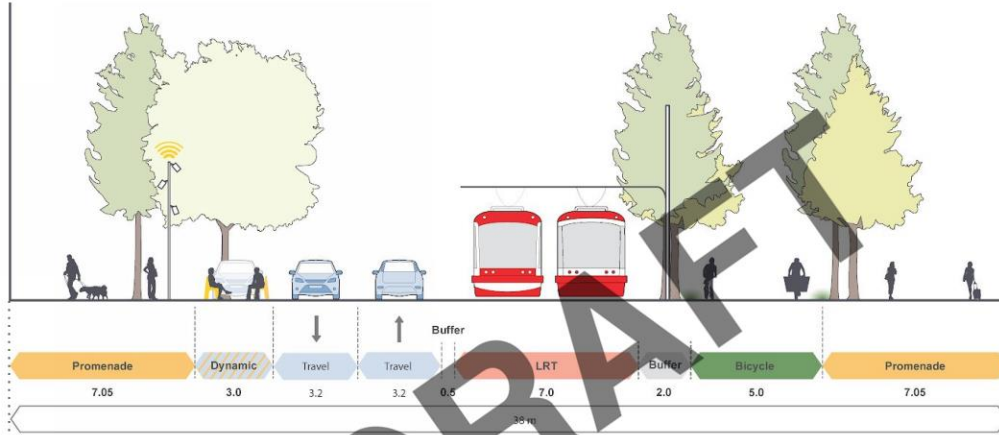


On Queens Quay East, in 2025, it would be possible to plant trees at a concentration of **59 trees per hectare**, a 20% increase over the concentration of 49 trees per hectare achieved on Queens Quay West today.

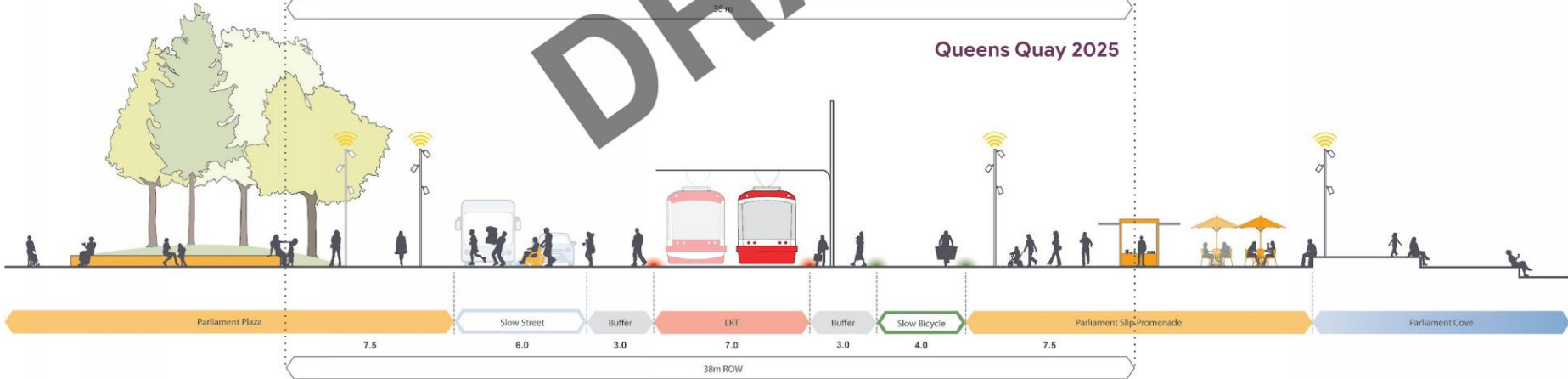
- Quayside Boundary
- B
 - A**Forest Model**
 A. Canopy Tree (Maple, Oak, Elm)
 B. Understory Tree (Pioneering Species: Aspen, Larch, Birch)
- Queens Quay Street Tree (Elm with Understory)
- ▨ Lakeshore Greenway
- ▤ Below Grade Soil Volume Requirements (30m³/tree)
- ▨ Open Planter- See L500
- Turf

Queens Quay

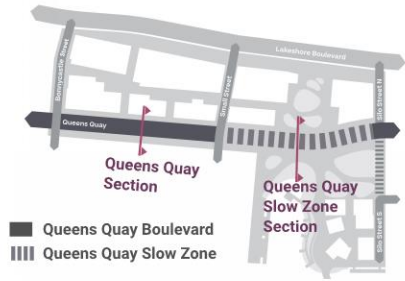
A vibrant boulevard that welcomes bikes, pedestrians, vehicles, and public transportation



Queens Quay 2025

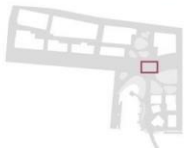
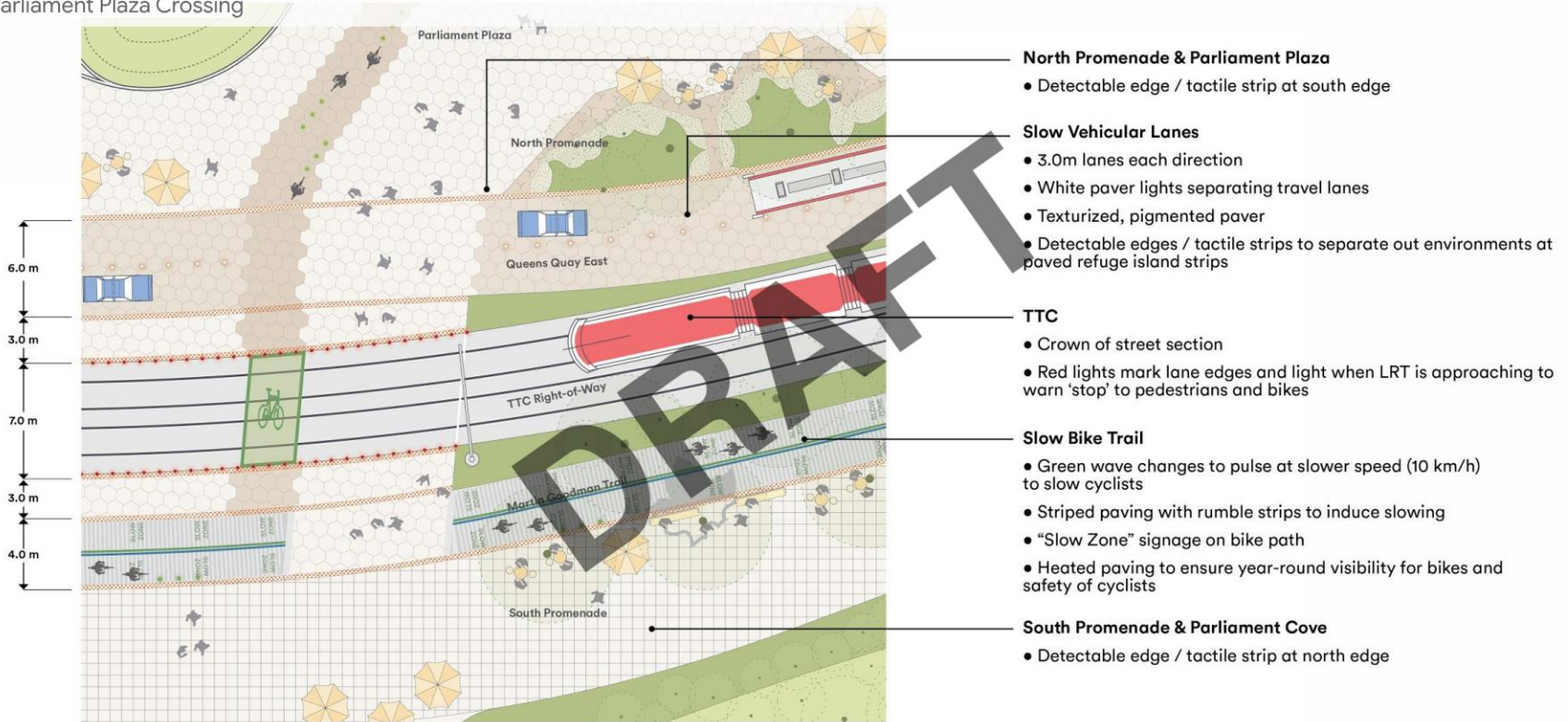


Queens Quay Slow Zone 2025



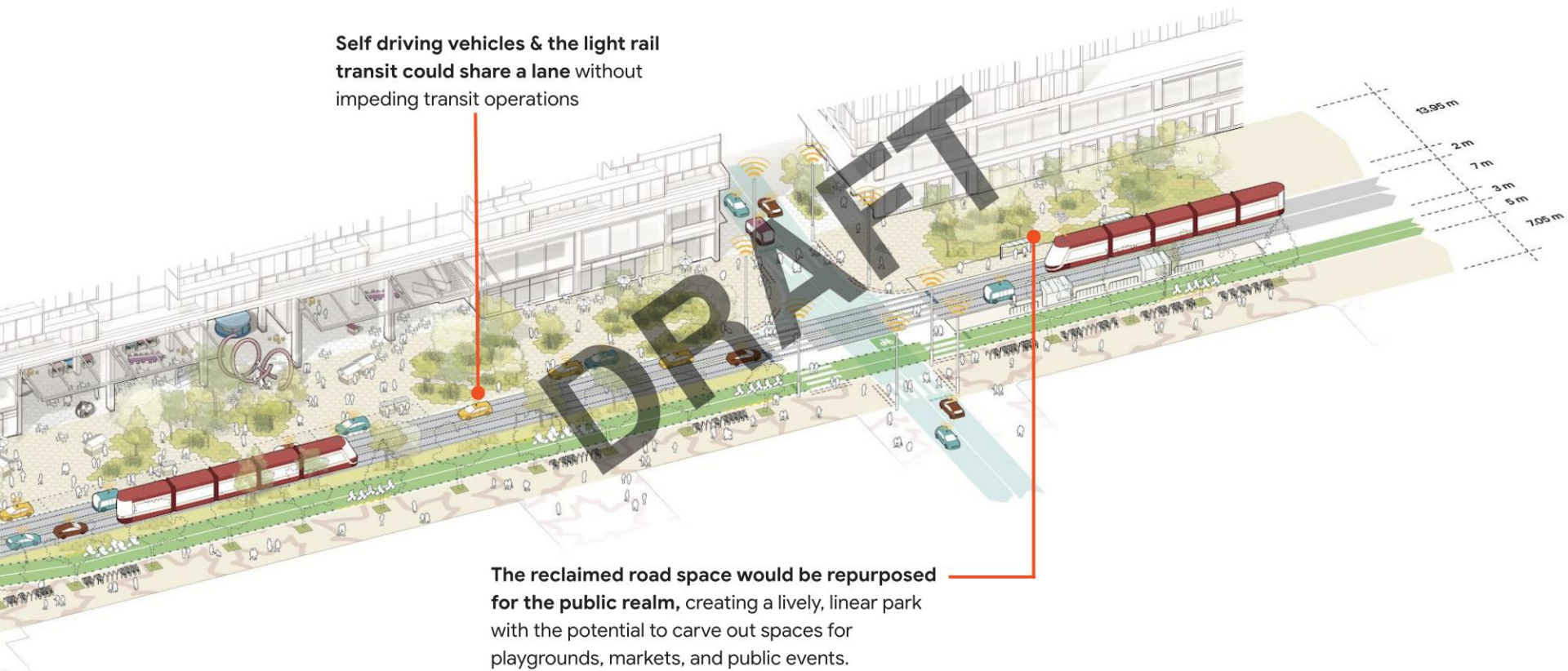
Queens Quay Slow Zone

At Parliament Plaza Crossing



Queens Quay Future Adaptability

Self driving vehicles & the light rail transit could share a lane without impeding transit operations



The reclaimed road space would be repurposed for the public realm, creating a lively, linear park with the potential to carve out spaces for playgrounds, markets, and public events.

4

Stoa & Pedway



What We Heard: Stoa

(Previous DRP Comments)

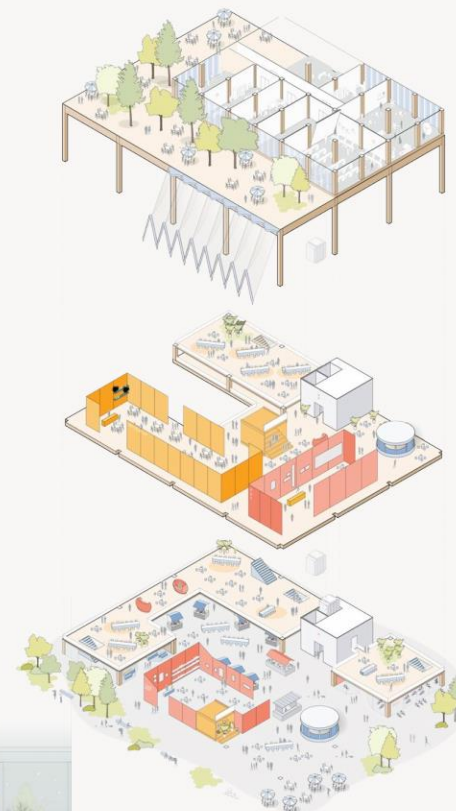
What is the ground floor program? Provide further detail on the ground floor distribution and the stoa.

Ensure viability of retail.

Explain the interaction between Queens Quay and the east-west mid-block connection in terms of uses, public realm, etc.

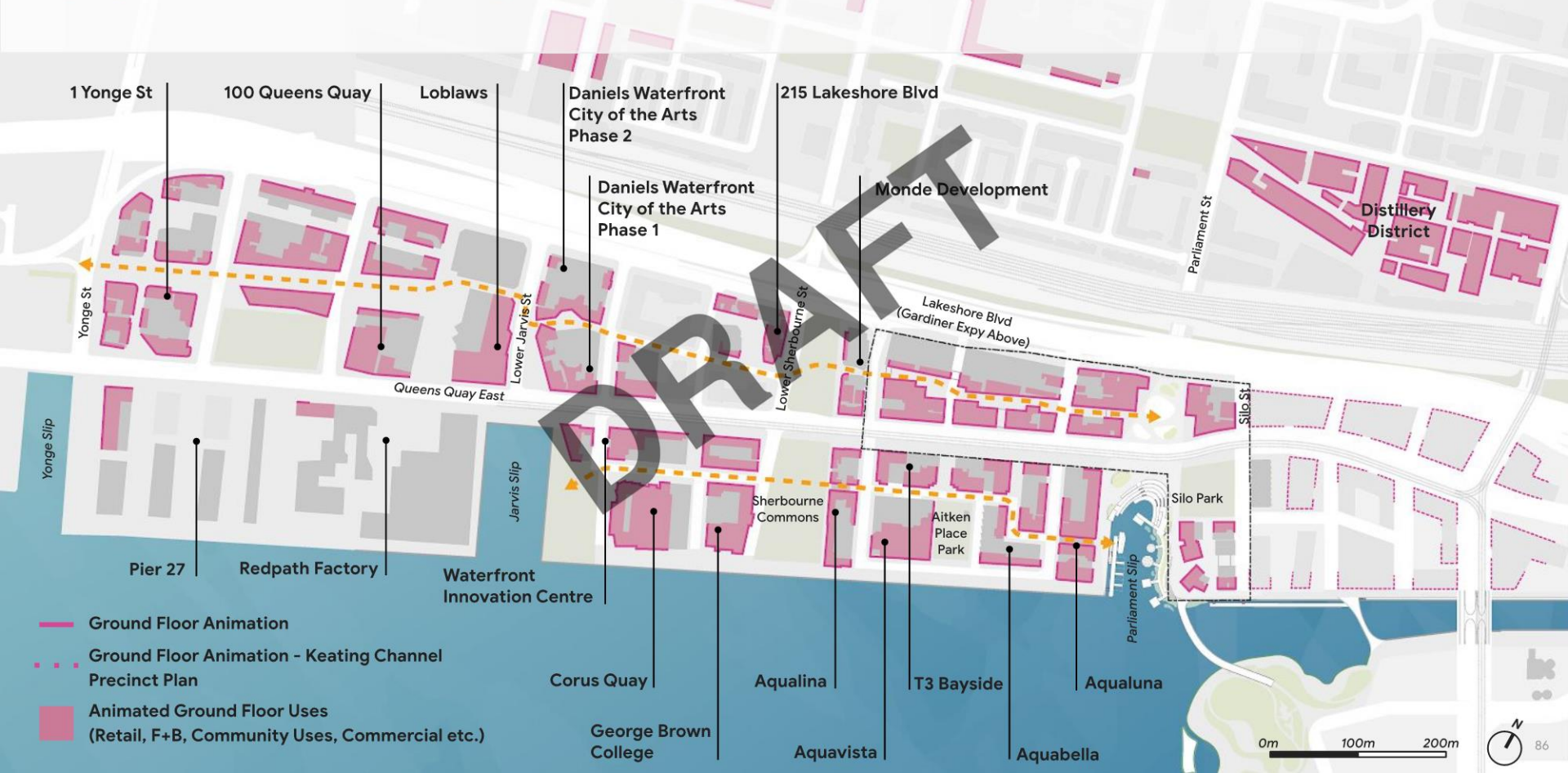
Treat Queens Quay as the primary retail spine, with additional retail on north-south streets.

Show the volumetric composition of neighbouring buildings and their ground floor to better understand the context.



DRAFT

Quayside & the Surrounding Retail/Ground Floor Animation Context



Quayside Stoa

Quayside's stoa space is designed to accommodate an ongoing mix of traditional retailers, pop-ups, community spaces, light production, & other uses



Experimental retail and community spaces

Designed to create flexible ground floors

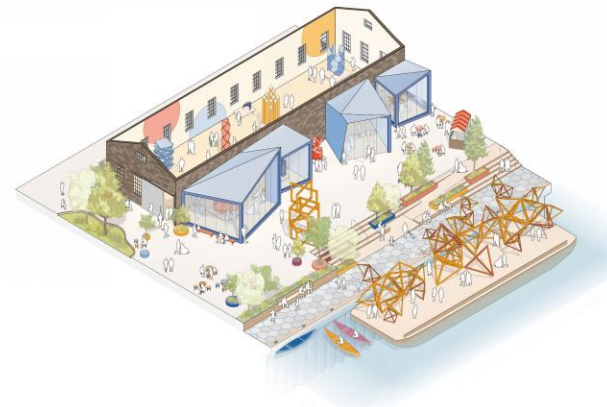
- **A flexible, bare bones core & shell system** that opens to the street, including:
 - Flexible interior walls & deconstruction partitions;
 - High ceilings; and
 - Spacious column bays



Urban Manufacturing

Helping businesses open & grow

- **Seed Space** - a digital leasing & operations platform for tenants that includes:
 - Flexible lease terms & tailored space recommendations;
 - Adaptable spaces; and
 - Network of merchants



Arts and production uses

Spaces for learning, creating, & living well

- Health & well-being in the Care Collective
- Community & creativity in the Civic Assembly
- A Toronto District School Board elementary school

Ground Floor Plan

//// Activation Line

- Mixed Use - Activated Space
- Retail, F&B
- Social Infrastructure/Community Uses
- Travel Hub
- Residential
- Lobby
- Urban Consolidation Center / Loading / Building Cores

Semi-Conditioned Operable Facade Stoa:

- Stoa - Retail, F&B, Office, Production
- Sota - Social Infrastructure
- Sota - Mixed Use - Activated Space

Stoa/Ground Floor Categories

<p>~30% 140,000ft²</p> <p>~46% 210,000ft²</p> <p>~4% 20,000ft²</p> <p>~20% 30,000ft²</p> <p>60,000ft²</p>	<p>Commercial space</p> <p>Retail</p> <p>Production space</p> <p>Social infrastructure</p> <p>Stoa community spaces</p> <p>Elementary school</p>
--	--



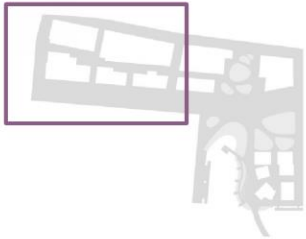
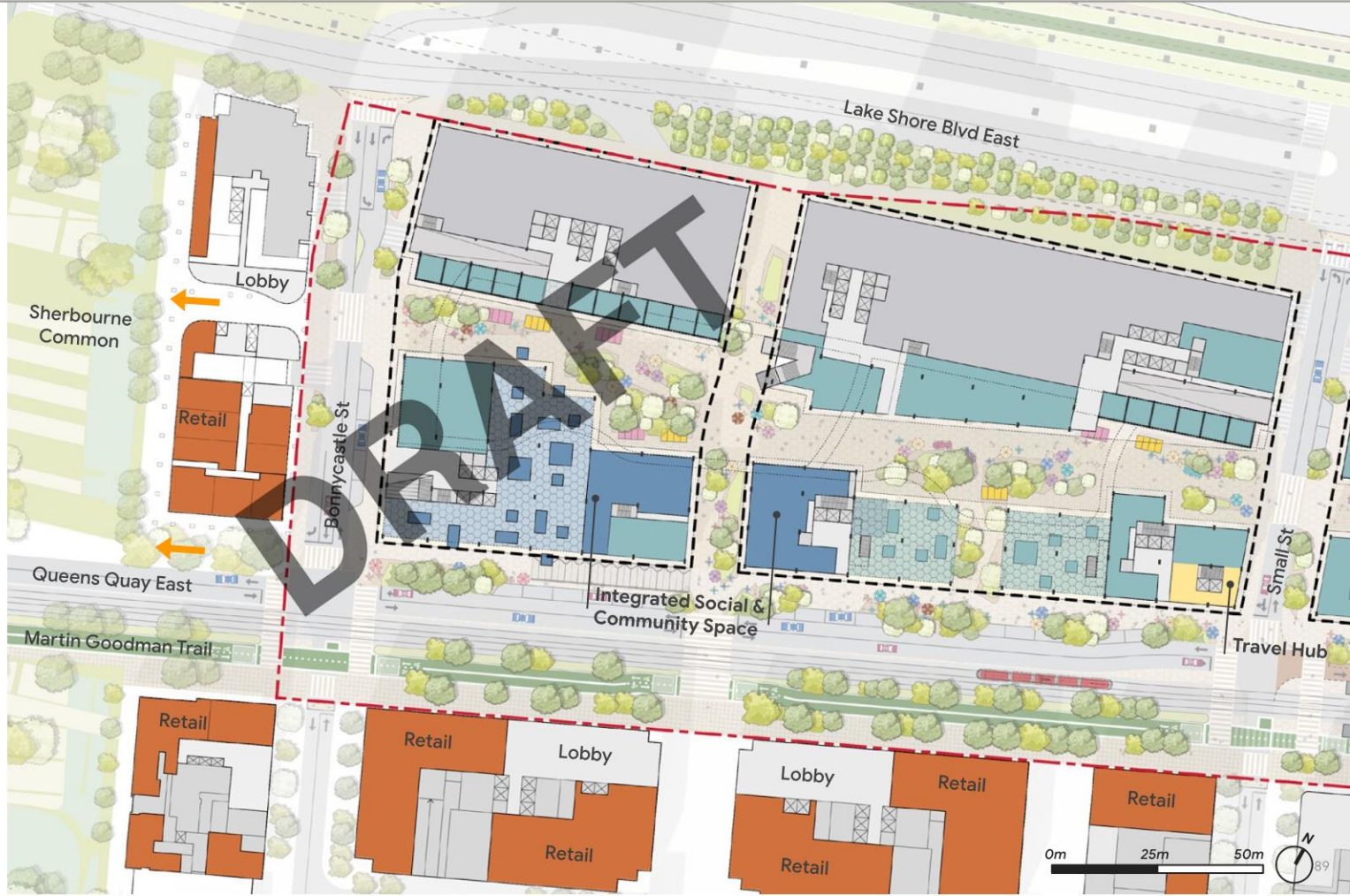
Ground Floor Plan: Parcels 1&2

/// Activation Line

- Mixed Use - Activated Space
- Retail, F&B
- Social Infrastructure/Community Uses
- Travel Hub
- Residential
- Lobby
- Urban Consolidation Center / Loading / Building Cores

Semi-Conditioned Operable Facade Stoa:

- Stoa - Retail, F&B, Office, Production
- Sota - Social Infrastructure
- Sota - Mixed Use - Activated Space



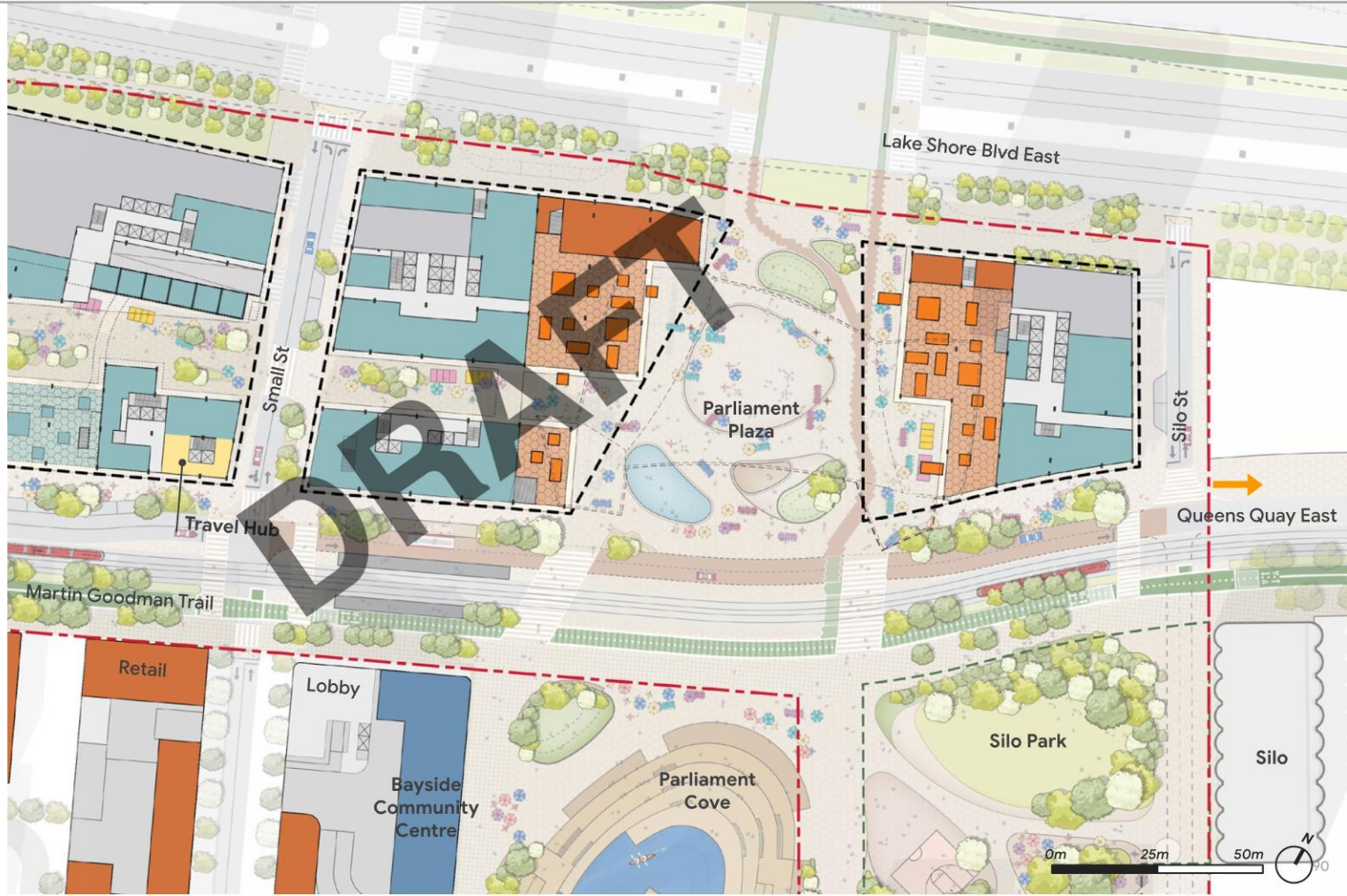
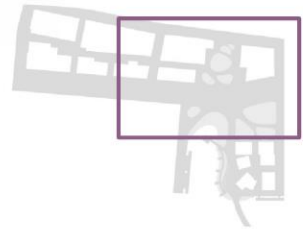
Ground Floor Plan: Parcels 3 & 4

//// Activation Line

- Mixed Use - Activated Space
- Retail, F&B
- Social Infrastructure/Community Uses
- Travel Hub
- Residential
- Lobby
- Urban Consolidation Center / Loading / Building Cores

Semi-Conditioned Operable Facade Stoa:

- Stoa - Retail, F&B, Office, Production
- Sota - Social Infrastructure
- Sota - Mixed Use - Activated Space



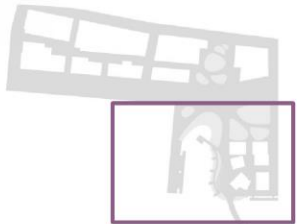
Ground Floor Plan: Parcel 5

Activation Line

- Mixed Use - Activated Space
- Retail, F&B
- Social Infrastructure/Community Uses
- Travel Hub
- Residential
- Lobby
- Urban Consolidation Center / Loading / Building Cores

Semi-Conditioned Operable Facade Stoa:

- Stoa - Retail, F&B, Office, Production
- Sota - Social Infrastructure
- Sota - Mixed Use - Activated Space



Second Floor Plan

- Mixed Use - Activated Space
- Social Infrastructure/Community Uses
- Residential
- Lobby
- Urban Consolidation Center / Loading / Building Cores

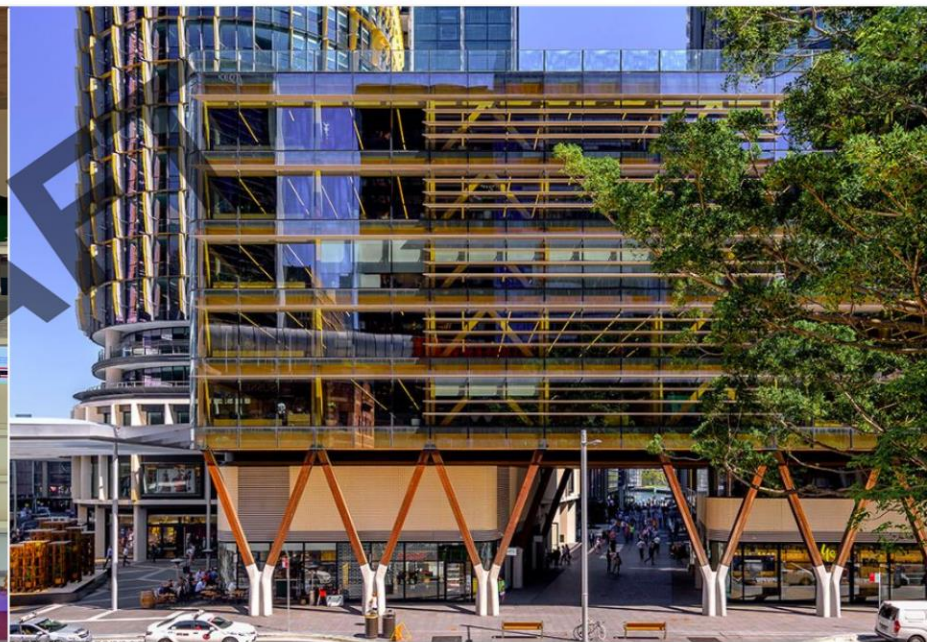


Block Pattern & Built Form Approach

Creating a block pattern and built form that enables circulation through porous passageways and draws people into the east-west pedway from the active storefronts along Queens Quay

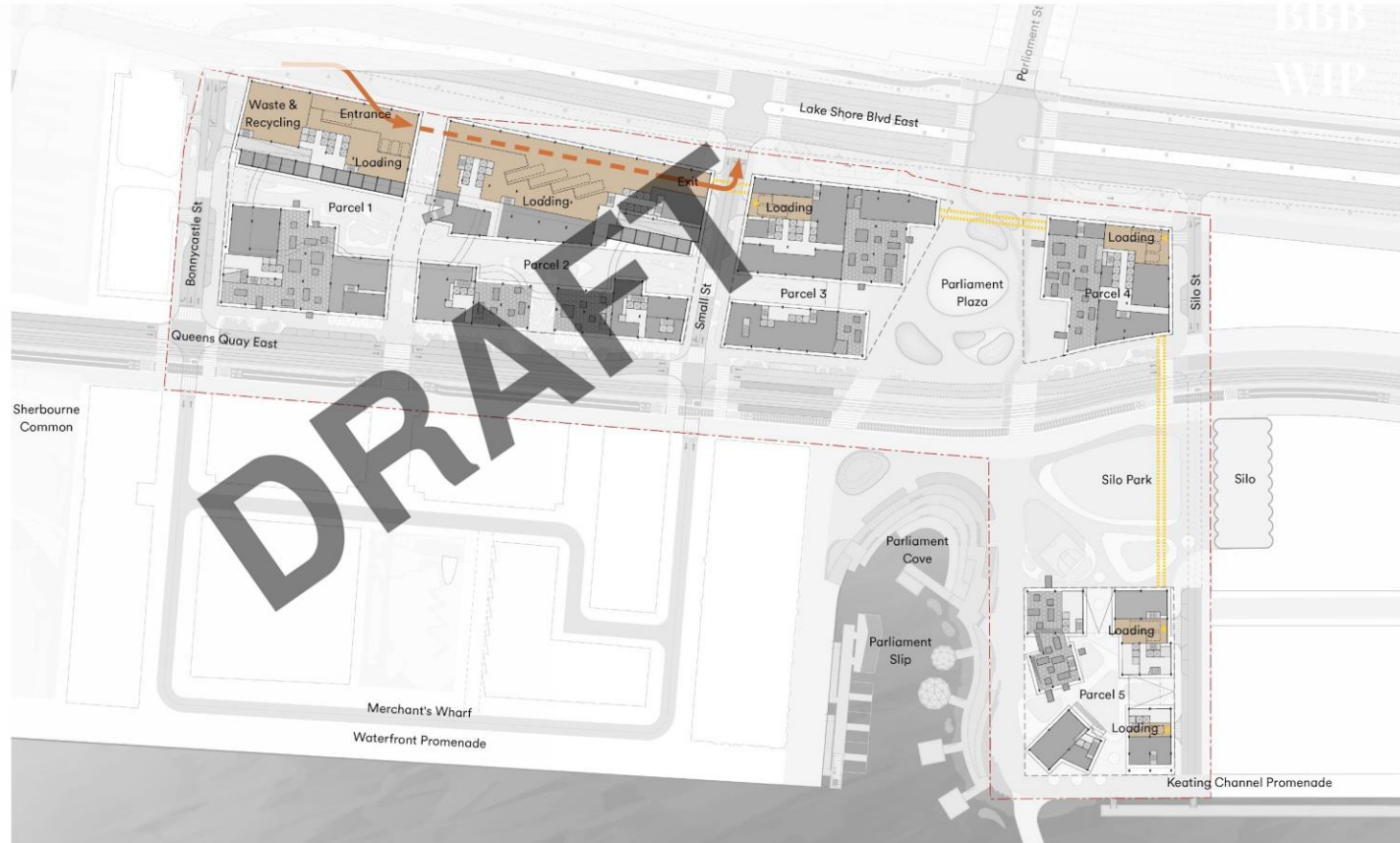


A 3D model view looking north from Queens Quay towards Parcels 1 and 2 of Quayside. The ground floor program and built form would be designed to enhance circulation between the pedestrian paths throughout the site and blur the line between indoor and outdoor spaces.



International House Sydney, a 7-storey commercial timber building designed by Tzannes for Lendlease, illustrates a built form and program that draws people from the mainstreet into the site

Servicing Plan



LOADING DOCKS = 16

PARCELS 1 & 2 (UCC)*	8
PARCEL 3	2
PARCEL 4	3
PARCEL 5	3

CURBSIDE TRUCKS 0

*Includes 1 loading dock for shared use with Parcel 3.

- Quayside
- Urban Consolidation Centre / Loading Area
- ➔ UCC Truck Access
- ⬅ Loading Dock Entrance
- Freight Tunnel

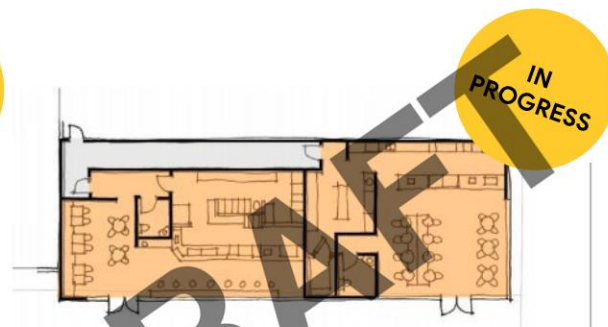


Ongoing Research & Development



Assessed Program Mix Options & Viability of Retail

- Completed baseline study of Toronto's retail context
- Creation of a hypothetical HBU along with six additional, economically viable, program mix concepts for Quayside



Refining Stoa's Physical Shell

- Completed program mix test fits, including back-of-house, experience, and vertical/horizontal circulation
- Refining plans to enable flexibility for tenants big + small and ensure activity at all times of the day



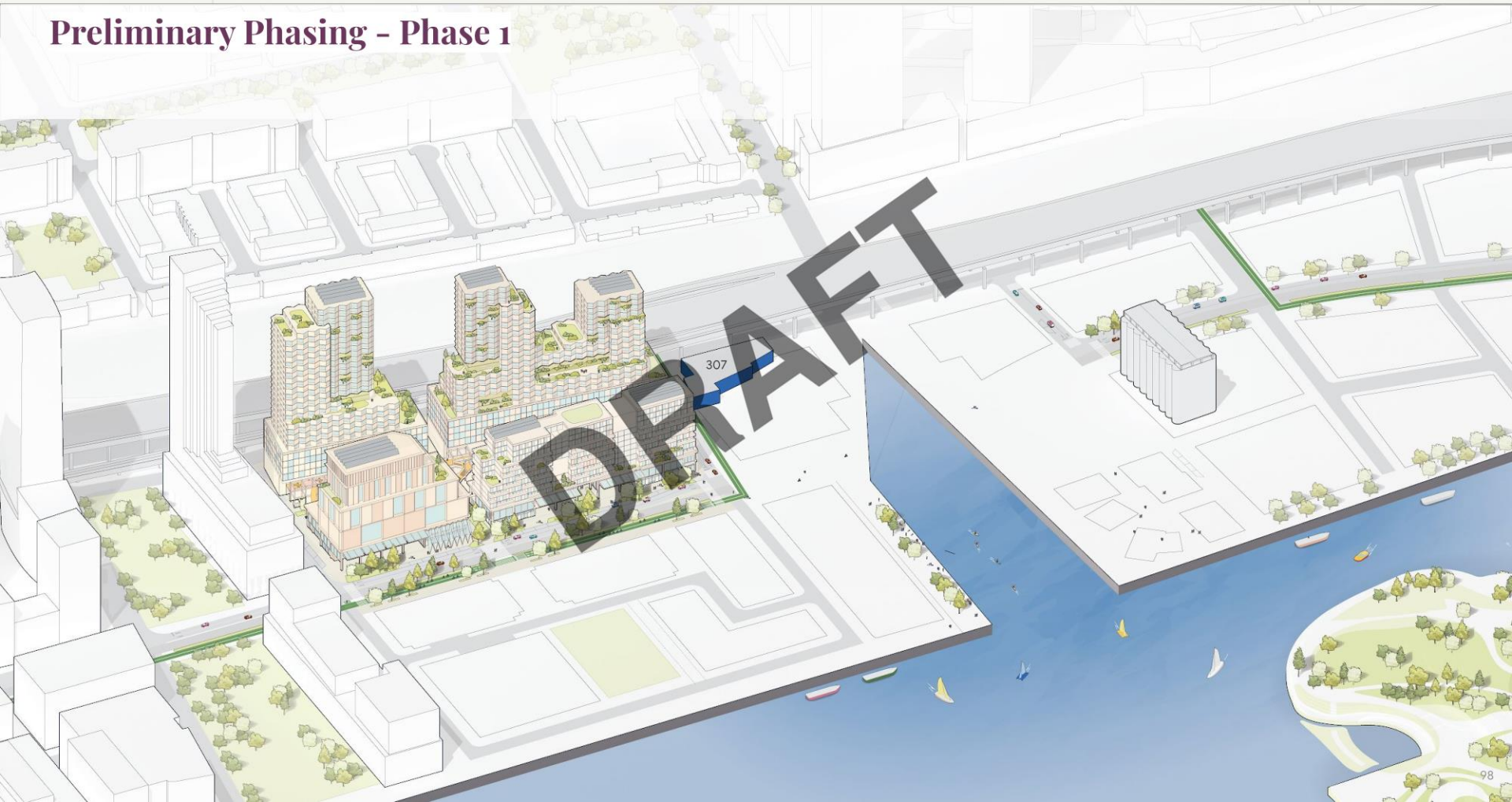
Exploring Future of Retail + Small Business Solutions

- Ongoing research + field visits to best-in-class retail strips, neighbourhoods, malls, and stand-alone stores.
- Investigation into solutions that make it easier for smaller businesses to launch + operate in brick and mortar

An architectural rendering of a modern urban development. The scene shows a multi-story building under construction with a prominent glass facade on the left and a more complex, multi-level structure on the right. A red crane is visible in the background. In the foreground, several construction workers in yellow safety vests and white hard hats are gathered around a large white board displaying architectural plans. Other workers are seen near a yellow excavator and a wooden structure. The overall atmosphere is one of active construction and urban planning.

Next Steps & Phasing

Preliminary Phasing - Phase 1



Preliminary Phasing - Phase 2



An aerial architectural rendering of a city development project. The scene shows a mix of modern high-rise buildings and older, lower structures. A large, semi-circular amphitheater is situated on a waterfront area. The water features several sailboats and a small boat. A large, semi-transparent 'DRAFT' watermark is overlaid diagonally across the center. The text 'Thank you.' is written in a white, serif font over the center of the image. Various streets and landmarks are labeled, including Parliament St, Parliament Plaza, Silo Park, Keating Channel, Promontory Park, and Sherbourne Common. The overall style is a detailed line-art rendering with some color shading on the buildings and water.

Thank you.

DRAFT

Parliament Plaza

Silo Park

Gardner Expi

Lake Shore Blvd

Trinity St

Keating Channel

Promontory Park

Parliament Slip

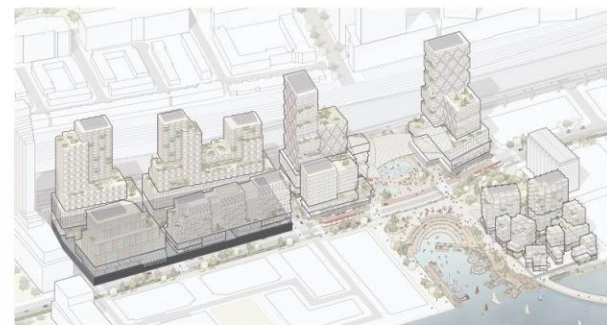
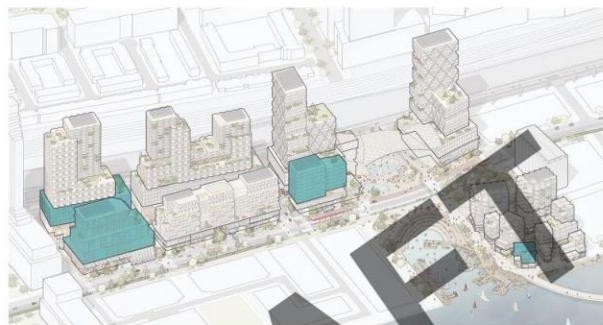
Queets Quay

Sherbourne Common



Appendix

Development Program Areas



Stoa

Stoa is the first two stories of the building at 6m floor-to-floor per story. The Stoa contains retail, office, production, and social infrastructure uses. It has a large-span structural column grid of 12m x 12m. Structural columns and beams are of timber and steel.

Loft

Loft is defined as the most flexible typology. Loft can be entirely residential, entirely commercial, or a mixture of the two. The floorplate of Loft is restricted to 27m in depth to accommodate the maximum residential unit depth. The structural grid is timber post and beam using a 6m x 6m column grid.

Parking*

■ Parking
■ Basement

Stoa Area m2 (sf)	Retail	Social Infrastructure	Commercial/ Production	Total
Parcel 1	5,600 (60,000)	900 (10,000)	5,100 (55,000)	11,600 (125,000)
Parcel 2	7,000 (75,000)	800 (9,000)	4,700 (51,000)	12,500 (135,000)
Parcel 3	2,800 (30,000)	400 (4,000)	1,950 (21,000)	5,150 (55,000)
Parcel 4	2,800 (30,000)	400 (4,000)	1,950 (21,000)	5,150 (55,000)
Parcel 5	1,400 (15,000)	300 (3,000)	1,100 (12,000)	2,800 (30,000)
Total	19,600 (210,000) (52.5%)	2,800 (30,000) (7.5%)	14,800* (160,000) (40%)	37,200 (400,000) (100%)

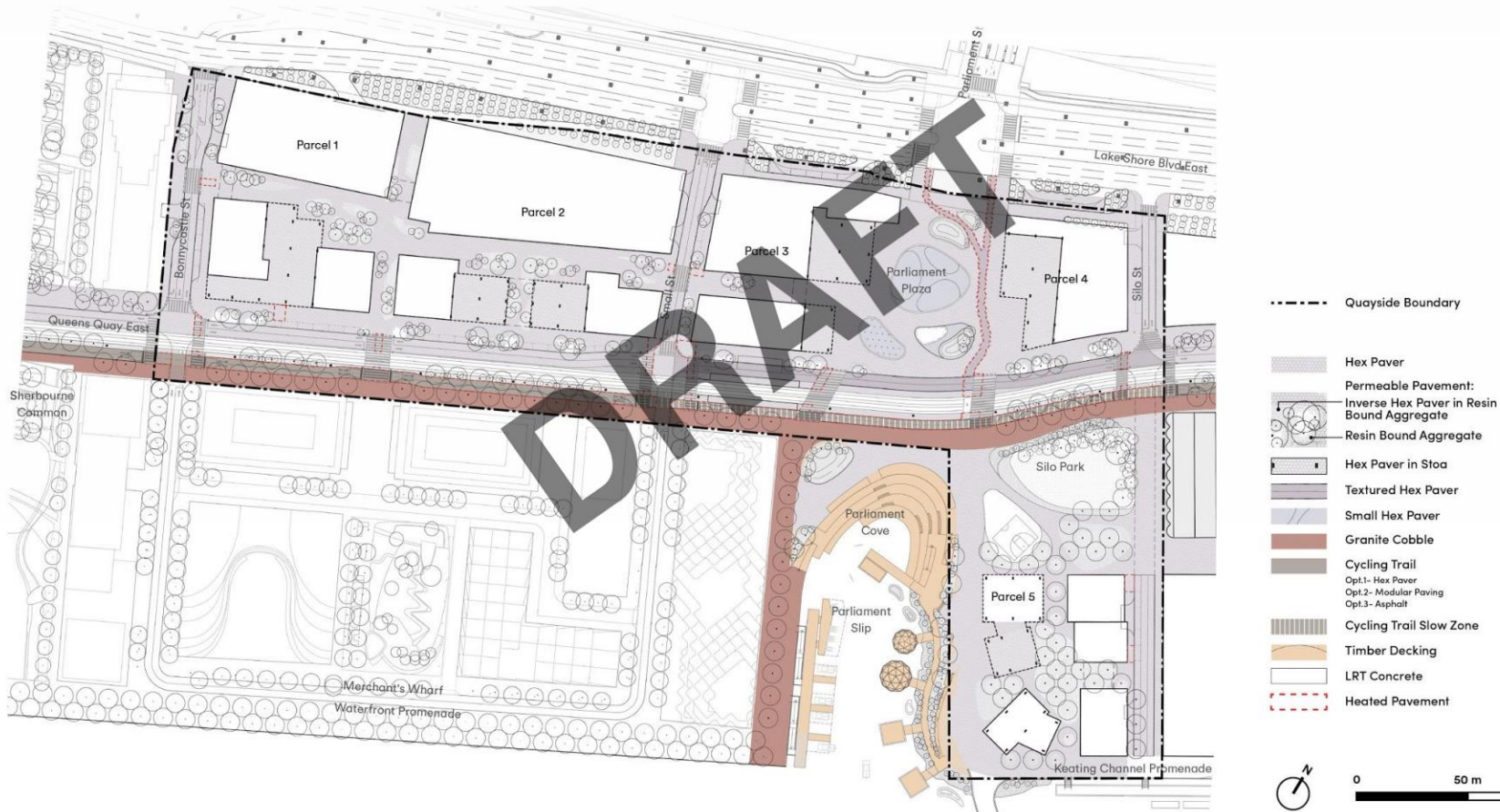
Loft Area m2 (sf)	Residential	Commercial	Total
Parcel 1	19,700 (212,000)	4,900 (53,000)	24,600 (265,000)
Parcel 2	0	0	0
Parcel 3	5,200 (56,000)	1,300 (14,000)	6,500 (70,000)
Parcel 4	0	0	0
Parcel 5	1,100 (12,000)	300 (3,000)	1,400 (15,000)
Total	26,000 (280,000) (80%)	6,500 (70,000) (20%)	32,500 (350,000) (100%)

Parking Demand (Spaces)	On-Site			On-Site Total	Off-site Total	Total
	Standard	Accessible	Car Share			
Parcel 1	97	16	26	139	179	318
Parcel 2	116	18	30	164	231	395
Parcel 3	50	12	16	78	149	227
Parcel 4	46	11	14	71	107	178
Parcel 5	26	9	12	47	83	130
Total	335 (27%)	66 (5%)	98 (8%)	499 (40%)	749 (60%)	1,248 (100%)

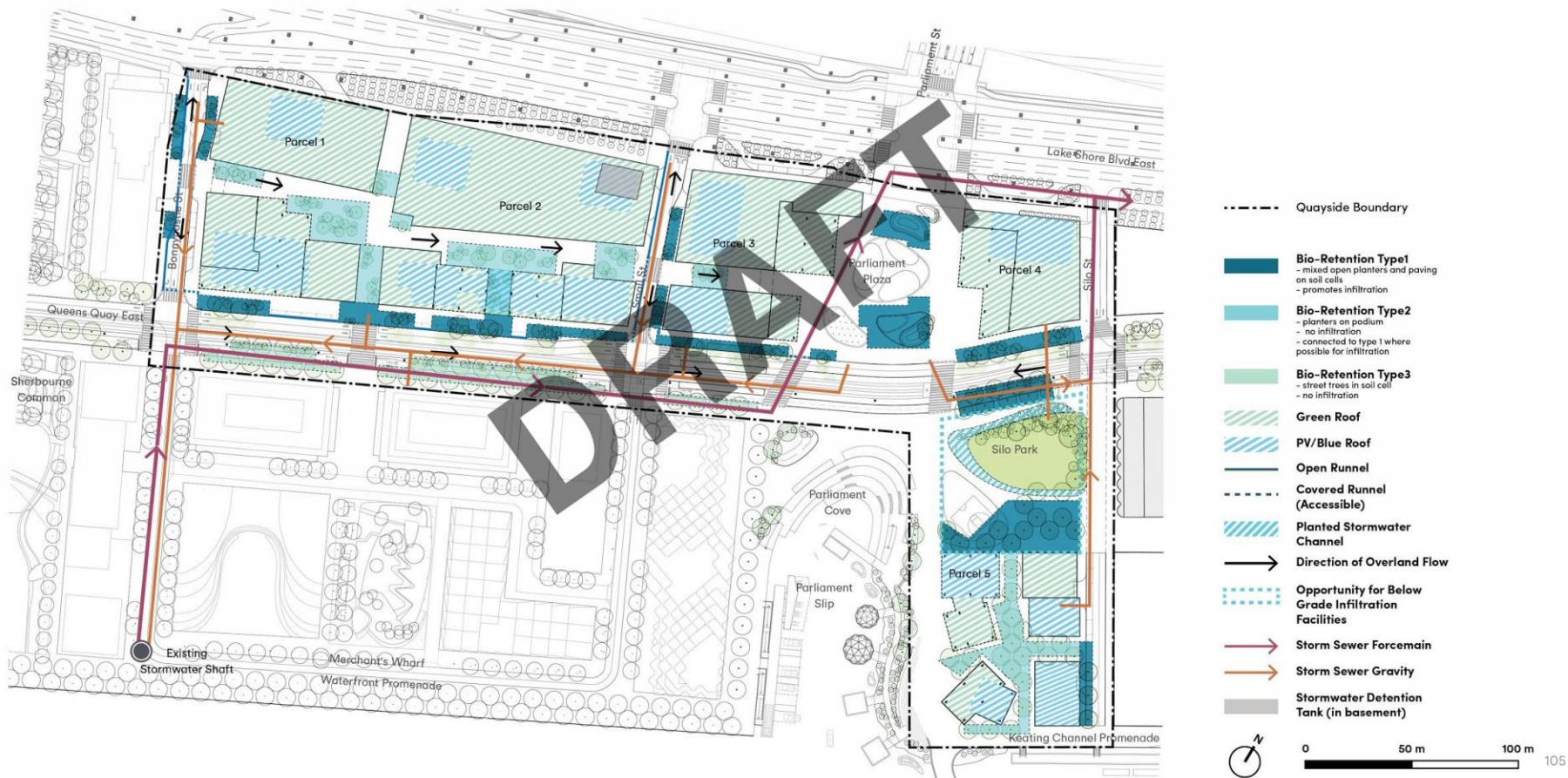
* Includes 1,900m² (20,000 sf) of production area to be distributed across the site based on future programming studies.

*Refer to the Quayside Mobility - Technical Appendix for more detail.

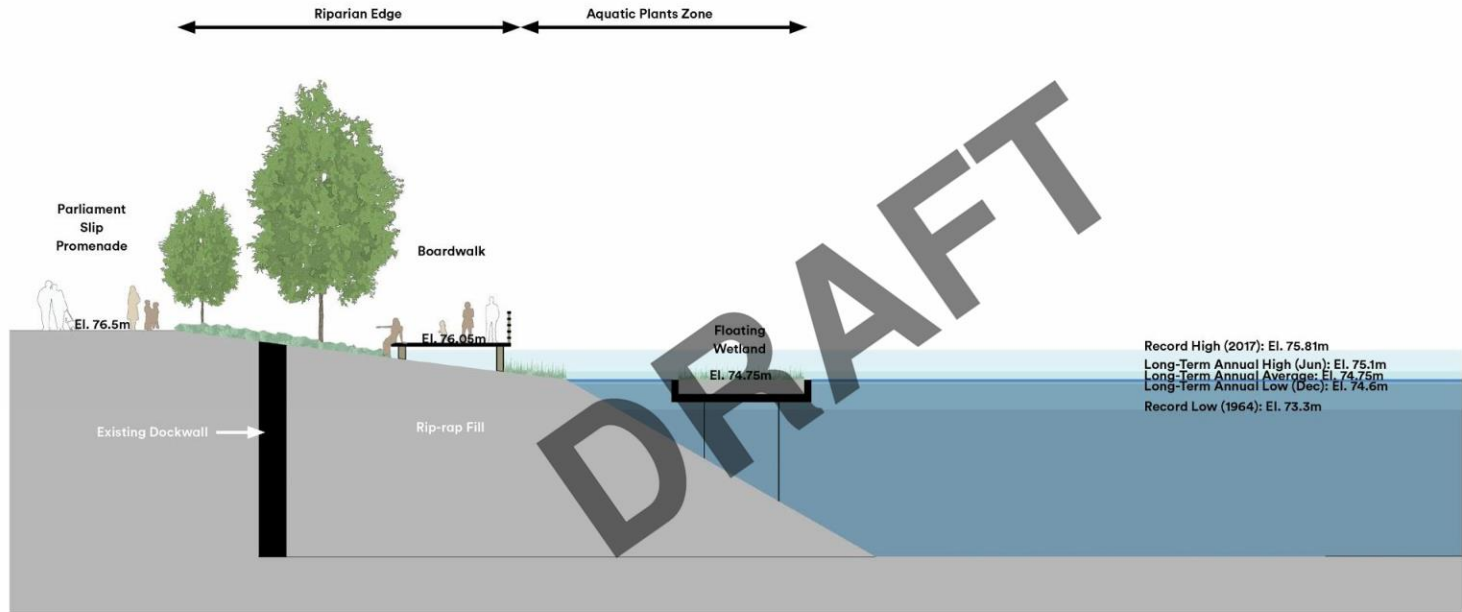
Paving Plan



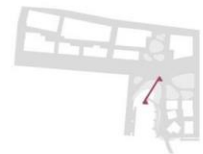
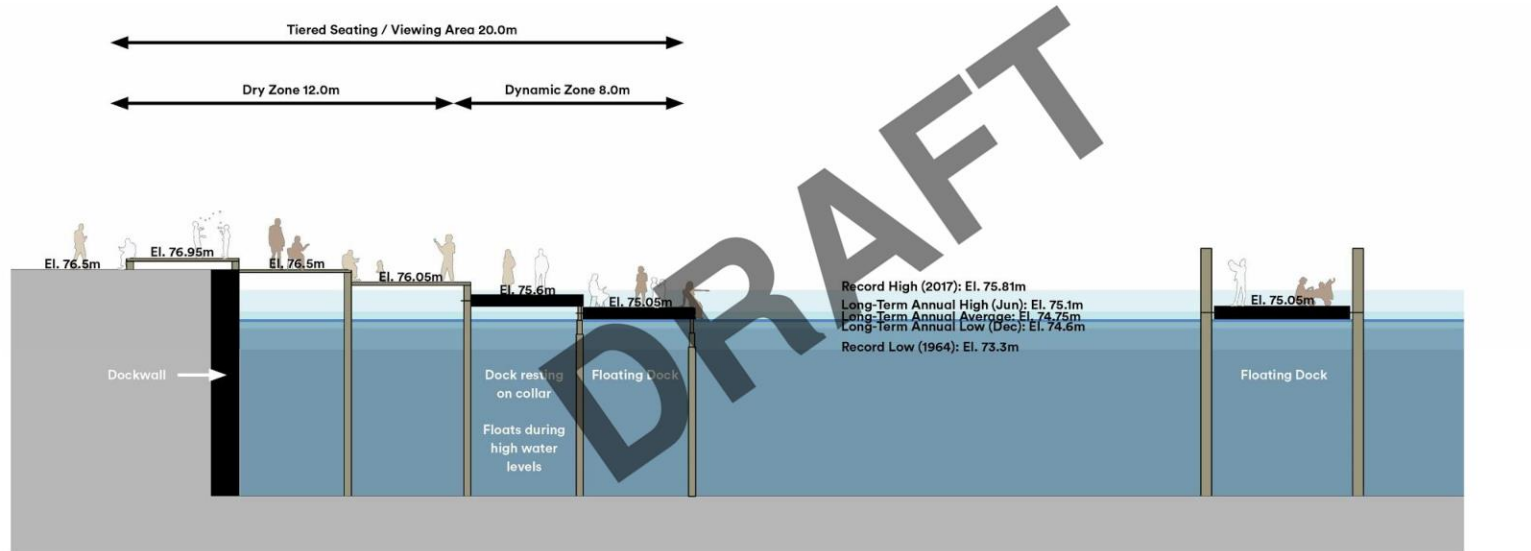
Stormwater Infrastructure & Management



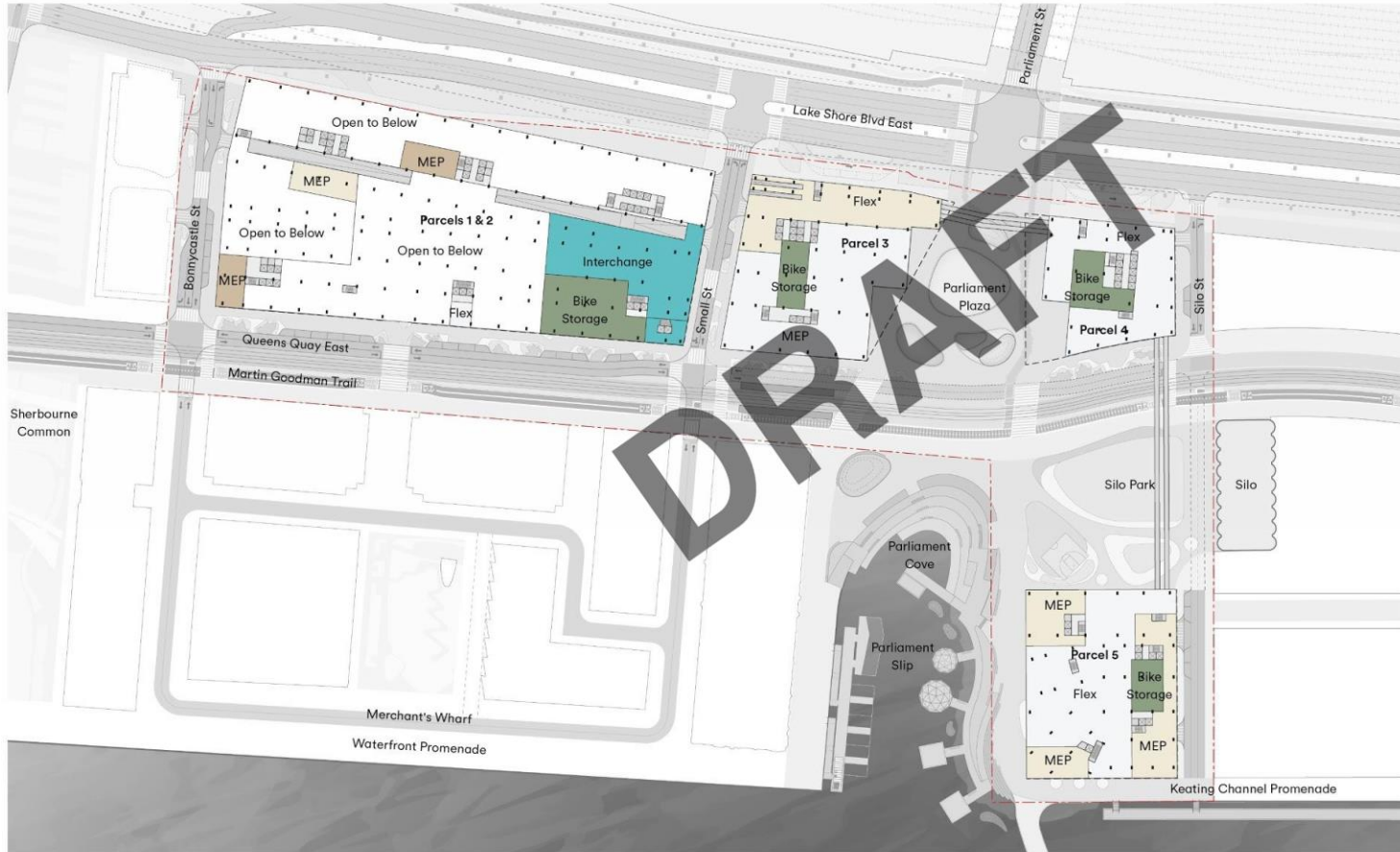
Section: Parliament Slip at Naturalized Edge



Section: Parliament Cove Terraced Seating



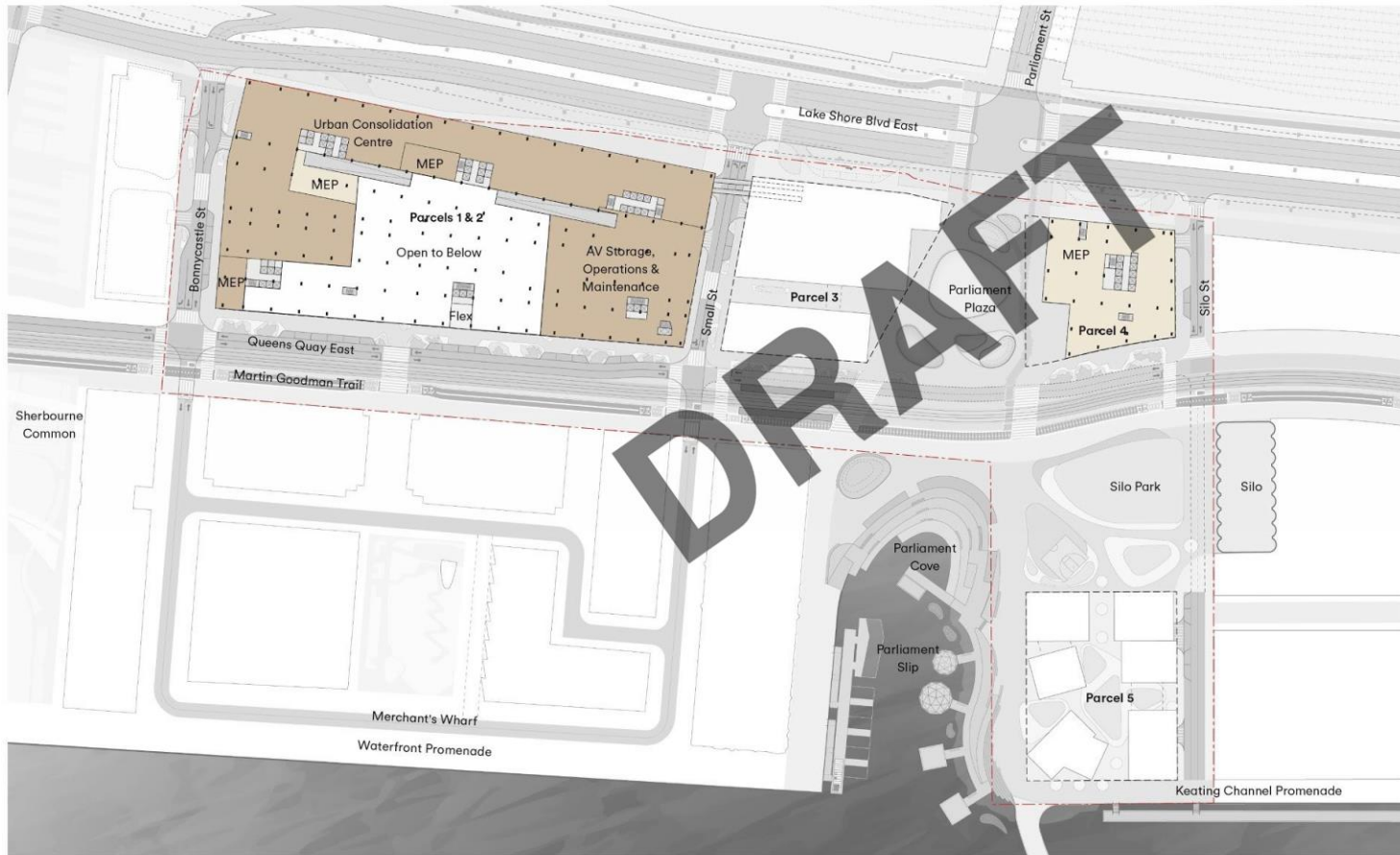
Basement Plan: Level -1



- Quayside
- Bicycle Storage
- Interchange / Interchange Access
- Urban Consolidation Centre
- MEP / Utility
- Building Cores / Circulation
- Flex Space
- Open to Below



Basement Plan: Level -2



- - - Quayside
- Urban Consolidation Centre
- MEP / Utility
- Building Cores / Circulation
- Flex Space
- Open to Below

0 50 m 100 m



Basement Plan: Level -3

