



# MINUTES

**Queens Quay Working Group Meeting #11**  
**Held on July 19, 2011**  
**Waterfront Toronto**  
**6:00-8:00pm**

## **Attendees:**

### **Members:**

- Clay McFayden, cycling advocate/ Toronto Cyclist Union
- Julie Beddoes, Gooderham and Worts Neighbourhood Association
- Vicki Barron, Waterfront Regeneration Trust
- Tom Davidson, constituency assistant to Councillor McConnell
- Ulla Colgrass, 55 & 65 Harbour Square
- Rick Rabba, Rabba Foods
- Laura Feltz, 250 Queens Quay
- Kelly Gorman, 260 Queens Quay
- Dennis Findlay, WaterfrontAction
- Pam Mazza, Toronto Island Community Association (represented by a delegate)
- Braz Menezes, York Quay Neighbourhood Association, represented by a delegate

### **Regrets:**

- Ritu Gupta, WaterClub Condominium Corporation
- Bob Rasmussen, 65 Harbour Square (represented by a delegate)
- Blair Keetch, PawsWay
- Brian MacLean, Bathurst Quay Neighbourhood Association
- Anna Prodanou, Toronto Island Community Association
- Jennifer Chan, constituency assistant to Councillor Vaughan

### **Advisors and Observers:**

- Dave Madeira, Waterfront Toronto
- Elsa Fancello, Urban Strategies Inc.
- Alun Lloyd, BA Group
- Bruce Sudds, Waterfront Toronto
- Tanya Brown, West 8 +DTAH
- Adam Nicklin, West 8 +DTAH
- JD Reeves, Waterfront Toronto
- Chris Glaisek, Waterfront Toronto
- Christine Karcza
- Carol Chan, BA Group

**Agenda:**

1. Welcoming remarks  
Chris Glaisek, Waterfront Toronto  
(Information sharing)
  
2. Introduction and meeting overview  
Elsa Fancello, Urban Strategies Inc.  
(Information sharing/feedback required)
  - a. Review agenda
  - b. draft meeting minutes from April 26, 2011
  - c. Review tracking matrix
  
3. Update on Community Update Meeting #3  
Elsa Fancello, Urban Strategies Inc.  
(Information sharing)
  
4. Introduction to accessibility  
Adam Nicklin, West 8 + DTAH  
Christine Karcza  
(Information sharing)
  
5. Update on Curbside Management  
Adam Nicklin, West 8 + DTAH  
Alun Lloyd, BA Group  
(Information sharing/feedback required)
  
6. Meeting working schedule and next steps  
Elsa Fancello, Urban Strategies Inc.  
(Information sharing)

## **Minutes**

### 1. Welcoming remarks

Chris Glaisek welcomed the Queens Quay Working Group and thanked them for their participation and feedback into the Queens Quay revitalization initiative. Chris began by providing an update on funding for the Queens Quay construction phase, utility planning anticipated to begin in September. Chris shared the good news that that a solution has been reached with the City and that the required amount has secured through the existing budget. Chris noted this agreement will officially be passed by Council in September 2011 when the City passes Waterfront Toronto's annual budget. He continued by stating that the community involvement throughout the course of the Queens Quay revitalization initiative has been integral to pushing this project forward. Specifically, he thanked the Queens Quay Working Group for their support and important feedback, as well as the numerous letters received from other stakeholders.

Chris also noted that the design team has almost finished the curbside management plan for Queens Quay, which will be presented to the Working Group this evening. He also took the opportunity to introduce Christine Karcza, the accessibility consultant for this project. Chris mentioned that Christine has been working with the design team for quite some time and provided important feedback for the design of the WaveDecks and Sugar Beach.

**Question/comment 1:** Has Waterfront Toronto hired a construction manager?

**Response 1:** We have not hired a construction manager yet but we have completed the prequalification process. We wanted to resolve the funding matter first before someone was hired. We plan to issue the RFP over the next couple of weeks.

**Question/comment 2:** Has the TTC confirmed that they have funding?

**Response 2:** The TTC has confirmed that they have funding. We are currently in the process of reviewing who is going to pay for specific pieces of the project.

**Question/comment 3:** Is Toronto Hydro on board?

**Response 3:** Yes. They are going to play a large role in the utility planning phase, anticipated begin in the fall.

**Question/comment 4:** I have concern with the fact that Waterfront Toronto's budget re: construction of Queens Quay needs to go before council, especially in light of the fiscal approach of the current administration.

**Response 4:** Waterfront Toronto has worked with the City before on approving its budget. There should be no surprises at Council.

## 2. Introduction and Report Back

Elsa Fancello reviewed the evening's agenda and welcomed the Working Group members. Elsa continued by providing a quick summary of the minutes from the April 26, 2011 Working Group meeting and the issues/comments tracking matrix (both documents are posted to the working group's web page.) She asked if anyone had any comments on the documents and noted that comments/revisions to the documents should be circulated to [central@waterfrontoronto.ca](mailto:central@waterfrontoronto.ca).

**Question/comment 5:** I could not locate the minutes or the tracking matrix on the project webpage.

**Response 5:** We will look into this. We will also email the minutes and the tracking matrix to the Working Group members after the meeting.

## 3. Update on Community Update Meeting #3

Elsa Fancello provided a brief update on the Community Update Meeting held on June 9, 2011 at the Harbourfront Centre. She noted that the meeting was the third in a series of community update meetings planned for the Central Waterfront, which are intended to provide the public with information on projects underway in the area, including Portland Slip Waters Edge, York Quay Revitalization and Queen Quay Redesign. The focus of the June 9<sup>th</sup> meeting was reviewing the detailed design plans for Queens Quay i.e. materials, trees and curb management. Elsa continued by stating that approximately 80 people attended the meeting and people were very supportive of the vision for Queens Quay Boulevard and comments focused on barriers to implementation (funding and coordination) and not the design itself. She also mentioned that some comments were specific to clarifying timelines and next steps i.e. TTC scope of work and footbridges and others comments were in regards to components of a great street i.e. creating active street frontages and providing transportation choice.

## 4. Introduction to accessibility

Adam Nicklin began by introducing Christine Karcza, the accessibility consultant, to the Working Group. Adam highlighted that the design team have been working with Christine for quite some time on ensuring that the various elements of the Queens Quay redesign, including the WaveDecks, address universal accessibility. He noted that it is about meeting the regulatory requirements in an imaginative and intuitive way, including providing visual and textual cues. Adam acknowledged that since the waterfront should be assessable to everyone, as designers, one needs to negotiate different systems and considerations i.e. appropriate clearances/space. He also recognized that they need to consider how people's, from the elderly to babies, move and experience the waterfront.

Christine Karcza continued with a quick summary of previous projects that she has worked on and the process that she typically uses. Christine noted she has worked for several organizations, including Stratford, Waterfront Toronto and the Royal Bank. Put simply, she looks at the proposed design plans and comments from a visitor experience of the space. She consults with a number of colleagues, including those with hearing and sight loss, and highlights potential challenges that a visitor may have and outlines potential solutions to the design itself, such as including tactile domes, wider sidewalks or longer street crossing. She often hosts training and awareness sessions with the design team at the start of the project in order to highlight potential challenges early on and to ensure that the universal access is integrated into the overall plan. Christine noted that accessibility is a major concern for approximately one in seven people and that with an aging population, it is important to establish creative and practical solutions to how we build and design our civic space. She concluded by recognizing that integrating accessibility is a work in progress but that some significant strides have been made, especially on the waterfront.

**Question/comment 6:** One of the things that I appreciated about the design for Queens Quay Boulevard is the integration of other cues than just street signs, i.e. creating a raised street at certain locations. Do you see this to be an issue from an accessibility perspective?

**Response 6:** Unfortunately the picture of a typical intersection along Queens Quay does not properly reflect how it will be experienced in reality. We have done several tests of the street pavers and it will be quite safe and accessible.

**Question/comment 7:** Are you aware if the new streetcars proposed along Queens Quay will be accessible?

**Response 7:** I believe that the new TTC fleet will be accessible. The TTC platforms will defiantly be accessible. There is new provincial legislation that sets a higher standard for accessibility, which is to be integrated into the recent Ontario Building Code.

**Question/comment 8:** It is positive that changes are being made to the new building code. It is my experience that some of the accessibility standards do not always work in practice.

**Response 8:** I agree. In several instances on paper it works but in practice it does not. For example the placement of materials could be located in the wrong location and becomes unusable i.e. sinks and hand dryers should be in close proximity to each other.

**Question/comment 9:** As a tall person, I feel that some of the infrastructure, i.e. water fountain and telephone booth is often too low and creates a different accessibility concern. I like how some of the new water foundations provides a ranges of levels for shorter and taller people, as well as pets. There is also other infrastructure that responds to 'wheels people' (cyclists and those in wheel chairs). It is important to consider how the design is going to accommodate a range of users.

**Response 9:** You raise some important points. We need to place importance on this matter and continue to make steps to address accessibility.

**Question/comment 10:** I believe that the signal crossing for Queens Quay was approximately 12 seconds. Do you have an ideal requirement for crossing time?

**Response 10:** The City has a standard time allocated for pedestrian street crossing based on the length of the street. For Queens Quay Boulevard, the crossing time was slightly increased.

**Question/comment 11:** Can the crossing time be adjusted?

**Response 11:** The street crossing time can be modified, as needed.

## 5. Update on Curbside Management

Adam Nicklin began by acknowledging that the curbside management plan has had to balance a number of uses that take place along Queens Quay. As part of determining the activities and the space required, the design team has consulted a number of stakeholders. Adam continued by reviewing the space requirement per use. He also noted that since parking along Queens Quay Boulevard will not be allowed, rather pick up/drop-off at designated spaces along the street will be permitted, proper curbside controls i.e. signage will need to be incorporated into the street design.

Alun Lloyd of BA Group reviewed the potential curbside controls that could be introduced along the street, including the range of parking signs for specific uses. He also presented on potential locations for the street signs. Alun highlighted that the signs can be refined over time, but that the design team is starting to work with the City on how activities/uses will be monitored i.e. allocated time for drop-off/pick-up. He also mentioned that the curbside controls address how the street should function but not whether it will be properly enforced.

**Question/comment 12:** I have some concern about right turn for buses at the intersection of York Street and Queens Quay.

**Response 12:** Today, buses cannot turn but we have widened the turning radius at that intersection.

**Question/comment 13:** I cannot see where the taxi stands will be located on Queens Quay Boulevard.

**Response 13:** I apologize for not pointing them out but essentially the locations of the taxi stands will remain where they are today with the exception of the taxi stand between York and Bay Streets which will be moved closer to the park and Queens Quay Terminal.

**Question/comment 14:** The parking spaces are very well used today and I am not sure the number of spaces that you are showing will adequately accommodate the current need.

**Response 14:** We are proposing no standing signs in front of the Starbucks, which means that people will not be allowed to park at this location. Most of the year there will be ample space to accommodate pick-up and drop-offs. The main consideration is that people need to obey the signs and that they need to be enforced.

**Question/comment 15:** Just to clarify, the signage in front of Starbucks will not allow parking and will require people to stay in their car?

**Response 15:** Currently we are proposing no standing signage.

**Question/comment 16:** Can I make a suggestion that the hop-on/hop-off loading area be moved from the other motor coaches loading area by York Street.

**Response 16:** There needs to be a reasonable distance between stops and they require a loading space by York Street.

**Question/comment 17:** Just to clarify, buses will take priority and then vehicles can stop temporarily (re: no standing and loading area signage at the same location). Can the vehicles get parking tickets?

**Response 17:** Vehicles will not be given tickets. The space will be controlled through the signs and will be controlled through the liberal use of these spaces.

**Question/comment 18:** What happens when multiple buses need to use the same spot and the same time?

**Response 18:** Bus operators need to work as a system. At some high volume places, people will employ ambassadors to assist people to get in and out quickly. There is a management side of this alignment that should not be onerous.

**Question/comment 19:** There is a history of no parking enforcement on the waterfront. Do you anticipate problems as Waterfront Toronto implements this strategy?

**Response 19:** We have been meeting with the city parking authority. Enforcement has not happened because it has not had to happen as there would be no way for people to park in the area.

**Question/comment 20:** On the south side of Queens Quay Boulevard, there is a water taxi area. I am just curious why you have not addressed it today.

**Response 20:** There are not changes proposed. It will be the same access condition as there is today.

**Question/comment 21:** The airport bus stop is being shown in front of the Westin Harbour Castle. Is it located off the Martin Goodman Trail?

**Response 21:** We are currently showing the temporary condition for the Martin Goodman Trail.

**Question/comment 22:** The plan is showing 4 or 6 taxi spots by 55 Harbour Square. Currently, the taxi stand by the Queens Quay Terminal is used as a social space. Have you considered if a cluster of 4 or 6 taxi spaces could create potential noise issues? Have you consulted with 55 Harbour Square?

**Response 22:** No, we have not consulted them yet but we explore this matter further.

**Question/comment 23:** Can you confirm the signage proposed in front of 250 or 260 Queens Quay? Is it no standing?

**Response 23:** We are assigning a loading area in front of the building in order to meet the requirement of the building.

**Question/comment 24:** What happens when people are moving in and out of 250 or 260 Queens Quay and they require 3 hour parking?

**Response 24:** There are a few options. They could use the loading space, they could plan to move after the parking meters end (after 8pm) or they could use metered parking.

**Question/comment 25:** Have you considered using the space by park as dedicated loading space?

**Response 25:** Noted.

**Question/comment 26:** Will the signs, even those that are not officially City parking signs, need to look like the standard City signs?

**Response 26:** No, there is some flexibility on the design. We plan to speak with this group again on signage along Queens Quay Boulevard.

**Question/comment 27:** I think that we should speak more on this issue at the next meeting.

**Response 27:** Noted.

#### 6. Meeting working schedule and next steps

Elsa Fancello thanked everyone for their feedback and for attending the meeting. She noted that the next meeting will be held on Tuesday, August 23, 2011 at Waterfront Toronto's office. She highlighted that the next Queens Quay Working Group meeting will report back on the signage re: curbside management and the overall way finding and signage strategy for Queens Quay Boulevard. She also mentioned that the Queens Quay Working Group will be coming to a close in the next few months as Waterfront Toronto transitions into construction phase for Queens Quay Boulevard. This matter will be discussed in more detail at the next Working Group meeting.