



East Waterfront LRT – Lower Bay St. Visioning

Issues Identification

Sept. 22, 2021

East Waterfront LRT Project

Lower Bay St. Visioning

Proponent: WT/TTC/CoT

Design Team: West 8/DTAH/Arup

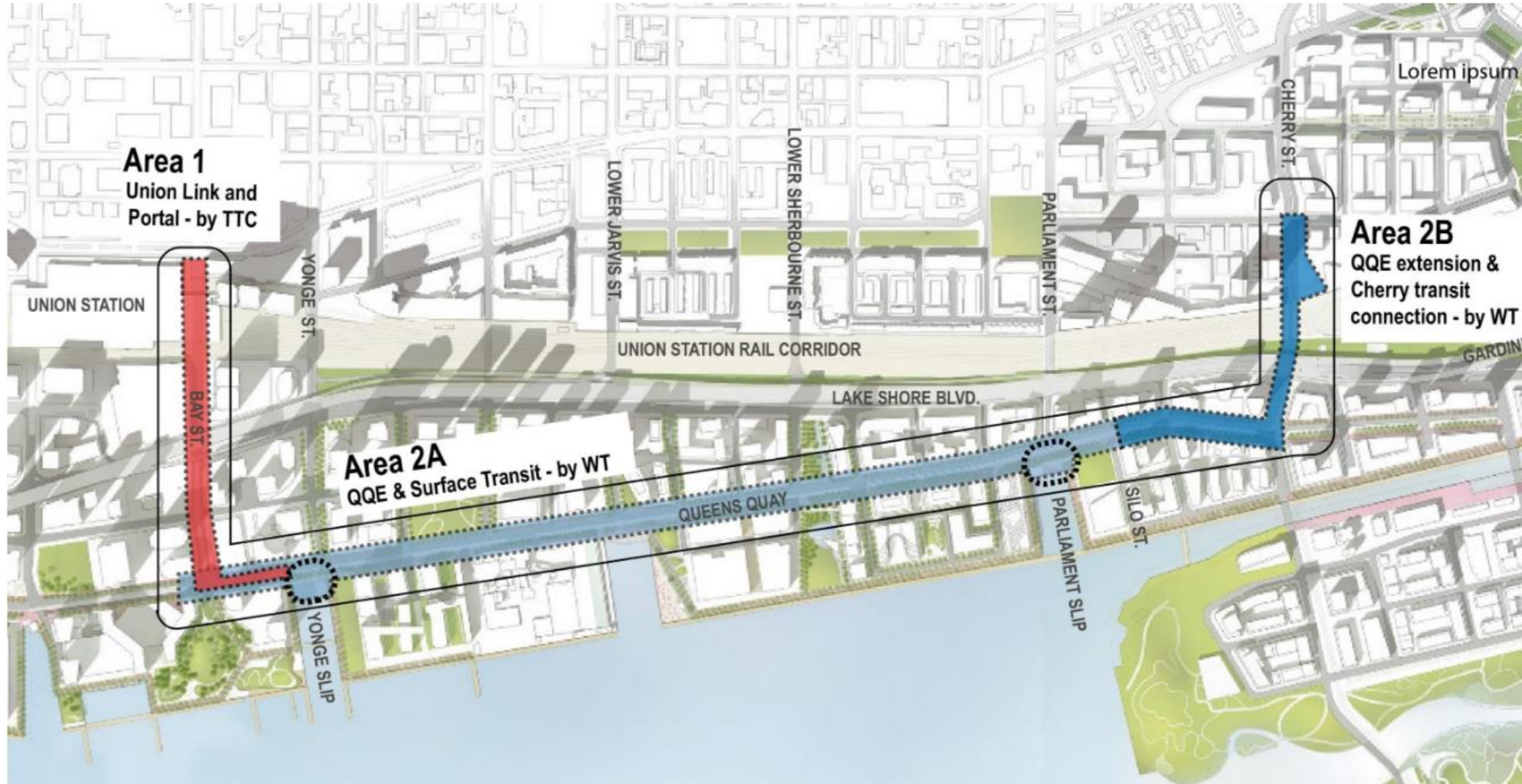
Review Stage: Issues Identification

Scope Areas

Area 1 Underground Link - Union Station Loop expansion, tunnel, Queens Quay Station expansion and East and West Portals. (Managed by TTC)

Area 2A Surface Transit Queens Quay East between Bay St. and the Silos including slip fill at Yonge and Parliament. (Managed by Waterfront Toronto)

Area 2B Surface Transit Queens Quay East extension to New Cherry Street and LRT connection along New Cherry Street, from Queens Quay to the Distillery Loop. (Managed by Waterfront Toronto)



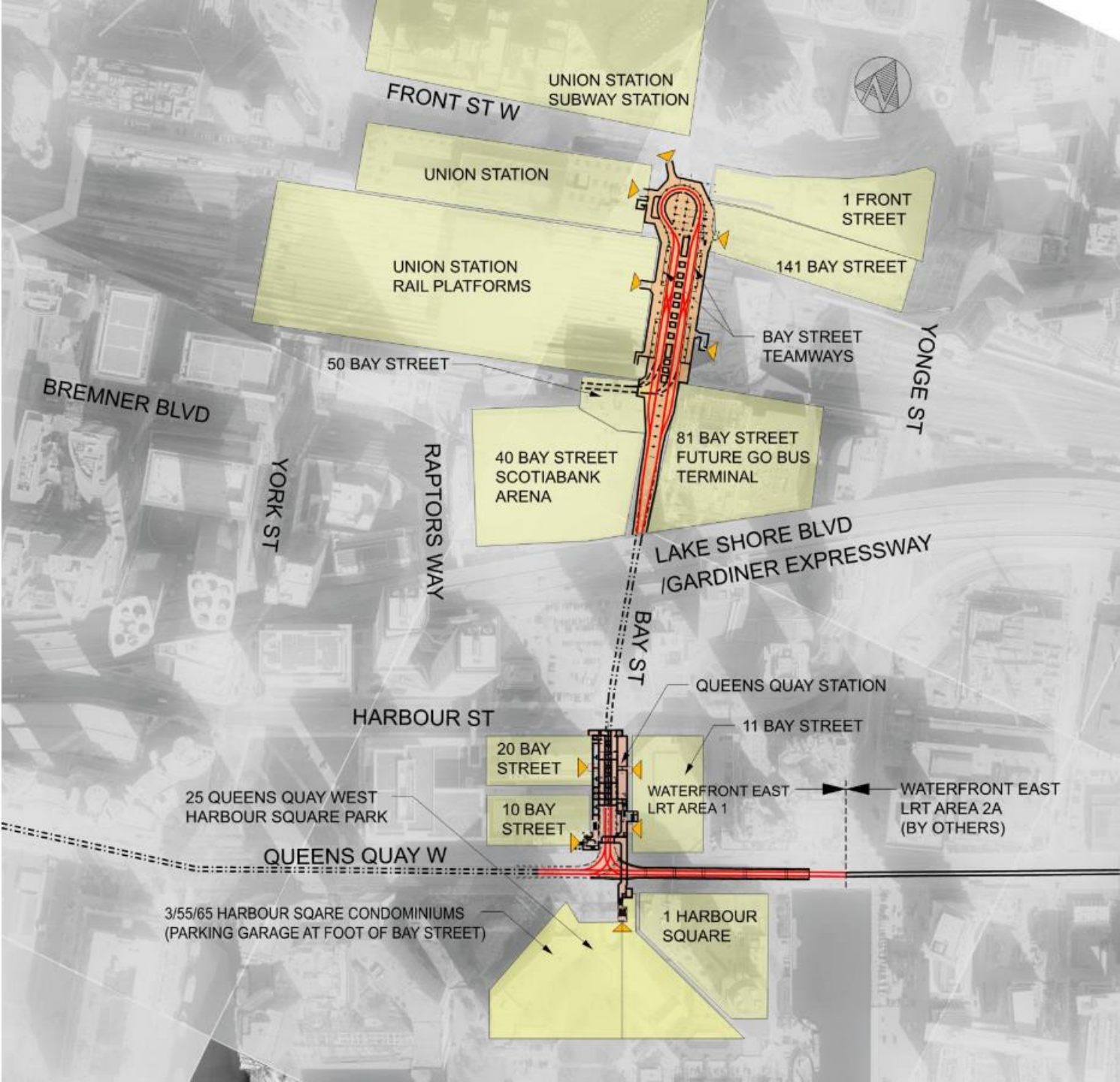
Area 1 Union to Queens Quay Link

Scope of Work

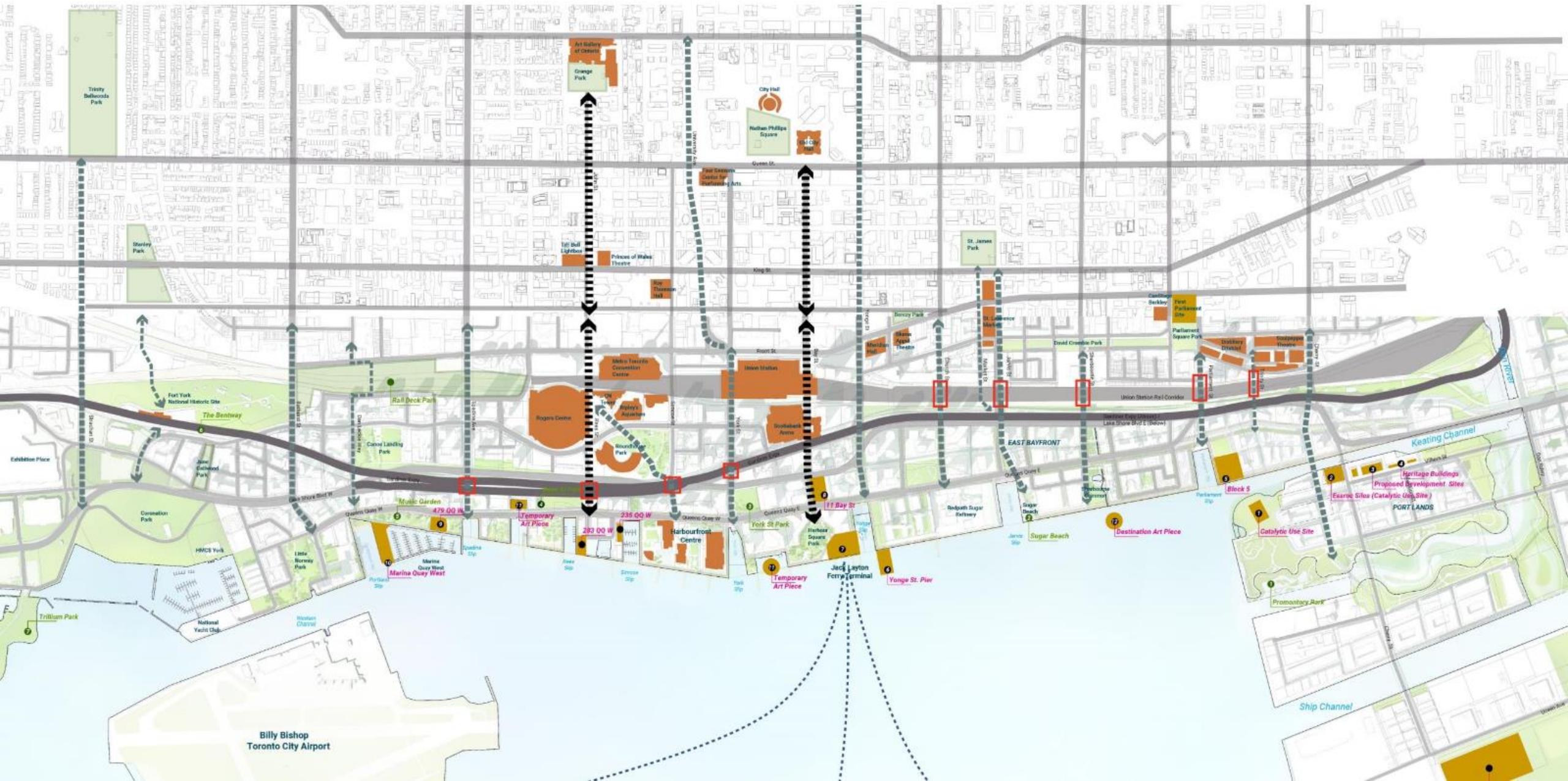
Expansion of underground link between Union and Queens Quay stations under Bay St. with new platforms to serve East LRT extension

Road restoration and public realm enhancement on Bay St. from Front St. to Queens Quay

New portal structure and canopy on Queens Quay East between Bay and Yonge St.



Bay St. is a key connection from the City to the Waterfront



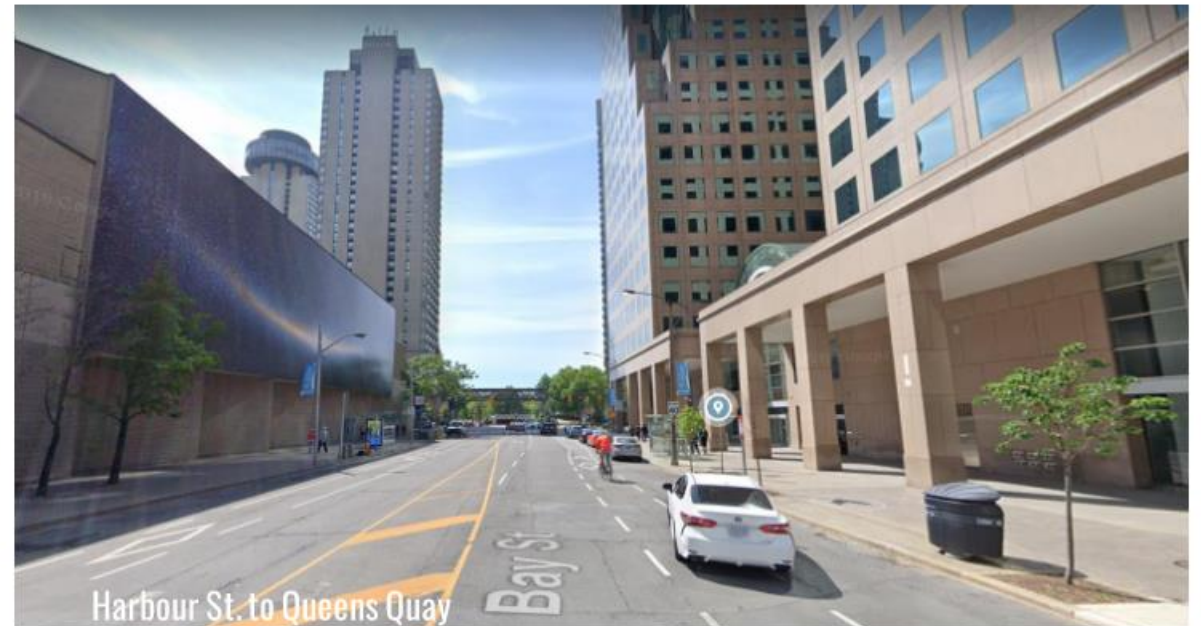
Existing conditions

Lower Bay St. Visioning

Proponent: WT/TTC/CoT

Design Team: West 8/DTAH/Arup

Review Stage: Issues Identification



Functional Requirements

Lower Bay St. Visioning

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Review Stage: Issues Identification



Rush hour traffic congestion to access the WB Gardiner and Lakeshore



Large volumes of Pedestrians (commuters)

User Groups & Space Needs

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Pedestrians



Bay Street is on of the most important pedestrian connection between the Waterfront and Union Station.

Bus Drivers and Riders



Equity-serving and efficient surface public transit. Convenient and safe charter bus access in the summer for children's camps.

Cyclists



One of many new planned N-S cycling connections between Downtown and the Waterfront, and important opportunity for Ferry Terminal Access.

Emergency Services Providers



Access along Bay Street and to standpipes.

Motorists



Re-evaluate the role of Bay Street in Transportation Planning Network for motorists. Consider prioritizing local traffic (along with transit) over through traffic.

Curbside Uses



Laybys for taxis, uber, food trucks etc.

Coordination with Future Developments

Lower Bay St. Visioning

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Design Team: West 8/DTAH/Arup

Review Stage: Issues Identification



30 Bay St.



45-141 Bay St.

Coordination with other Major Projects



Lower Yonge



TO Core - Great Streets

DRP Stream 2: Public land

Project Approval Stage

Lower Bay St. Visioning

Proponent: WT/TTC/CoT

Design Team: West 8/DTAH/Arup

Review Stage: Issues Identification

Bay St. Visioning

September 2021
Stage One review

Area 1 Union Link

March 2021
Stage One review

September 2021
Stage Two review

PARTNER PROCUREMENT

STAGE 1 REVIEW:
ISSUES IDENTIFICATION

STAGE 2 REVIEW:
SCHEMATIC DESIGN

STAGE 2 REVIEW:
SCHEMATIC DESIGN*

STAGE 3 REVIEW:
DETAILED DESIGN

STAGE 3 REVIEW:
DETAILED DESIGN*

STAGE 4 REVIEW:
CONSTRUCTION DOCUMENTS*

AGENCIES SIGN-OFFS

Government Agencies Sign-offs

Waterfront DRP Consensus Comments

March 2021: Waterfront LRT Area 1 – Issues Identification

Lower Bay St. Visioning

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Review Stage: Issues Identification

Bay Street

- Given the “cut and cover” work required, the project is a once in a hundred-year opportunity for a cohesive re-envisioning of the entire Bay Street. Consider developing a **master plan strategy** to provide an opportunity to **capture all modes of traffic in the area**, and **connect both existing and future development** pieces in a bold design scheme.
- Consider holding a design competition to create a unique vision for Bay Street. With their public realm design experience, Waterfront Toronto can take on this responsibility.
- Consider **permanently reducing Bay to one lane in each direction**. The road reduction will provide widened sidewalk for accommodating at-grade traffic at the intersections and clearance for improved station access experiences, i.e. naturally lit station access points. A permanent reconfiguration to a single lane in each direction on Yonge Street from Gerrard to Queen was recently adopted by City Council.
- **Map the infrastructure below grade** to ensure landscaping areas are feasible and maximize the improvement to the public realm.
- **Provide cross sections** of Bay Street at the next review, **along the entire length of Bay Street**, to demonstrate how the design ties the public realm together.
- Provide **wayfinding and signage strategies** at the next review.

Workshop I: Four Conceptual Test Fits for Lower Bay St.

Breakout Room 1 - "La Rambla"

Character and Layout

It could be an opportunity to consider daylighting directly into the station at Queens Quay Station, an strategically placed small-scale structure that could also incorporate planters and benches.

(Adel) more flexible to accommodate needs: curbside, adjacent properties, users, and time-of-day use (e.g. closure for games, extending the pedestrian space into the median at off-peak period)

Will plantings on top of the tunnel deck be possible?

Like the way pedestrian connectivity across the site of traffic possibilities and a "water" element like a "water" facility.

If feasible this option would make for the greatest overall experience to the waterfront and into a park. It would also make it easier to close parts of the street for events.

The views along would be landmark to the

Because this stretch of Bay Street does NOT have a lot of retail flanking the street, this median program would

Median option accommodates the current top-sided limitations

Median trees will get better light exposure



West Side Rambla: Extra Wide West Boulevard, Magnificent Canopy



Toronto's "Champs Elysees": Great Sidewalks



West Side Bioscape: Botanic Diversity, Stormwater Corridor with Skyscrapers

Workshop II: Two Functional Traffic Plans based on La Rambla Concept

Bay Street Concept 1 Transit Only (45 Bay Excepted), Bike Lanes

Plan 1:1000

Sections

- SECTION 1: 1000 Bay Street - 17 Bay Street**
 - A1: Transportation planning, vision is compelling, and biggest advantage for improving conditions of L&B because of parking conditions due to weather events.
 - A2: Include transportation conditions to be weighed by financial impact.
 - A3: Consider direction to include cycling facilities from Fort to Oak Union Station to include bike lanes for trip planning.
- SECTION 2: 1000 Bay Street - 1000 Bay Street**
 - B1: Identified pedestrian edge conditions and current proposed lighting as income starting point. Potential to flag lighting and parking, and signage, and other application.
 - B2: Cycles dedicated use area is preferred for women and children.
- SECTION 3: 1000 Bay Street - 1000 Bay Street**
 - C1: Two deck layout, and reduce height, start from observation.
- SECTION 4: 1000 Bay Street - 1000 Bay Street**
 - D1: Consider quality of public realm.

Bay Street Concept 2 30 km/hr Mixed Local Traffic

Plan 1:1000

Sections

- SECTION 1: 1000 Bay Street - 17 Bay Street**
 - A1: Footboard left side street at 4-5m wide. Consider parking for pedestrian space.
 - A2: City is center median centered with two side lanes. Potential bike corridors for pedestrian.
 - A3: Pedestrian is for symmetrical to reduce conflict. Width of sidewalk, cycle, and vertical profile.
 - A4: Center median is not necessarily path of least resistance. Consider potential resources for such that sidewalk case is worth studying.
 - A5: Different users and different way of thinking and users may take different route.
 - A6: Light poles are smaller, may be better as trees.
 - A7: Center median.
 - A8: 11 Bay conditions and to be discussed further.
- SECTION 2: 1000 Bay Street - 1000 Bay Street**
 - B1: Intention to focus condition where cycle and pedestrian are separated. Prioritize the pedestrian.
 - B2: West sidewalk starts center median north of Oak using the street together.
 - B3: Consider compromise pedestrian in some locations for turning radius and layout.
- SECTION 3: 1000 Bay Street - 1000 Bay Street**
 - C1: Street use is multiple of side street.
 - C2: Center street extension is important.
- SECTION 4: 1000 Bay Street - 1000 Bay Street**
- SECTION 5: 1000 Bay Street - 1000 Bay Street**

Bay Street Workshop June 29, 2021 1/7

Bay Street Workshop June 29, 2021 2/7

Bay St. Study Status & Next Steps

Lower Bay St. Visioning

Proponent: WT/TTC/CoT

Design Team: West 8/DTAH/Arup

Review Stage: Issues Identification

Work done so far:

- Conceptual Visions
- Two workshops & summary of feedback
- Preliminary feasibility analysis (Harbour to Queens Quay)
- Class 5 costing

Future Requirements:

- Schematic design and Class 3 costing
- Technical feasibility work (e.g. multi-modal network analysis)
- Coordination with underground work and other infrastructure initiatives in the vicinity (e.g. Lower Yonge)
- Public consultation
- Implementation strategy
- Environmental Approvals

Areas for Panel Consideration

Waterfront Toronto

Lower Bay St. Visioning

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Review Stage: Issues Identification

- How could the reconstruction of Bay Street fulfil its potential as a key connector from the City to the Waterfront and create a continuous experience across different developments and barriers?
- Do the preliminary concepts presented today create a strong arrival experience to the waterfront?
- Do they integrate well with the current and future context?
- Is one of these two concepts more likely to work better to balance the different users and functional demands (large pedestrian volumes, commuters, buses, cyclists, vehicles accessing the Gardiner)? Is there another concept that should be considered?
- Are there additional public realm opportunities and integration with the underground work that the team should consider in visioning future Bay St.?

Lower Bay Street Visioning Design Review Panel - Issues ID

September 22, 2021

WEST 8 + dtah

Agenda

1/ The Opportunity of Lower Bay Street - Existing Conditions

2/ Workshop Process & Design Principles as Outcome

- Reference Projects
- 5 Preliminary Design Vision Principles
- Site Analysis, Opportunities, and Functional Demands

3/ Two Potential Concept Design Visions

DRAFT

The Opportunity of Lower Bay Street: how do we rebuild after Queens Quay-Union Link, 11 Bay and 30 Bay?



From Landfill Harbour Extension to Golden Carpet of Toronto



1922

Brown, garbage filled lakefront



1970's

**Vast parking lot context,
ambition for Green
Boulevard**

Steamship Terminal



Today

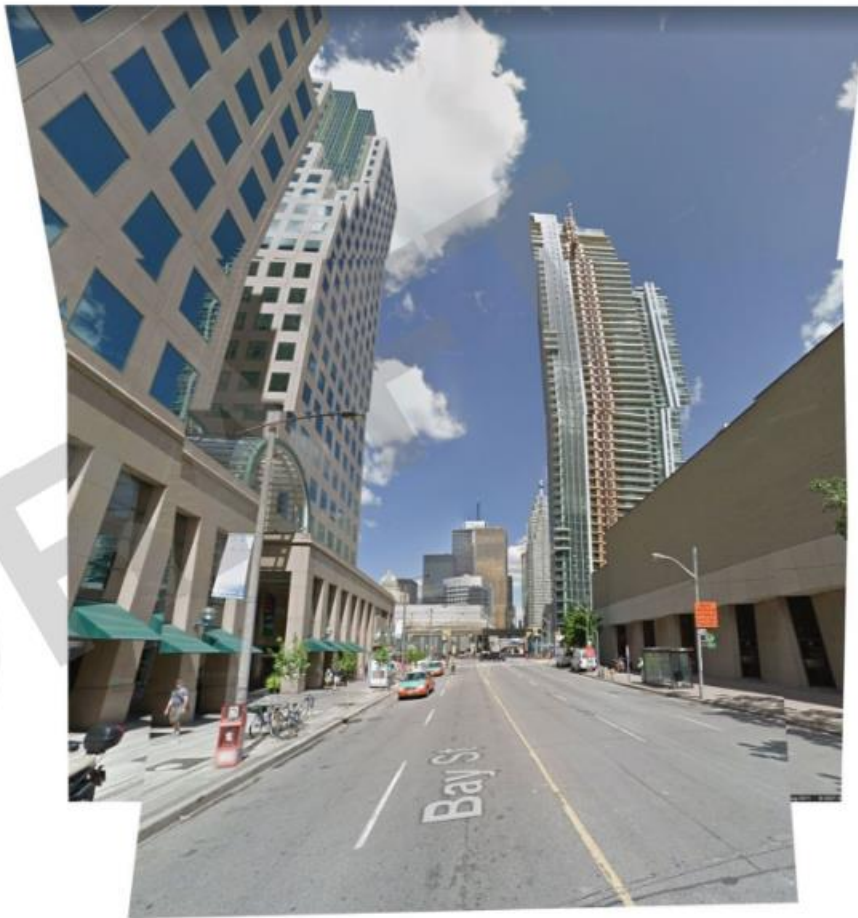
**Potential for Golden Carpet
Old City Hall to the Waterfront**

Union Station to the Ferry Terminal

Lower Bay Street: from Towering Welcome into Downtown Toronto to Lively Green Blue Waterfront



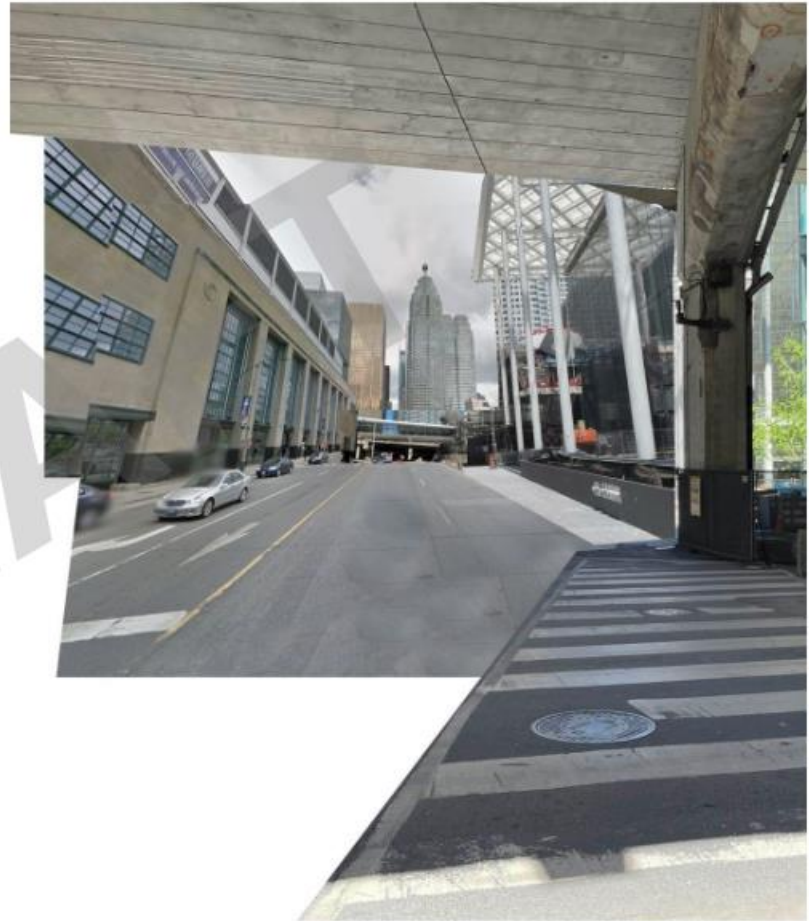
Queens Quay, JLFT



Harbour Street



Lake Shore Boulevard



Source: various YouTube videos of Bay Street and Lake Shore Boulevard During Rush Hour

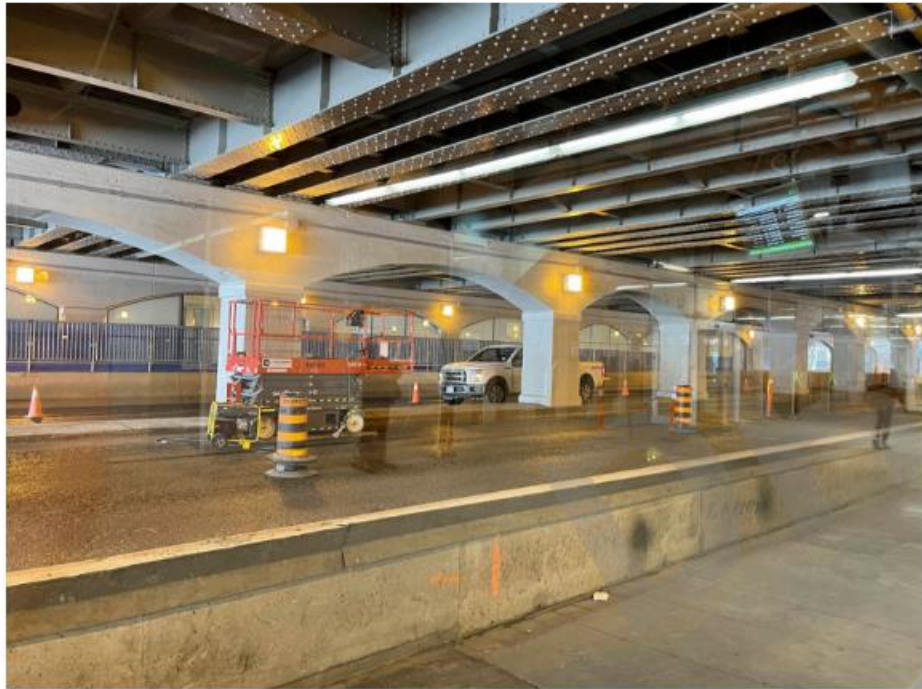
Union Station District / Front Street

250,000 passengers per day, \$824 million renovation



Source: various YouTube videos of Bay Street and Union Station District During Rush Hour

Union Station Rail Underpass - Heritage Structure



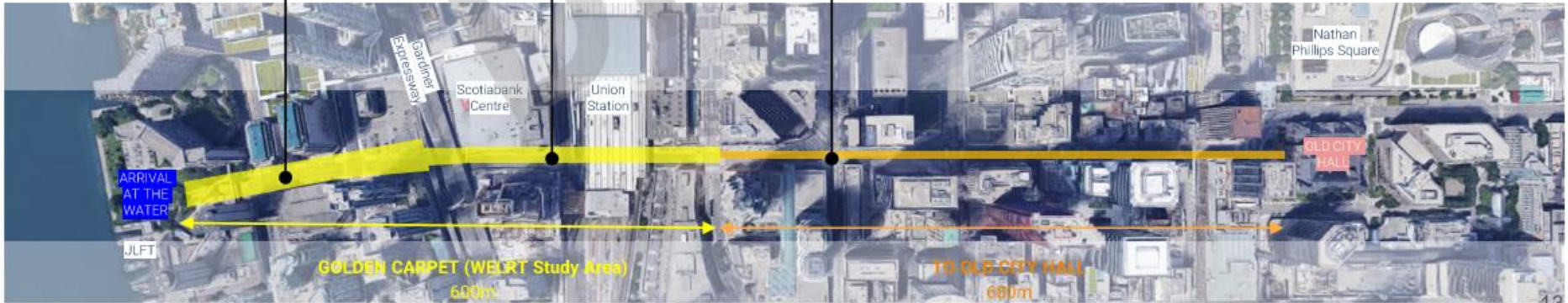
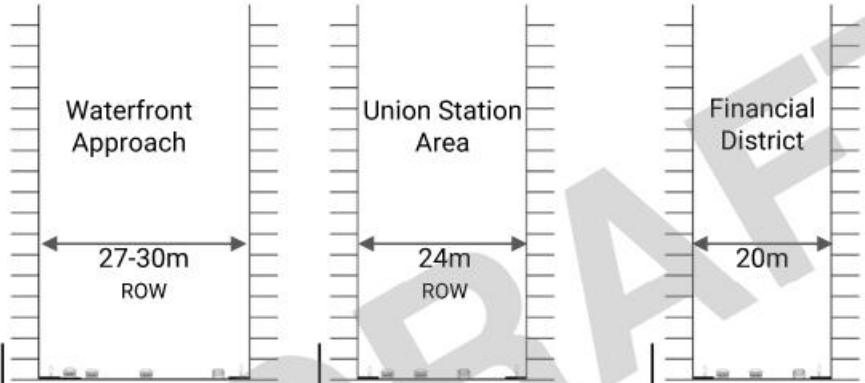
Brookfield Place Galleria, Toronto Financial District



Old City Hall, Romanesque Glory, Clock Tower as Anchor



Corridor Context: Opportunity for a Golden Carpet Experience Between Union Station and the Waterfront



Toronto Winter: Wind, Ice, and Darkness



Ambition for an Improved, Unobstructed Public Realm between Downtown and the Waterfront



✓ SAFE

✓ EQUITABLE

✓ ACCESSIBLE

✓ COMFORTABLE

✓ MICROCLIMATE

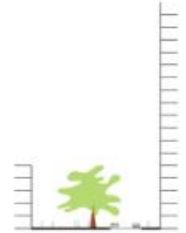
✓ BEAUTIFUL AND
SOPHISTICATED

How do we humanize the asphalt-dominant, car-centric experience, skyscraper scale context?

Workshop Process & Outcomes



Four Great Urban Streets as Sources of Inspiration



La Rambla, Barcelona: from Placa de Catalunya to the Water



Bioscape, New York: Biodiverse Linear Park Surrounded by Skyscrapers. Impactful Planting

Nathan Road, Hong Kong: Extra Wide West Boulevard, Magnificent Canopy



Champs Elysees, Paris: Great Sidewalks

Workshop Outcomes - Lower Bay Street Vision



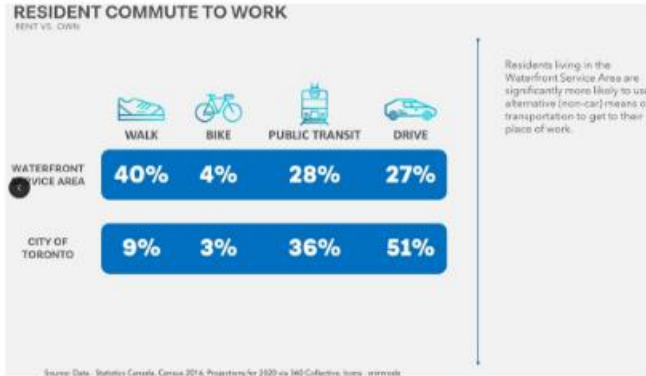
Workshop Outcomes: Preliminary Design Vision Principles

Seeking DRP Feedback

1. **A World Class Pedestrian Priority Street**
2. **Equitable, Efficient, and Memorable Transit Experience**
3. **BRAT (Bio-Retention Above Transit)**
4. **Light = Arrival, Winter Activation, Identity**
5. **Block and Context Sensitive**



1. A World Class Pedestrian Priority Street



Waterfront BIA Research shows **40% of residents walk to work.**

Traditional engineering network approach has emphasis on vehicular network. **Lower Bay Street could prioritize a high functioning pedestrian network.**

Very high pedestrian volumes expected in the area from Union Station Queens Quay Transit Link Study. **Peak Times include AM/PM rush hour, and summer months.**

"The ratio of pedestrians to cars is 10:1 during busy commuting times and expected to more than double."

- Union Station District Plan, 2006

1. A World Class Pedestrian Priority Street: High Quality Materials

Concept: Chic, Timeless, Durable Canadian granite tiles with special pattern on pedestrian boulevard



Reference: Smooth finish granite tile and curbs, 30 Bay public realm



Reference: Red granite tile, 31 Bay / Bank of Nova Scotia



Reference: Mix of smooth cobble and smooth tile, Paris



Reference: Mix of coloured stone tiles, Tverskaya Street, Moscow

2. Equitable, Efficient, and Memorable Transit Experience



- **Bus** (surface)
- **Streetcar** (underground)
- **Subway Connection** (underground)

Shared Cycle
Track Stop
(NACTO)
Sherbourne St,
Toronto (credit:
Payton Chung)



- **Bus** (surface)
- **Train Connection** (above ground)



- **ALL** transit users are pedestrians at some point in their travel experience.
- Lower Bay Street has a **high level of transit service.**
- Lower Bay Street is a **space of movement and transition between modes** of travel.
- **Separated bike lanes and integration of bus stops** are key design details.

3. BRAT (Bio Retention Above Transit)

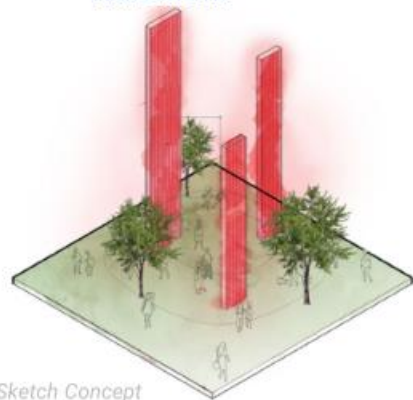


- Integrate bio retention, soil volume below the pedestrian promenade.
- Create impactful, 2-3m wide open planters, to reinforce each individual block character.
- Green Infrastructure route can take priority over other pipes and utility placement. Be opportunistic about utility relocation and the need to rebuild Bay Street for the below grade works.

4. Light = Arrival, Winter Activation, Identity

The Four Sirens Bring Delight from Union Station to the Ferry Terminal

The Dancing Sirens
Waterfront



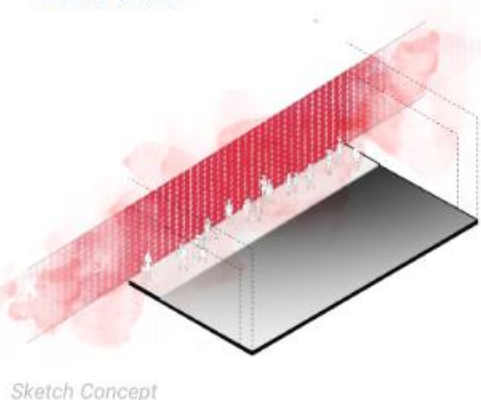
Skylight to
Queens Quay
Station Platform

Sketch Concept

Ornamental
Pedestrian, Vehicle,
and Seasonal /
Event lighting



The Reclining Siren
Rail Tunnel



References: Light Elements

Wayfinding, placemaking, warmth

Tunnel / Siren



Tverskaya Street, Moscow



W2 Tunnel, Tilburg, Caroline Prisse
(Van Tetterode Glass Studio)

Skylight in a Station



Pedestrian footsteps visible
above in Rotterdam Central
Station

Ornamental Lighting



Iconic ornamental design,
Passieg de Gracia,
Barcelona

Banners and Seasonal Lighting

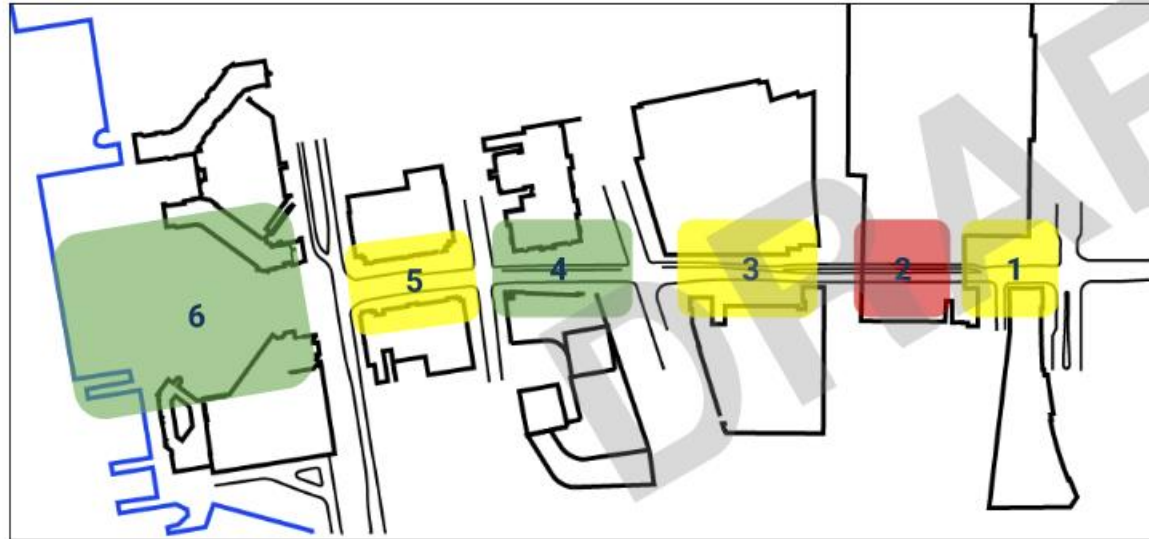


Banners, The Mall, London



Seasonal Programmable Lighting, Paseo del
Prado, Madrid

5. Block and Context Sensitive - Six Zones



1

The Welcome Plaza

Union Station / 1 Front Street

2

The Light Room

Rail Tunnel / Illuminated Heritage Structure

3

The Extendable Lobby

Scotiabank Centre / CIBC Square (45 Bay)

4

The Green Room

30 Bay (Proposed) / 31 Bay

5

The Urban Room

10 & 20 Bay / 11 Bay (Proposed)

6

The Waterfront

Improved Harbour Square Park,
Ferry Terminal

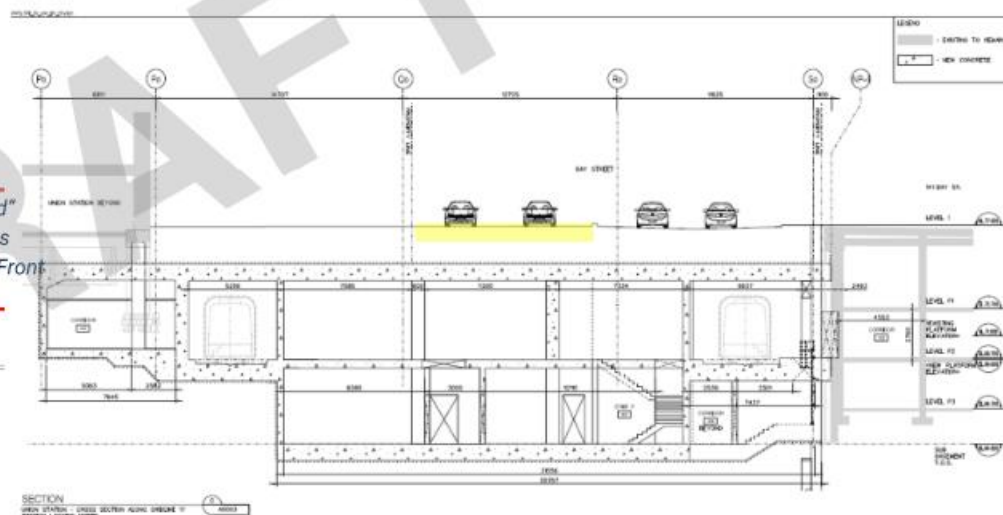
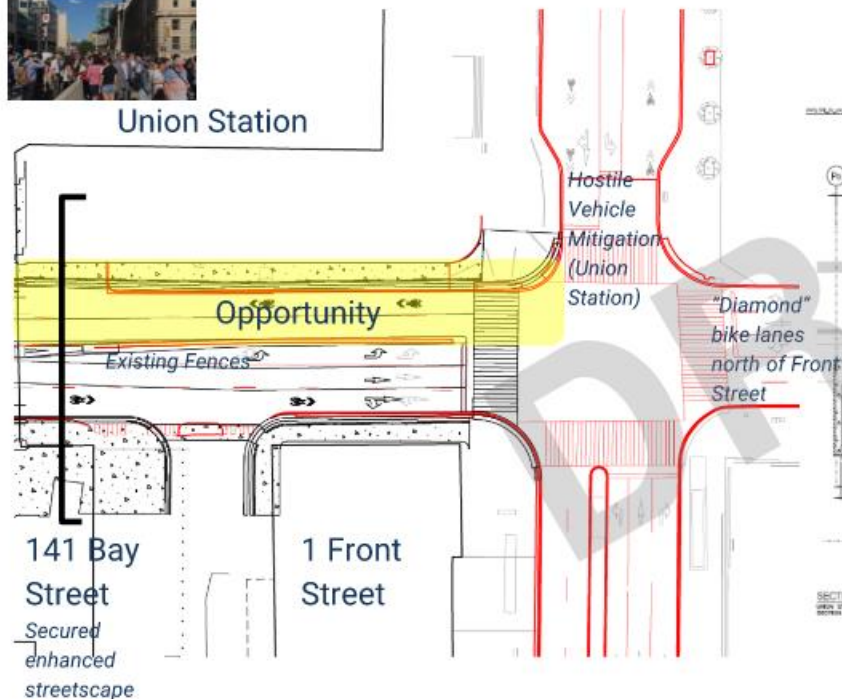


1 Site Analysis & Context: The Welcome Plaza

Opportunity: Expanded Union Station Arrival on west side of Bay Street to support high volumes of pedestrians



Union Station



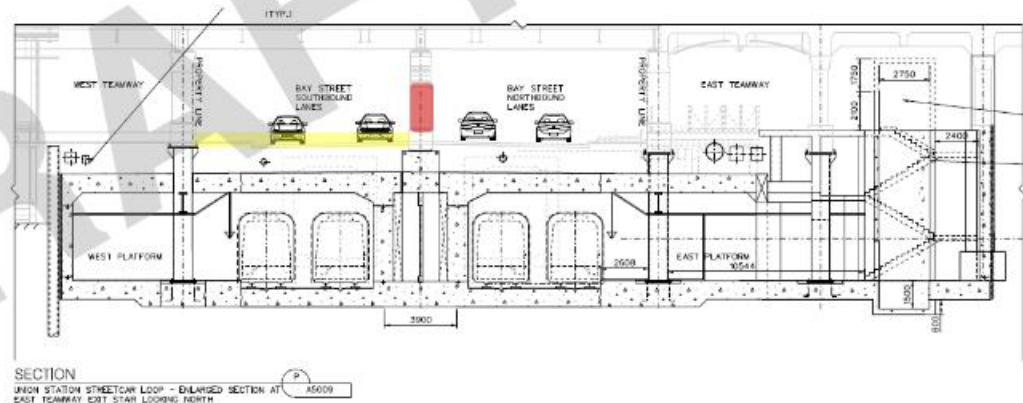
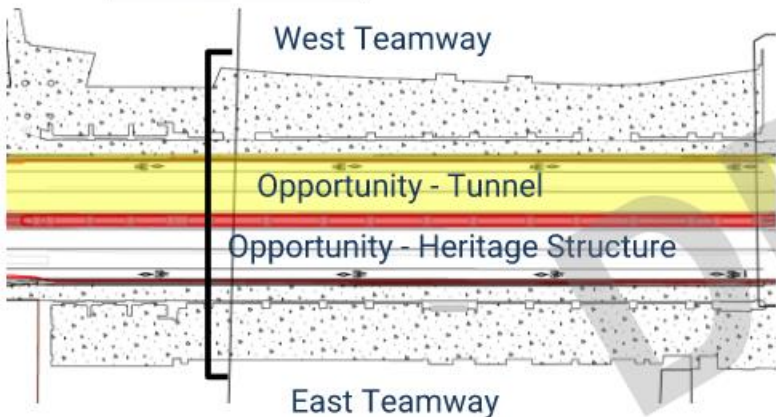
Base Design - by WELRT Area 1 team

Existing Conditions

Base Design - station design by WELRT Area 1 team

2 Site Analysis & Context: The Light Room

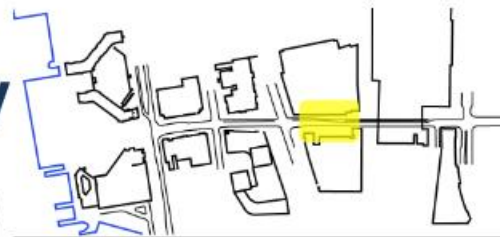
Opportunity: Light, Acoustic Protection, Comfort, Safety.
Expanded sidewalk to support high levels of pedestrians.



3 Site Analysis & Context: The Extended Lobby

Opportunity: Southbound lane potential event spill-out zone

Functionality: Garage Access to 45 Bay, Southbound right turns onto Lake Shore Boulevard

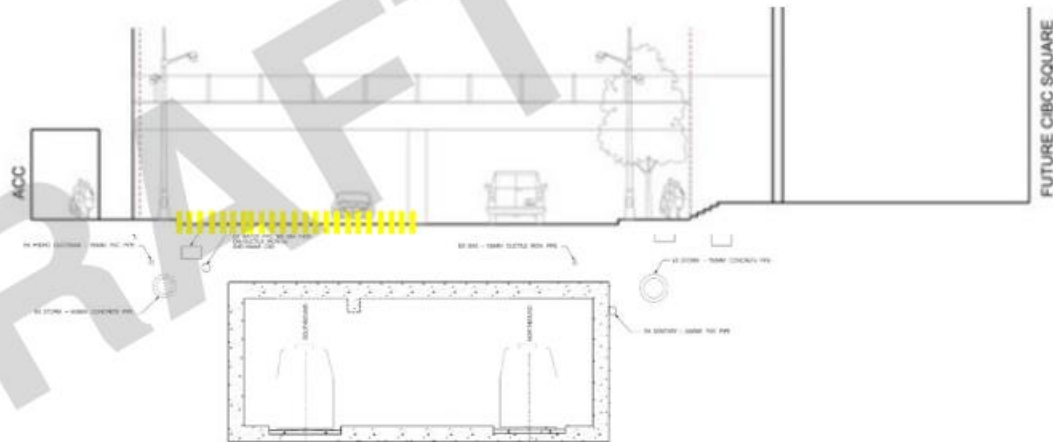


Scotiabank Centre

Gardiner Columns,
Dual Right Turn



CIBC Square
(45 Bay)



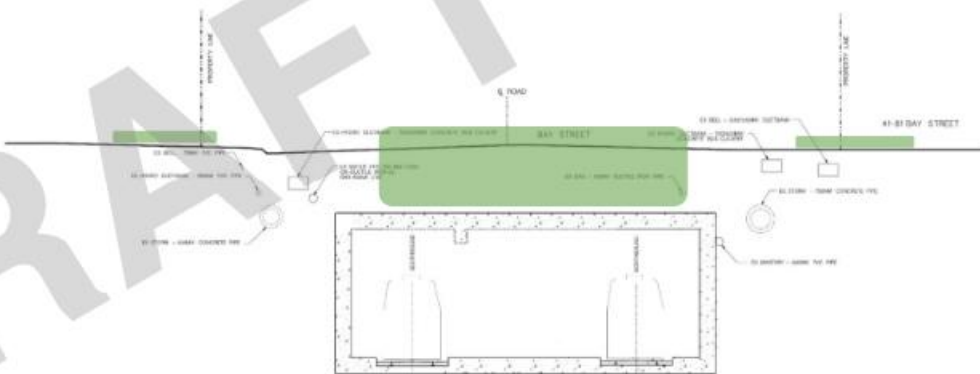
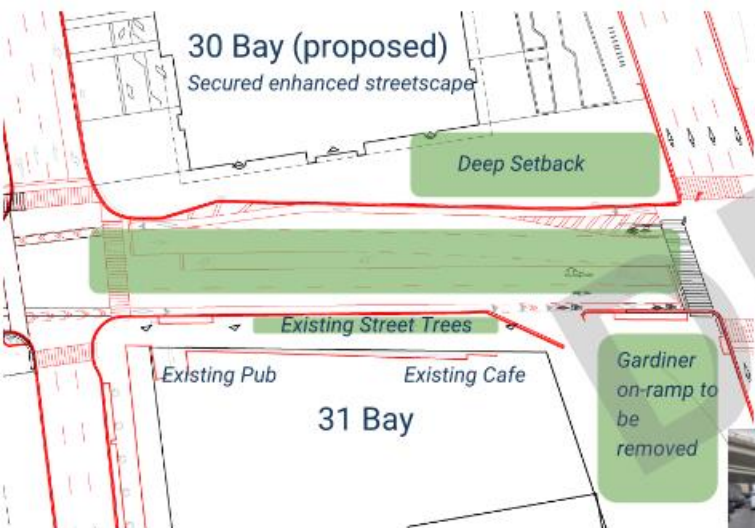
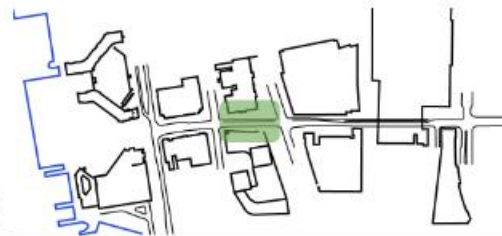
Base Design - bike lanes by Area 1 team

Existing Conditions

Base Design - no planned work by Area 1 team

4 Site Analysis & Context: The Green Room

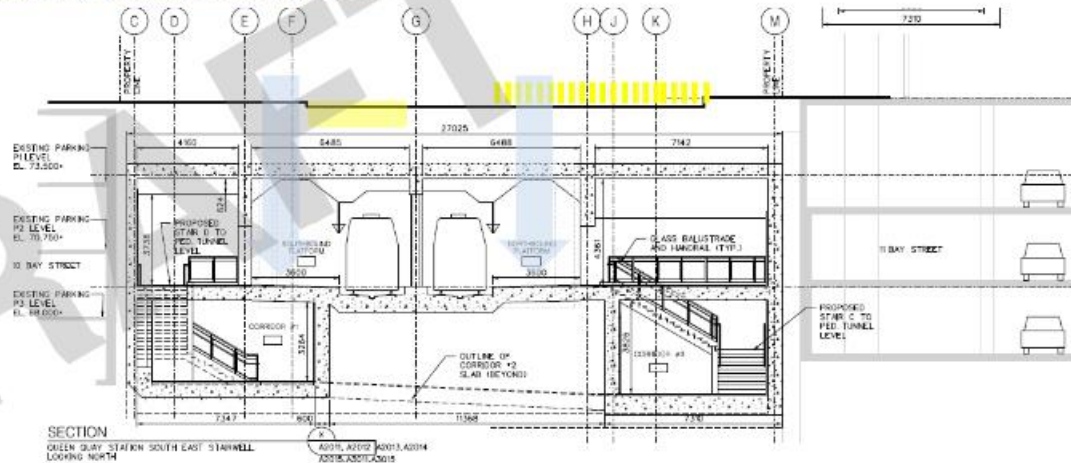
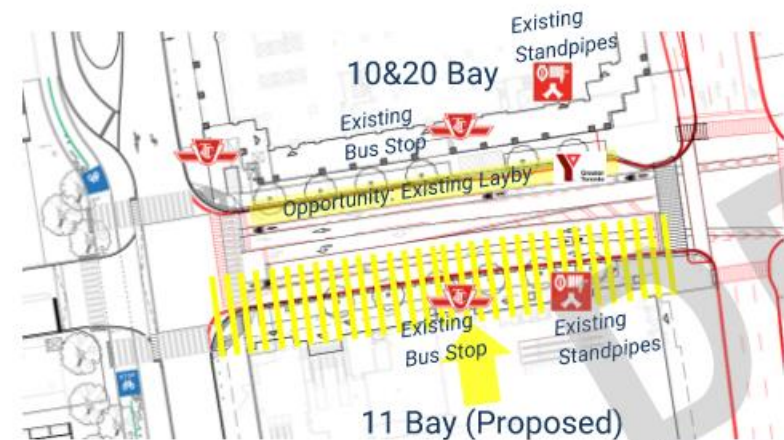
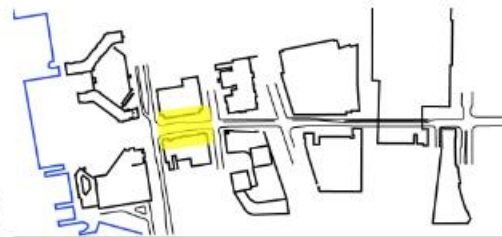
Opportunities: Setbacks, cafe/kiosks “sticky spots”, buffer to Gardiner Expressway / Lake Shore Boulevard



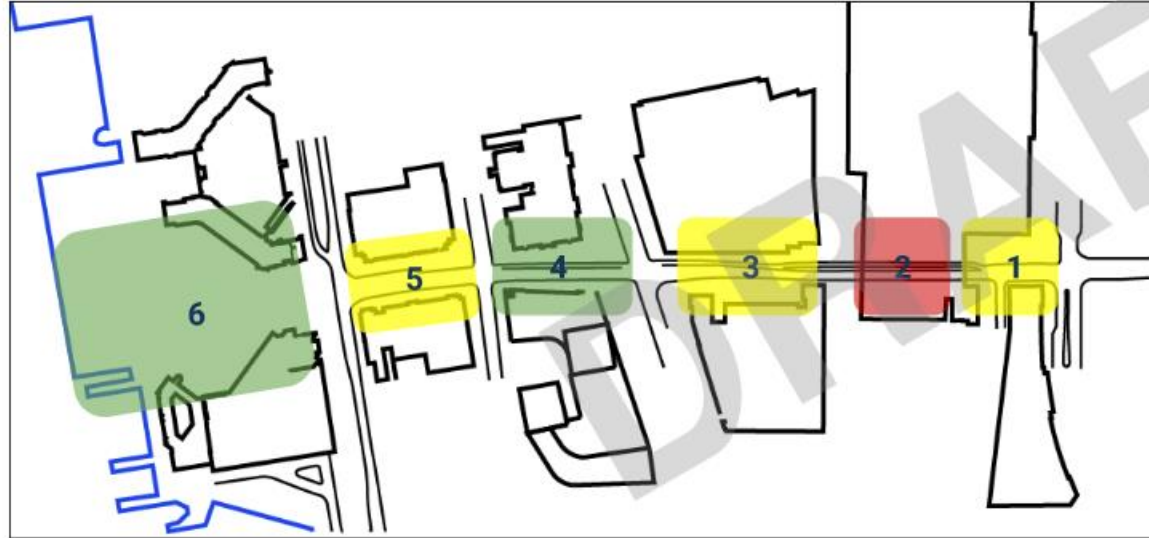
5 Site Analysis & Context: The Urban Room

Opportunities: Northbound lane potential event spill-out zone, daylight to Queens Quay Station below, flexible bus layby with high quality finish.

Functionality: Preserve charter bus layby, minimize distance to JLFT. Fire Truck Access to Standpipes. TTC Bus stops in both directions. QQ Station Entrances.



5. Block and Context Sensitive - Six Zones



- 1** **The Welcome Plaza**
Union Station / 1 Front Street
- 2** **The Light Room**
Rail Tunnel / Illuminated Heritage Structure
- 3** **The Extendable Lobby**
Scotiabank Centre / CIBC Square (45 Bay)
- 4** **The Green Room**
30 Bay (Proposed) / 31 Bay
- 5** **The Urban Room**
10 & 20 Bay / 11 Bay (Proposed)
- 6** **The Waterfront**
Improved Harbour Square Park,
Ferry Terminal



Potential Concept Design Visions for Bay Street Reconstruction

Central Promenade "La Rambla"



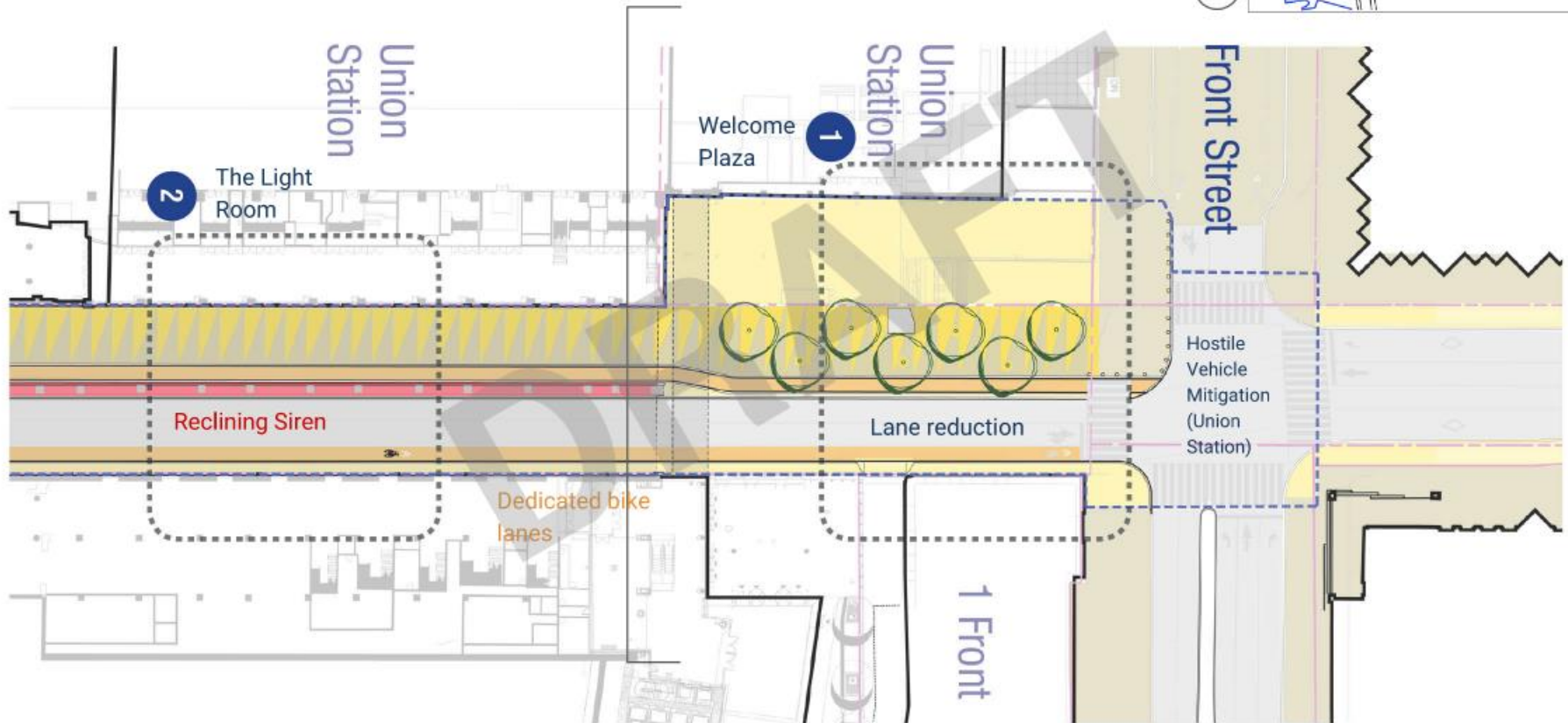
West Side Bioscape



Other Design
Developed through
Future Study



Zone 1 & 2 - Welcome Plaza & The Light Room



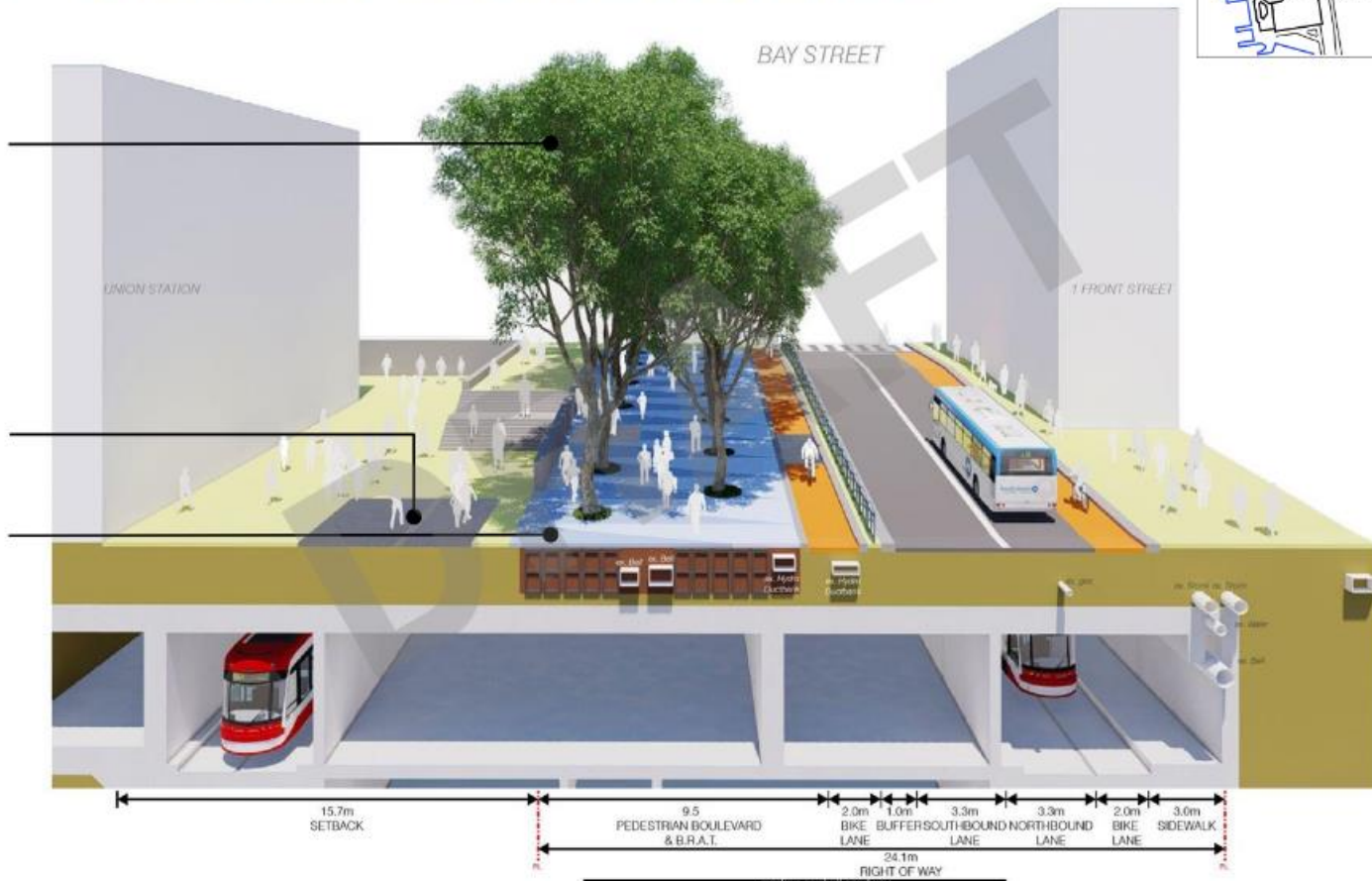
Zone 1 - Welcome Plaza (same for both options)



Green welcome, shade, microclimate

Integration of grates

Special Paving Pattern



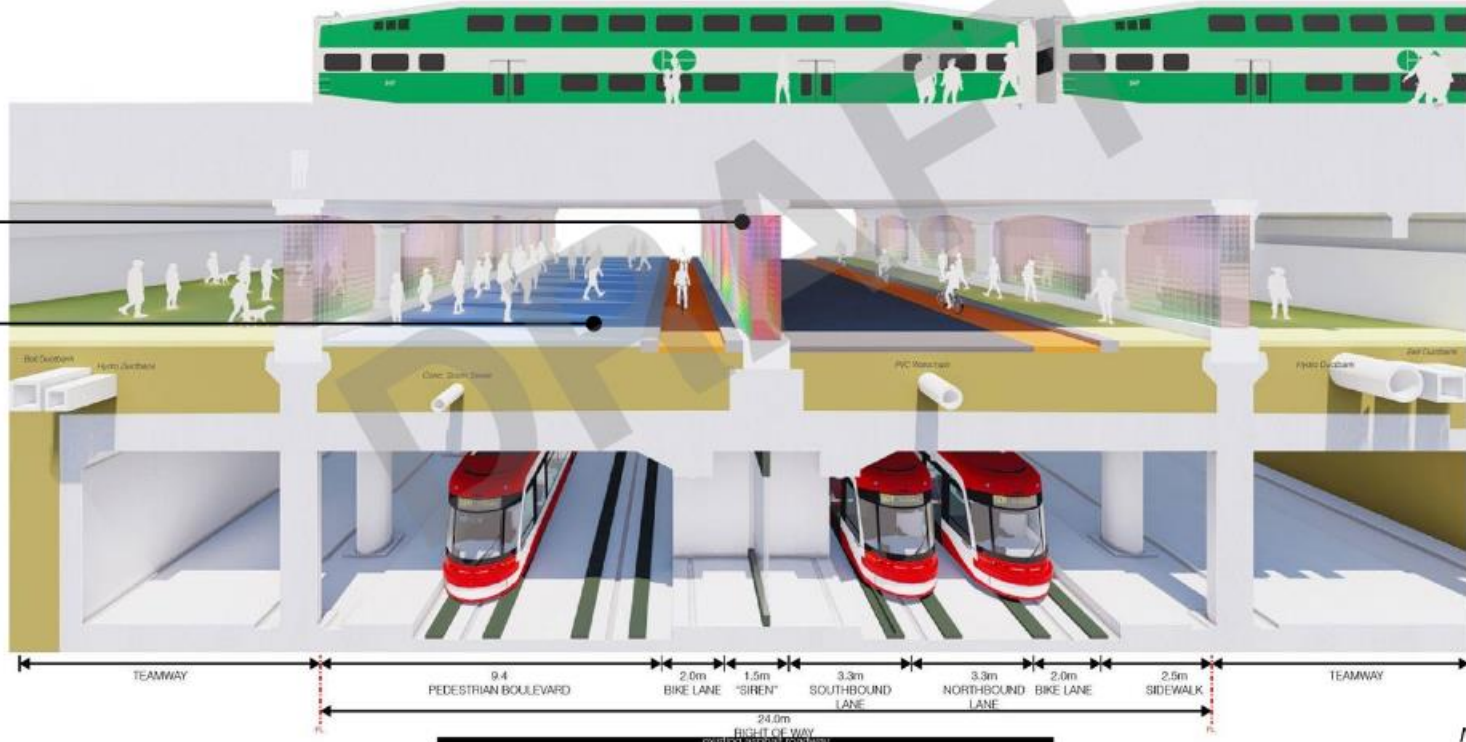
Note: Existing utilities shown. 35

Zone 2 - The Light Room (same for both options)



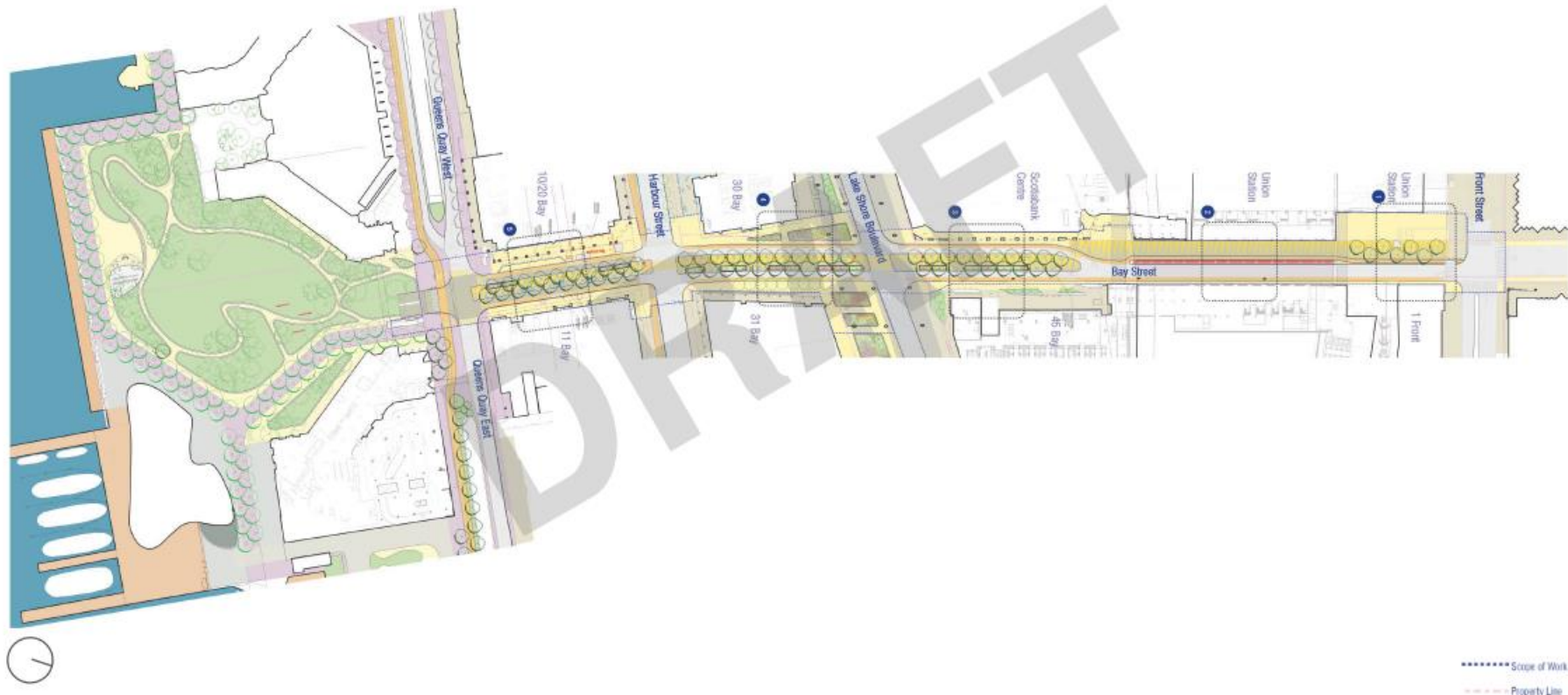
BAY STREET

Reclining Siren
 Dedicated Pedestrian and Cyclist tunnel protects from noise and pollution

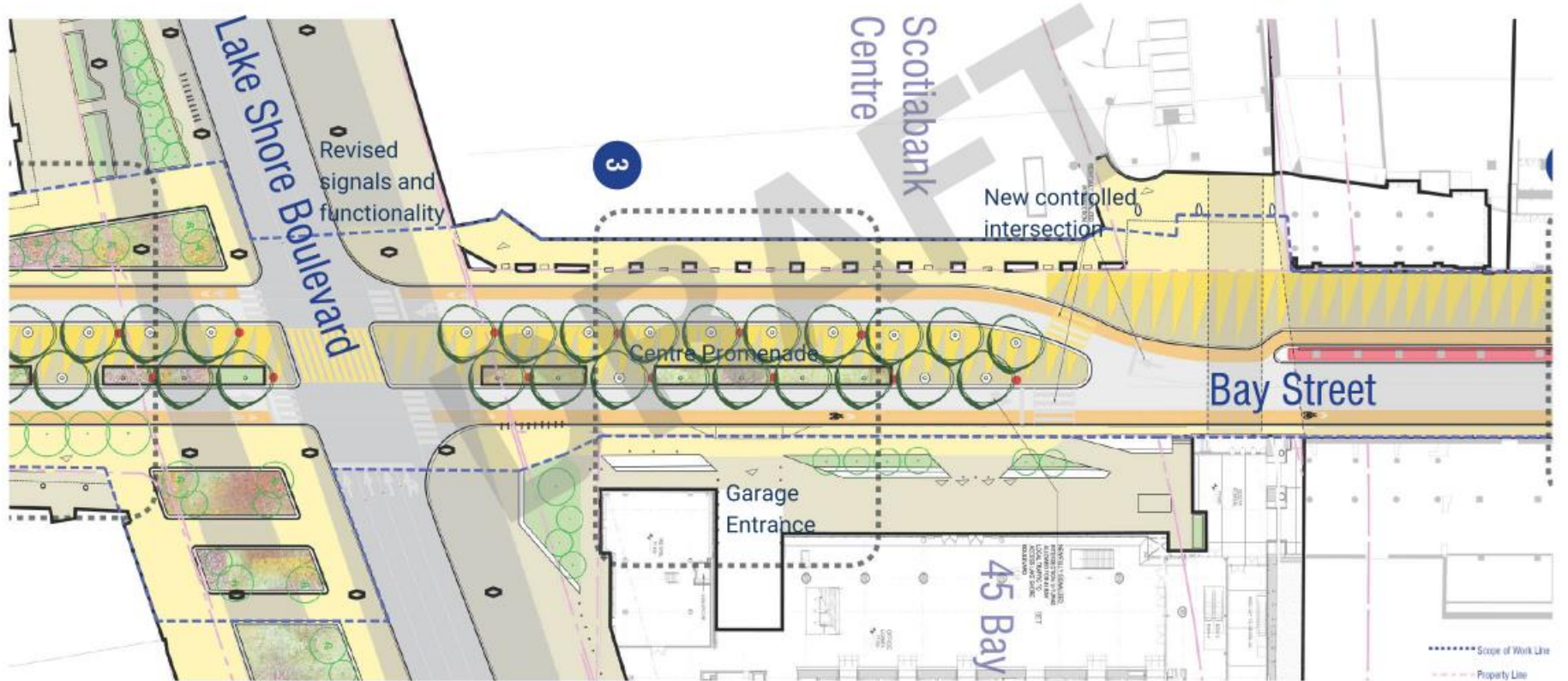
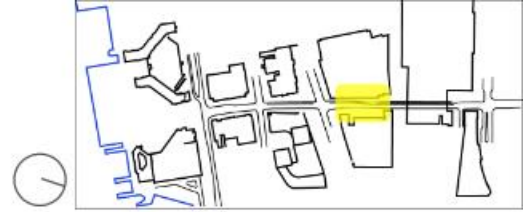


Note: Proposed relocated utilities shown. 36

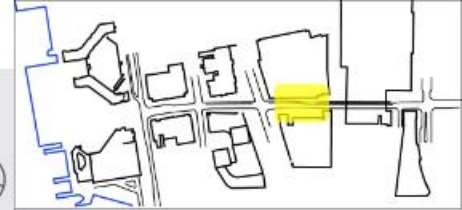
Centre Promenade "La Rambla"



Zone 3 - Extended Lobby



Zone 3 - Extended Lobby

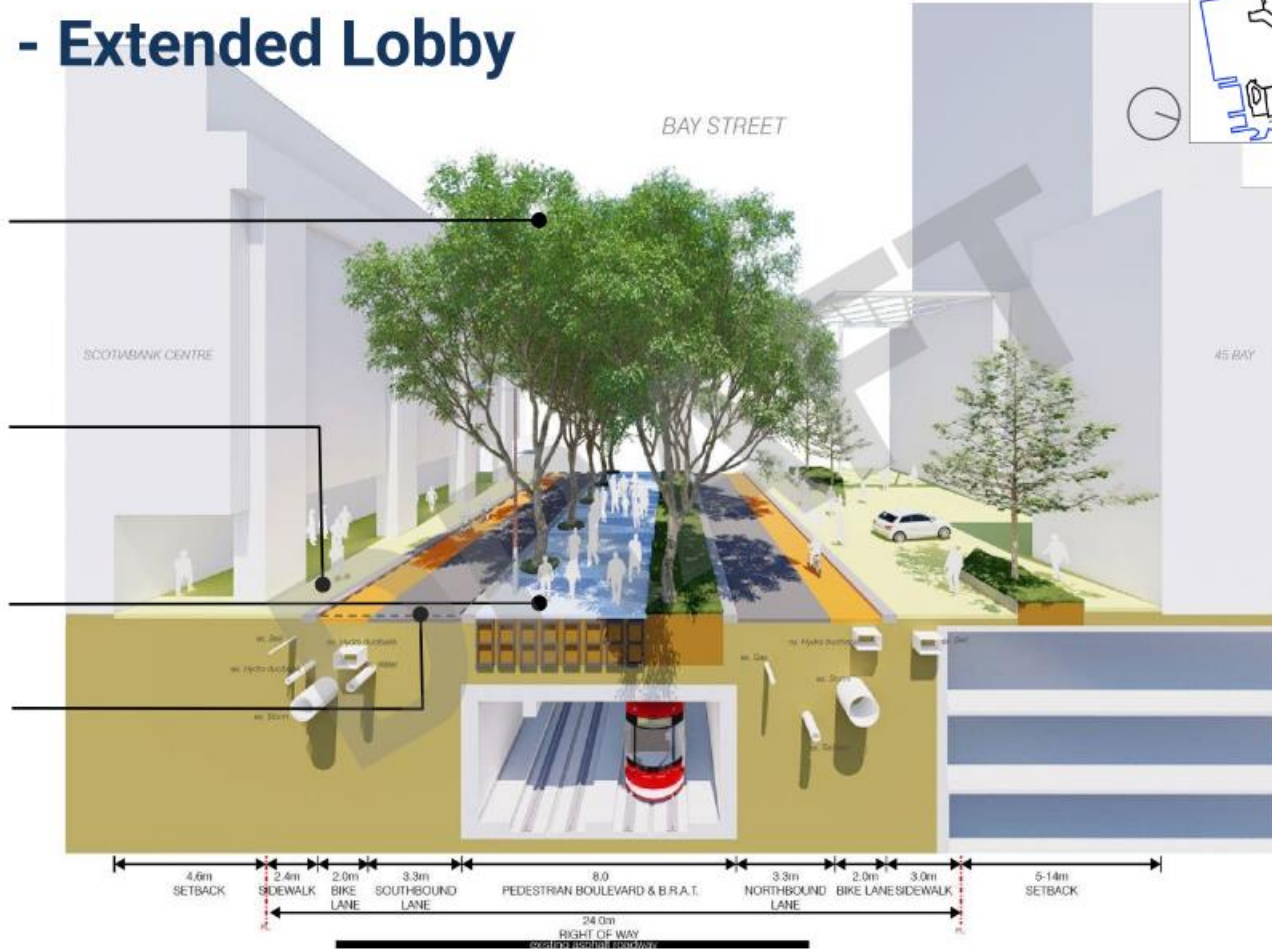


Green centre pedestrian boulevard

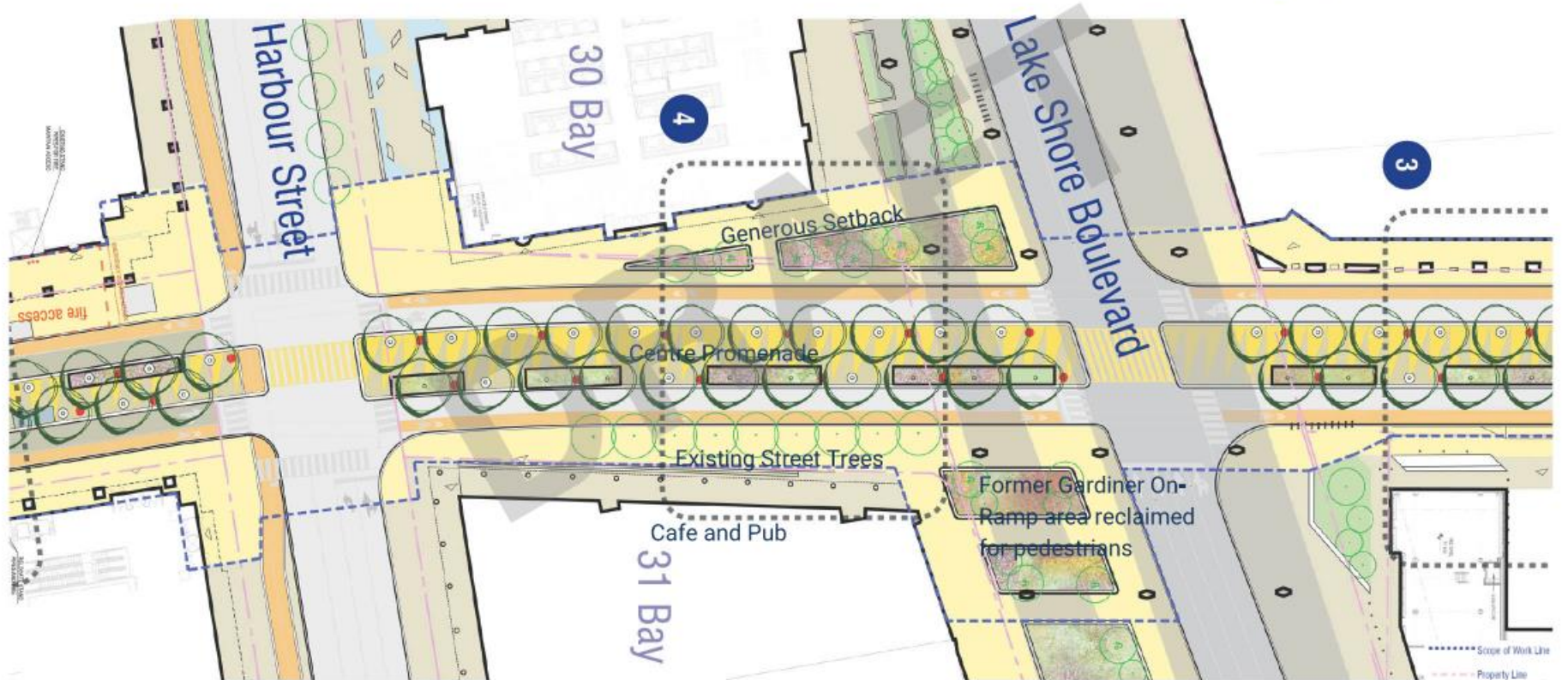
Same paving from building face to curbside

Special Paving Pattern

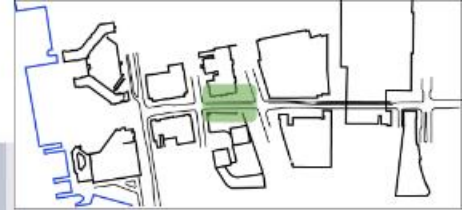
Potential for temporary closure of one lane before and after large events at Scotiabank Centre



Zone 4 - The Green Room



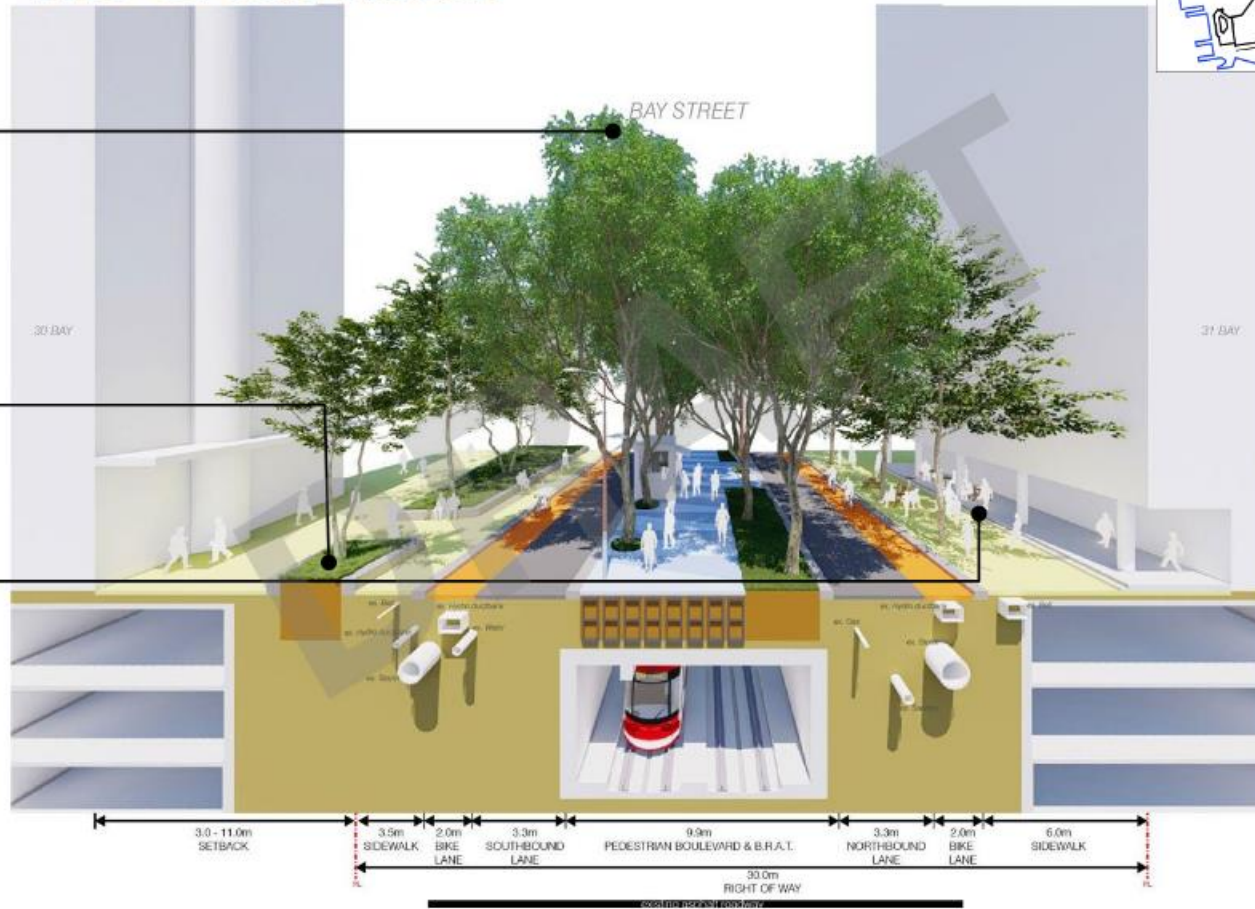
Zone 4 - The Green Room



Green centre pedestrian boulevard

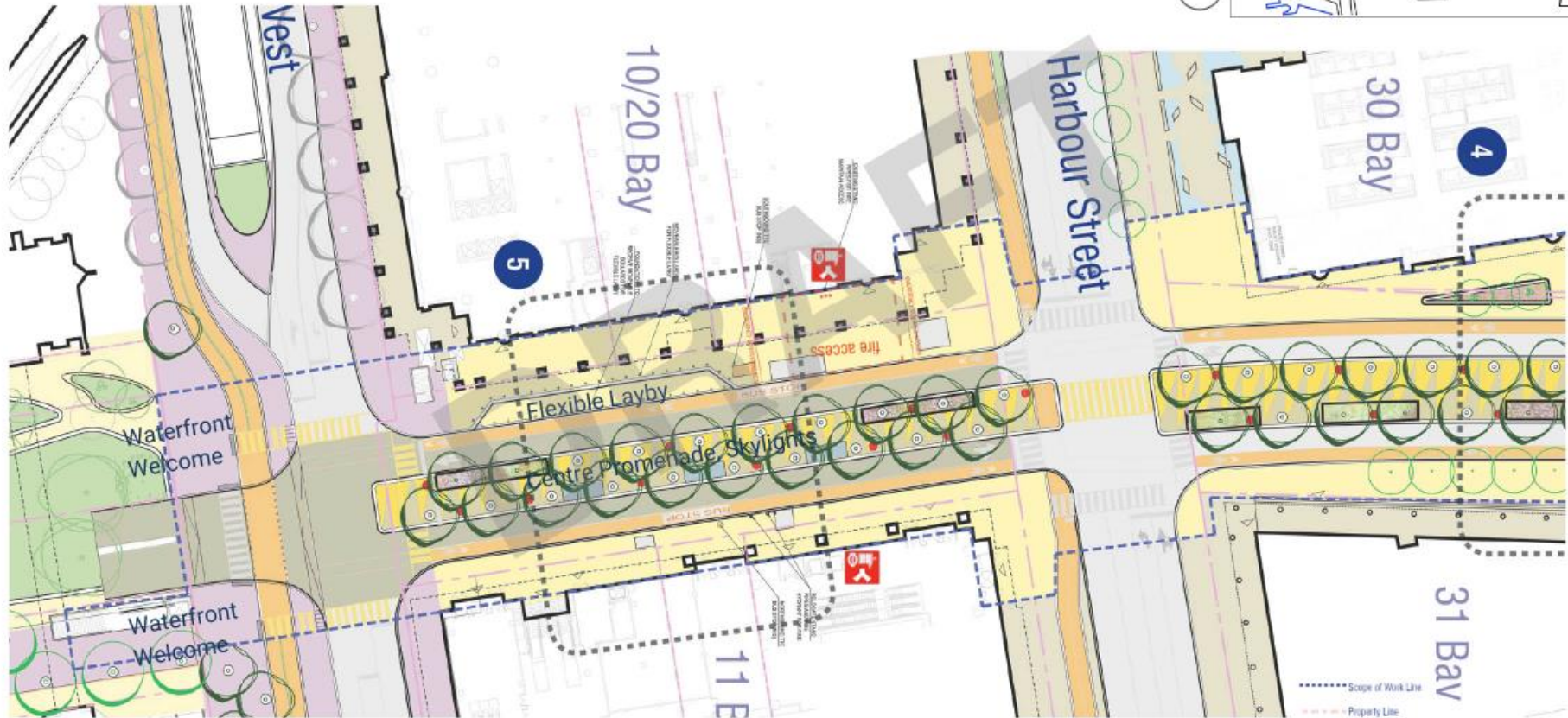
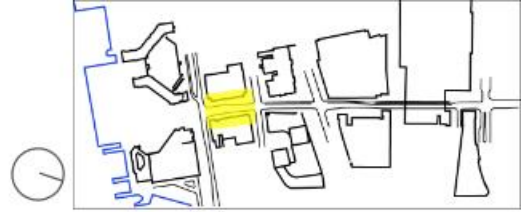
Opportunity for pocket planting on private property

Existing Street Trees, Cafe spill out

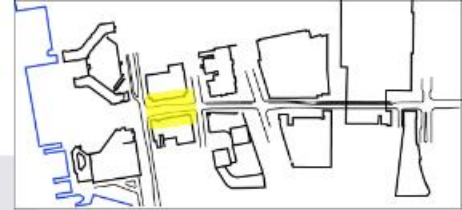


Note: Existing utilities shown. 41

Zone 5 - The Urban Room



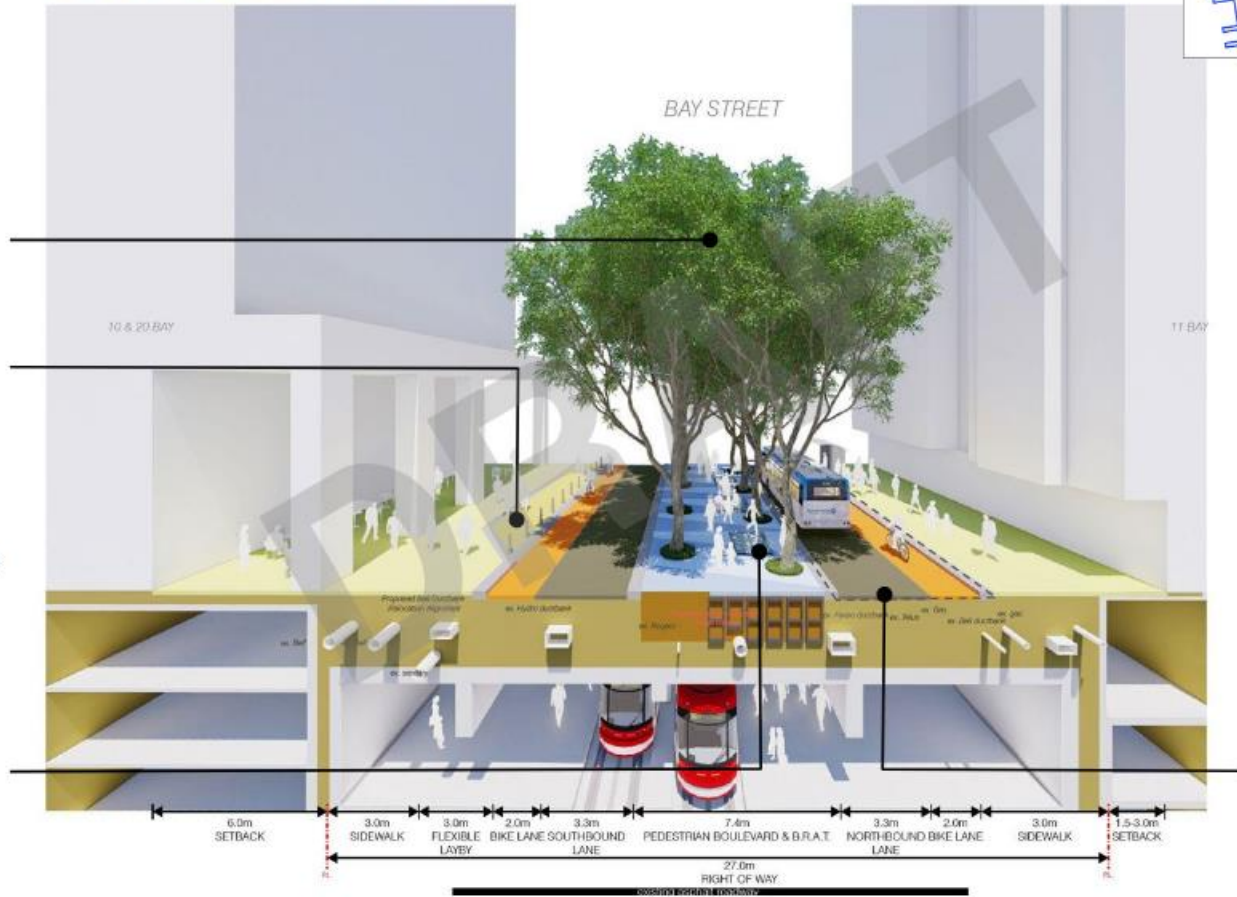
Zone 5 - The Urban Room



Green centre pedestrian boulevard

Flexible layby for charter buses can be transformed into pedestrian space with use of moveable bollards

Skylight to station platform below



Potential for temporary closure of one lane for events at 11 Bay Conference Centre

Note: Existing utilities shown. 43

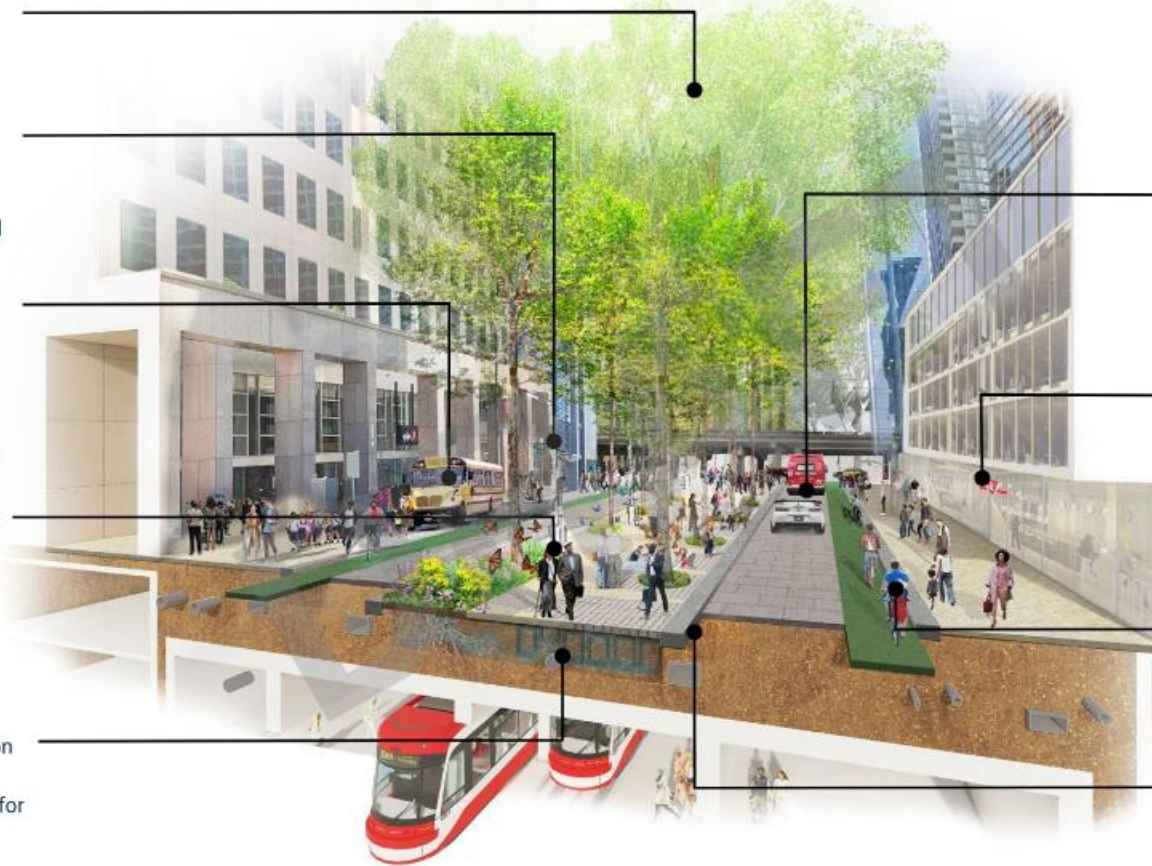
Continuous canopy for microclimate

Special lighting elements can be programmed with banners or seasonal ornament

Flexible layby for charter buses and pedestrians

Generous pedestrian boulevard for movement, rest, and programming with special paving pattern, skylights to below

B.R.A.T. (BioRetention Above Transit) with some open planters for stormwater management, biodiversity



Single lanes of traffic in each direction introduce high pedestrian flexibility, permeability

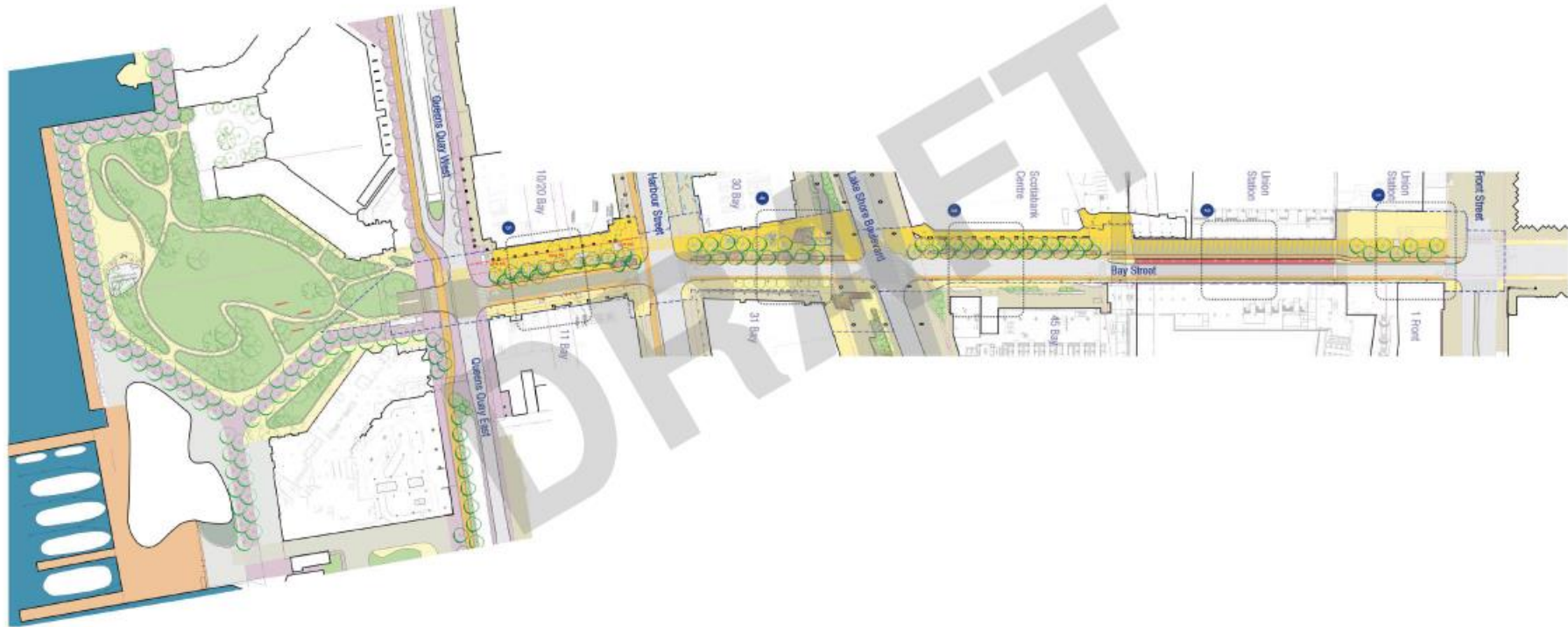
Intuitive and seamless access to TTC services

Separated bike lanes connect downtown and Union Station to the Ferry Terminal

Stone curbs and paving, potential for unit pavers in roadway

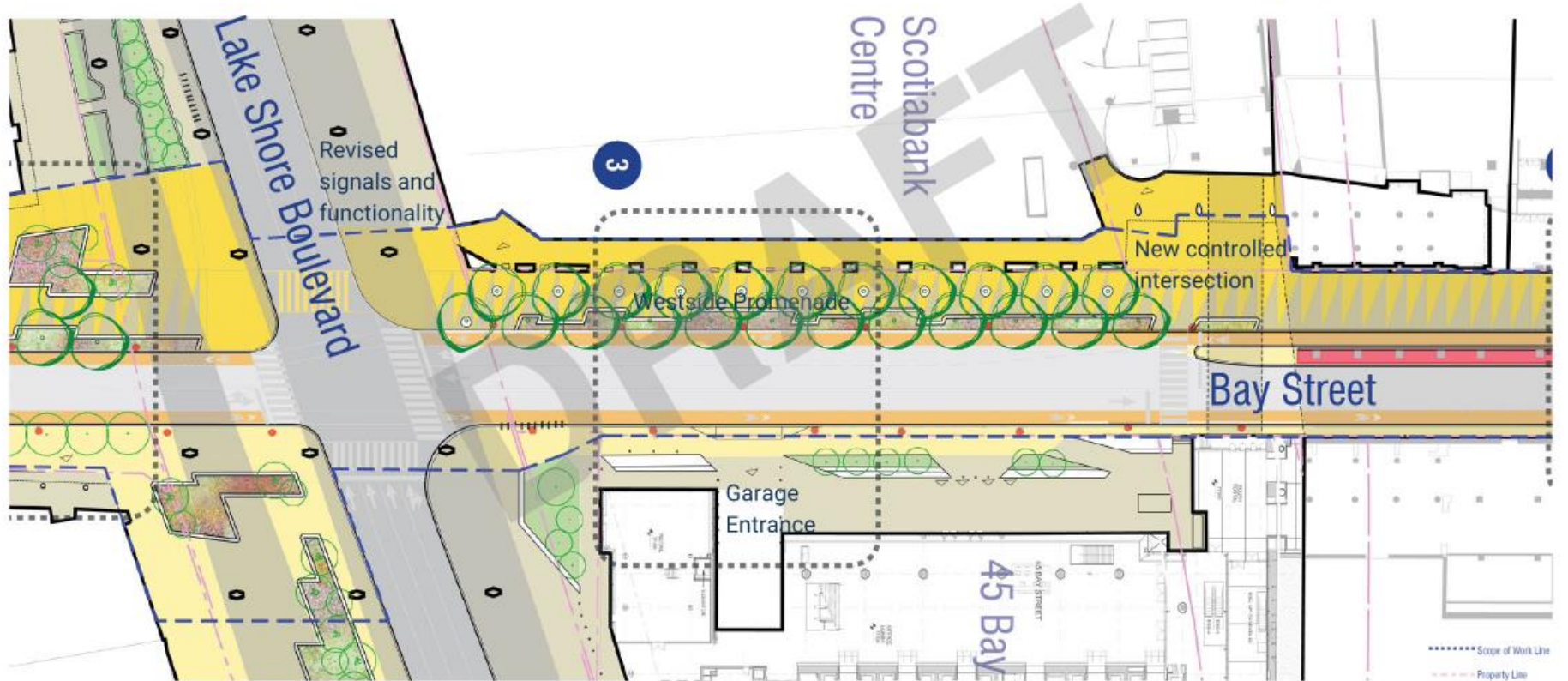
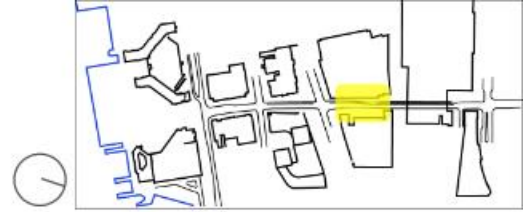
Note: Existing utilities shown

West Side Bioscape Concept

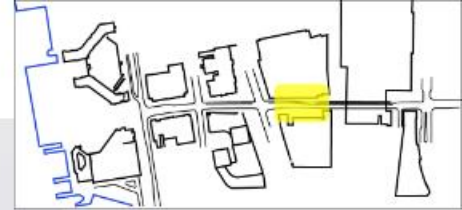


..... Scope of Work Line
- - - - - Property Line

Zone 3 - Extended Lobby



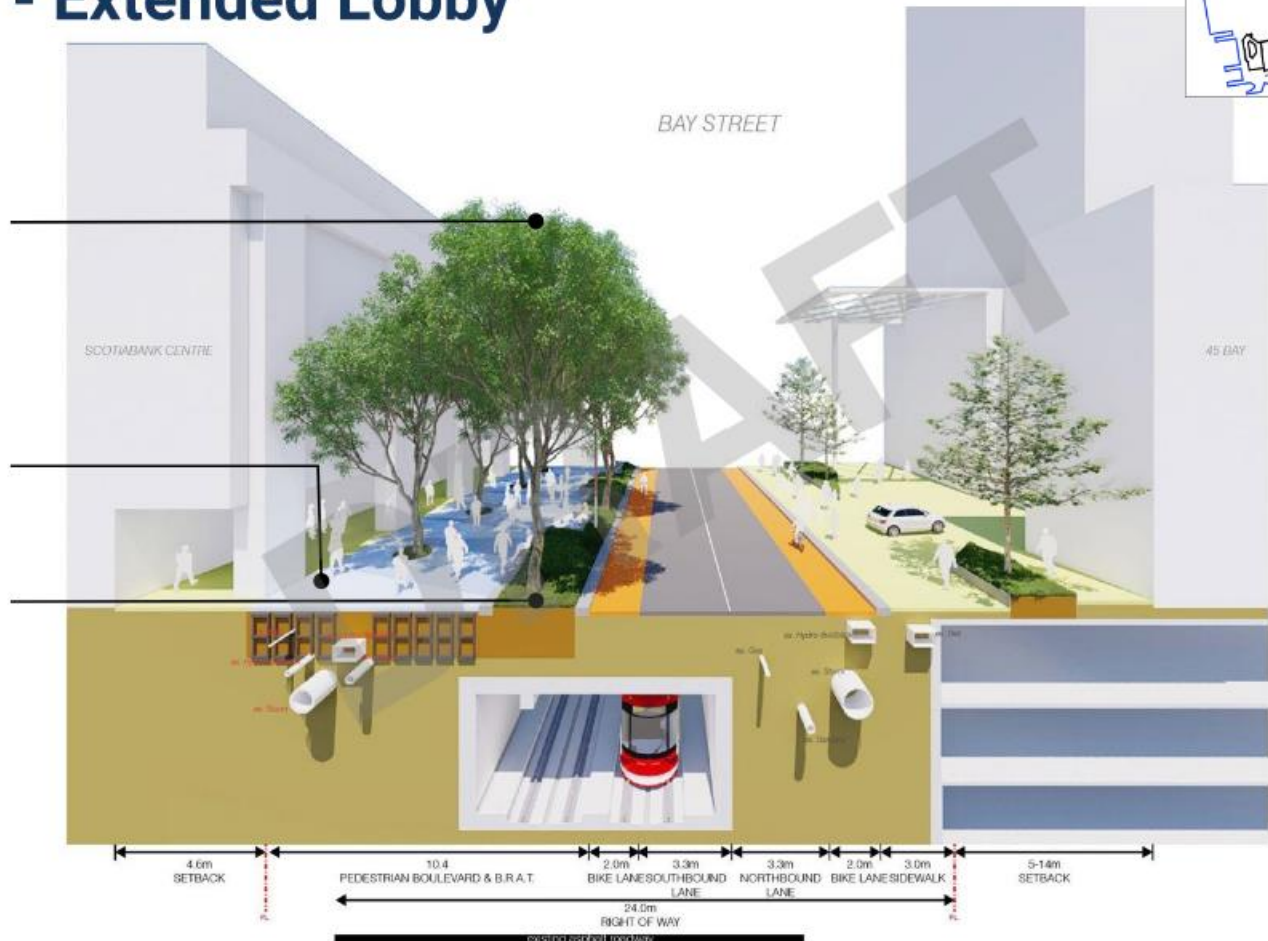
Zone 3 - Extended Lobby



Green wide pedestrian boulevard doubles as spill out area before/after events

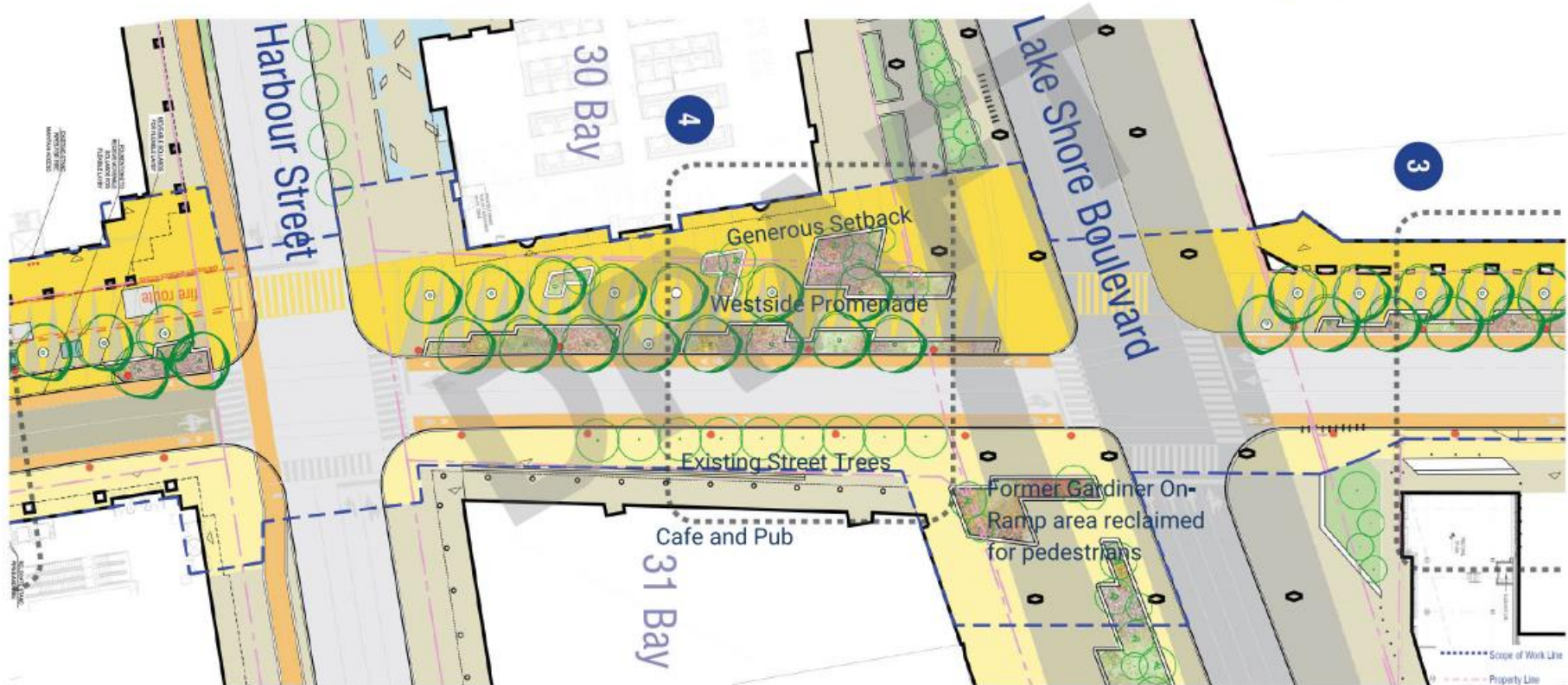
Special paving pattern

Continuous open planter with raised edges for seating

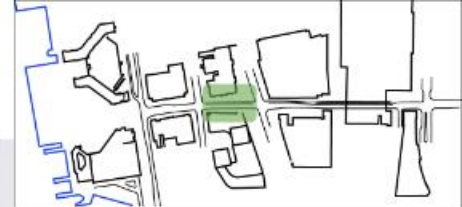


Note: Existing utilities shown. 47

Zone 4 - The Green Room



Zone 4 - The Green Room



Green wide pedestrian boulevard

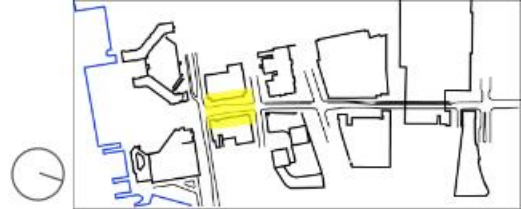
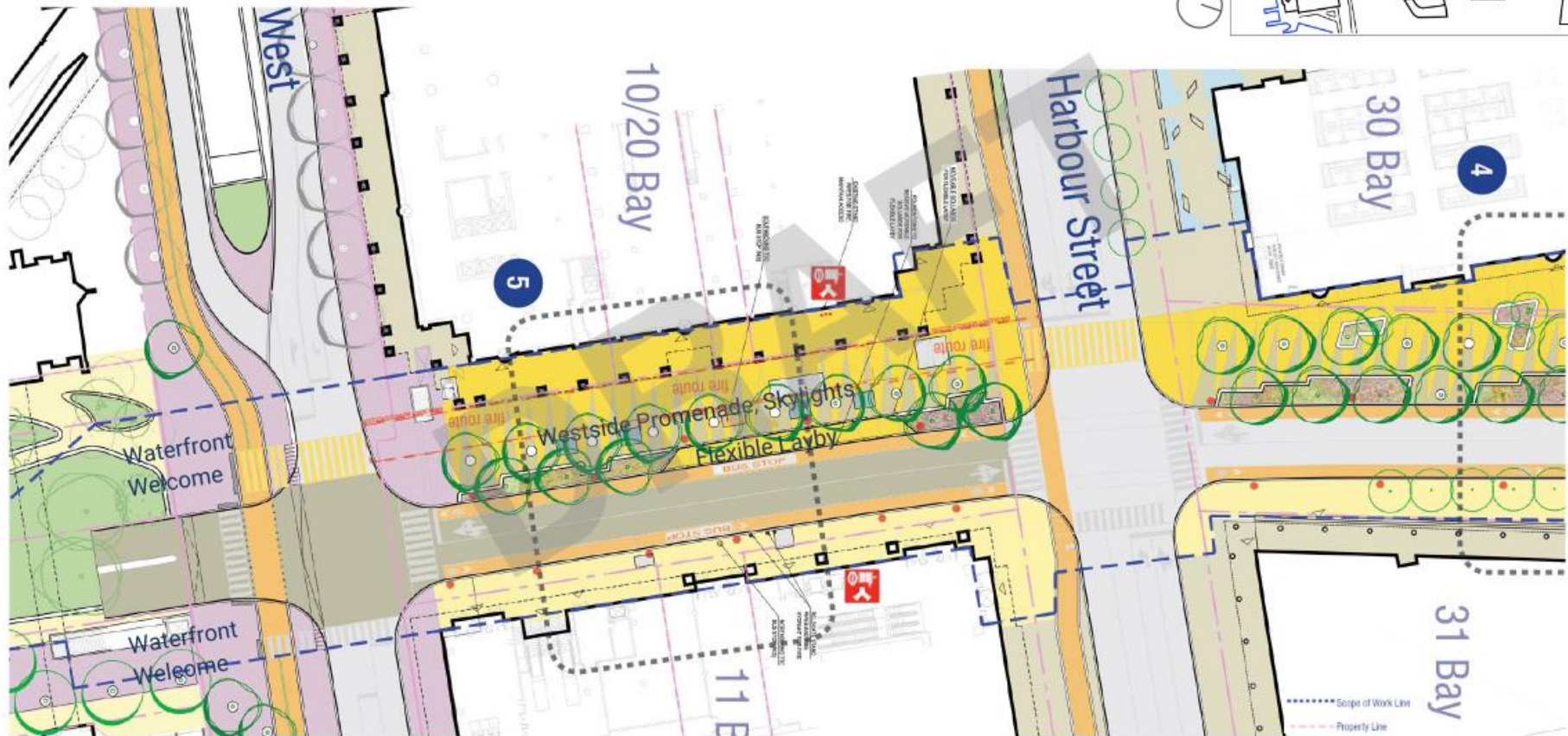
Opportunity for pocket planting on private property

Existing Street Trees, Cafe spill out

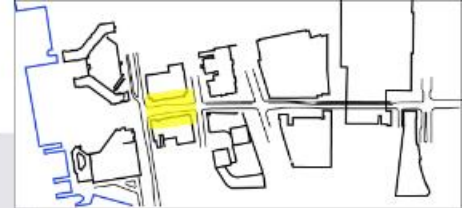


Note: Existing utilities shown. 49

Zone 5 - The Urban Room



Zone 5 - The Urban Room



Wide green pedestrian boulevard

Flexible layby for charter buses can be transformed into pedestrian space with use of moveable bollards

Skylight to station platform below



Potential for temporary closure of one lane for events at 11 Bay Conference Centre

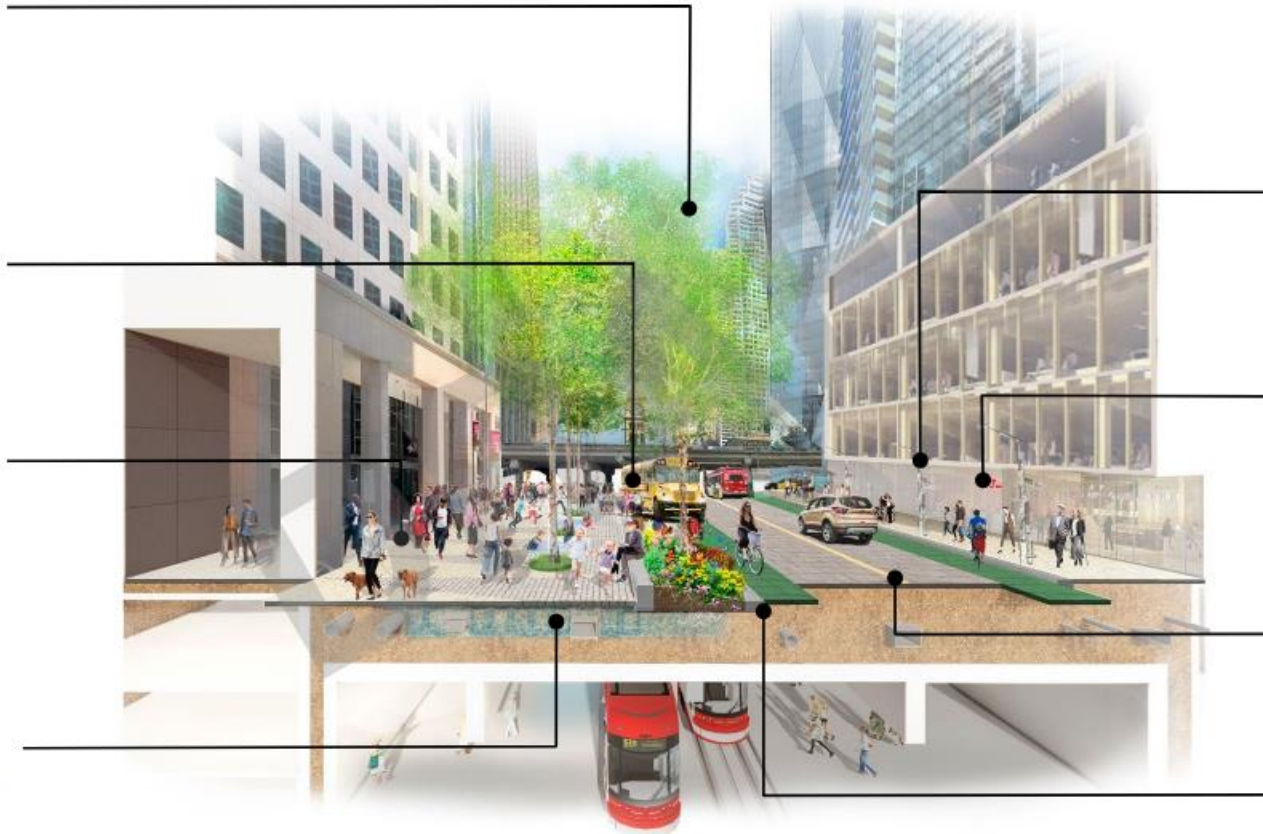
Note: Existing utilities shown. 51

Continuous canopy
for microclimate

Flexible layby for
charter buses and
pedestrians

Generous pedestrian
boulevard for movement,
rest, and programming
with special paving
pattern, skylights to
below, and special
lighting

B.R.A.T. (BioRetention
Above Transit) with some
open planters for
stormwater
management,
biodiversity



Special lighting
elements can be
programmed with
banners or seasonal
ornament

Intuitive and seamless
access to TTC services

Roadway with
separated bike lanes

Stone curbs and paving,
potential for unit pavers
in roadway *Note: Existing
utilities shown*

Summary of Preliminary Design Vision Concept Components



	Bay Street Today	Preliminary Design Visions for Lower Bay Street
Materiality of hardscape	City of Toronto Standards: CIP Concrete, granite paving "strip"	High quality public realm and placemaking elements: Stone paving and curbs, special pattern, signature lighting concepts
Rail Tunnel Conditions	Minimal sidewalks, no bike lanes, dark, noise and traffic pollution, traffic barriers separate cars and pedestrians.	Dedicated pedestrian and SB cyclist tunnel with improved lighting, public art, protection from noise and pollution, sense of arrival and metropolitanism on west side.
Dedication of Space by User Group	48% motorists and buses, 43% pedestrians, 5% dedicated bus layby, 4% cyclists	25% motorists and buses, 59% pedestrians, 2% dedicated bus layby, 11% cyclists, 4% open planters
Pedestrian Views:	Limited views of the water and Old City Hall	Improved views of water and Old City Hall, better perspective on high rises surrounding.
Bicycle Lanes	1.2-1.5m wide dedicated on street bicycle lanes Connect into "diamond lanes" at Front St	2.0m wide dedicated wide dedicated on street bicycle lanes SB bike lane has physical separation from motorists through tunnel and outside Union Station
Charter Bus Laybys	4 dedicated spaces in total: 2 on west side outside 10/20 Bay, and 2 on east side outside 11 Bay.	2 dedicated spaces on west side outside 10/20 Bay. Bus queuing on Harbour Street – further study required with respect to Bus Management Strategy
TTC Bus Stops	SB Bus stop with shelter outside 10/20 Bay NB Bus stop with shelter outside 11 Bay	SB Bus stop same NB Bus stop shelter to be coordinated with a setback on 11 Bay
Lanes of Vehicular / Bus Traffic	1 travel lane in each direction Dedicated turning lanes (right turn or left turn vary by block)	1 travel lane in each direction No dedicated turning lanes except potential southbound right turn at Lake Shore Boulevard
Controlled Intersection South of Rail Tunnel	No	Yes
Skylights to TTC Stations Below	No	Yes
B.R.A.T.	No	Yes
Character of Planting	20 street trees	50+ street trees, some opportunities for open planters

Potential Concept Design Visions for Bay Street Reconstruction

Centre Promenade “La Rambla”



Key Differences

- **Character:** High pedestrian permeability and flexibility where pedestrians only have to cross single direction of traffic.
- **Vehicular Left Turns:** No left turns permitted due to geometry and placement of centre median pedestrian crosswalks.
- **Utility Impacts:** B.R.A.T. most compatible with existing utility placements and planned relocations associated with Union Station and Queens Quay Station.

West Side Bioscape



Key Differences

- **Character:** Moderate pedestrian permeability, more typical arrangement of vehicular travel lanes.
- **Vehicular Left Turns:** Some shared through/right/lefts included. This design is more amenable/at risk to the addition of dedicated turning lanes due to geometry (at direct expense of the wide pedestrian boulevard).
- **Utility Impacts:** B.R.A.T. has number of conflicts with existing utility placements; additional cost and effort in zones 3 and 4 where no station work is planned. To be evaluated with planned utility works at time of Bay Street's actual construction.

Implementation Strategy to be developed by WT, City, and TTC

References: Implementation Pilots in Toronto



Quay to the City, Queens Quay Boulevard



King Street Pilot

Preliminary Design Vision Principles

Seeking DRP Feedback

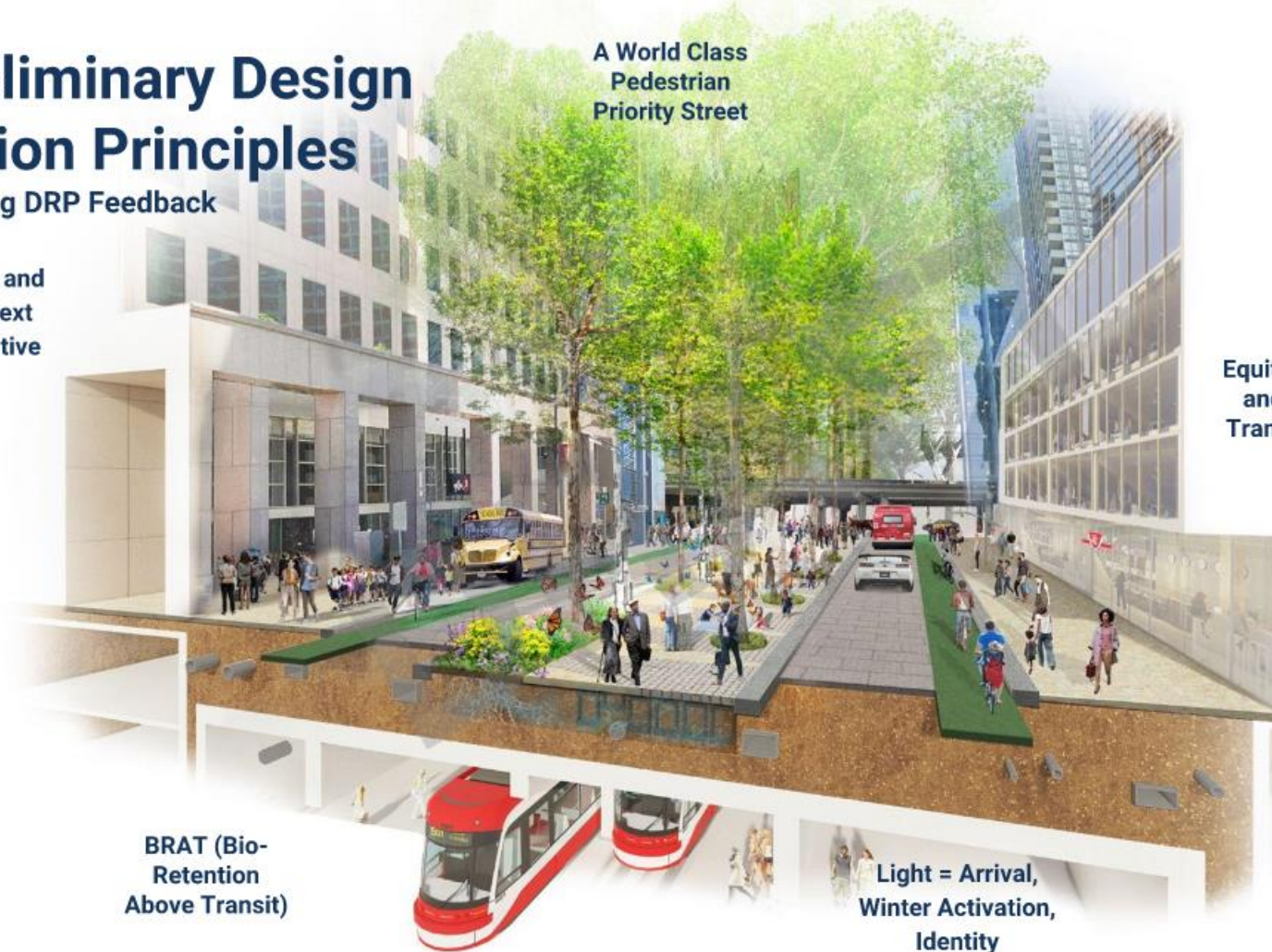
Block and
Context
Sensitive

A World Class
Pedestrian
Priority Street

Equitable, Efficient,
and Memorable
Transit Experience

BRAT (Bio-
Retention
Above Transit)

Light = Arrival,
Winter Activation,
Identity

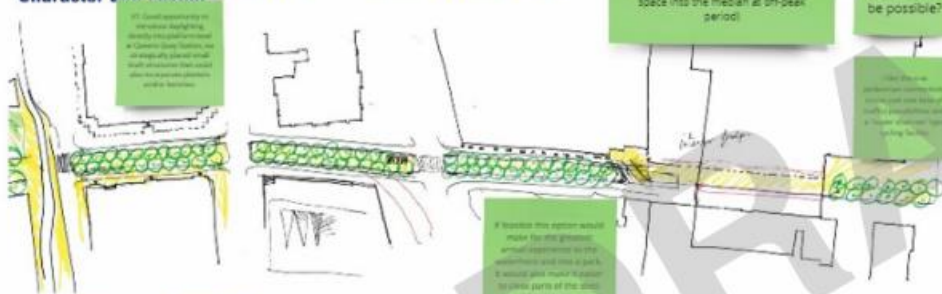


Slides after this for WT presentation

DRAFT

Workshop I: Four Conceptual Test Fits for Lower Bay Street

Breakout Room 1 - "La Rambla" Character and Layout



West Side Rambla: Extra Wide West Boulevard, Magnificent Canopy



Toronto's "Champs Elysees": Great Sidewalks



The views along would be landmark - so tree

Because this stretch of Bay Street does NOT have a lot of retail flanking the street, which would be a great benefit

Median strip accommodates the various landscaped treatments

Median trees will get better light exposure



West Side Bioscape: Botanic Diversity, Stormwater Corridor with Skyscrapers

Workshop II: Two Functional Traffic Plans based on La Rambla Concept



Functional Demands by User Group

Pedestrians



Lower Bay Street is the most important pedestrian connection between the Waterfront and the Ferry Terminal, and Union Station.

Key Dimensions

3m sidewalk at building face
7m min. Median width to qualify as pedestrian refuge/throughfare.

Bus Drivers and Riders



Equity-serving and efficient surface public transit. Convenient and safe charter bus access in the summer for children's camps.

Key Dimensions

3.3m wide travel lane
3.0m wide bus layby

Cyclists



One of many new planned N-S cycling connections between Downtown and the Waterfront, and important opportunity for Ferry Terminal Access.

Key Dimensions

1.5m min. wide single direction lane

Emergency Services Providers



Access along the street and to standpipes at buildings.

Key Dimensions

5.3m min. travel lane (vehicular lane + bike lane)

Motorists



Re-evaluate the role of Lower Bay Street in Transportation Planning Network for motorists. Consider prioritizing local traffic (along with transit) over through traffic.

Key Dimensions

3.3m wide travel lane
3.0m wide turning lane