



20 Bay Street, Suite 1310  
Toronto, ON M5J 2N8, Canada

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## NEIGHBOURHOOD MEETING

**Host Organization:** Gooderham & Worts Neighbourhood Association

**Contact:** Michael Brewer, President

**Date:** 1 October 2018, 7-8:30 pm

**Location:** 39 Parliament Street, Toronto

**Number of Attendees:** Approximately 30

**Notetaker:** Stephanie Chow, Waterfront Toronto

**Abbreviations:** Sidewalk Labs (SWL), Waterfront Toronto (WT), Master Innovation and Development Plan (MIDP)

**Sidewalk Toronto Representatives:**

Pina Mallozzi (WT), Jesse Shapins (SWL), Stephanie Chow (WT), Louroz Mercader (WT)

## PRESENTATION SUMMARY

Pina began the presentation with an introduction to Waterfront Toronto and its vision for Quayside within the larger context of the waterfront revitalization. She gave updates on where the project is within the public engagement calendar and explained the current zoning of Quayside and how the development is guided by the WT precinct plans. Jesse then talked generally about the public realm and the role that it plays in people's lives across the city. Basing his presentation on the approaches that were introduced at Roundtable 3, he talked about four aspects of the public realm that are being explored: outdoor comfort, ground floor animation, interacting with water, and streets. Pina explained the mobility pillar's work on potential street design alternatives. The presentation took approximately one hour, and they responded to questions from attendees for 20 minutes.

## NOTES

*The following notes summarize the questions and answers but do not represent a verbatim transcript.*

**Q1:** How are people going to get in and out of the condos if there's one lane going one way?

- In all scenarios, much like WT's approach with Queens Quay West, traffic modeling is undertaken to ensure that access is maintained to every single property. These street designs were approved for Queens Quay East and West in the environmental assessment and are not meant to change access to any of the southside or northside developments.
- These examples are not final designs for the streets. The departure for this project is not about taking away access but rather testing if there are benefits to be gained with one-way traffic. WT has tested a scenario very similar to option #3 (the two-way alternative) during the Environmental Assessment (EA) which was approved in 2010. Any transition to one-way traffic would have to be tested with the same rigger as the two-way scenario was tested by WT during the EA.



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**Q2:** How do we keep bicycles and pedestrians apart to ensure pedestrian safety?

- WT has been developing the Martin Goodman Trail as a seamless cycling infrastructure across the waterfront, and the scenarios shown in these slides are an ultimate vision for Queens Quay.
- This presentation shows five different ways that the streets could be configured, and many of these examples show that the bike path and pedestrian zone are separated by planting or moveable furnishings.

**Q3:** On all the sites you've built, the relationships between landlords, the City, and building governance has been transparent and clear. Can you reassure me that, in this site, the streets and parks will become publicly owned and not private places? Who will own the buildings? Will utilities become part of the City's public utility system or will it be a private contract?

- As public stewards of this site, WT has heard you and we really do care and want to make sure that the site remains completely publicly accessible. Your feedback is integral to us as we work through these answers with Sidewalk Labs.
- The draft MIDP will make entirely transparent what is envisioned in terms of the different ownership and management structures of the buildings, streets, or parks. Sidewalk Labs recognizes that parks are a dedicated public space and should be owned by the City of Toronto. The project team is actively talking to Parks, Forestry and Recreation about this.
- Different opportunities are being explored that would not burden the City with certain systems or costs, similar to the way the Bentway has a nonprofit organization that works with the City to carry out programming.
- The answers to these important questions will become increasingly clear as the planning work progresses and there will be more opportunities for public input.

**Q4:** Is one of the goals of this project to create the data and utilize it for artificial intelligence?

- Sidewalk Labs' goal is to test ideas in Quayside that take on long standing policy objectives for cities and try to make them better. AVs are being tested on streets around the world already. Quayside's 12 acres could potentially be used to test policy and design to think about how we can make AVs beneficial for cities. It's not easy to do in an existing area.
- This type of data is already available and being collected by the City – traffic data, for example. It's already publicly available and the City is using it extensively on projects similar to this, so this is just a different way that the data can be leveraged. Selling data is not Sidewalk Labs' business.

**Q5:** How does the project coordinate with the Gardner coming down?

- What the project team is studying is the idea that Parliament terminates at Lake Shore, and this will become a pedestrian/bicycle zone. From a vehicular transportation perspective, this would



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create a loop system, similar to what exists now on King Street. This is the modeling we are focused on right now, and the results have shown that this wouldn't make a significant impact. It does result in more cars on Lake Shore but not to the detriment of the street. If we were to go forward with this, there would need to be an environmental assessment.

- Within the MIDP, we would demonstrate some initial modeling that show whether or not these steps are worthwhile. This is what we will be studying over the course of the next few months.

**Q6:** The design of the streets and light patterns in Queens Quay or Cherry Street are confusing. Have you learnt from this?

- WT designed the intersections on Queens Quay West to be mixed-use zones and for the bike path to be separated. What we learned was that although dedicated space was provided to cyclists there are small intersections where cyclists have to share the space with vehicular traffic, which can be confusing to some. We are testing a pilot that will see if an extension of the zebra markings across the bike paths will improve the waiting on the South side. There are many lessons that WT has learned and shared with Sidewalk Labs, and we are looking forward to working through the innovations and design of the streets together.

**Q7:** Is there conflict in policy between WT's initiative and the City?

- WT has been focused on innovation for more than 12 years, and our practice is to inform and work through policy changes in partnership with the City, or other levels of government, in the effort to deliver on some of our innovative ideas. Sometimes we need to negotiate difficult approvals or changes to policy. At times we have created requirements that policy caught up to later, such as with our sustainability guidelines and Minimum Green Building Requirements. This is a question that is better handled by emailing [info@waterfronttoronto.ca](mailto:info@waterfronttoronto.ca).

**Q8:** Have you modeled what would happen if we succeed in removing the Gardner from Jarvis? It will have an impact on looping and remove the 20-minute drive from Cherry Street to Sherbourne.

- Many of you in this room were involved in the EA and know the lobbying that's been done as part of that assessment. The work was completed, and the EA was approved. The work we are doing here will be within the work of that EA.