



MINUTES

Queens Quay Working Group Meeting #8
Held on February 17, 2011
Waterfront Toronto
6:00-8:00pm

Attendees:

Members:

- Clay McFayden, cycling advocate/ Toronto Cyclist Union
- Julie Beddoes, Gooderham and Worts Neighbourhood Association
- Pam Mazza, Toronto Island Community Association
- Vicki Barron, Waterfront Regeneration Trust
- Jennifer Chan, constituency assistant to Councillor Vaughan
- Sylvia Pellman, St. Lawrence Neighbourhood Association
- Andrew Judge, Redpath Sugar Ltd.
- James Russell, 33 Harbour Square
- Tom Davidson, constituency assistant to Councillor McConnell
- Ulla Colgrass, 55 & 65 Harbour Square
- Braz Menezes, York Quay Neighbourhood Association
- Rick Rabba, Rabba Foods
- Laura Feltz, 250 Queens Quay
- Helder Melo, Harbourfront Centre
- Ritu Gupta, WaterClub Condominium Corporation
- Cindi Vanden Heuvel, Mariposa Cruises
- Carol Jolly, Waterfront Business Improvement Association
- Craig Somers, Bus and Boat Company
- Brian MacLean, Bathurst Quay Neighbourhood Association

Regrets:

- Kelly Gorman, 260 Queens Quay
- Anna Prodanou, Toronto Island Community Association
- Bob Rasmussen, 65 Harbour Square (represented by a delegate)
- Robert Zeidler, Brookfield Properties Corporation
- Kevin Currie, Waterfront Business Improvement Association (represented by a delegate)
- Blair Keetch, PawsWay
- Tammy Thorne, cycling advocate
- David White, WaterfrontAction

Advisors and Observers:

- Pina Mallozzi, Waterfront Toronto
- Samantha Gileno, Waterfront Toronto
- Dave Madeira, Waterfront Toronto
- Chris Ronson, Waterfront Secretariat
- Elsa Fancello, Urban Strategies Inc.
- Jelle Therry, West 8 +DTAH

- Alun Lloyd, BA Group
- Carol Chan, BA Group
- Bruce Sudds, Waterfront Toronto
- Stephen Schijns, City of Toronto
- James Urban, West 8 +DTAH
- Tanya Brown, West 8 +DTAH
- Adam Nicklin, West 8 +DTAH

Agenda:

1. Welcoming remarks
Chris Glaisek, Waterfront Toronto
(Information sharing)
2. Introduction and meeting overview
Pina Mallozzi, Waterfront Toronto
(Information sharing/feedback required)
 - a. Review agenda
 - b. draft meeting minutes from Dec. 14, 2010
 - c. Review comments/issues matrix
3. Queens Quay Phasing and Funding Update
Chris Glaisek, Waterfront Toronto
(Information sharing)
4. Update on Jan. 19, 2011 Public Drop-in Session
Pina Mallozzi, Waterfront Toronto
(Information sharing)
5. Update on Queens Quay Curbside Management Plan
Alun Lloyd, BA Group
(Information sharing)
6. Update on Yonge Street, York Street and Bay Street ramp EA
Stephen Schijns, City of Toronto
(Information sharing)
7. Introduction to James Urban, landscape architect/arborist
James Urban
(Information sharing)
8. Meeting working schedule and next steps
Pina Mallozzi, Waterfront Toronto
(Information sharing)

Minutes

1. Welcoming remarks

Chris Glaisek welcomed the working group and thanked them for their participation and feedback on the Queens Quay revitalization initiative. Chris provided a brief summary of the meeting's agenda.

2. Introduction and report back

Pina Mallozzi reviewed the evening's agenda and invited all of the participants to introduce themselves, since there were a few new faces. Pina continued by providing a quick summary of the minutes from the December 14th Working Group meeting and the issues/comments matrix (both documents are posted to the working group's webpage). 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.

Question/comment: It is important that Bremner Boulevard connects to Bathurst Street (currently ends at Spadina Avenue). This is important from a transportation perspective for all users, including pedestrians, vehicles and cyclists.

Response: Noted.

3. Queens Quay Phasing and Funding Update

Chris Glaisek provided an update on funding and phasing of Queens Quay. Chris noted that the last time he provided an update to the Queen Quay Working Group in November 2010, Waterfront Toronto was still exploring breaking down the first phase of redevelopment from Lower Spadina Avenue to Bay Street into smaller segments, since only 800 metres area is funded. However since that time, Waterfront Toronto reviewed this matter in detail and decided that it is not feasible to break down the first phase of development into smaller segments due to the fact that Waterfront Toronto would lose its ability to integrate the design work with the TTC track alignment and would create numerous throw away costs. Specifically, it was deemed infeasible to phase the segment for the following reasons:

- Additional transitions, remobilization and temporary conditions have a significant additional cost;
- Efficiencies gained by undertaking TTC repairs and streetscaping construction would be lost (portions of TTC would need to be constructed twice);
- Temporary conditions could be problematic and visually unappealing, such as grade changes, jersey barriers, reduced lane widths, temporary ramps etc.
- Traffic would be impacted due to additional transitions;
- Bicycle infrastructure would remain disconnected; and
- Uncertainty on timing for the remainder portions of the first phase.

Hence, Waterfront Toronto is planning for the construction of Spadina Avenue to Bay Street as one complete project. He did note that the construction of the first phase will likely be staged on a block-by-block basis but that it will be built as one project.

Based on the recent analysis, the anticipated cost for Queens Quay Revitalization from Lower Spadina Avenue to Parliament Street, excluding municipal works which have already been completed, is \$198,200,000. The total estimated cost for design and construction of Queens Quay from Lower Spadina Avenue to Bay Street is \$75 million. Currently \$48 million is funded and \$27 million is unfunded for this phase of work. Chris noted that Waterfront Toronto staff has brought this issue to its Board of Directors and the Board remains committed to the revitalization of Queens Quay and in securing long term funding for this priority project. Chris also reiterated that Waterfront Toronto remains committed to securing this funding prior to construction start.

Chris continued by stating that Waterfront Toronto hopes to maintain the project schedule for the revitalization of Queens Quay. He noted that they are working on finishing the design work by July 2011, beginning the tendering in August 2011 and starting construction by September 2011. The construction period is anticipated to be completed within an 18 to 24 month period. A construction manager will be retained shortly to oversee the construction process for the first phase of Queens Quay. Currently, Waterfront Toronto is moving ahead with securing the necessary approvals with the City. Although Waterfront Toronto is committed to maintaining the project schedule, Chris highlighted potential issues that may impact the project timeline. Most notably, he raised that:

- Approvals may not be completed in time to commence construction;
- Funding may not be secured by September 2011;
- Design work may not be coordinated with Utilities and Municipal Services scope of work; and
- TTC timing may not be coordinated with Waterfront Toronto funding/timing schedule.

Chris concluded by stating that it is great news that the entire segment of Queens Quay from Lower Spadina Avenue to Bay Street will be constructed at one time and is very much in line of what Waterfront Toronto has heard from the community, including several members of the Queens Quay Working Group. Chris reminded the Working Group members to continue to voice that the revitalization of Queens Quay is a priority project to Waterfront Toronto Board of Directors, local politicians and community leaders.

Question/comment: How is the funding divided by the various government partners?

Response: The funding formula is not that straightforward. To put it simply, the contribution from the Federal government was used in the design scope of work and the construction will be funded by the City and the Province.

Question/comment: I am pleased to hear that Waterfront Toronto is ensuring that coordination is in place prior to the commencement of construction i.e. TTC scope of work. It would be unfortunate to

repeat what took place with the redesign of St. Clair Avenue or Bloor Street, which became very expensive and timely projects due to the fact that the partners were not coordinated.

Question/comment: Is funding secured for TTC scope of work? Also, what would happen if the TTC is unable to meet Waterfront Toronto's project schedule?

Response: It is Waterfront Toronto's understanding that the funding is secured for TTC's scope of work and that they have a firm project schedule. Waterfront Toronto will aim to meet TTC's project schedule.

Question/comment: Would the upcoming Pan American Games be an incentive for the Province to provide more funding for Queens Quay?

Response: The revitalization of Queens Quay is one of the many priorities for the Province. However, in regards to the Pan American Games, it is our understanding that the Province is more focused on other infrastructure projects for the games. There have been no recent discussions on additional funding for Queens Quay.

Question/comment: As discussed in a recent article in the Toronto Star, the City has made a \$34 million commitment for a new sports facility on the waterfront, could they use that allocated funding for Queens Quay, including the redesign of the Martin Goodman Trail?

Response: City Council has not yet decided what its priorities are for those funds, but they are part of the overall waterfront funding package so it is expected they will be used for waterfront-related projects of some type.

4. Update on Jan. 19, 2011 Public Drop-in Session

Pina Mallozzi reported back on the Public Drop-in Session held at York Quay Centre on January 19, 2011. She noted that this event aimed at providing an opportunity for members of the public to receive more information about the revitalization of Queens Quay prior to the start of construction later this year, and to ask questions specific to their home or business. She mentioned that a 25-foot long detailed plan for the entire Queens Quay was displayed for review and comment, as well as information panels. There were approximately 10 representatives from Waterfront Toronto in attendance, who were available to speak with members of the public and answer one-on-one questions throughout the evening. She also noted that there were approximately 200 people in attendance and several of those were new faces.

Based on the feedback forms received and the comments tracked by members of the Waterfront Toronto team, Pina summarized the key messages heard throughout the evening:

- Very excited to get started on the implementation process;
- Concern that adequate funds are not secured for the Queens Quay project and as a result this project will be delayed;
- Would like Waterfront Toronto to explore whether bike lanes, east of Bay Street, can be separated physically from traffic

- Would like Waterfront Toronto to ensure that public transit has signal priority to ensure efficiency
- Request for more information on construction timing and phasing;
- Very supportive of the overall design Queens Quay.

Pina concluded by stating that more information on construction timing and phasing of Queens Quay will be provided soon.

5. Update on Queens Quay Bus Management Strategy

Alun Lloyd of BA Group provided the Working Group with an update on the bus management strategy. He began by reviewing the study area, which focuses on the bus activity along Queens Quay from Dan Leckie Way to Parliament Street. However, he noted that for the purpose of this strategy, the study area was broken down into specific zones. Alun mentioned that they completed the information collection and capacity building stages of work and are currently analyzing and synthesizing the data collected and are about to develop design guidelines and principles which will be integrated into the overall design of Queens Quay. His presentation focused on the findings of the bus activity mapping, providing a summary of the overall demands and peak demands within the study area and general nodes of activity that were reviewed. The majority of the data collected was through bus surveys/counts and outreach with key stakeholders.

Alun provided a brief summary of the findings collected through the bus activity surveys completed during a 13 day period in August 2010. The analysis looking at peak time and locations of buses and specifics of how buses were allocated along Queens Quay. Generally, the data highlighted that several of the buses stay at the pick-up and drop-off location significantly longer than needed and if an appropriate location and a monitoring and enforcement strategy is in place, the number of buses along Queens Quay can be significantly reduced. He also noted that the future conditions need to accommodate various user groups and that overall design needs to accommodate the average demand needs and not necessarily the highest peak demand.

Alun concluded by stating that they are currently completing their overall analysis and developing the design parameters and plan to present their proposed physical design alternatives by mid-March. They will then review management and parking strategies. The study is intended to be completed by July 2011.

Question/comment: For example, several people that take the airport shuttle bus from the Westin Harbour Castel are not necessarily staying the hotel. It is probably similarly true that people that are dropped off along Queens Quay are going to the waterfront in general and not a specific destination. Has the Bus Management Strategy considered creating a bus drop off area on the north side of Queens Quay?

Response: We need to consider what conditions are being created on the south side of Queens Quay. We need to ensure that we create desirable and safe conditions. That said, the north side is an option for many services. We need to look at the physical and operational conditions along Queens Quay as a whole.

Question/comment: Waterfront Toronto should explore creating a pick-up and drop-off area on the north side. The north side could promote pedestrian activity and also could reduce some of the congestion happening on the south side of Queens Quay.

Response: Noted.

Question/comment: You mentioned that the data focused on the weekday bus activity and not data was collected for weekend bus activity. How much data was collected during the weekend? There are very different characteristics/demands between weekdays and weekend days.

Response: The bus activity surveys were completed within a 13 day period in August 2010. The surveys captured 3 Saturdays and 3 Sundays. We understand that the activities are quite different during the week and on the weekend.

Question/comment: In regards to creating a bus pick-up and drop-off area on the north side, I believe that buses on the north side would not attract activities but would rather block views to businesses and would create a parking lot condition. Many retailers on the north side of Queens Quay feel that there is currently not adequate parking enforcement and buses on the north side will only add to the problem.

Response: Management and enforcement needs to be in place for a bus strategy to be successful.

Question/comment: There needs to be a focus on enforcement and has to be grounded in the real bus activities along Queens Quay. Did the bus surveys capture a concert or major event happening on the waterfront? There are often increases in bus activity during special events.

Response: The Bus Management Strategy intends to highlight major events in the data.

Question/comment: Tour group buses typically have many seniors. As such, placing the bus pick-up and drop-off area on the north side maybe less desirable for many seniors from a safety and mobility perspective. Also, it is important to point out that buses stay at a particular location because there is nowhere else to park and wait.

Response: Noted. We intend to continue to explore where and why buses wait and drop-off and pick-up. We also need to consider appropriate waiting areas.

Question/comment: I understand that Bremner Boulevard was supposed to accommodate buses during their waiting periods. With the development of the new aquarium at the foot of the CN Tower along Bremner Boulevard, I am assuming that buses can no longer park there. Has there been some coordination with the City in regards to securing an appropriate location to support the current need?

Response: Bremner Boulevard was intended to accommodate bus parking and Queens Quay for bus drop-off and pick-up demands. There are isolated sites that could accommodate longer stays for buses. The question of how best to accommodate buses is of big concern across the City. We intend to

continue to work with the City in determining an appropriate solution. It is important to note that parking and bus management will be explored as part of this strategy.

Question/comment: I understand that we need to create bus drop-off and pick-up areas that are convenient but I do not think that design should be based on accommodating buses. In many museums/landmarks in Europe, although there are several buses, there is a generally understanding that people need to walk from a pick-up and drop-off location to the designation itself. I think that attention needs to be placed on creating generously designed pick-up and drop-off locations for people, which are aesthetically pleasing and safe.

Response: Noted. I agree that we also need to create good conditions for pedestrians who are using the buses.

Question/comment: It may be too early to get into details but it may not be that feasible to accommodate all of the buses. The City needs to plan and work with the bus companies – i.e. Niagara Falls.

Response: I agree that we need to get it right and that it must be a collective effort.

6. Update on Yonge Street, York Street and Bay Street ramp EA

Although it is outside the study area of the revitalization of the Central Waterfront, Stephen Schijns of the City of Toronto provided the Working Group with an update on the proposed modifications of the Yonge Street, York Street and Bay Street ramps off the F.G. Gardiner Expressway, which was completed at part of an Environmental Assessment (EA) process. Stephen noted that the EA Study aimed at identifying possible modifications to the road network in the vicinity of the F.G. Gardiner Expressway's York, Bay and Yonge Street interchange in order to improve conditions for pedestrians and cyclists. Through the EA, a range of configurations of the York, Bay and Yonge Street off-ramps were evaluated. In addition, the potential closure of the northbound Bay Street to eastbound expressway ramp and the potential addition of a local street from Harbour Street to Queens Quay between York Street and Bay Street were evaluated.

Based on the findings of the EA, it was concluded that the York, Bay and Yonge Street off-ramps should be shortened and that the northbound Bay Street to eastbound Gardiner Expressway ramp should be redesignated for bus use only. Stephen noted that the EA findings do not have a have significant negative impacts on vehicular traffic in the area. In regards to the new street from Harbour Street to Queens Quay, Stephen noted that it was not dealt with as part of the EA process, since more public consultation was required. He did however mention that approximately a 0.8 ha open/park space would be created with the removal of the ramps and that Oxford Properties has a development application to the City of Toronto for a proposed office development adjacent to the new open/park space. As such, discussions on a new north/south street will be taking place in the near future in order to address access to the new park/open space area and surrounding developments.

Stephen concluded with a quick summary of where the City is at with the final approvals of the EA study. He noted that the City has completed the technical work and are about to initiate the consultation phase of the EA process. He mentioned that the consultation event is scheduled for March 30, 2011. Following the consultation event, the feedback received will be integrated into the Environmental Study Report and which will then be submitted to the Ministry of the Environment. Once the report is submitted to the Ministry, there is a 30-day review period, where people can further comment on the project.

Question/comment: Congratulations on ramp demolition. I feel that there is community support for this project. However, in regards to the new road, I feel that the community have not actively participated in this decision making process. The open/park space becomes very important when ramp is removed and there is an amazing opportunity to create an important civic space for the City.

Response: The new street is a recommendation coming out of the EA process. It was not addressed as part of the EA. Further consultation with public will take place in the near future.

Question/comment: Can you please provide us with the notification for EA meeting scheduled in March. I would like to also mention that I recently participated in a charrette on Harbor Street, which aimed at creating a new vision for the street. The new site that will be created with the removal of the ramp is important and must promote design excellence. Has the City considered introducing a woonerf (a street where pedestrians and cyclists have legal priority over motorists) at this location? Woonerfs are being created in the West Don Lands and East Bayfront and this could be the first location in the Central Waterfront.

Response: The EA meeting is scheduled for March 30, 2011 at PawsWay. Additional information is also provided in the handout (Stephen circulated a handout to the Working Group members). The City has not considered woonerfs at this time but there will be several opportunities in the near future for members of the public to comment on the new street.

Question/comment: I do not understand why a street is being introduced in this area. It seems to go from nowhere to nowhere and is not practical. I do not want to remove park space in order to accommodate parking.

Question/comment: Please do not rush on the creation of the new street.

7. Introduction to James (Jim) Urban, landscape architect/arborist

Jim Urban introduced himself to the Queens Quay Working Group and provided a quick summary on what his role is on the revitalization of Queens Quay. Jim noted that he is a trained landscape architect and arborist with over 30 years' experience in urban development and planting trees in difficult urban sites. He mentioned that his area of focus changed near the beginning of his career from what is happening above the ground to what is taking place below and the soil conditions used to support healthy, strong trees. He told the Working Group that his work has taken him all over the U.S., Canada, Asia and Europe, since he believes that soils is a pretty universal idea.

In regards to the redesign of Queens Quay, Jim noted that there are several options for creating the right soil conditions for healthy trees on the south side of the street but on the north side there are more constraints. He stated that even with smaller soil volumes, there are creative ways to provide the right conditions for trees.

Question/comment: The City of Toronto has a bad record of growing street trees. Since time and energy is being invested to determine the right tree conditions along Queens Quay, there is an opportunity to share the information with the City.

Question/comment: Waterfront Toronto were recently informed that there is a Bell duct on the north side of Queens Quay, which provides cable/internet to the residents along Queens Quay and may impact the north side trees. What we discovered is that creating a healthy tree condition is like a puzzle and that you need to work with the existing infrastructure.

8. Meeting working schedule and next steps

Pina Mallozzi thanked everyone for attending the meeting and reminded everyone that the next meeting will be held on Wednesday, March 23, 2011 at Waterfront Toronto's office. She also noted that there will be updates on the Bus Management Strategy at the March and April Working Group meetings. Pina also took the opportunity before she goes on maternity leave to thank the Working Group members on their commitment to the revitalization of the waterfront.