

Queens Quay Working Group: Issue and Comment Matrix

Items requiring follow-up:

- Ground floor animation strategy for the north side of Queens Quay
- York Pier/Slip access and Bay/Queens Quay intersection: ferry terminal access, airport shuttle stop and proposed removal of turning movement at Harbour Square
- Curb management: layby locations, parking strategy, bus management plan report back
- Martin Goodman Trail, including possible interim extension east of Bay Street
- Wayfinding and signage strategy
- BIXI bicycle program
- Integration with TTC repair works
- Mitigation strategies to address microclimate
- Additional landscaping along Queens Quay
- Postering reduction strategies re: Teflon paint
- Alternative power generation
- Waiting areas for bus pick-up and drop-off

Queens Quay Working Group: Issue/Comment Tracking Matrix

Topic: Accessibility					
	Question/Comment	Meeting Date	Notes	Follow Up Required	Status
1	Concern that spacing and texture of the granite pavers (re: proposed granite for the south sidewalk-promenade).	July 20, 2010		<ul style="list-style-type: none"> No 	<ul style="list-style-type: none"> Addressed at the Working Group meeting #2
2	Waiting area for those that cannot cross the street within the allocated time	July 20, 2010	<ul style="list-style-type: none"> There will be timed traffic lights 	<ul style="list-style-type: none"> No 	<ul style="list-style-type: none"> Addressed at the Working Group meeting #3
3	Concern for how the TTC platform and the Queens Quay TTC tracks will be separated.	August 17, 2010	<ul style="list-style-type: none"> Final design will introduce several materials to encourage people to cross at the designated crosswalks. 	<ul style="list-style-type: none"> No 	<ul style="list-style-type: none"> Addressed at the Working Group meeting #3
4	Concern that not everyone will be able to cross the street within the allocated time available	<ul style="list-style-type: none"> September 21, 2010 October 19, 2010 November 4, 2010 	<ul style="list-style-type: none"> Suggested to provide detailed methodology and examples at two or three intersections. Initially addressed at Working Group Meeting #4; follow up at Working Group Meeting #5. 	<ul style="list-style-type: none"> No 	<ul style="list-style-type: none"> Addressed at the Working Group meeting #5

Topic: Cycling					
	Question/Comment	Meeting Date	Notes	Follow Up Required	Status
1	Can bicycle parking be located along the transition zone?	<ul style="list-style-type: none"> July 20, 2010 August 17, 2010 	<ul style="list-style-type: none"> The detailed design show that this is an appropriate location for bicycle parking 	<ul style="list-style-type: none"> No 	<ul style="list-style-type: none"> Addressed at the Working Group meeting #3
2	Ensure sufficient transition areas re: between Martin Goodman Trail (MGT) and the TTC platform and	July 20, 2010	<ul style="list-style-type: none"> Final design will be introducing several visual cues to differentiate between the pathways. 	<ul style="list-style-type: none"> No 	<ul style="list-style-type: none"> Addressed at the Working Group meeting #3

	between MGT and pedestrian pathway.				
3	Concern how will cyclists make left and right hand turns at the intersection	<ul style="list-style-type: none"> July 20 2010 August 17, 2010 	<ul style="list-style-type: none"> In cases where north-south cycling lanes exist street markings (chevrons or similar) will be included within the intersection to aid cyclists making turns to or from Queens Quay. A waiting area is proposed for cyclists at key intersections. The area is 6mX 2m in size. 	<ul style="list-style-type: none"> No 	<ul style="list-style-type: none"> Addressed at the Working Group meeting #3
4	Would it be possible to continue the Martin Goodman Trail past Yo Yo Ma?	<ul style="list-style-type: none"> September 21, 2010 	<ul style="list-style-type: none"> This is outside the scope of the project. However, when that portion of Queens Quay is scheduled for rebuild we are designing that transition so that the extension west to Bathurst Street is feasible. 	<ul style="list-style-type: none"> No 	<ul style="list-style-type: none"> Addressed at the Working Group meeting #4
5	Explore opportunities to better integrate cyclists into traffic, especially at busy intersections	<ul style="list-style-type: none"> November 4, 2010 November 16, 2010 		<ul style="list-style-type: none"> No 	<ul style="list-style-type: none"> Addressed at the Working Group meeting #6

Topic: Tree Planting/Landscape Treatment					
	Question/Comment	Meeting Date	Notes	Follow Up Required	Status
1	Are trees adequately spaced?	July 20, 2010	<ul style="list-style-type: none"> Design team has consulted a landscape architect and urban arborist to confirm that there will be adequate space to support healthy and mature trees. Trees will be spaced for optimal growth and will also have ideal planting soil volume. 	<ul style="list-style-type: none"> No 	<ul style="list-style-type: none"> Addressed at Working Group Meeting #2.

2	What tree species are being considered?	<ul style="list-style-type: none"> July 20, 2010 October 19, 2010 	<ul style="list-style-type: none"> A landscape architect and urban arborist will help determine the tree selection. Have determined that both Plane tree or American Elm tree are potential choices for southside promenade. 	<ul style="list-style-type: none"> No 	<ul style="list-style-type: none"> Addressed at Working Group Meeting #6.
3	Why are trees located on either side of the MGT and not along the promenade?	July 20, 2010	<ul style="list-style-type: none"> It is mostly to do with the spacing of the trees. Large trees occupy a lot of space and would not fit as an allee on the southside sidewalk/promenade. 	<ul style="list-style-type: none"> No 	<ul style="list-style-type: none"> Addressed at Working Group Meeting #1
4	How will water get to the tree roots?	August 17, 2010	<ul style="list-style-type: none"> There will be slots by the tree rings which will collect rain water. In the interim a watering system will be introduced. 	<ul style="list-style-type: none"> No 	<ul style="list-style-type: none"> Addressed at Working Group Meeting #6.
5	Please explore additional planting along Queens Quay i.e. raised planters. This important to bring green in the winter months.	November 16, 2010		<ul style="list-style-type: none"> Yes 	<ul style="list-style-type: none"> Will be discussed with the working group in the coming months.

Topic: Materials					
	Question/Comment	Meeting Date	Notes	Follow Up Required	Status
1	Is there an alternate ground cover than grass for the TTC ROW?	July 20, 2010	<ul style="list-style-type: none"> Design team considering using a combination of natural and artificial grass. Still need to test and find ways to reinforce the materials. 	<ul style="list-style-type: none"> Yes 	<ul style="list-style-type: none"> Will be discussed with the working group in the coming months.
2	Will the proposed paving treatment be impacted by snow plows in the winter months?	<ul style="list-style-type: none"> July 20, 2010 August 17, 2010 	<ul style="list-style-type: none"> Design team researched many materials and granite was selected because it is more durable and sustainable. 	<ul style="list-style-type: none"> No 	<ul style="list-style-type: none"> Addressed at Working Group Meetings #1 and 2

3	What is the maintenance cycle of the promenade?	August 17, 2010	<ul style="list-style-type: none"> Anticipate that some maintenance required on an as needed basis. Repairs can be done locally reusing existing pavers. Granite pavers last 100 years. The materials were selected in part because they will be quite durable and will last a long time. 	<ul style="list-style-type: none"> No 	<ul style="list-style-type: none"> Addressed at Working Group Meeting # 2
4	What is the maintenance cycle of the MGT?	August 17, 2010	<ul style="list-style-type: none"> asphalt path requiring standard maintenance 	<ul style="list-style-type: none"> No 	<ul style="list-style-type: none"> Addressed at Working Group Meeting # 2
5	What is the honeycomb system and how will it help with the longevity of the paving treatment?	August 17, 2010	<ul style="list-style-type: none"> Under the promenade there is approximately 2 metres of soil within milk crate looking objects called Silva Cells, which will support the growth of larger trees and will support minimal settlement over time. 	<ul style="list-style-type: none"> No 	<ul style="list-style-type: none"> Addressed at Working Group Meeting # 2
6	Have you explored multi tasking of poles in order to reduce clutter on the street?	<ul style="list-style-type: none"> September 21, 2010 November 16, 2010 	<ul style="list-style-type: none"> Wayfinding/signage was initially discussed at Working Group Meeting #6. 	<ul style="list-style-type: none"> Yes 	<ul style="list-style-type: none"> Will be discussed with the working group in the coming months.
7	Please provide more details around the Martin Goodman Trail when available	November 4, 2010		<ul style="list-style-type: none"> Yes 	<ul style="list-style-type: none"> Will be discussed with the working group in the coming months.
8	Please explore including a 'sharo' concept for westbound bike path at Spadina Avenue and the chevrons be located in the middle of the lane	November 4, 2010		<ul style="list-style-type: none"> No 	<ul style="list-style-type: none"> Addressed at Working Group Meeting #6.
9	Please explore the interim extension of the Martin Goodman Trail, east of Bay Street	November 4, 2010	<ul style="list-style-type: none"> Waterfront Toronto will report back once phasing becomes more clear 	<ul style="list-style-type: none"> Yes 	<ul style="list-style-type: none"> Will be discussed with the working group in the coming months.
10	Has Waterfront Toronto explored strategies for preventing posters being placed on the new light fixtures?	November 16, 2010	<ul style="list-style-type: none"> Waterfront Toronto will share the research that they conducted 	<ul style="list-style-type: none"> No 	<ul style="list-style-type: none"> Addressed at Working Group #7.

11	Please explore mitigation strategies to address microclimate	November 16, 2010		<ul style="list-style-type: none"> • Yes 	<ul style="list-style-type: none"> • Will be discussed with the working group in the coming months.
12	Has Waterfront Toronto explored teflon paint as a mitigation strategy for postering on light posts?	December 14, 2010		<ul style="list-style-type: none"> • Yes 	<ul style="list-style-type: none"> • Will be discussed with the working group in the coming months.
13	Has Waterfront Toronto explored green power/alternative power generation to light the trees along Queens Quay?	December 14, 2010		<ul style="list-style-type: none"> • Yes 	<ul style="list-style-type: none"> • Will be discussed with the working group in the coming months.

Topic: Intersection Design					
	Question/Comment	Meeting Date	Notes	Follow Up Required	Status
1	Concern that cars could temporarily stop in the third lane.	July 20, 2010	<ul style="list-style-type: none"> • The third lane used for turning movements at intersections and will be clearly marked as such. 	<ul style="list-style-type: none"> • No 	<ul style="list-style-type: none"> • Addressed at Working Group Meeting # 2
2	How can you promote a strong pedestrian and cycling environment while accommodating wide curb radii for buses and large trucks?	<ul style="list-style-type: none"> • July 20, 2010 • Email correspondence Sept. 26, 2010 	<ul style="list-style-type: none"> • Need to accommodate trucks and buses, so need large radii but not at every intersection along Queens Quay. • Need to still identify the key areas. 	<ul style="list-style-type: none"> • No 	<ul style="list-style-type: none"> • Addressed at Working Group Meeting # 5
3	Where will storm drains be located? Storm drains should be located near pedestrian crossings in order to reduce large puddles right at the intersection crossing.	July 20, 2010	<ul style="list-style-type: none"> • Locations still to be determined but agree with rationale. 	<ul style="list-style-type: none"> • No 	<ul style="list-style-type: none"> • Addressed at Working Group Meeting # 5
4	Concern that layby will be used for temporary stops	August 17, 2010	<ul style="list-style-type: none"> • The laybys are intended to be used for loading and possibly short-term parking. 	<ul style="list-style-type: none"> • No 	<ul style="list-style-type: none"> • Addressed at Working Group Meeting # 3

5	Concern that the mixed user group zones would not work effectively and would be confusing for the various users	August 17, 2010	<ul style="list-style-type: none"> Design team to explore strategies, including texture and signage, and report back to the Working Group 	<ul style="list-style-type: none"> No 	<ul style="list-style-type: none"> Addressed at Working Group Meeting # 3
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Topic: Phasing					
	Question/Comment	Meeting Date	Notes	Follow Up Required	Status
1	How will the Phase 1 project be phased with TTC's rebuild of the tracks?	July 20, 2010	<ul style="list-style-type: none"> TTC confirmed that they have a rebuild schedule and enough money to complete their scope of work. WT has planned to fund some of the design finishes. Will continue to dialogue with TTC 	<ul style="list-style-type: none"> No 	<ul style="list-style-type: none"> Addressed at Working Group Meeting # 2
2	If unable to build the area between Bay Street and Spadina Avenue, what will happen to the bike lanes?	July 20, 2010	<ul style="list-style-type: none"> Not sure if there is an interim solution but recognize the importance of having a continuous bike trail. Will be discussed with design team/city 	<ul style="list-style-type: none"> Yes 	<ul style="list-style-type: none"> TBD

Topic: Wayfinding/Signage					
	Question/Comment	Meeting Date	Notes	Follow Up Required	Status
1	It is very important that signs are introduced and clearly visible in the mixed use zone	August 17, 2010		<ul style="list-style-type: none"> No 	<ul style="list-style-type: none"> Addressed at Working Group Meeting #6.

2	Where would signs for right hand turns be located?	August 17, 2010		<ul style="list-style-type: none"> • Yes 	<ul style="list-style-type: none"> • Will be discussed with the working group in the coming months.
3	Will the signs along Queens Quay be overly prescribed?	<ul style="list-style-type: none"> • Email correspondence September 26, 2010 • November 16, 2010 	<ul style="list-style-type: none"> • The number and location of signs will be explored as part of the signage strategy • Initially discussed at Working Group Meeting #6 	<ul style="list-style-type: none"> • Yes 	<ul style="list-style-type: none"> • Will be discussed with the working group in the coming months.
4	Future signage must be coordinated with other existing signage such as the Waterfront Trail (bird, fish and leaf) markings	<ul style="list-style-type: none"> • Email correspondence September 28, 2010 • November 16, 2010 		<ul style="list-style-type: none"> • Yes 	<ul style="list-style-type: none"> • Will be discussed with the working group in the coming months.

Topic: Streetscape Design					
	Question/Comment	Meeting Date	Notes	Follow Up Required	Status
1	Would it be possible to lower the sidewalk on the northside of Peter Slip bridge in order to mimic the wavedecks and animate space at Maple Leaf Quay?	September 21, 2010	<ul style="list-style-type: none"> • To be explored by design team 	<ul style="list-style-type: none"> • Yes 	<ul style="list-style-type: none"> • Will be discussed with the working group in the coming months.
2	Concern that the lay-bys are not located in the appropriate locations and/or that there are not enough along Queens Quay	<ul style="list-style-type: none"> • September 21, 2010 • October 19, 2010 • November 4, 2010 	<ul style="list-style-type: none"> • To be explored by design team 	<ul style="list-style-type: none"> • Yes 	Will be discussed with the working group in the coming months.
3	What is planned west of Bathurst Street; specifically the intersection of Spadina Avenue and Queens Quay	September 21, 2010	<ul style="list-style-type: none"> • Discussed by design team at Working Group Meeting #4. Specifically, discussion focused on intersection crossing for pedestrians and cyclists. 	<ul style="list-style-type: none"> • No 	<ul style="list-style-type: none"> • Addressed at Working Group Meeting #4.

4	It is integral to maintain vehicle access (servicing and drop-off) to York slip/pier for the variety of marine user groups, including businesses on the island, users of yacht club, pleasure and charter boats.	<ul style="list-style-type: none"> September 21, 2010 Email correspondence September 23, 2010 October 19, 2010 	<ul style="list-style-type: none"> Initially discussed at Working Group Meeting #4. Further discussion is required. A specific meeting on York/Queens Quay will be held with key stakeholders 	<ul style="list-style-type: none"> Yes 	<ul style="list-style-type: none"> Will be discussed with the working group in the coming months.
5	Can we explore Pier 27 as a potential alternative to York Quay for drop-offs for pleasure boats and yacht club users?	<ul style="list-style-type: none"> Email correspondence October 23, 2010 	<ul style="list-style-type: none"> Has strong vehicle access and a large frontage on the water 	<ul style="list-style-type: none"> Yes 	<ul style="list-style-type: none"> Will be discussed with the working group in the coming months.
6	Will the taxi stand in front of Queens Quay Terminal remain?	September 21, 2010	<ul style="list-style-type: none"> There will no longer be a taxi stand in front of Queens Quay Terminal. The locations of taxi stands will be confirmed during the bus/curbside management plan. 	<ul style="list-style-type: none"> Yes 	<ul style="list-style-type: none"> Will be discussed with the working group in the coming months.
7	What is the groundfloor animation strategy for the north side sidewalk? Are there incentives in place to support spill-out onto the street?	October 19, 2010	<ul style="list-style-type: none"> Under the Zoning Bylaw, there is a requirement for 5 metre deep colonnade to support spill out and animation along the street. 	<ul style="list-style-type: none"> Yes 	<ul style="list-style-type: none"> Will be discussed with the working group in the coming months.
8	Is it possible to introduce wider pedestrian crosswalk areas at busy intersections such as Bay Street?	<ul style="list-style-type: none"> October 19, 2010 November 4, 2010 	<ul style="list-style-type: none"> Initially discussed at the November 4th working group meeting. 	<ul style="list-style-type: none"> Yes 	<ul style="list-style-type: none"> Yes, this will be integrated into the design. Exact dimensions to be determined.
9	How is the Queens Quay streetscape design process being integrated with the TTC's scope of work?	<ul style="list-style-type: none"> October 19, 2010 Email correspondence December 04, 2010 December 14, 2010 		<ul style="list-style-type: none"> Yes 	<ul style="list-style-type: none"> Waterfront Toronto will continue to provide updates to the Working Group.

10	Is it possible to connect the Parliament Street bus with the future LRT line re: ability to transform the area into a transit hub?	October 19, 2010		<ul style="list-style-type: none"> • Yes 	<ul style="list-style-type: none"> • Will be discussed with the working group in the coming months.
11	Coordination with BIXI bike program. Information session on how the program works.	<ul style="list-style-type: none"> • October 19, 2010 • Email correspondence November 19, 2010 	<ul style="list-style-type: none"> • Initially discussed at the November 16th working group meeting. 	<ul style="list-style-type: none"> • Yes 	<ul style="list-style-type: none"> • Waterfront Toronto will continue to provide updates to the Working Group.
12	Explore limiting the amount of laybys along Queens Quay and promote other modes of transportation (other than cars), such as walking, cycling and public transit	Email correspondence October 23, 2010		<ul style="list-style-type: none"> • Yes 	<ul style="list-style-type: none"> • Will be discussed with the working group in the coming months.
13	Would it be possible to map out all the underground and other public parking facilities along or near Queens Quay	Email correspondence October 23, 2010		<ul style="list-style-type: none"> • Yes 	<ul style="list-style-type: none"> • Will be discussed with the working group in the coming months.
14	Explore idea of dedicated layby for the ferry terminal to accommodate drop-offs	October 19, 2010	<ul style="list-style-type: none"> • Waterfront Toronto to explore 	<ul style="list-style-type: none"> • Yes 	<ul style="list-style-type: none"> • Will be discussed with the working group in the coming months.
15	Would Harbour Square be willing to remove one turning movement eastbound at Bay Street (shared right northbound or removal of eastbound left turn)?	<ul style="list-style-type: none"> • October 19, 2010 • December 14, 2010 	<ul style="list-style-type: none"> • Ulla Colgrass to explore with 55 Harbour Square Board • Waterfront Toronto to complete transportation study/discuss with City transportation staff 	<ul style="list-style-type: none"> • Yes 	<ul style="list-style-type: none"> • Will be discussed with the working group in the coming months.
16	Please include Robinson Crescent on the schematic design for Queens Quay	November 4, 2010		<ul style="list-style-type: none"> • No 	<ul style="list-style-type: none"> • This is not currently in the scope of the project.
17	Please provide details on the outcome of the Yonge Street, York Street and Bay Street ramp EA	November 4, 2010	<ul style="list-style-type: none"> • Waterfront Toronto to consult with City 	<ul style="list-style-type: none"> • No 	<ul style="list-style-type: none"> • Addressed at Working Group Meeting #8.

18	Please discuss the parking strategy being proposed	November 16, 2010		<ul style="list-style-type: none"> • Yes 	<ul style="list-style-type: none"> • Will be discussed with the working group in the coming months.
19	Please provide sufficient waiting areas for bus pick-up and drop-off	February 17, 2011		<ul style="list-style-type: none"> • Yes 	<ul style="list-style-type: none"> • Will be discussed with the working group in the coming months.