



# Design Review Panel

September 26, 2018





# Quayside

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## **Catalyst & Steward**

Creating enduring value through well-designed and vibrant cultural, recreational, civic and public spaces.



## **Revitalization Lead / Landowner**

Advancing Complete Communities that address the need for housing, mobility, accessibility, connectivity and inclusivity.



## **Partner**

Leveraging innovation and partnerships to deliver economic growth and jobs.

# Project Schedule



# Quayside Objectives from RFP

## 1. Sustainability, Resiliency and Urban Innovation:

Create a globally significant demonstration project that advances a new market model for climate-positive urban developments

## 2. Complete Communities:

Establish a complete community that emphasizes quality of place, and provides a range of housing types for families of all sizes and income levels within a robust mix of uses, including public open space, culture, recreation, vibrant retail, education-related activities and offices

## 3. Economic Development and Prosperity:

Provide a testbed for Canada's cleantech, building materials and broader innovation-driven sectors to support their growth and competitiveness in global markets

## 4. Partnership and Investment:

Develop a new partnership model that ensures a solid financial foundation, manages financial risk and secures revenue that funds future phases of waterfront revitalization

# Evaluation of the Plan

WT will develop an evaluation framework based on **Corporate Objectives, RFP Objectives, detailed WT Pillar Priorities and key Government Policy Objectives** which will be summarized into a series of Master Innovation and Development Plan Goals and Objectives.

The Goals and Objectives will be one of four evaluation tools:

- 1. Goals and Objectives**

Qualitative and Quantitative Measures

- 2. Development Plans**

Qualitative Measures

- 3. Pro-Forma**

Quantitative Measures

- 4. Peer Review**

Third Party Verification

# Public Engagement

What we heard the public cares about....

**CREATING a complete community** that provides opportunities to live, work, and play

**RECEIVING more detailed information** about the plan for Quayside

**UNDERSTANDING when and how data could be collected**, and how consent will be obtained

**PROMOTING active transportation**, while maximizing convenience and choice

**ENSURING Quayside is a welcoming and inclusive** community for all

**PROVIDING a good mix of housing** options that makes Quayside attractive to different households and incomes

**ENSURING that Quayside is well connected** and integrated with the rest of Toronto

**CREATING a vibrant and dynamic neighbourhood** with mixed-use buildings and a lively public realm

# Diverse Neighbourhoods





# Connecting Today and Tomorrow



WEST DON LANDS



DON MOUTH NATURALIZATION



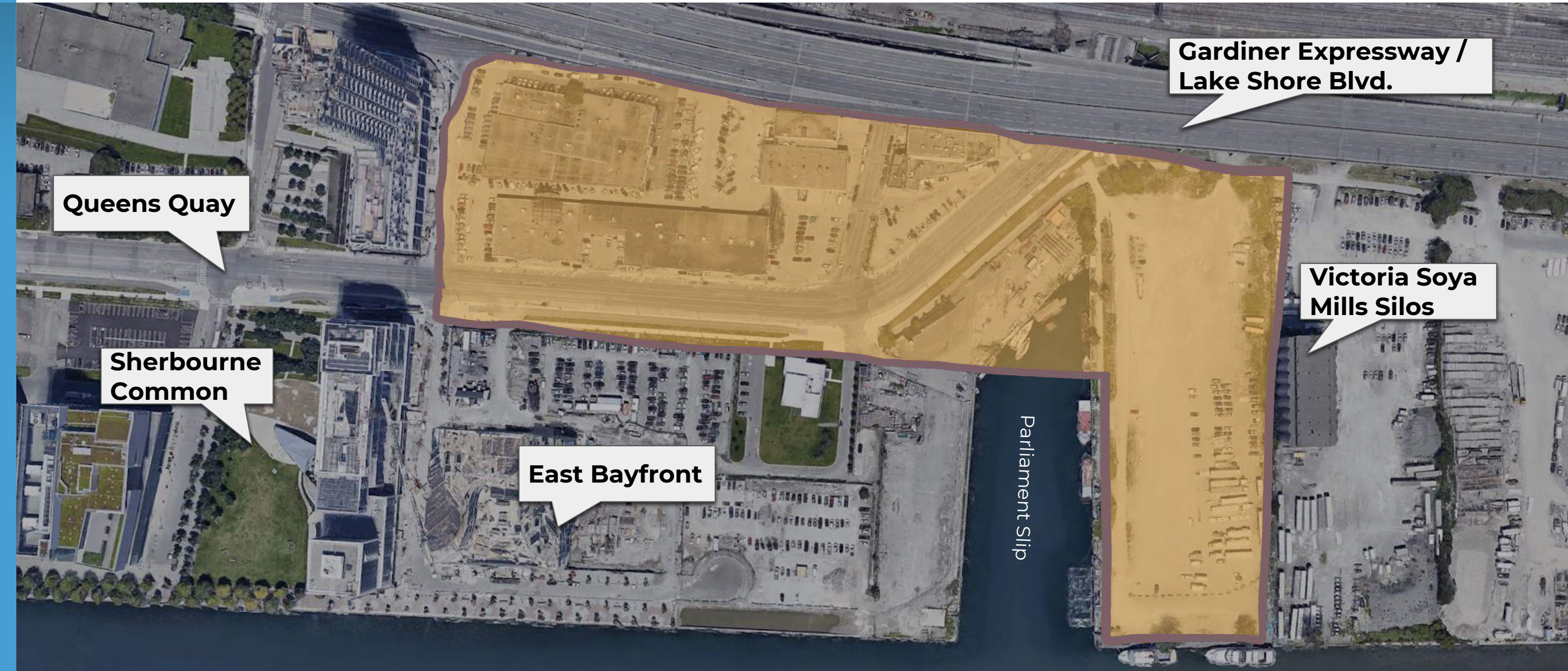
SUGAR BEACH + EAST BAYFRONT



HARBOURFRONT CENTRE



Quayside Context  
**Site Boundary**



**Queens Quay**

**Sherbourne  
Common**

**East Bayfront**

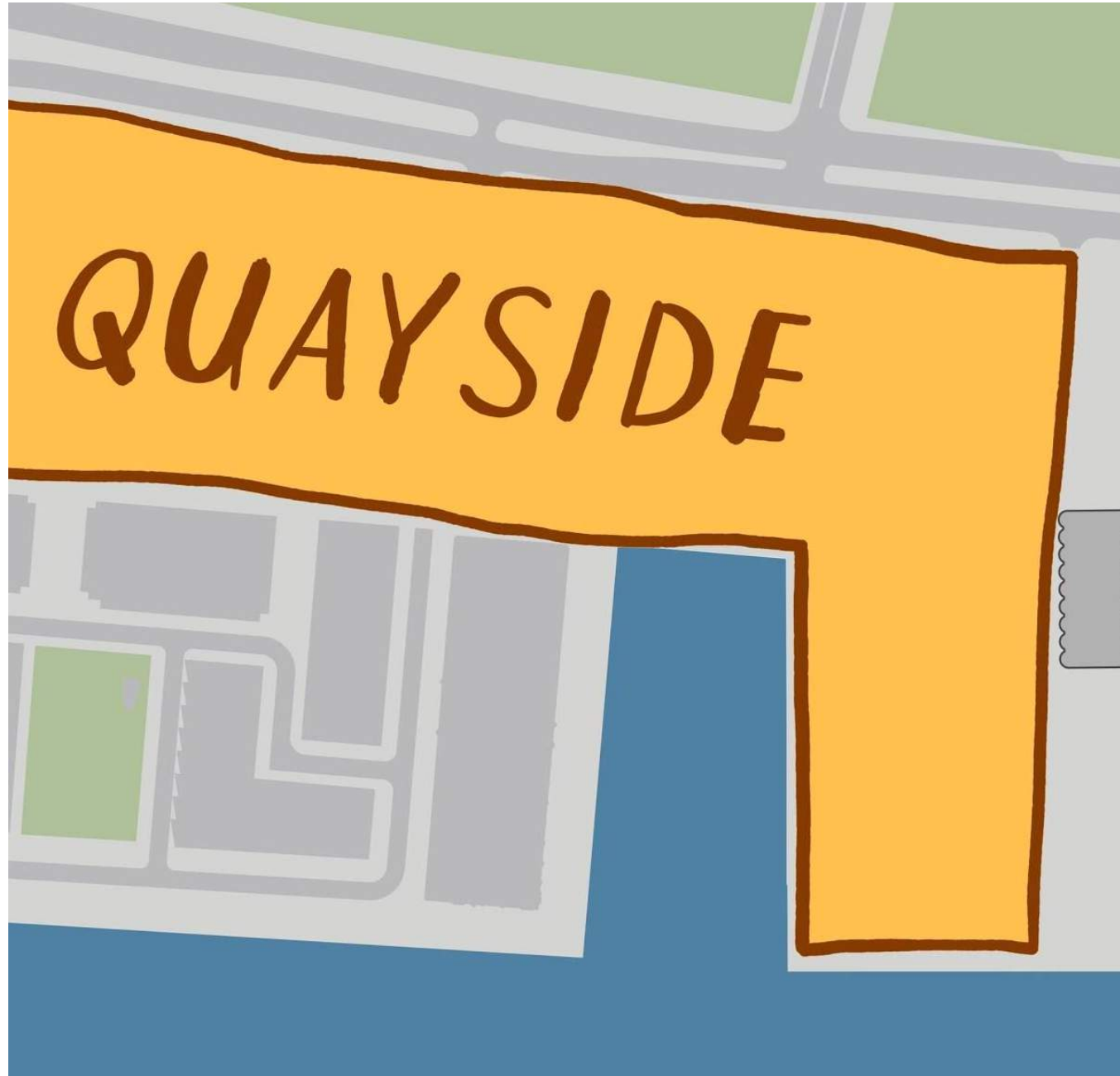
**Gardiner Expressway /  
Lake Shore Blvd.**

**Victoria Soya  
Mills Silos**

Parliament Slip

Inner Harbour

## Current Zoning



**Approximately  
3 million square feet**

**Up to 90%+ residential,  
or ~3,000 total units**

**Two locations for towers  
above 125 metres, or 40+ storeys**

# East Bayfront Precinct Plan

- East Bayfront Precinct Plan was approved by Council in December 2005
- It encoded the overall Master Plan for the Quayside site including: streets and blocks, parks and open spaces, heights and densities, land uses, and affordable housing and sustainability targets.
- The vision for East Bayfront precinct is for a new urban waterfront community, a place of design excellence, high levels of sustainability and strong relationships to the water's edge. East Bayfront will accommodate a mixture of uses and a range of urban built form with buildings arranged to collectively give appropriate definition, identity and scale to the public realm of the district while serving their intended uses.



# Keating Channel Precinct Plan

**Public Realm:** the creation of comfortable microclimates in the Keating Channel Precinct through attention to sun and wind modulation in the Precinct's public spaces will facilitate active year round uses establishing an animated threshold to the Port Lands neighbourhoods.

**Building Typology:** the urban design strategy draws on the mid-rise and high-rise building typologies that are so prevalent in Toronto. These elements will be combined within the Precinct to create a more sustainable model for a dense and compact built form that supports active pedestrian life.

**Sustainable Transportation:** the Precinct aims to become a neighbourhood built on sustainable transportation strategies and reduced automobile dependency.

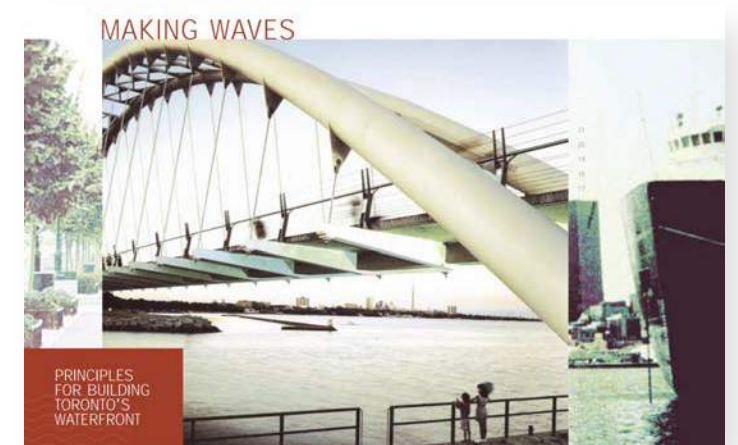


# Connected Waterfront Public Realm



***“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*

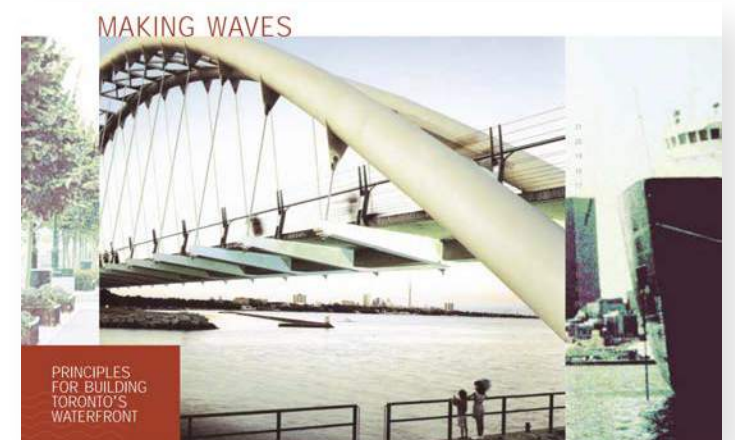


# Waterfront Streets as Places



***“ 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 Throughout the Year

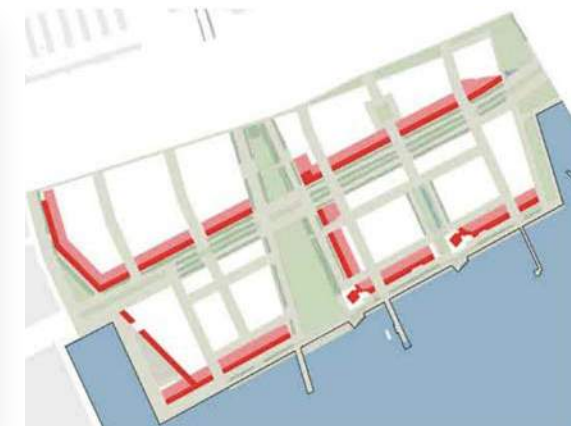


***“Creating experiences that will be provided in a comfortable setting during all seasons of the year.”***

*– Central Waterfront Secondary Plan*

***“Tall colonnades with seasonal weather protection are proposed along the sun oriented retail and public use frontages.”***

*– East Bayfront Precinct Plan*





# Accessible Water's Edge

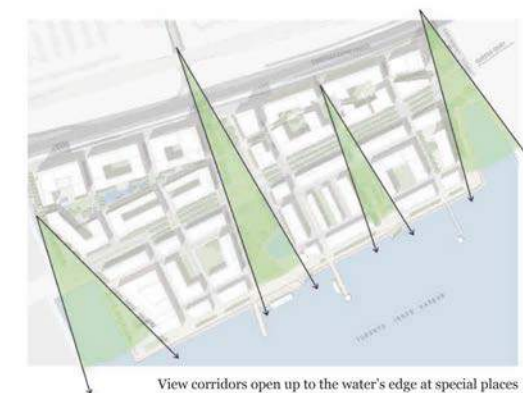


***“A continuous and highly accessible public water’s edge promenade will connect a series of parks, open spaces, squares and plazas, at times intimate and at times generous.”***

*– Central Waterfront Secondary Plan*

***“ All major north-south streets that enter the site from the north, such as Parliament, terminate at the water’s edge with significant destinations.”***

*– East Bayfront Precinct Plan*



# Project Structure

We are beginning to build on the years of planning work already done by the City of Toronto and Waterfront Toronto

**Targeted outcomes inform every step of our planning**

## SUSTAINABILITY

A truly climate positive community

## MOBILITY

A competitive, safer alternative to the private automobile for every trip

## PUBLIC REALM

A public realm for the entire region that is delightful and vibrant year-round

## BUILDINGS

A built environment that is more usable, efficient and affordable

## COMMUNITY & CITY SERVICES

A close-knit, healthy community with seamless access to vital daily services

## DIGITAL PLATFORM

Open digital infrastructure that inspires innovation

## HOUSING AFFORDABILITY

Inclusive, affordable communities for people of all ages, abilities, and means

## PRIVACY & DATA GOVERNANCE

A new standard for transparent, accountable, and responsible data use

# Areas for Panel Consideration

## **Public Realm Vision:**

**Success of four strategies in creating more expanded public realm.**

**Appropriateness of approach of each public realm strategy.**

## **Streets:**

**Appropriateness of four typologies for street network.**

**Feedback on Queens Quay options presented.**



# hello!

# HELLO!

Design Review Panel, September 26, 2018



# Sharing Resident Research

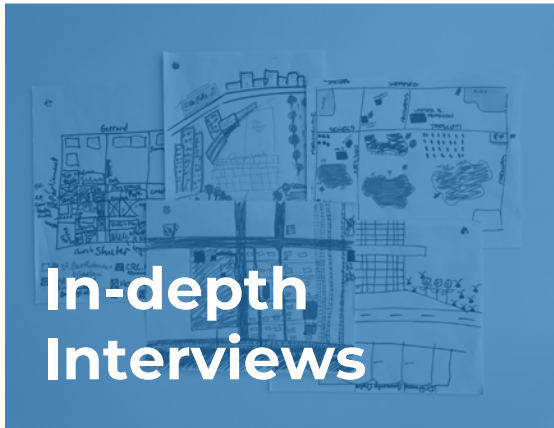
# Quayside as a Neighbourhood for Toronto



Research Diaries



Research Walks



In-depth Interviews

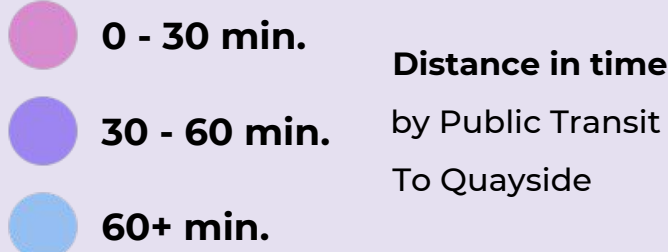


## In-depth Research Methods

## Diverse Group of Torontonians

## The Goal

- Understanding how public space creates a sense of belonging
- How Quayside neighbourhood can serve the city



# Design a Living Room, Not a Formal Room



## Interaction Motivation

- "Evidence of Use"

## Examples

- Soft, malleable materials
- Brightly painted benches
- Community-operated bake oven
- Garden with hand-painted sign

## Characteristics

- Ever-evolving
- You're invited to contribute
- Place to kick back and relax
- Space to create together



# Foster Small Human Interactions



## Human Interaction

- People crave face-to-face experiences
- People's experience of public realm seamlessly crosses indoors and outdoors
- The people in local shops are integral to community
- People are concerned about phones creating social isolation

## Design Opportunities

- Focus on fostering connections
- Explore design for people interacting without phones





# A Vision for Public Realm

# Sidewalk Toronto Programmatic Objectives



Quayside will be part of a new complete community on the Waterfront.

- **Exceed affordability requirements on site**, including a range of units for diverse household sizes and incomes
- **Expand non-residential space** for additional retail, office, production, and community uses
- **Experiment with new building types**, with fewer towers than currently zoned



# A Complete Community Starts with the Public Realm



Building a complete community begins with the Public Realm.

- By "**public realm**," we are referring to the collective public spaces in a neighbourhood: parks, plazas, ground-floor shops, sidewalks, and any other place people gather.
- We think the public realm should be able to adapt as community needs change, have an "indoor-outdoor" feel, and be comfortable year-round.



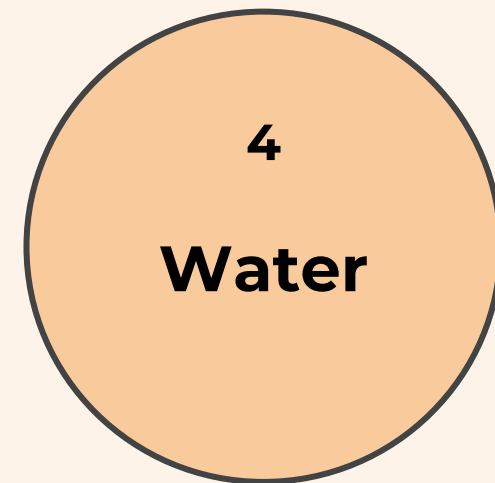
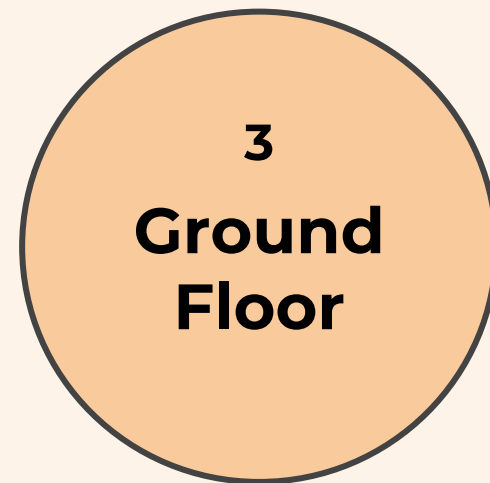
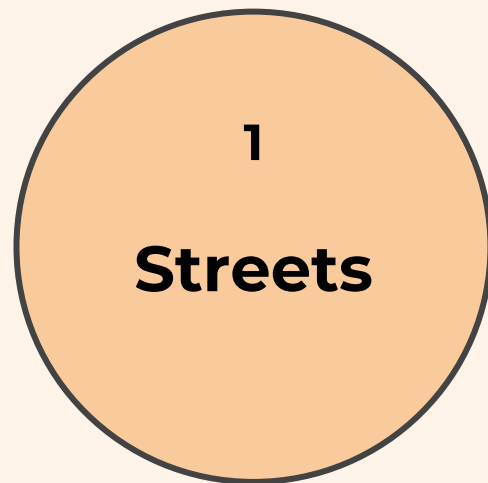
# Standard Public Realm



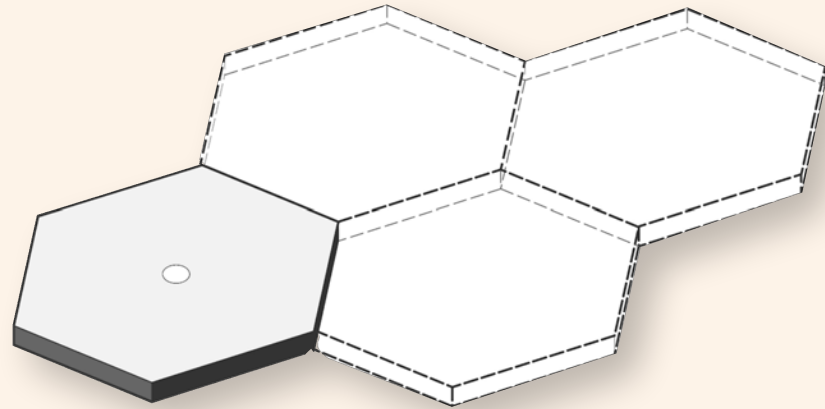
# Expanding the Public Realm



We've been looking at **ways to create as much space** for the public realm as we can. *Four Strategies:*

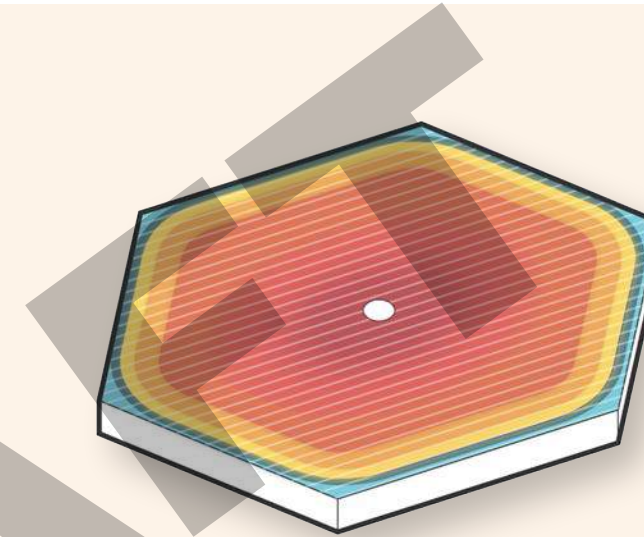


# Pavement for People



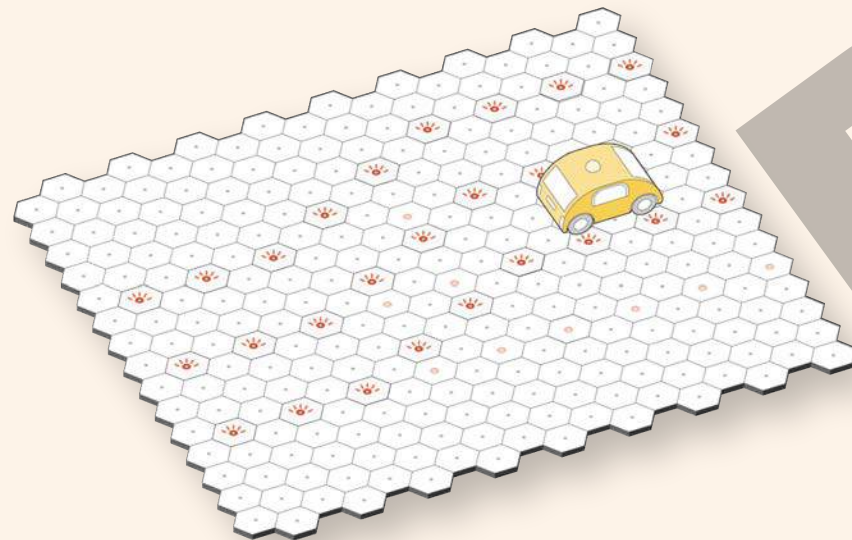
## Modular

Precast slabs to enable faster maintenance and replacement



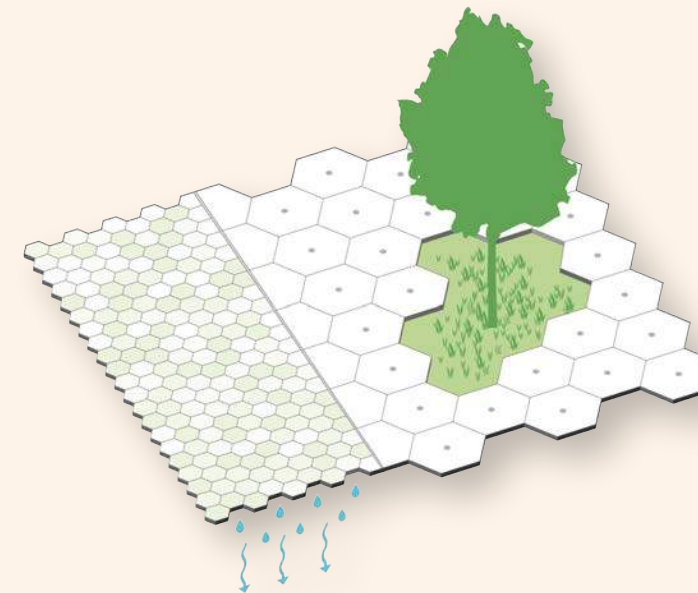
## Heated

Conductive concrete to melt snow and ice



## Dynamic

LED Lights to signal changes in road use throughout the day



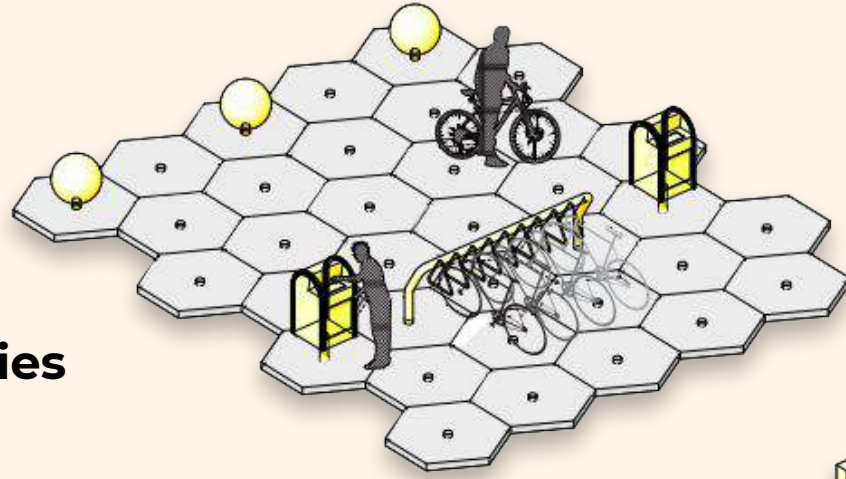
## Green Zones

Dedicated landscape zones to bring green into streets and absorb stormwater

DRAFT

# Benefits of Modularity

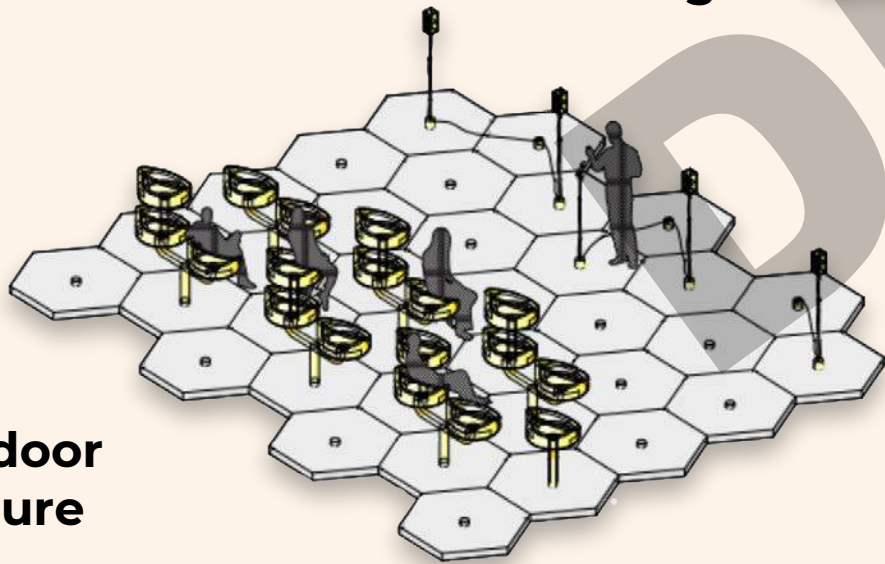
**Public Amenities**



**Urban Lounge**



**Outdoor Lecture**

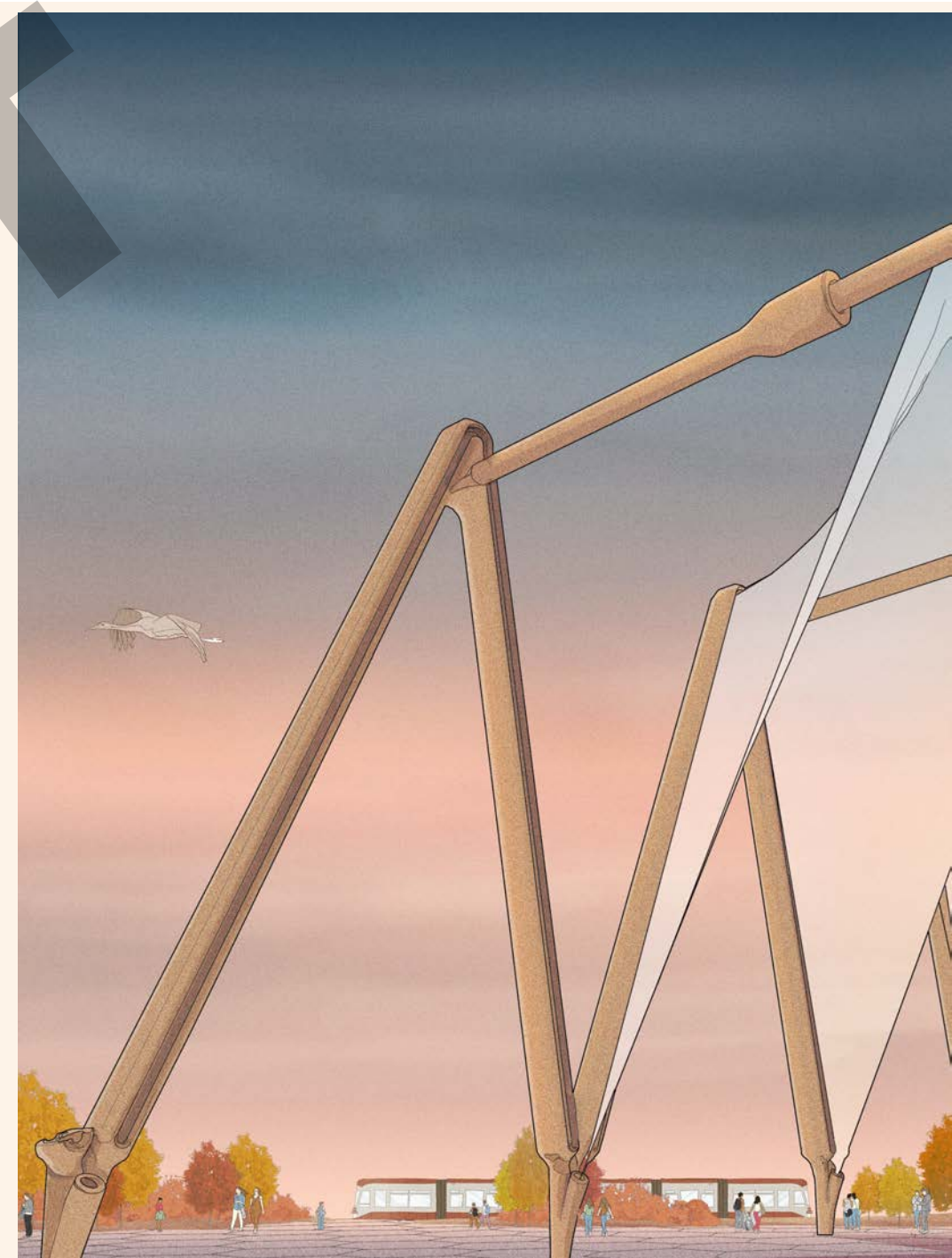


# More Uses, More of the Time

**The public realm  
can't just be bigger.**

**It needs to be flexible and  
usable throughout the year.**

DRAFT





# Outdoor Comfort to Make Spaces Usable Year-Round

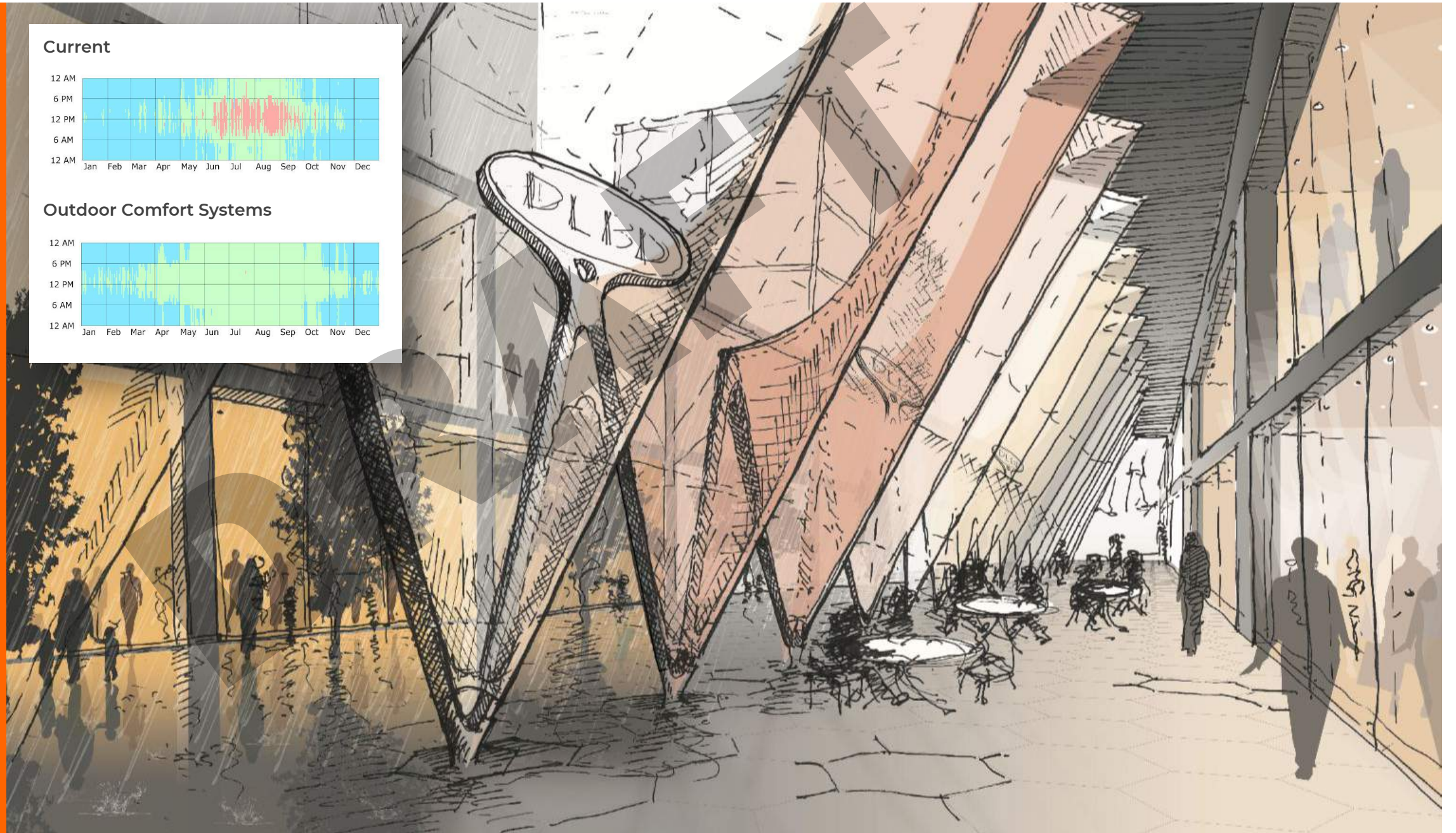
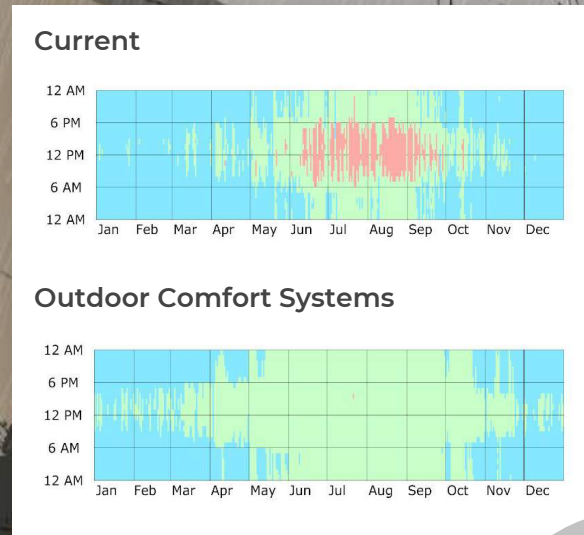


Goal

**Double  
Toronto's  
Usable  
Outdoor  
Hours**

**Simple, low-cost  
systems to shield  
rain and wind**

**Respond to  
real-world  
weather data**



# Outdoor Comfort to Make Spaces Usable Year-Round



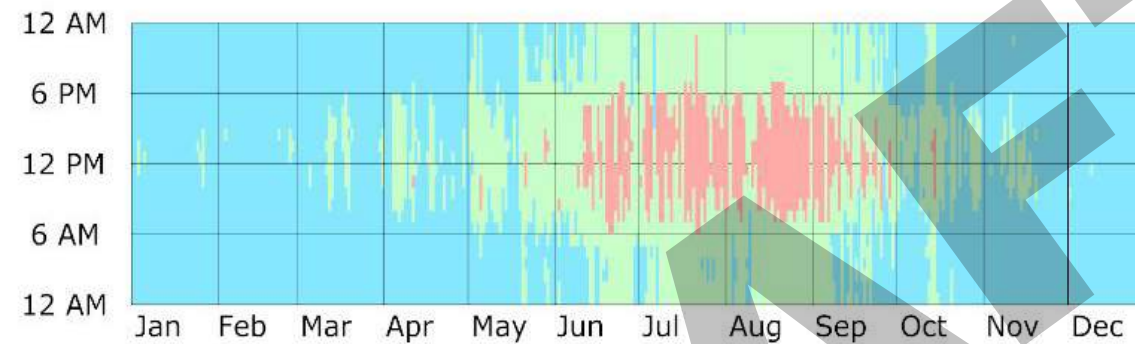
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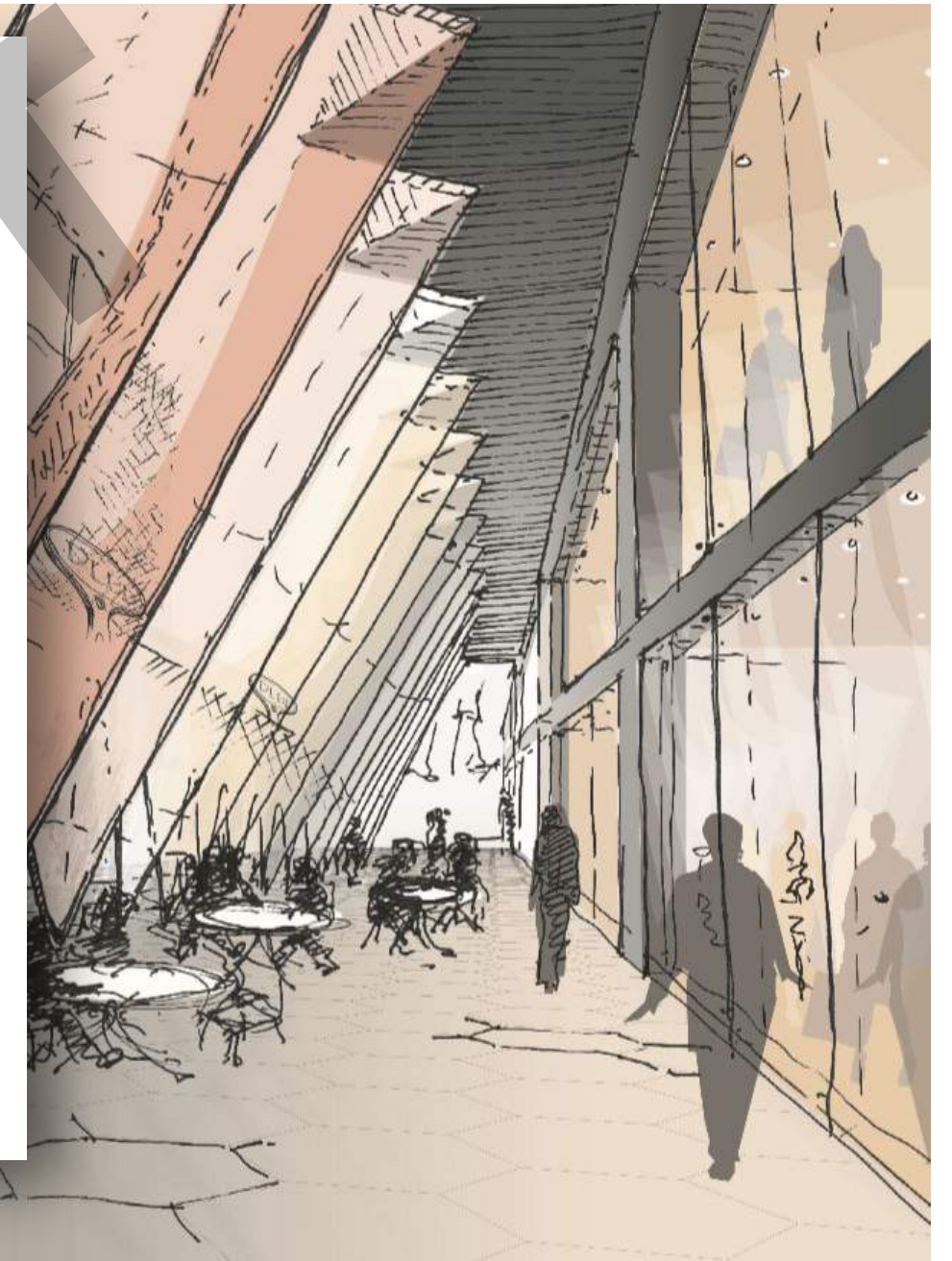
**Simple, low-cost  
systems to shield  
rain and wind**

**Respond to  
real-world  
weather data**

## Current



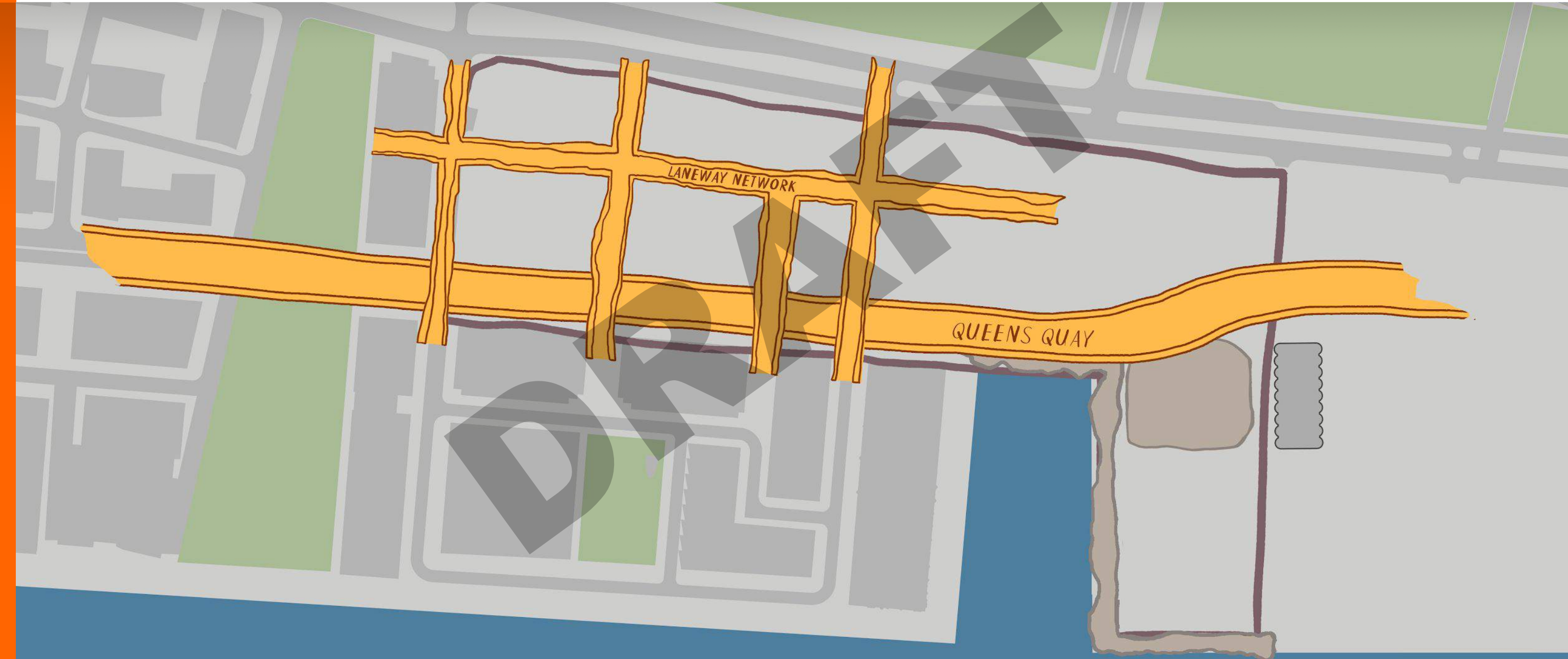
## Outdoor Comfort Systems



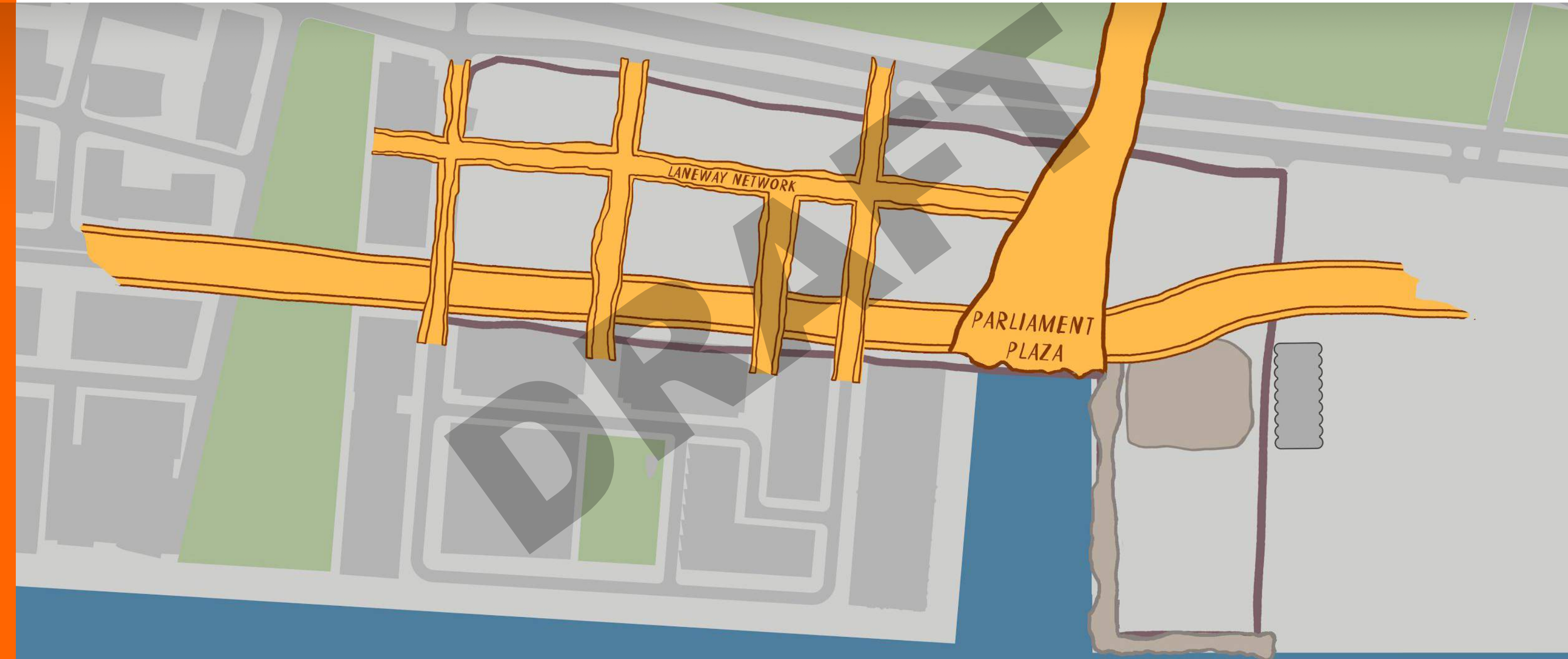
# Incorporating Streets and Outdoor Comfort



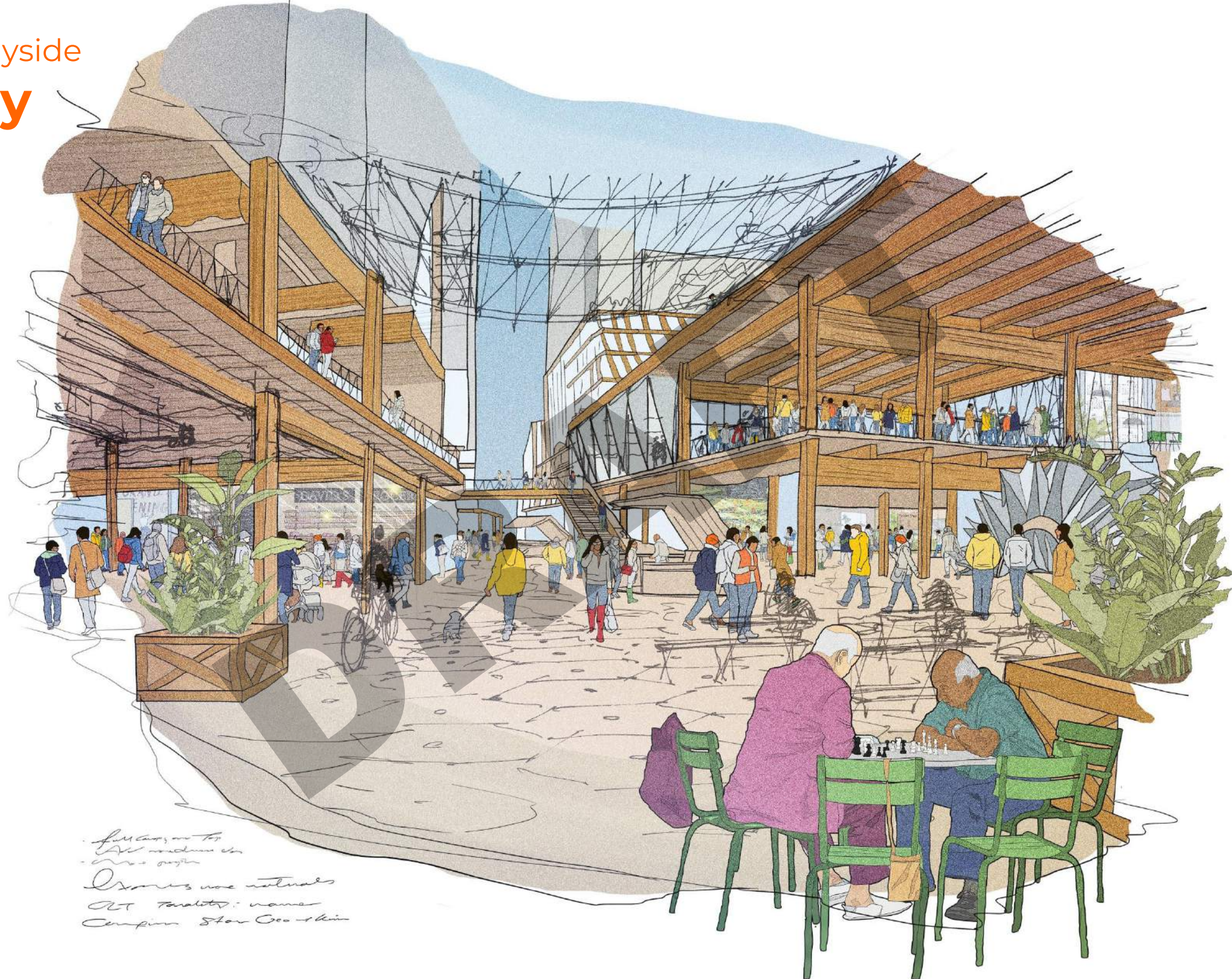
# Incorporating Streets and Outdoor Comfort



# Incorporating Streets and Outdoor Comfort



Vision for Quayside  
**Laneway**



*Full canopy top  
All wood deck  
- 100% maple  
Exterior use materials  
All materials: name  
Carpenter Star Geo + Kim*

# Bringing the Public Realm Indoors



**The ground floors of Quayside's buildings are equally as important a part of the public realm as its streets and parks.**

Outdoor comfort systems enable us to protect exterior spaces from bad weather, but we are also looking at innovative ways to bring the public realm indoors.

We've dedicated the bottom floors of our buildings to a porous, flexible program we call "**Stoa**" that is accessible to everyone.

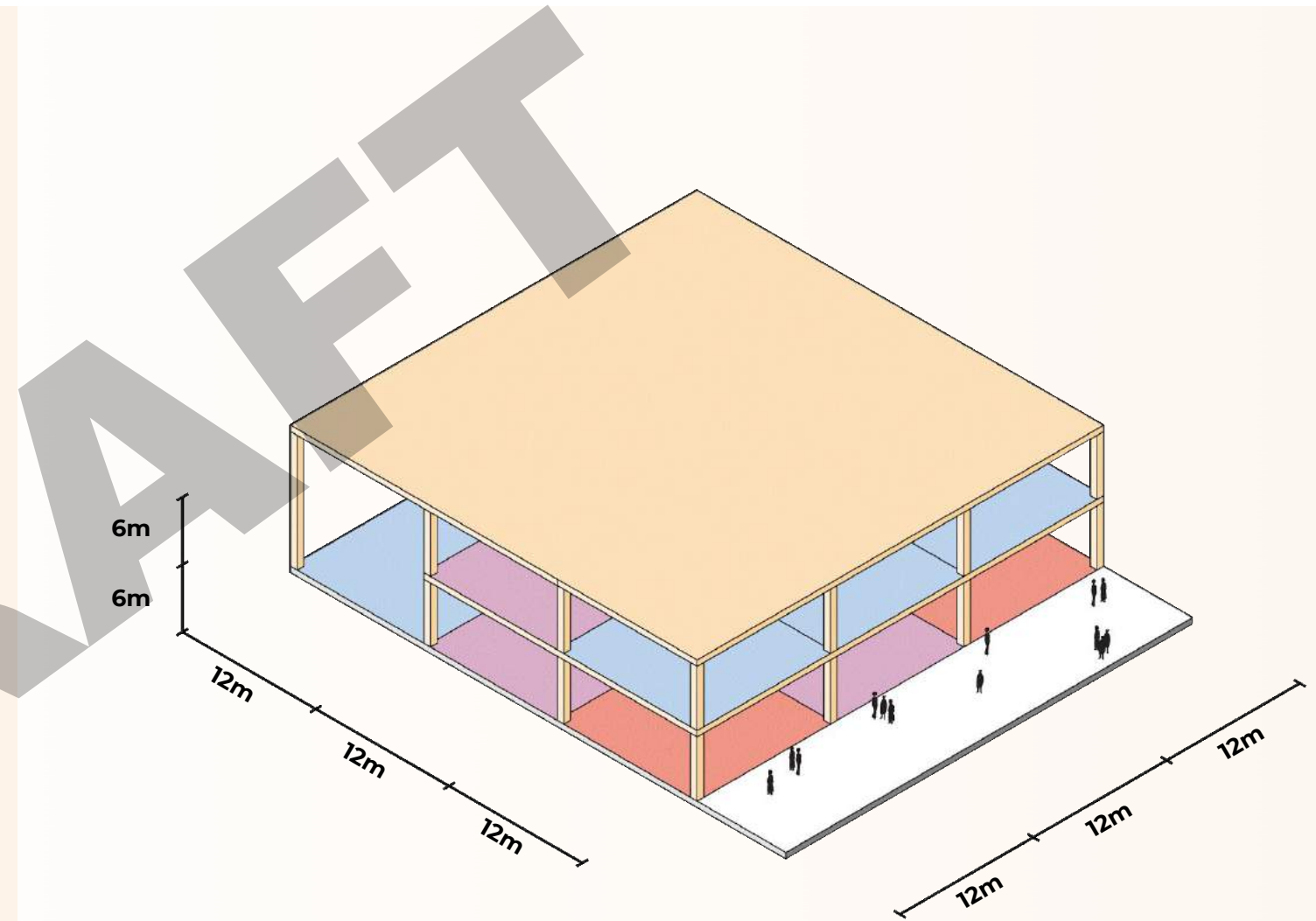
# Stoa: Built For Flexibility

## Adaptable & Modular

Stoa uses a 12m x 12m column bay with 6m floor to floor height made up of prefabricated components.

Stoa is able to adapt and evolve to the community's needs through the use of a modular kit of parts.

Moveable walls, fast floor installations, and flexible wall panels make it easy for new retailers or community organizations to activate the space.



Key

- Retail
- Production
- Community Services



Vision for Quayside  
**Stoa**



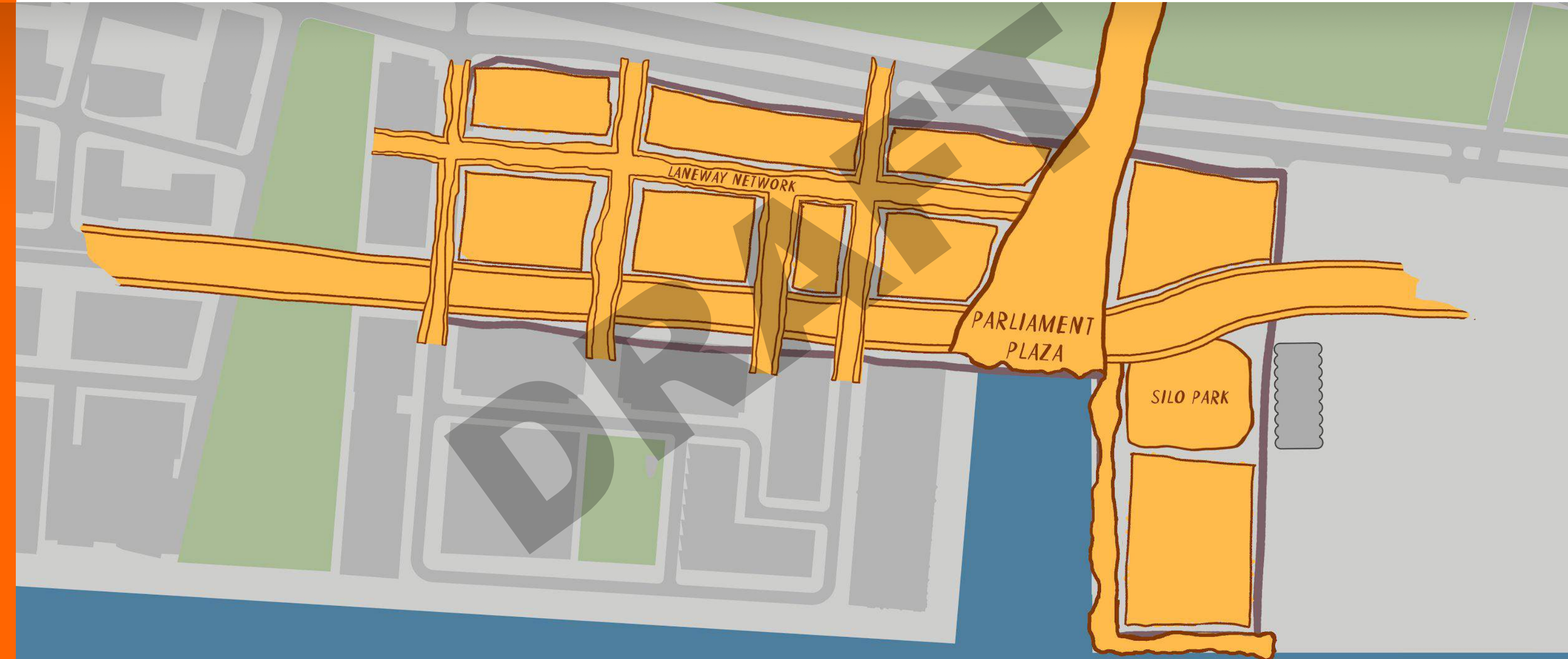




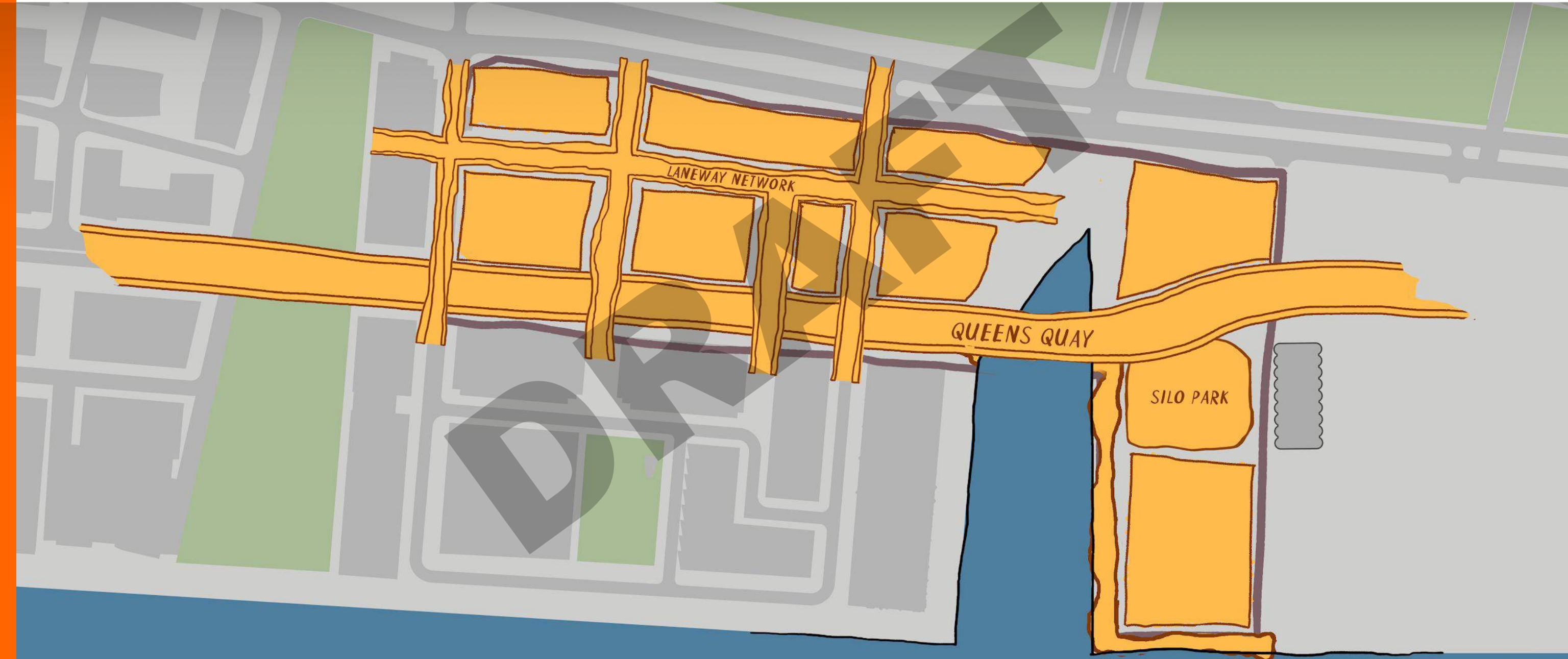




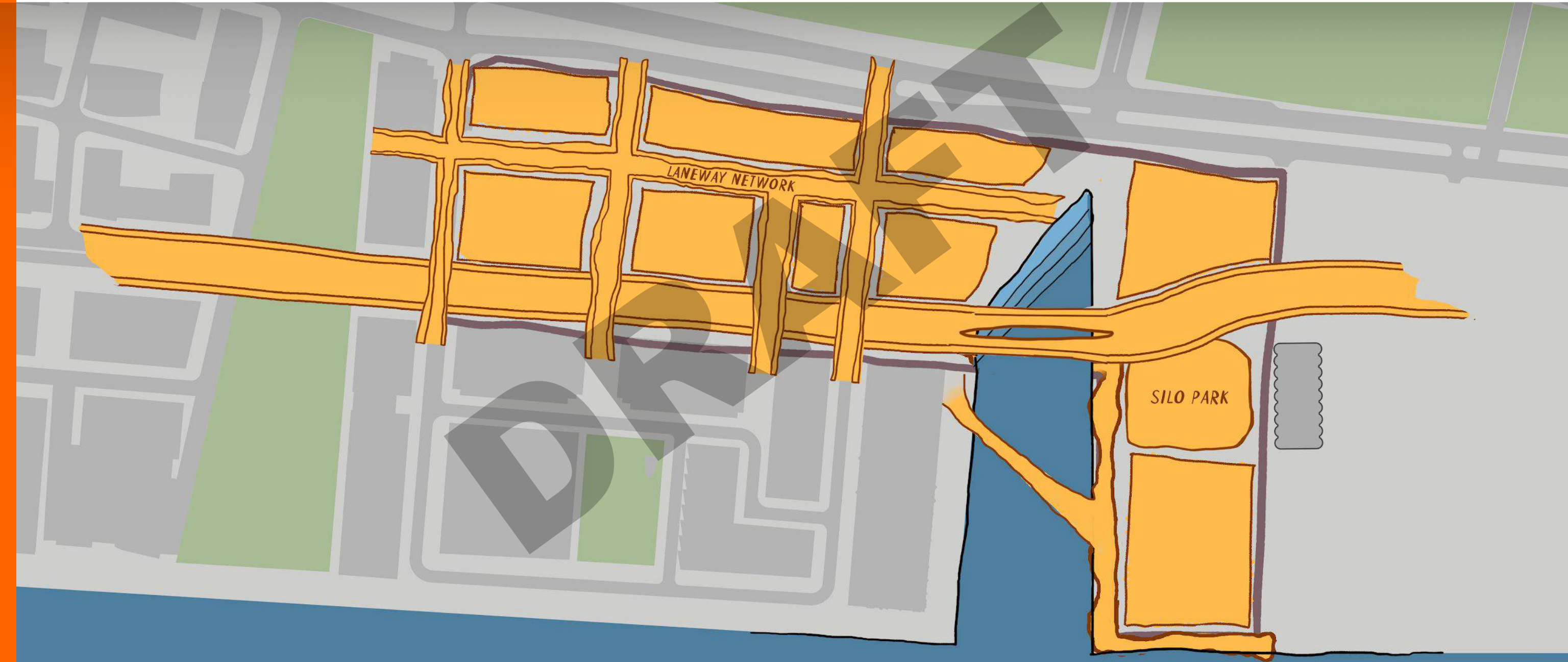
# Proposed Queens Quay Requires Filling in the Slip



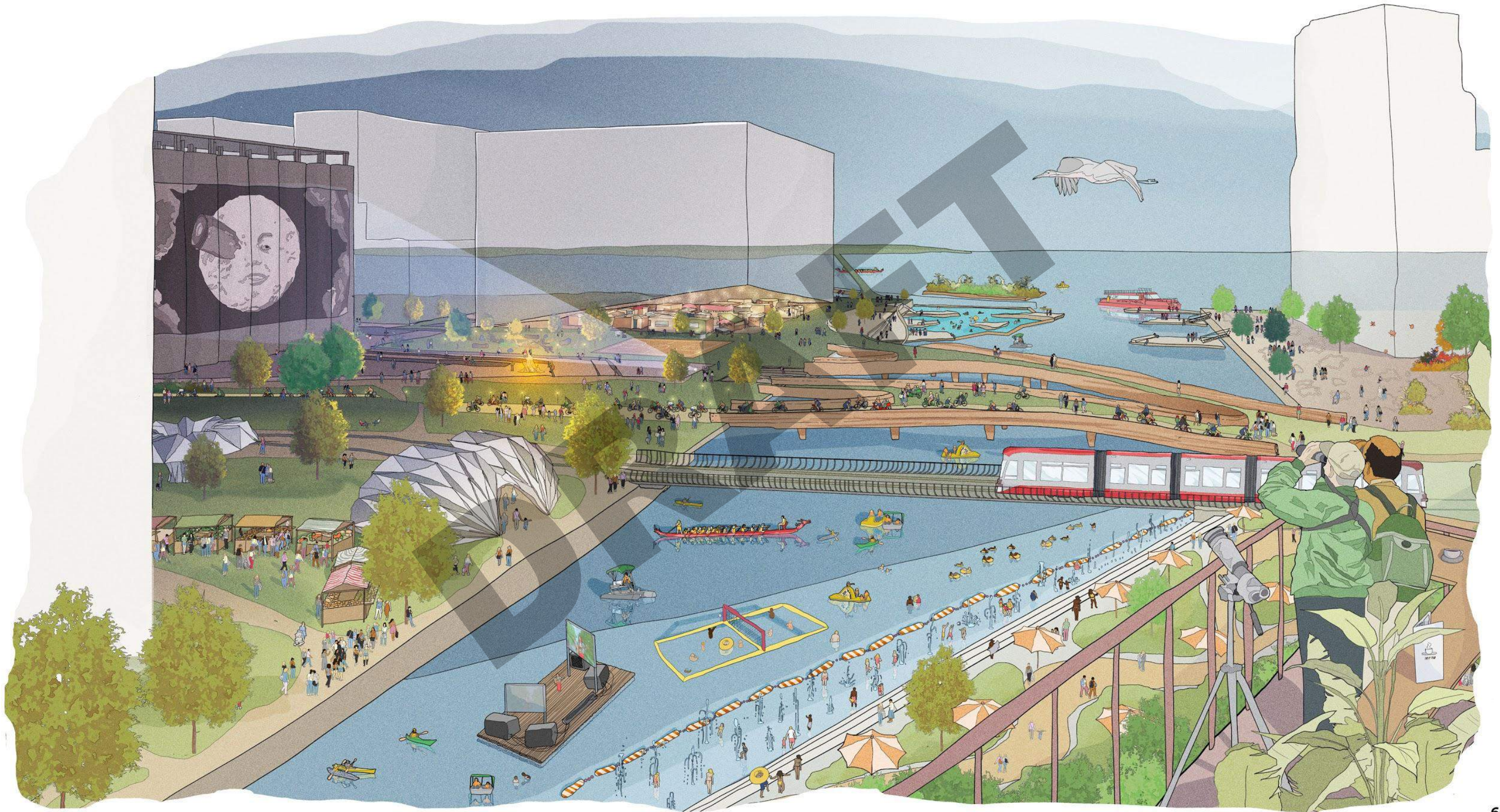
# Maintaining the Slip



# Extending the Water







# Streets

# City Streets Today



# City Streets Today



Streets

# City Streets Today



# Toronto Mobility Policy Context



## TORONTO COMPLETE STREETS GUIDELINES

MAKING STREETS FOR PEOPLE, PLACEMAKING AND PROSPERITY.



## KING IS KING AGAIN

In partnership with 


Attachment 1, Part 1

## TORONTO GREEN STREETS TECHNICAL GUIDELINES

Version 1.0

ALUGST 2017

Schotten & Company Inc.  
Urban Forest Innovations  
TMO  
OPM



### Policy Direction Highlights - Booklet 4

## DOWNTOWN MOBILITY

The transportation system for Downtown should form a well-connected and integrated network that provides a range of safe and sustainable travel choices to improve mobility and accessibility for all people. We need to utilize our existing Downtown transportation infrastructure more efficiently, providing people with more sustainable travel choices that reduce their dependence on the private automobile.

Downtown's narrow street rights-of-way and compact urban form create opportunities and challenges to rebalancing transportation modes, including walking, cycling and surface transit on key corridors. The current Downtown transportation system must continue to support economic growth and job creation, which includes facilitating the movement of goods into and out of the core.

[www.toronto.ca/tocore](http://www.toronto.ca/tocore) 

PLANNING A GREAT CITY. TOGETHER.



### DOWNTOWN MOBILITY STRATEGY SUMMARY

# Leading Edge Toronto Queens Quay West



# Leading Edge Toronto St. Lawrence Market





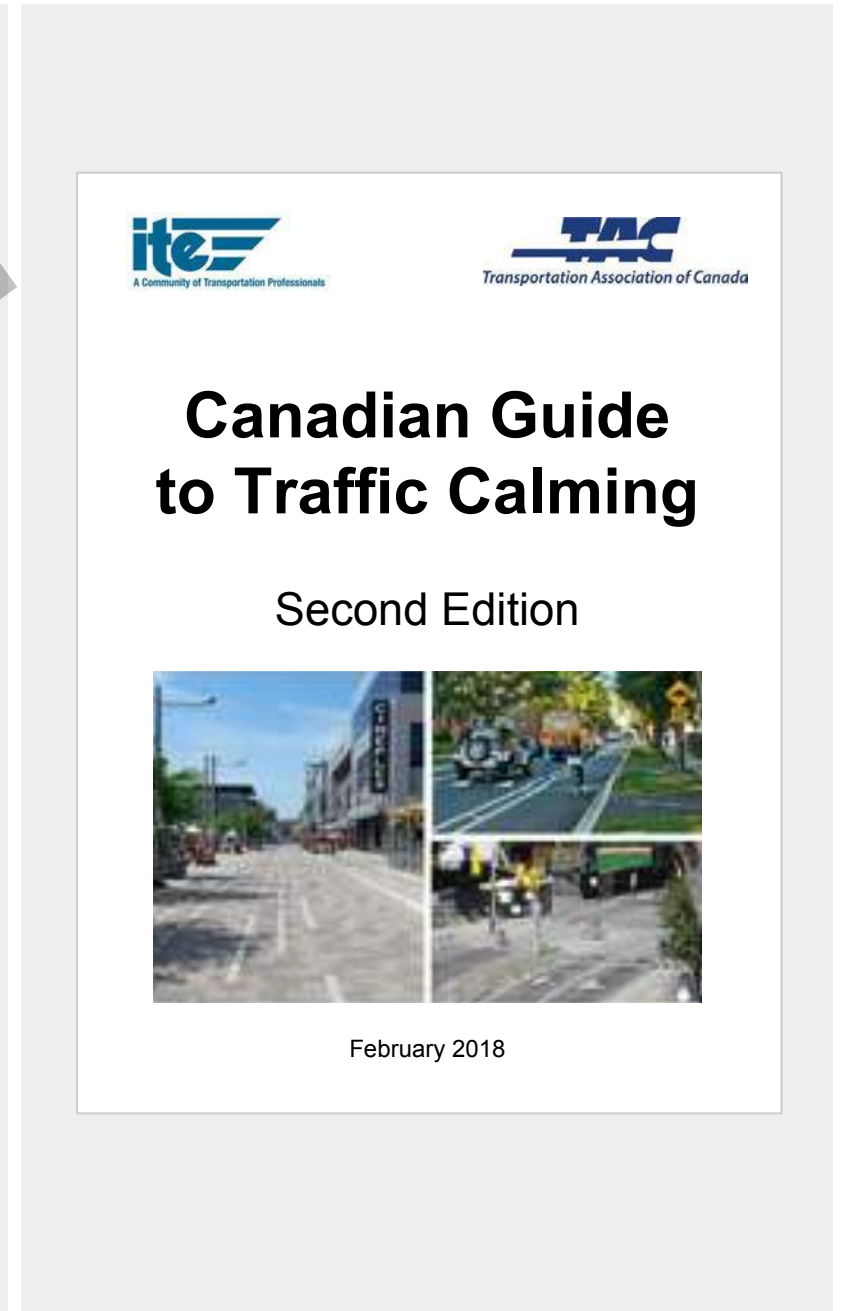
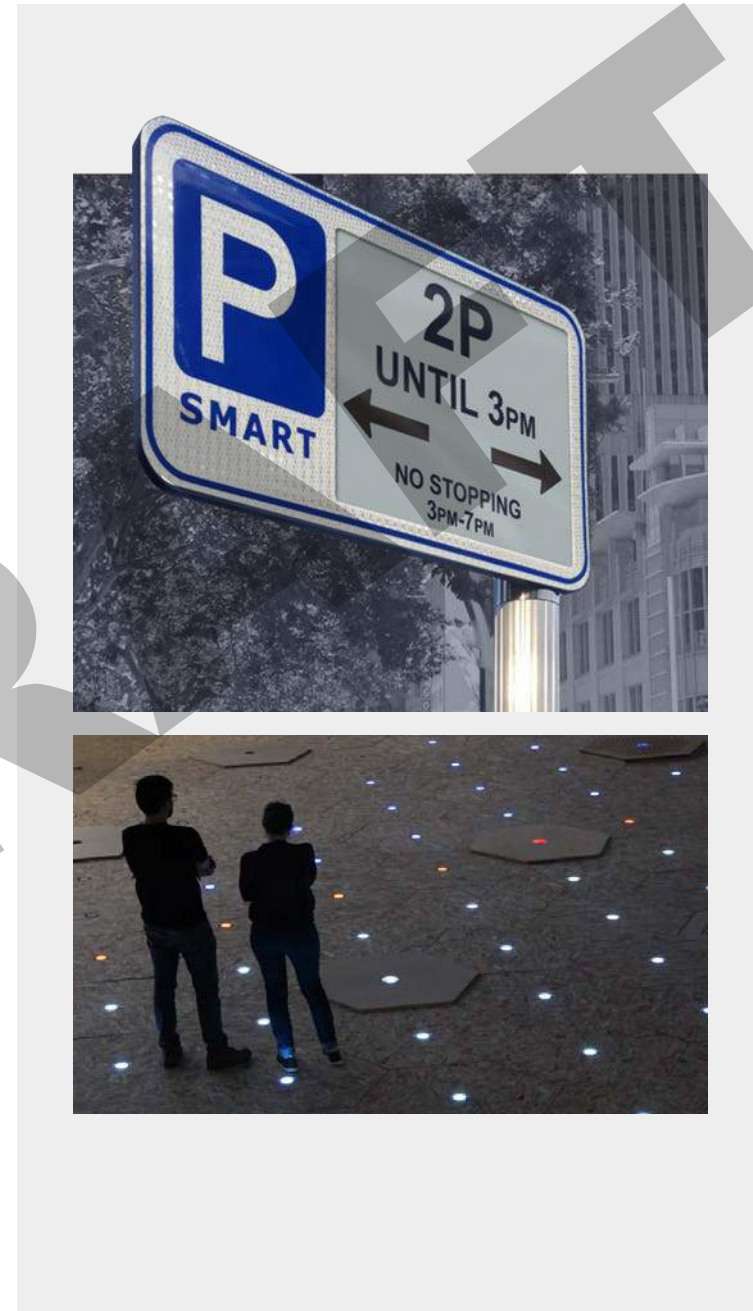
# Leading Edge Toronto King Street West



# The Opportunity at Quayside



# Technology + Design + Policy

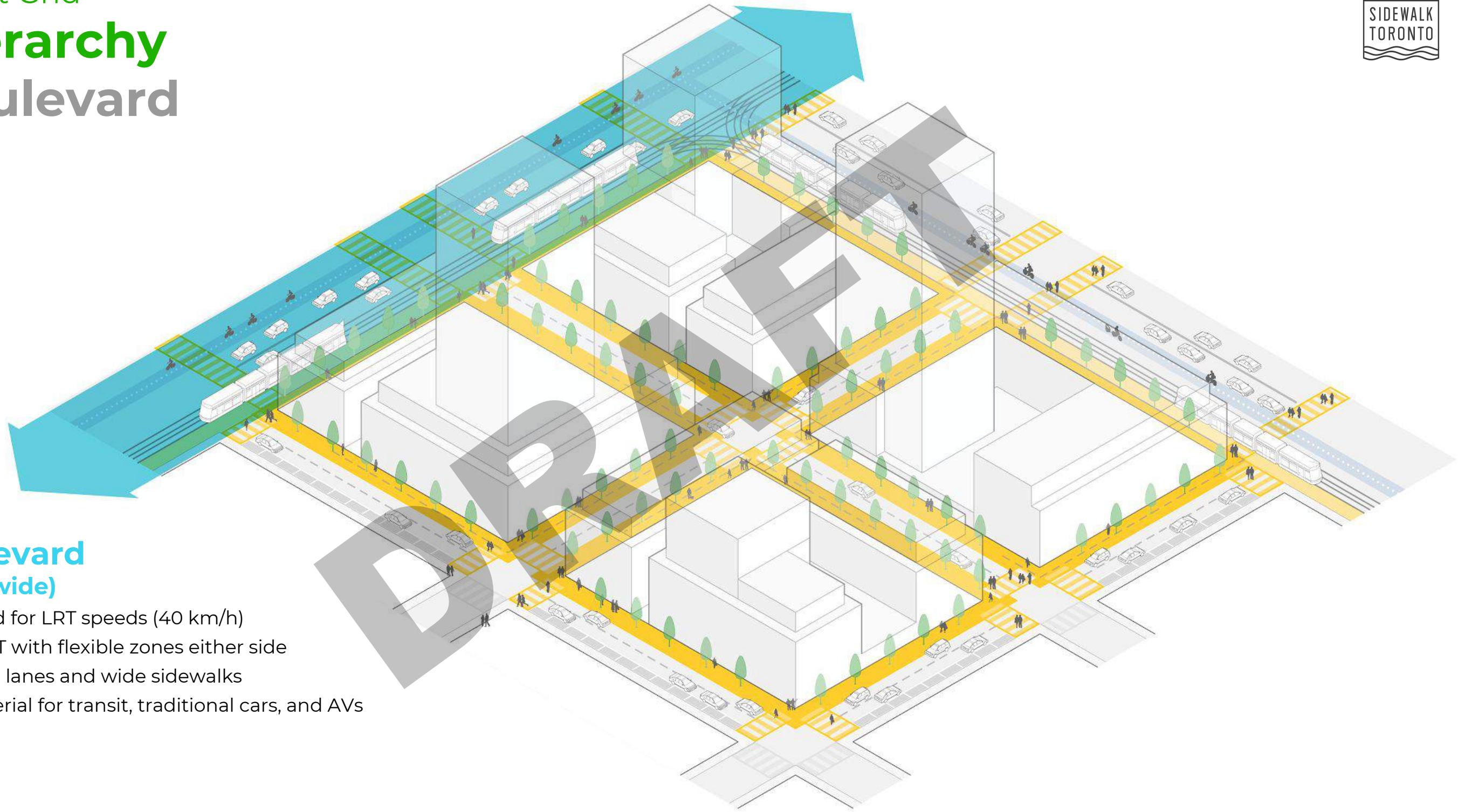


# Technology + Design + Policy



# Hierarchy

## Boulevard



### Boulevard (38 m wide)

- Designed for LRT speeds (40 km/h)
- Fixed LRT with flexible zones either side
- Safe bike lanes and wide sidewalks
- Main arterial for transit, traditional cars, and AVs

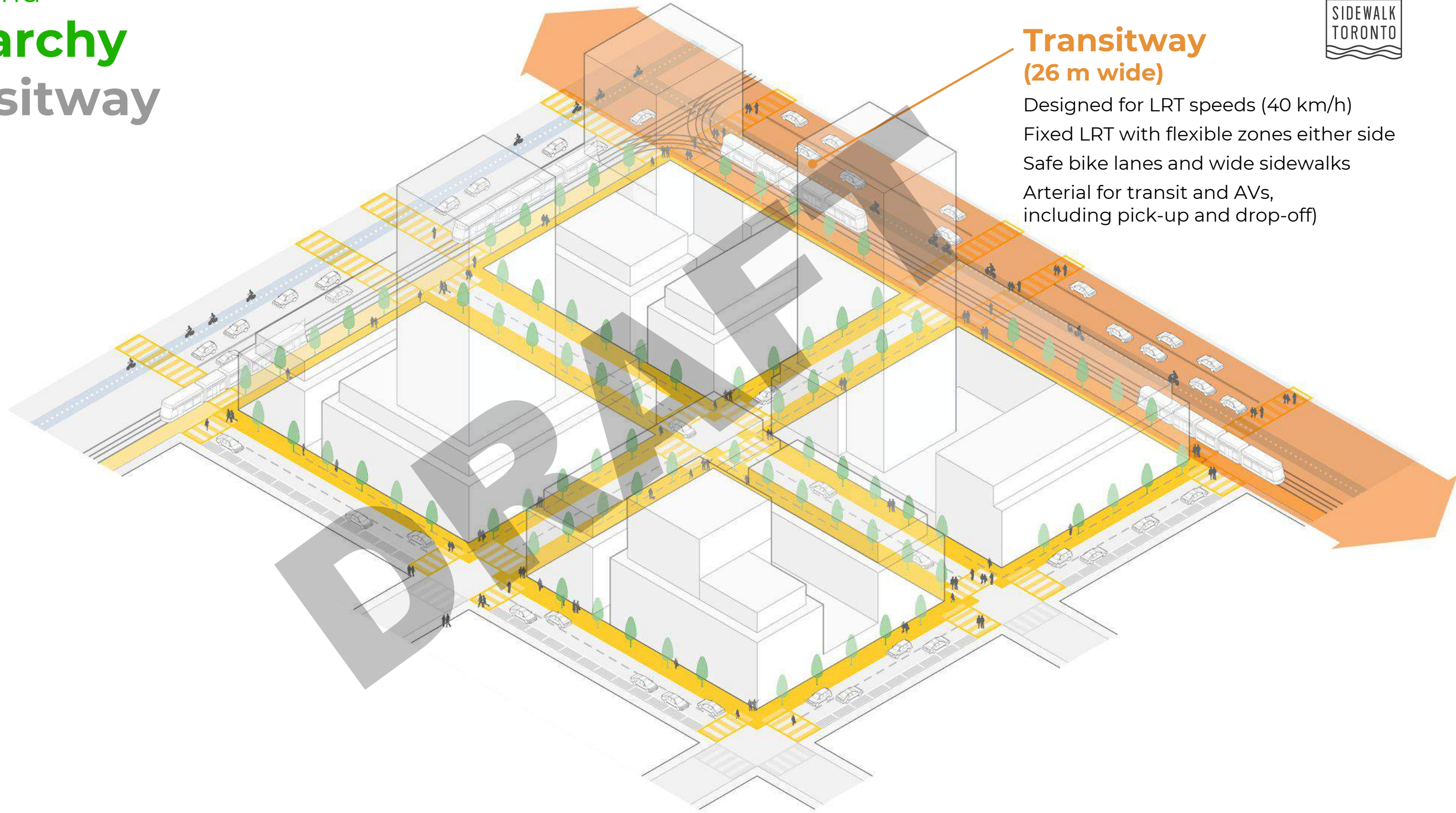
# Hierarchy

## Transitway



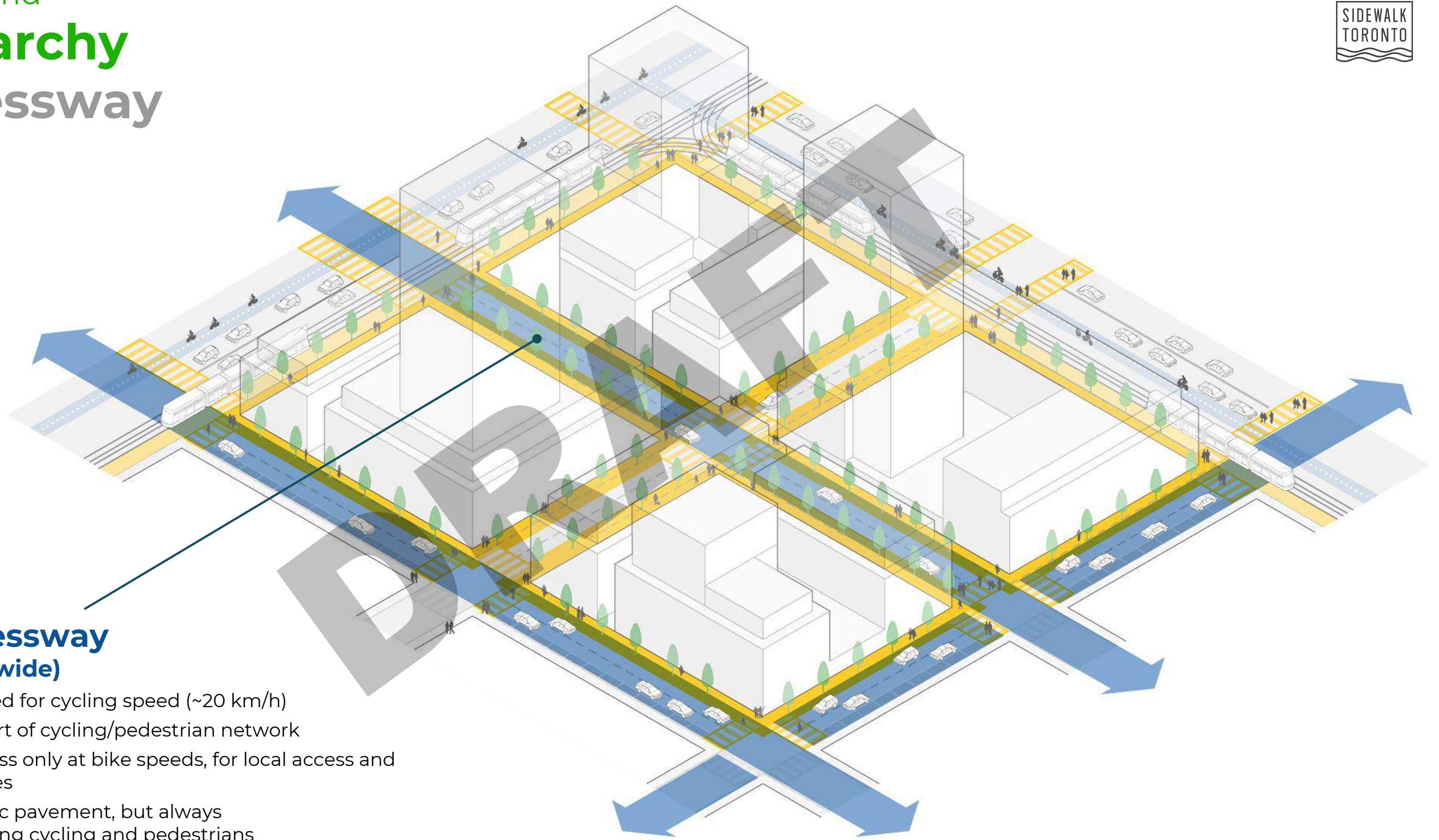
### Transitway (26 m wide)

- Designed for LRT speeds (40 km/h)
- Fixed LRT with flexible zones either side
- Safe bike lanes and wide sidewalks
- Arterial for transit and AVs, including pick-up and drop-off



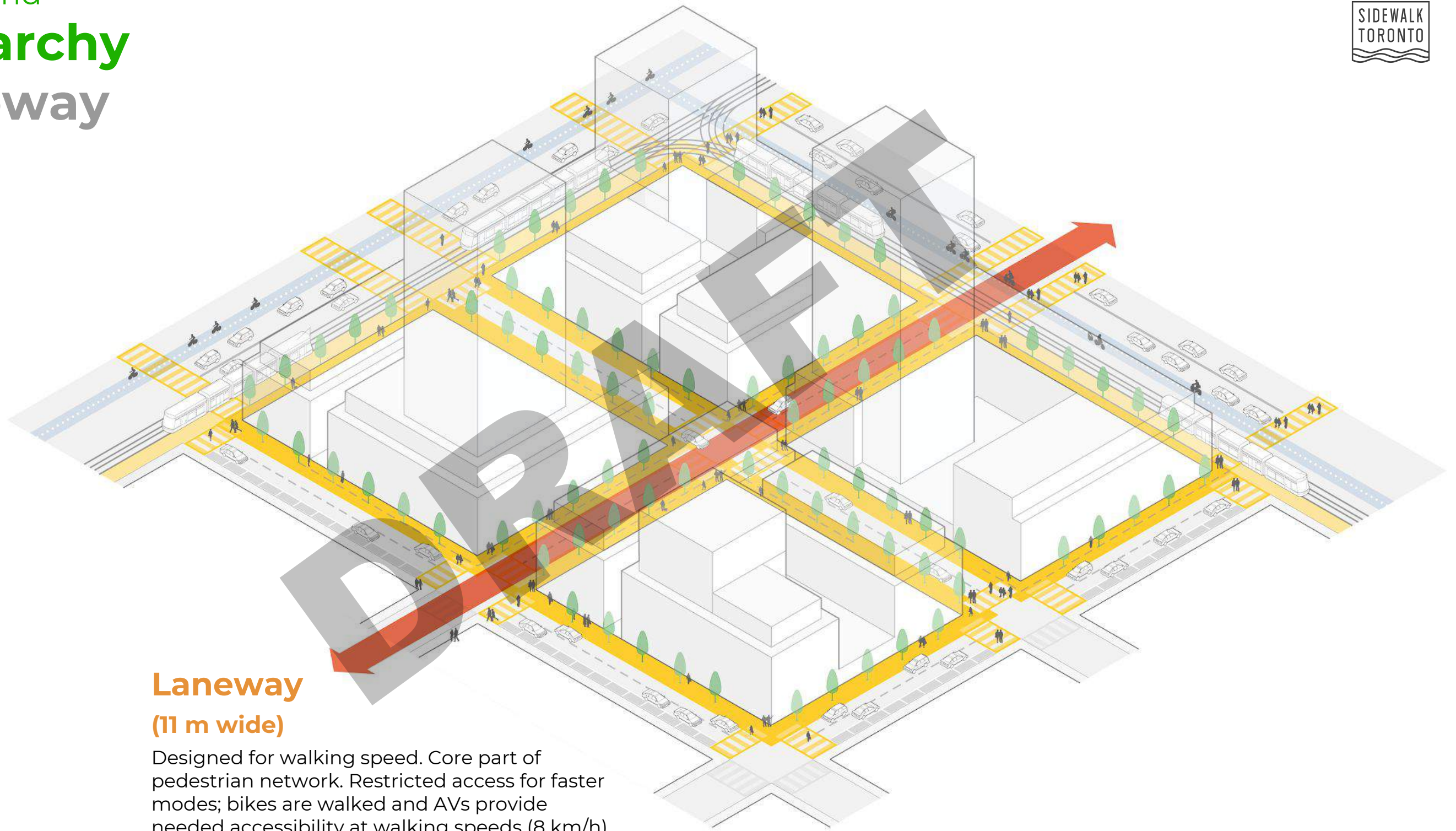
# Hierarchy

## Accessway



### Accessway (16 m wide)

- Designed for cycling speed (~20 km/h)
- Core part of cycling/pedestrian network
- AV access only at bike speeds, for local access and deliveries
- Dynamic pavement, but always facilitating cycling and pedestrians



### Laneway

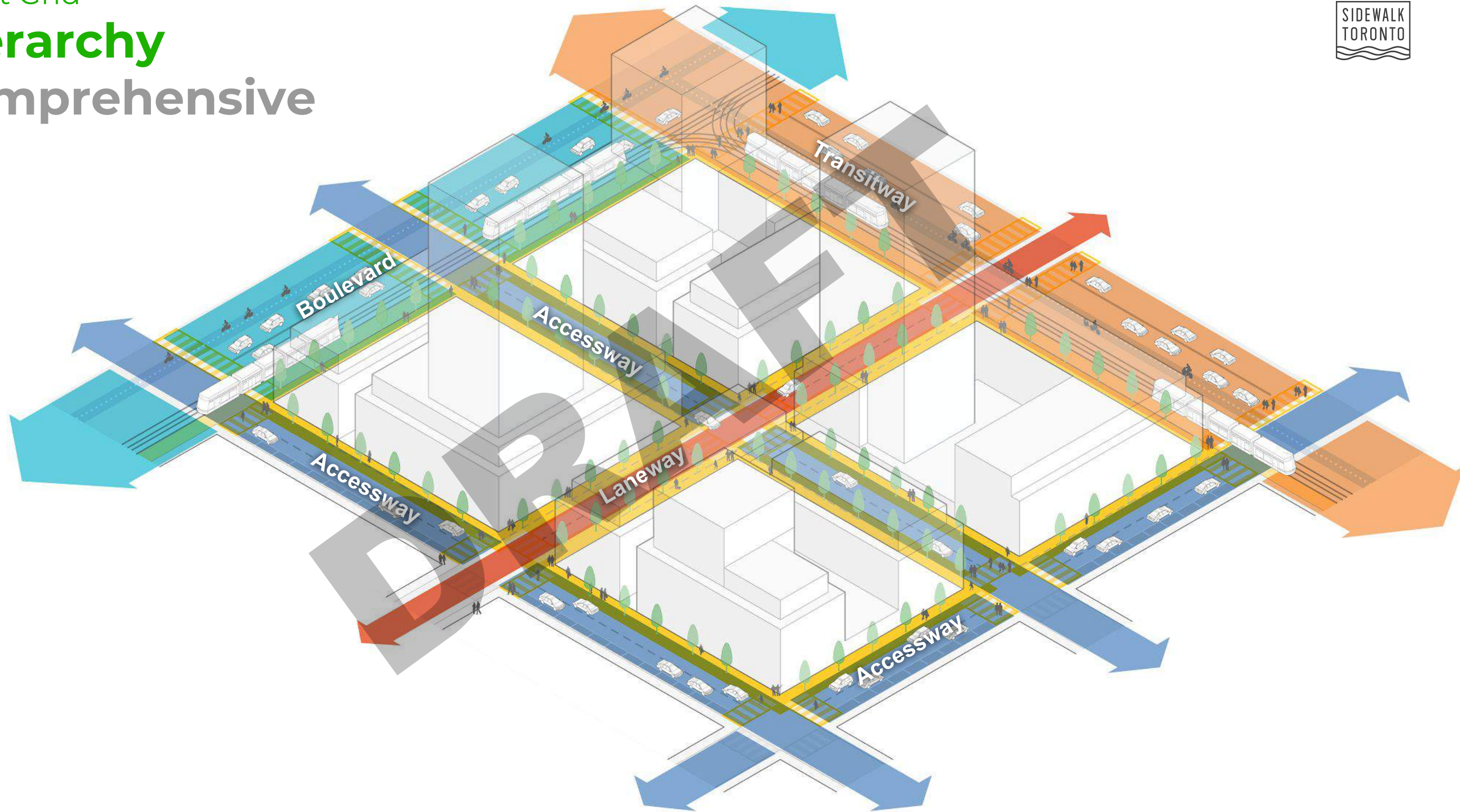
(11 m wide)

Designed for walking speed. Core part of pedestrian network. Restricted access for faster modes; bikes are walked and AVs provide needed accessibility at walking speeds (8 km/h)



# Hierarchy

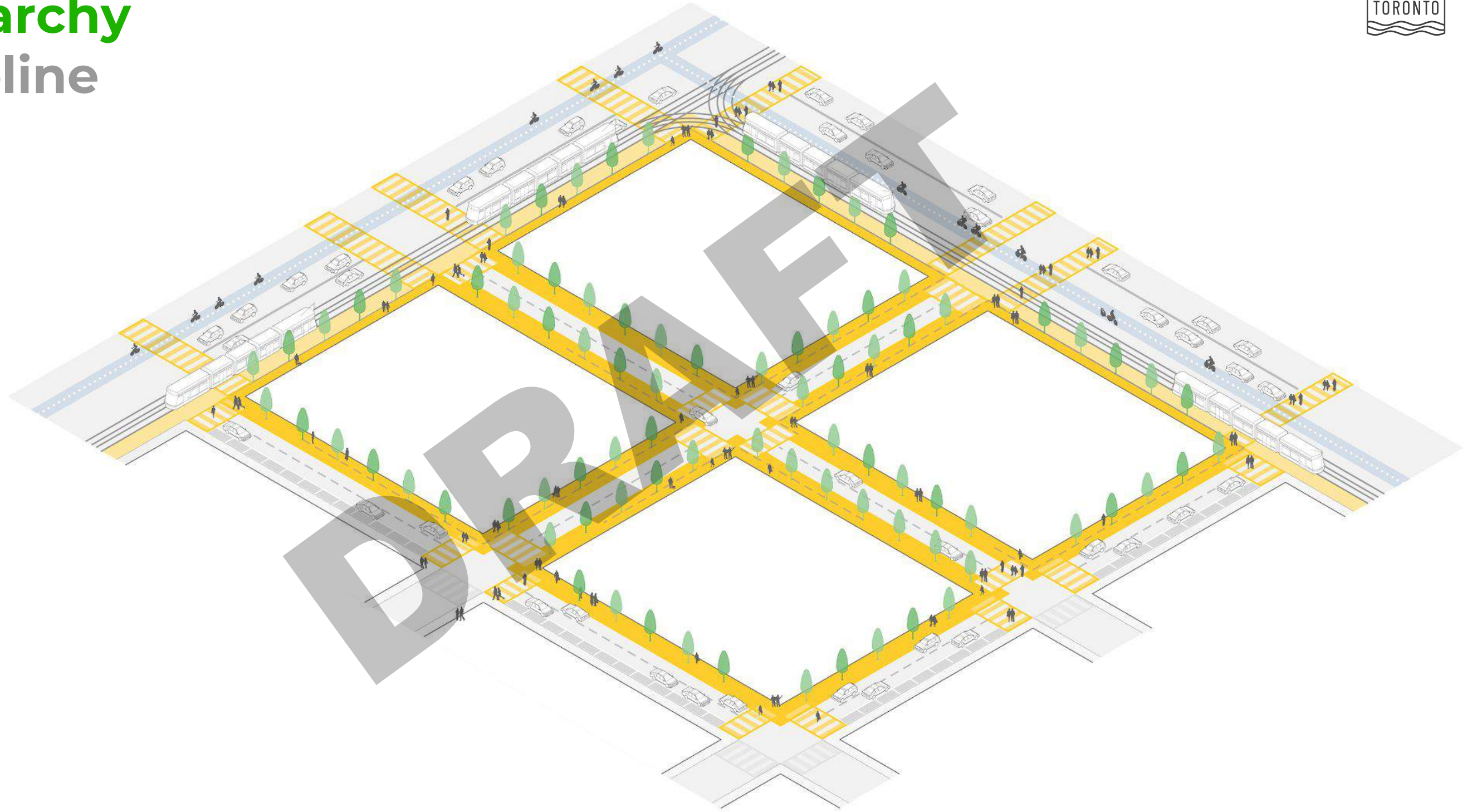
## Comprehensive



Street Grid

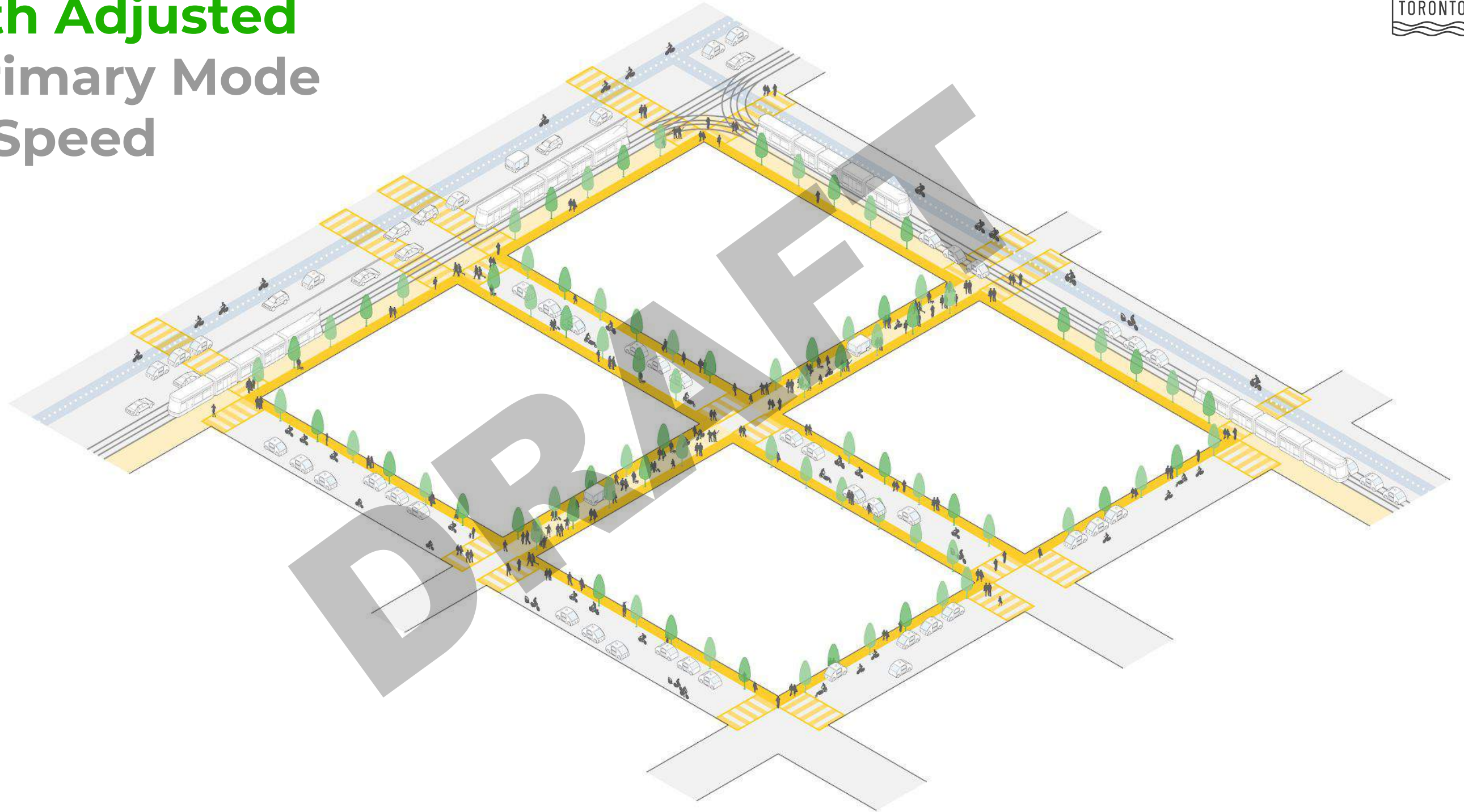
# Hierarchy

## Baseline

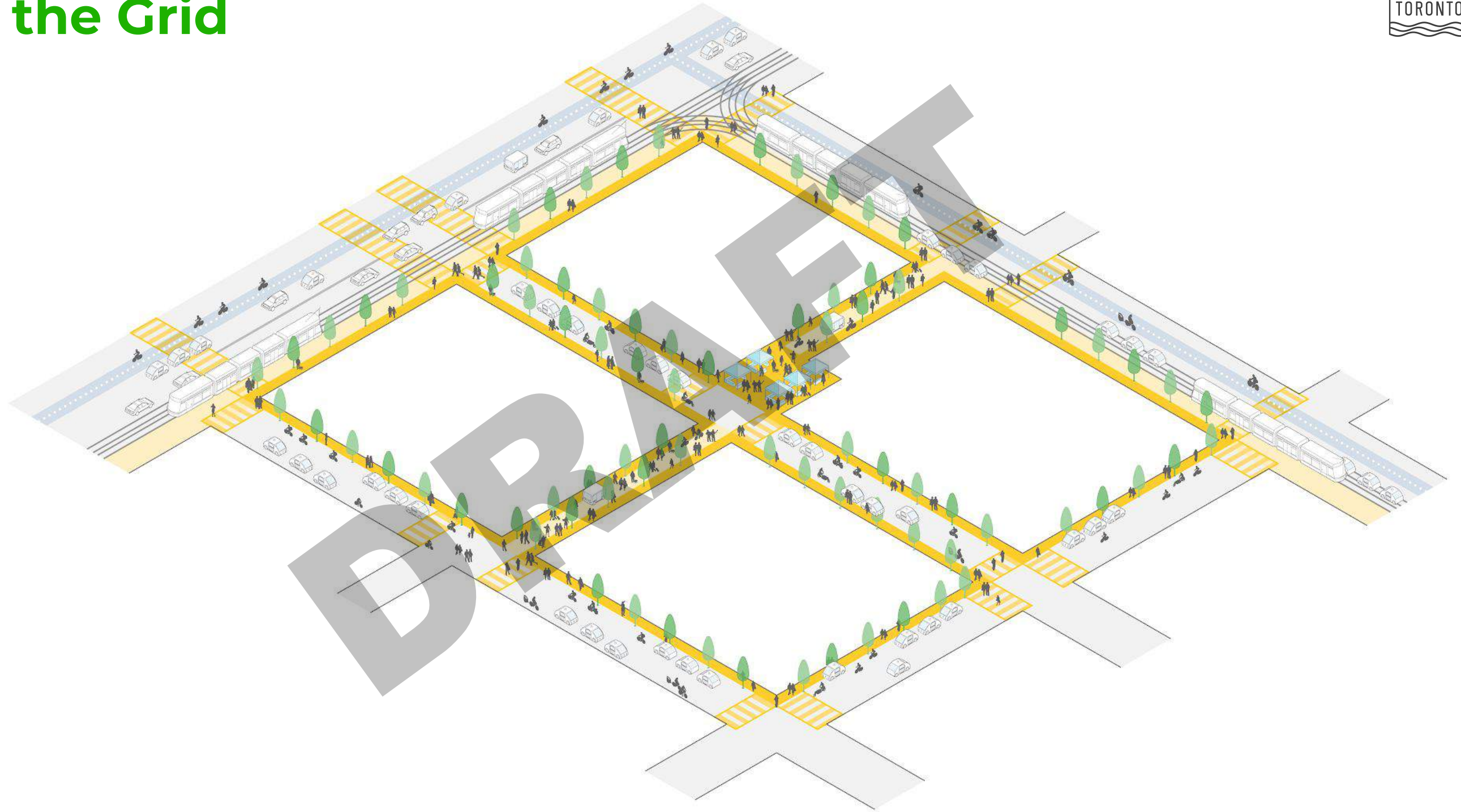


Street Grid

# Width Adjusted to Primary Mode and Speed

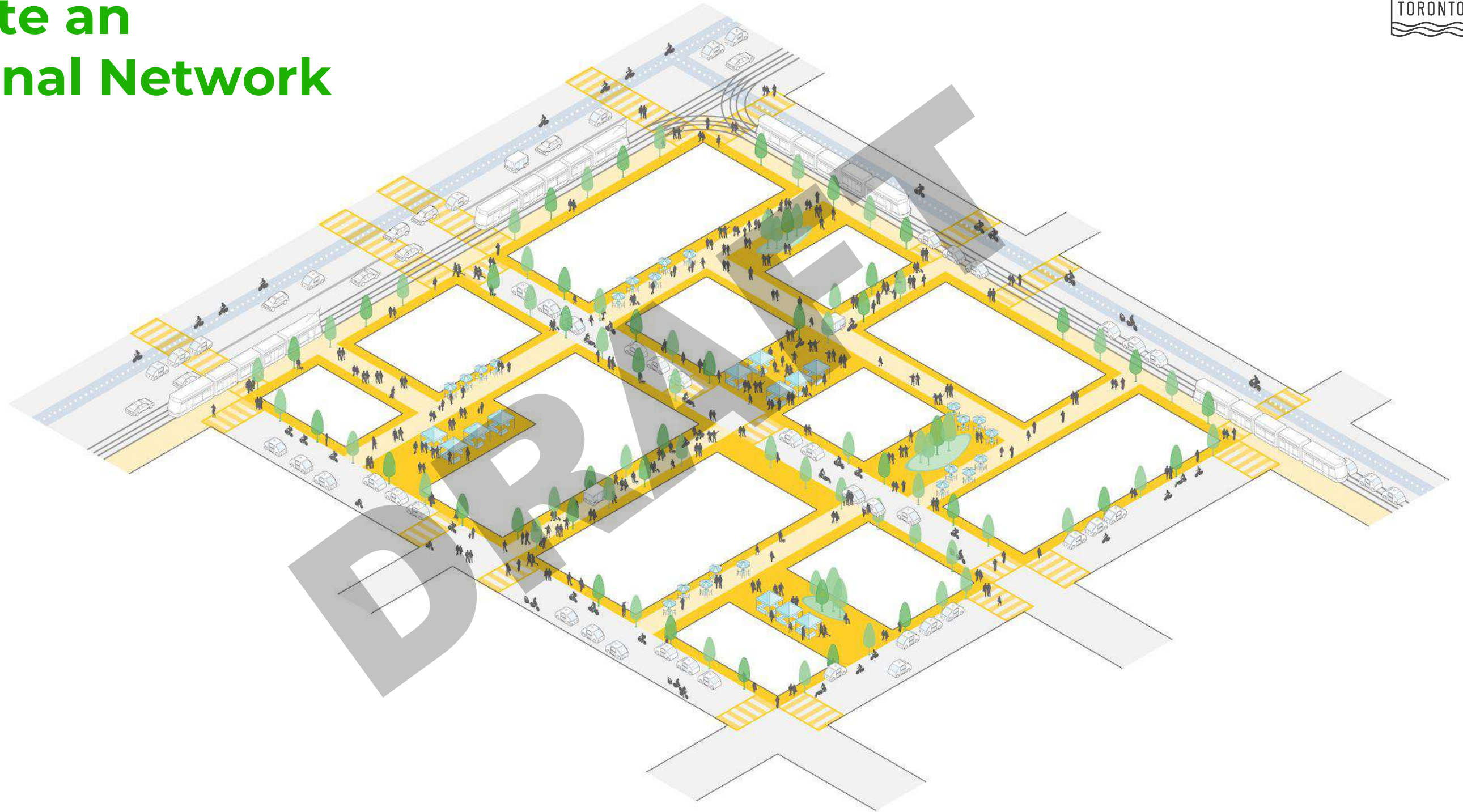


# Shift the Grid



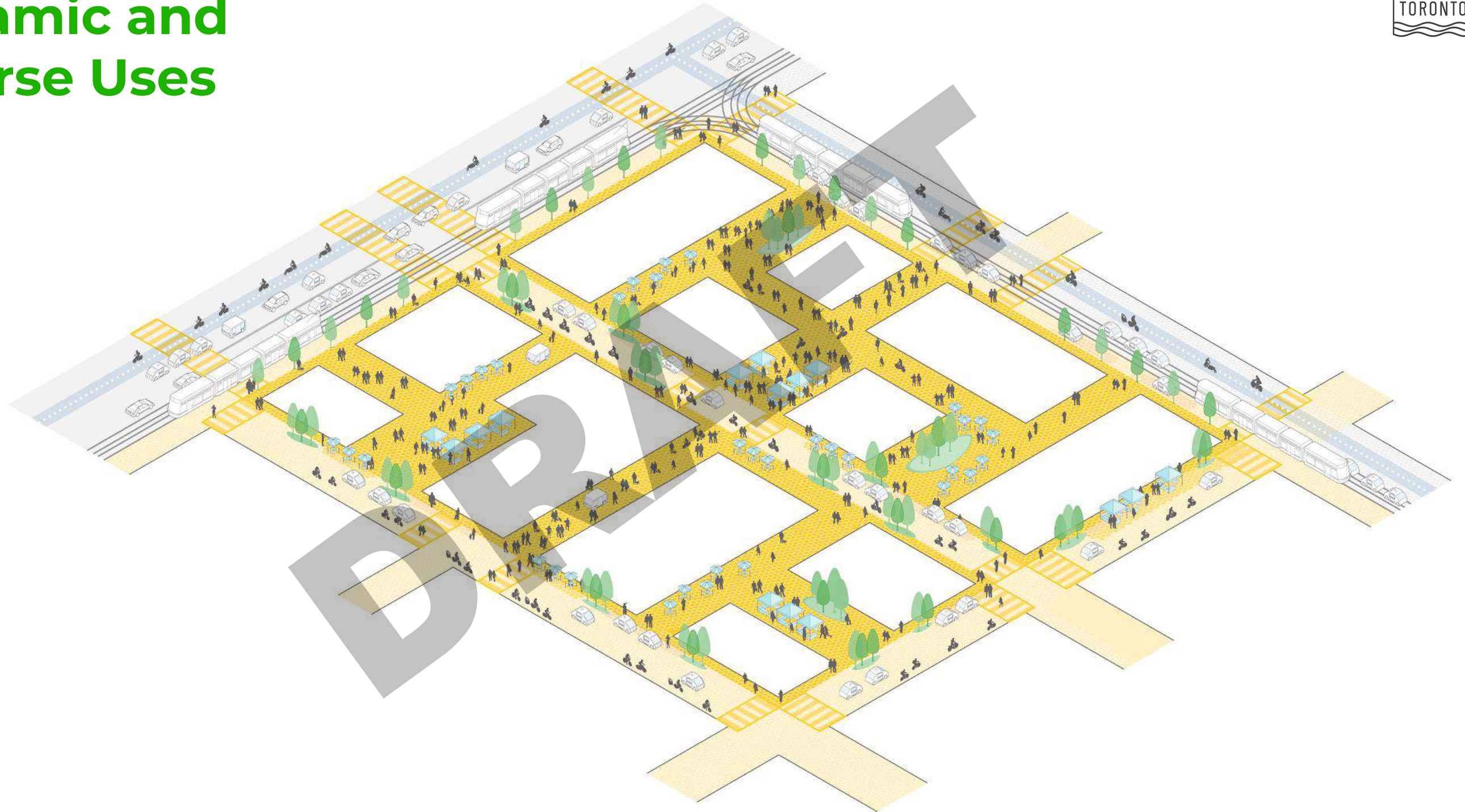
Street Grid

# Create an Internal Network

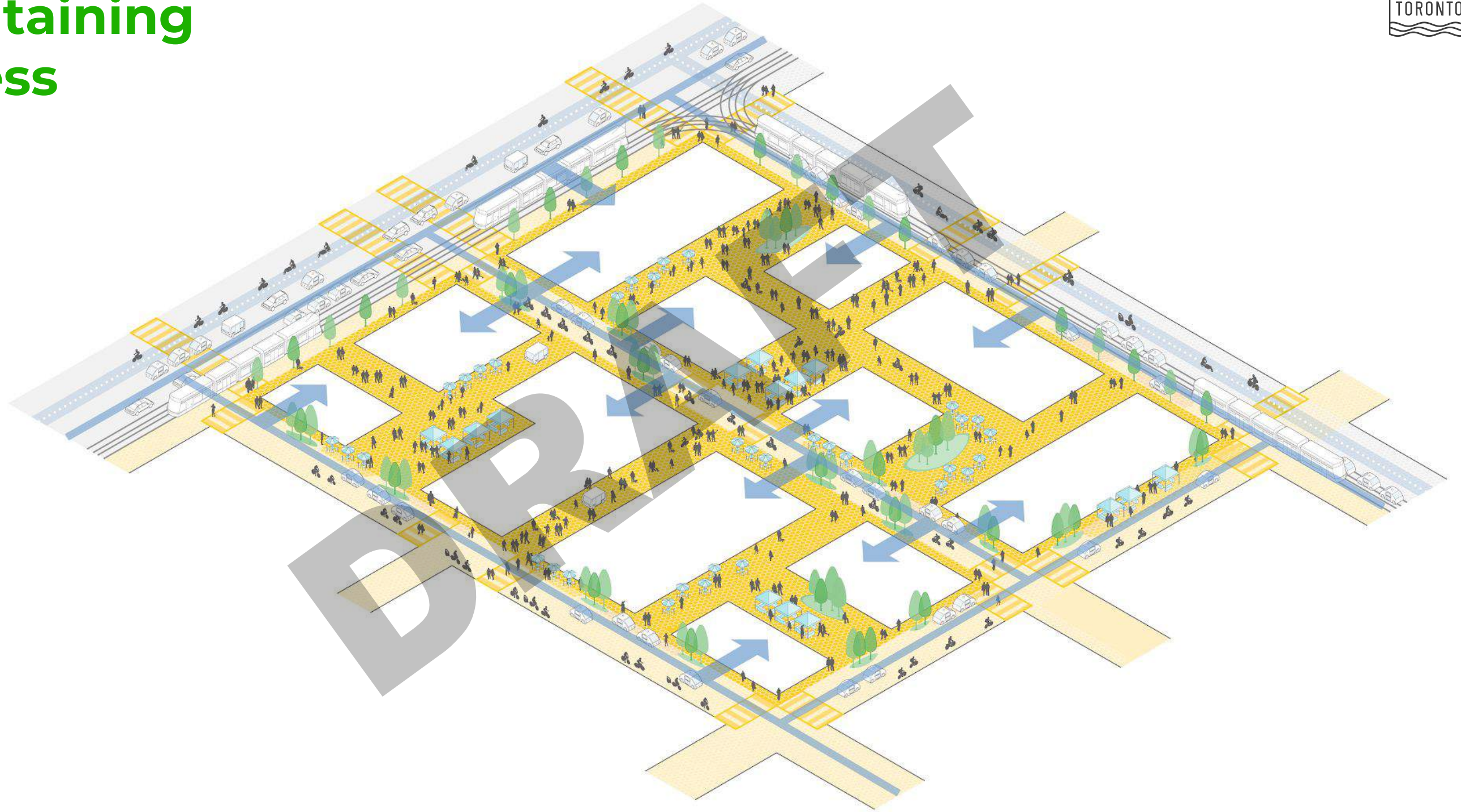


Street Grid

# Dynamic and Diverse Uses

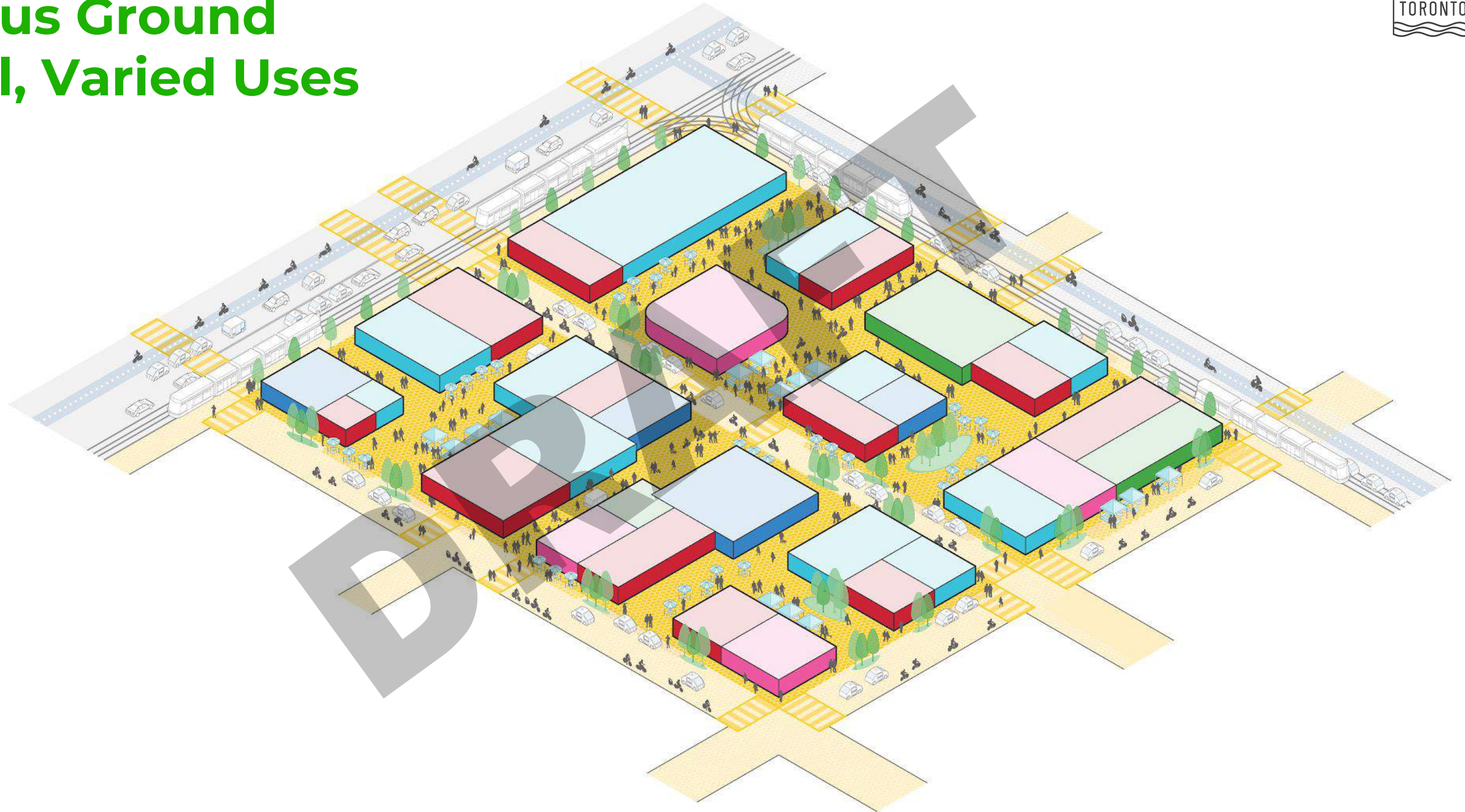


Street Grid  
**Maintaining  
Access**



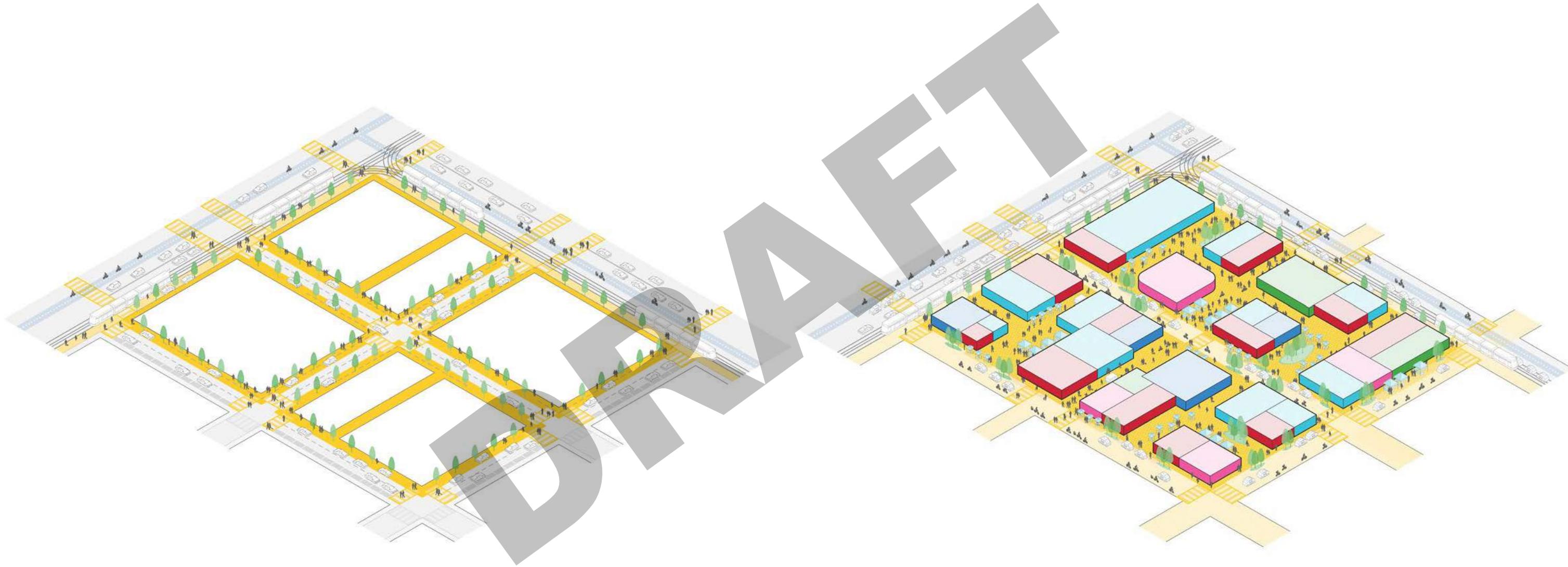
Street Grid

# Porous Ground Level, Varied Uses

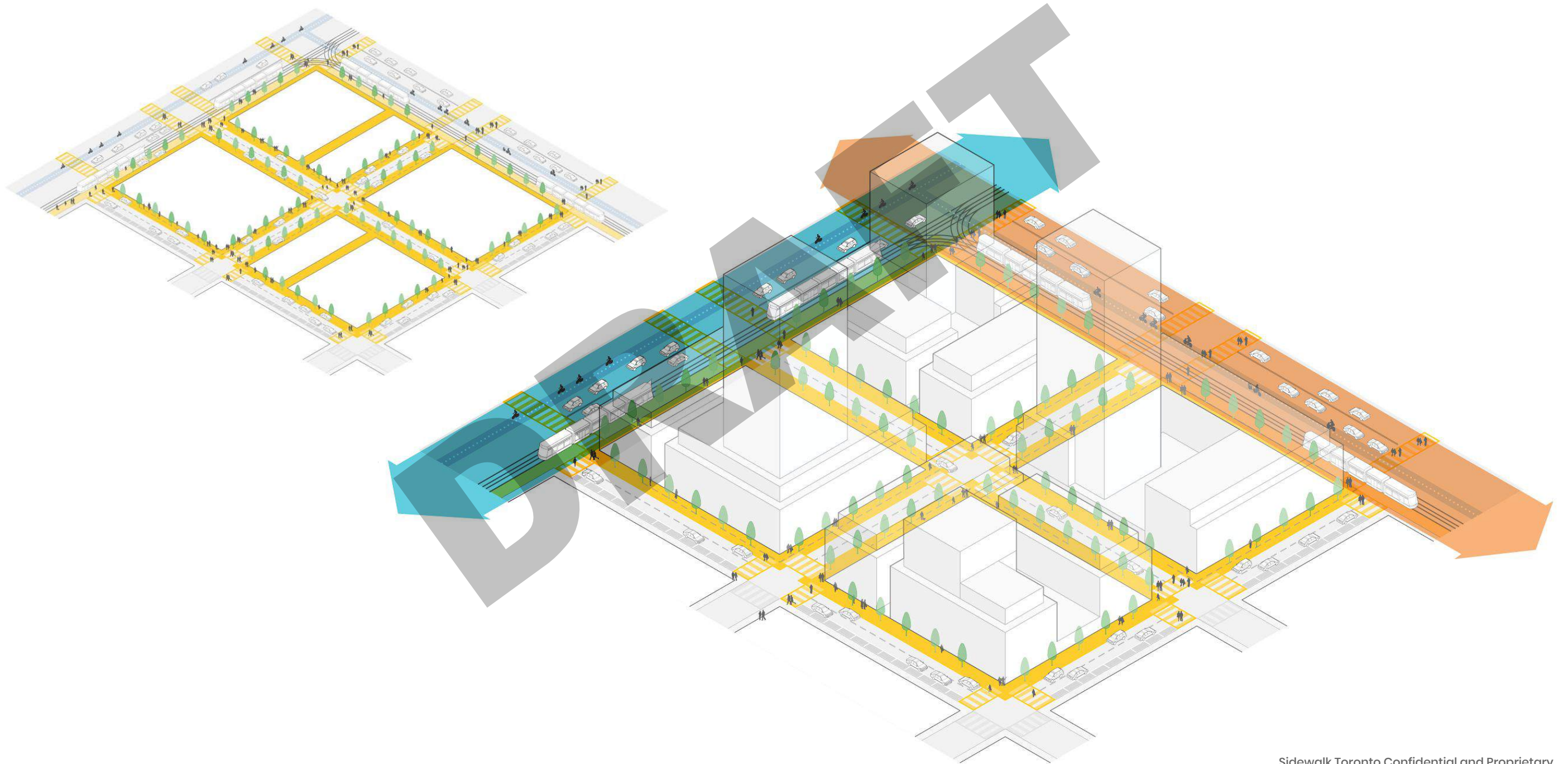




Street Grid  
**Side by Side**



# What Might This Mean for Queens Quay East



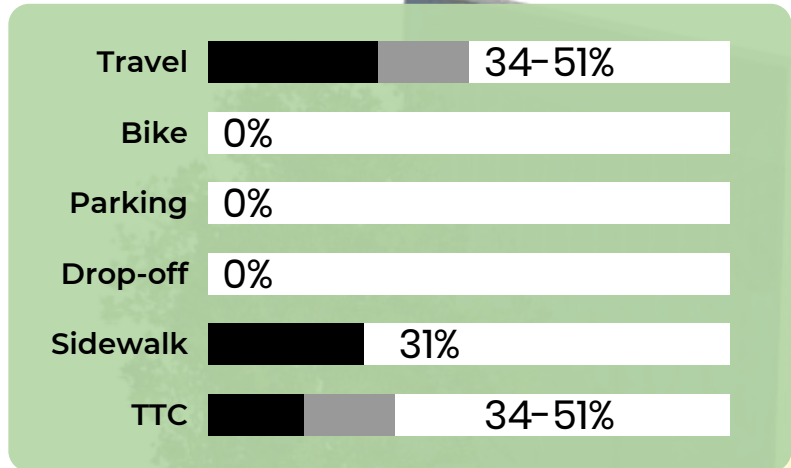
## What Might This Mean for Queens Quay East

We are looking at alternatives for the design of this street...

**and have started to visualize 5 different approaches to Queens Quay.**

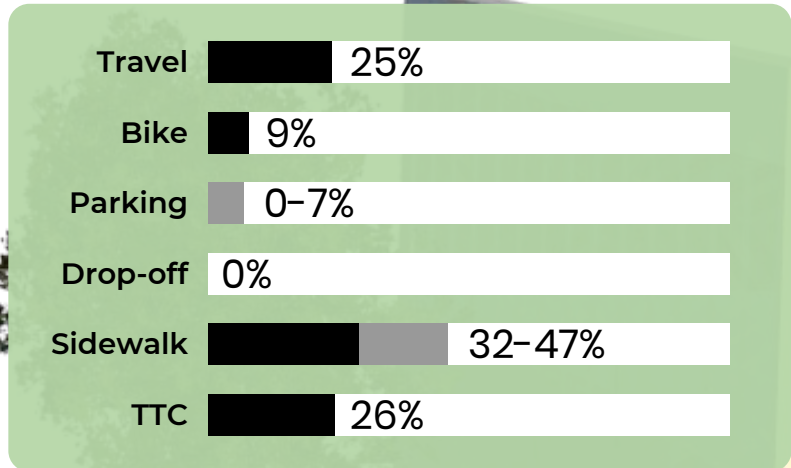
Over the coming months we will work together with the public, City, and TTC staff to assess the feasibility and evaluate the pros and cons of these options.

# Cross Section Queens Quay – 1/5



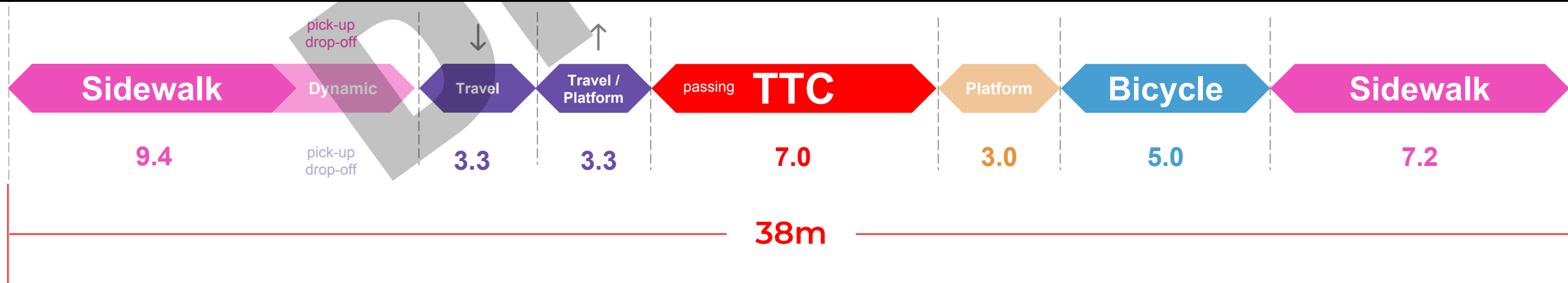
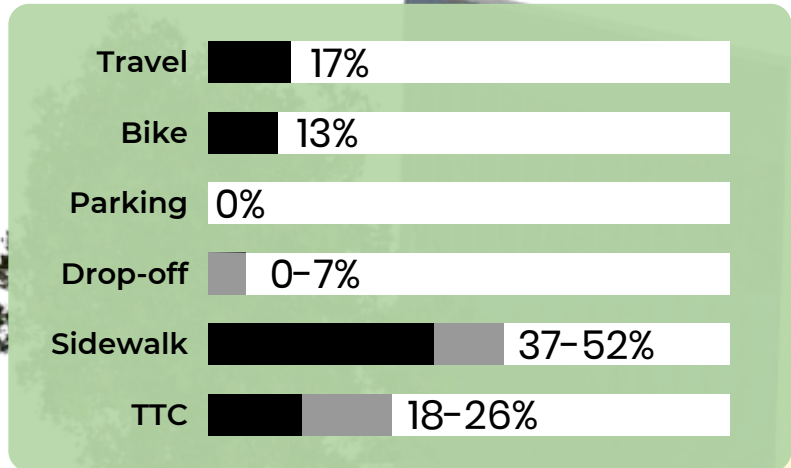
38m

# Cross Section Queens Quay – 2/5

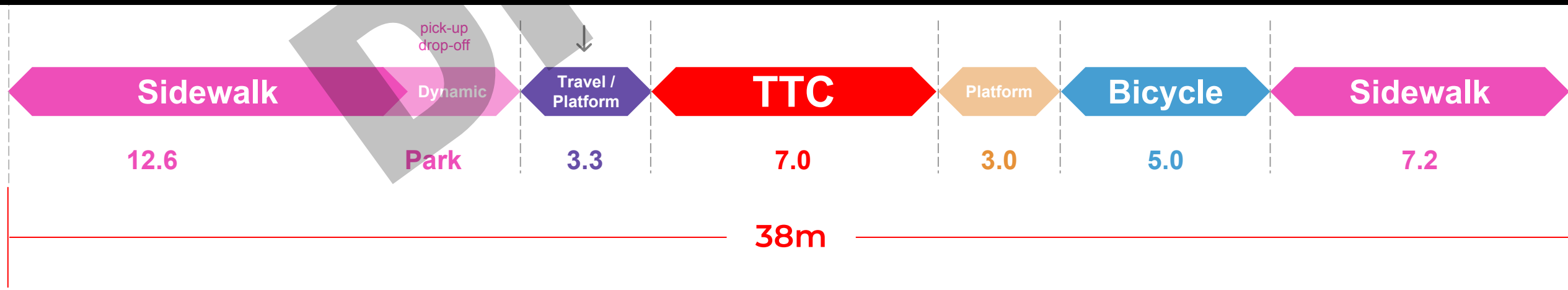
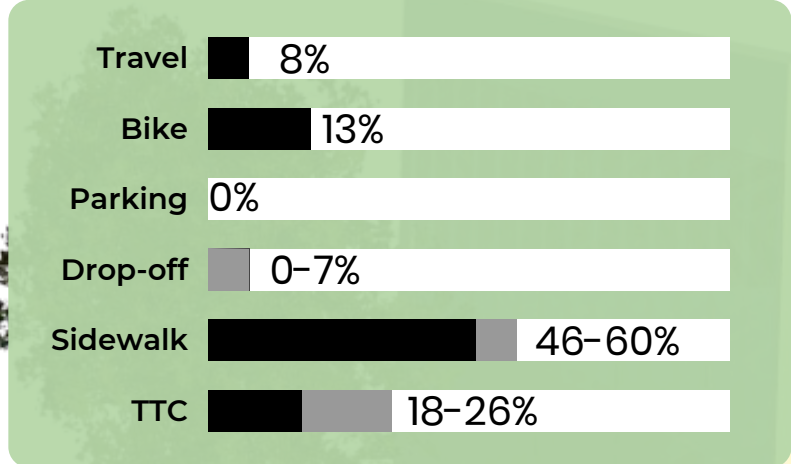


38m

# Cross Section Queens Quay – 3/5



# Cross Section Queens Quay – 4/5



# Cross Section Queens Quay – 5/5

