



MINUTES

Queens Quay Working Group Meeting #3
Held on September 21, 2010
Waterfront Toronto
6:00-8:00pm

Attendees:

Members:

- Jennifer Chan, constituency assistant to Councillor Vaughan
- Brian MacLean, Bathurst Quay Neighbourhood Association
- Clay McFayden, cycling advocate
- Dennis Findlay, WaterfrontAction
- Kelly Gorman, 260 Queens Quay
- Laura Feltz, 250 Queens Quay
- Julie Beddoes, Gooderham and Worts Neighbourhood Association
- Braz Menezes, York Quay Neighbourhood Association
- Tom Davidson constituency assistant to Councillor McConnell
- James Russell, 33 Harbour Square
- Anna Propanou, Toronto Island Community Association
- Andrew Judge, Redpath Sugar Ltd.
- Vicki Barron, Waterfront Regeneration Trust
- Ritu Gupta, WaterClub Condominium Corporation
- Sylvia Pellman, St. Lawrence Neighbourhood Association
- Cindi Vanden Heuvel, Mariposa Cruises
- Rick Rabba, Rabba Foods
- Kevin Currie, Waterfront Business Improvement Association
- Robert Zeidler, Brookfield Properties Corporation
- Ulla Coolgrass, 55 & 65 Harbour Square

Regrets:

- Blair Keetch, PawsWay
- Helder Melo, Harbourfront Centre
- Bob Rasmussen, 65 Harbour Square
- Pam Mazza, Toronto Island Community Association (represented by a delegate)
- Tammy Thorne, cycling advocate
- Yvonne Bambrick, Toronto Cyclist Union

Advisors and Observers:

- Pina Mallozzi, Waterfront Toronto
- Samantha Gileno, Waterfront Toronto
- Melissa Horwood, Waterfront Toronto
- Jelle Therry, West 8 +DTAH
- Alun Lloyd, BA Group
- Adam Nicklin, West 8 +DTAH
- Tanya Brown, West 8 +DTAH
- Pino Di Mascio, Urban Strategies Inc.
- Elsa Fancello, Urban Strategies Inc.

Agenda:

1. Welcoming Remarks
Chris Glaisek, Waterfront Toronto
(Information sharing)
2. Introduction and report back
Pino Di Mascio, Urban Strategies Inc.
(Information sharing)
3. Intersection design follow up
Jelle Therry, West 8 + DTAH
(Information sharing/feedback required)
4. Introduction to bus management analysis
Alun Lloyd, BA Group
(Information sharing)
5. Streetscape design break-out discussion
Jelle Therry and Adam Nicklin, West 8 + DTAH
(Information sharing/feedback required)
6. 2 month outlook
Jelle Therry, West 8 + DTAH
(Information sharing)
7. Next steps
Pino Di Mascio, Urban Strategies Inc.
(Information sharing)

Minutes:

1. Welcoming remarks

Chris Glaisek welcomed the working group and thanked them for their participation in this working group. Chris provided a brief summary of the meeting's agenda and gave an update on the proposed phasing strategy for the first phase of the Queen Quay revitalization process. He noted that Waterfront Toronto is still exploring phasing options and funding that would allow the first phase to stretch from Spadina Ave. to Bay St. to occur (currently only 800 metres is funded).

2. Introduction and Report Back

Pino welcomed the working group members and (re)introduced the members of the project team. He continued by reviewing the meeting agenda. Pino also introduced Robert Zeidler the newest member of the Queens Quay Working Group.

Pino provided a quick summary of the minutes from the August working group meeting and the issues/comments matrix (both documents are posted to the working group's webpage). He asked if anyone had any comments on the documents and noted that comments/revisions to the documents should be circulated to Pina PMallozzi@waterfrontoronto.ca.

Pino also asked if the working group members would like to have hard copies available at the meeting since Waterfront Toronto would like to preserve paper, especially if the members print their own copies or review the materials on-line. Based on a vote, approximately 5 copies of all the meeting materials will be made available at the working group meetings.

3. Intersection design follow up

As a follow up to the August working group meeting, Jelle Therry provided a summary of the intersection design process and addressed a few outstanding comments.

Jelle noted that based on feedback from City and Queens Quay Working Group, they are currently on the third version of the detailed intersection design. Specifically, he raised that from the meeting on September 9, 2010 with the City and the August working group meeting, a number of design refinements were made, including:

- Adding a clear line at each intersection for cyclists to safely cross the street
- Additional signage in and around the intersections, including yield signs and signs to highlight the various user groups
- Clear markers on the roadway
- Additional traffic lights which will have a timer to show how many seconds are left to cross the street
- Adding chevrons
- Refining the bike box idea

Question/comment: Based on this scale (cross sections that were shown via PowerPoint) it looks very busy and complicated.

Response: It is the intent to make the street have an open rather than cluttered feeling. The image on the PowerPoint slide exaggerates some of the signage to help visualize placement of the signs.

Question/comment: Can you ensure that the countdown for the traffic light is the right amount of time so that people can safely cross the street. Please confirm that it is not intended to be a two-stage crossing like University Avenue for example.

Response: At our next meeting Marc-Paul Gauthier, our transportation planner, can give more specifics on timing.

Question/comment: Can we test two or three intersections to see how long the crossing will take

Response: We can explore this issue together with the accessibility consultant.

Question/comment: I like the words/ graphics on the ground along the Martin Goodman Trail. Has the location of the signs been determined?

Response: This will be explored as part of the signage strategy. We will discuss signage with the Working Group in the coming months.

Question/comment: Based on the image shown on the PowerPoint, is that where the look left sign will be located?

Response: This image is not a reference to where text signs would be (for example, “look left” is not a sign that we intend to use. The exact signs and their location will be part of the signage strategy.

Question/comment: Have you explored multi tasking of poles in order to reduce impact?

Response: Yes, Marc-Paul Gauthier will be able to more specifically answer this question at the next meeting.

4. Introduction to bus management analysis

Alun Lloyd gave a presentation on the Queens Quay bus management strategy. He noted that the bus management strategy is linked to the work completed as part of the Queens Quay Environmental Assessment, which requires Waterfront Toronto to prepare a curbside management plan. The curbside management plan for Queens Quay will be designed to provide appropriate areas for vehicles to stop temporarily for loading/unloading passengers, taxi stops, deliveries, etc.

Alun highlighted that the study will be broken down into different stages and that they are currently in the first stage, which focuses on collecting initial information through bus surveys/counts and outreach with key stakeholders, as well as starting to establish baseline demands and operational needs. He also noted that the analysis will look at the entire length of Queens Quay, which for the purpose of this study will be broken down into zones. He also noted that the focused study area will be from the Radisson Hotel to Westin Harbour Castle.

Alun continued with a brief summary of the initial findings collected through the bus activity surveys completed through the month of August. As part of this analysis, BA Group reviewed the time of day/average stay of the buses, vehicle type, peak time/ peak day and provided summaries, which were then divided by zone. He noted that on average there are 239 buses per day, that at the peak accumulation there were 38 buses and there was a large range of vehicle types, with school buses being the most dominant.

Question/comment: When you talk about the school buses and harbour square; don't you mean the buses that are going to the ferries?

Response: We still need to determine where the buses are going. This assessment is part of the study we are undertaking.

Question/comment: Are you aware that Harbourfront Centre school buses will be parking at the Harbourfront Centre after the revitalization of that site is complete?

Response: We need to focus on the current state for bus management as we move forward with our analysis but we will factor in expected developments such as the York Quay revitalization project.

Question/comment: What is the timing of the bus management strategy?

Response: We expect that we will work over the next 6 months. We will work with the design team and we plan to hold interviews and create a working group to specifically discuss bus management issues.

Question/comment: How will your expected timeline fit in with the remaining work being prepared?

Response: We will be fully coordinated with the Queens Quay design. Our goal is to develop a plan that works and is manageable and consistent with the vision proposed for Queens Quay. For next steps we will continue to work with the design team, conduct interviews, work with a working group, continue information accumulation and confirm demand and management needs. As mentioned in the presentation, a proposed pilot project may be a deliverable coming out of this process.

Question/comment: The pilot project is a great idea. Will the study focus on the west side of Queens Quay or will it be looking at other areas including under the Gardiner Expressway? What is the scope?

Response: It will primarily focus on Queens Quay. However, the exact scope of the pilot project will come out of the study and our coordination with City staff.

Question/comment: There are huge development parcels proposed on East Bayfront. Are you going to build in a bus management strategy from the offset of these proposals or will a strategy be addressed at the site by site basis.

Response: It is important to have a master plan in place and work with the community to create a plan that works. It is the intent to have an overall strategy to help inform current and ongoing development and activities in the East Bayfront.

Question/comment: I am already concerned if we are going to complete Queens Quay on time. How will your work impact the overall project schedule?

Response: The design timetable will not be disrupted by our schedule. However, there is a benefit to addressing operational issues at the design stage.

Question/comment: Have you discussed this matter with City staff?

Response: We have discussed this matter with the City. They will also be part of the Working Group for the bus management strategy. This study is being undertaken jointly as negotiated by the Council motion.

Question/comment: Is there a difference in the number of school buses from summer and fall months?

Response: My gut feeling is that there are more buses in the summer months but still need more data to confirm.

Question/comment: Tour buses like to hang out along Queens Quay in front of the Harbourfront Centre. Have you started to look at this.

Response: There will be no more bus parking along Queens Quay. This was established from Queens Quay Environmental Assessment. The bus management strategy will address drop off/pick up along Queens Quay. It is our initial observation that these tour buses do not on average stay as long as perceived.

Question/comment: Will you consider the impact to the Railway Lands? Do not want to just push buses from Queens Quay to further north.

Response: This is not part of our initial scope of work but we will try and address the waterfront issues and not just move the problem somewhere else.

Question/comment: Is there costs associated with operational changes?

Response: Yes, potentially.

5. Streetscape design break-out discussion

Jelle Therry and Adam Nicklin each led a break-out group that looked at the detailed streetscape design of the entire Queens Quay. The two break-out groups had a large print out of the proposed design of Queens Quay and were invited to ask questions or provide comments as the design was being presented.

Break-out Group Red (led by Adam):

Question/comment: Can we lower the sidewalk and introduce a gentle slope by the Peter Slip bridge in order to mimic the wavedecks.

Response: We will look into this.

Question/comment: Would it be possible to continue the Martin Goodman Trail past Yo Yo Ma? You may be able to use some of the space from the sidewalk in order to allow for two-way bicycle traffic.

Response: 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.

Question/comment: Are there plans to tie the entrance from Music Garden to Queens Quay; creating a more natural movement?

Response: We plan to connect it to connect to Queens Quay in the future and we want to improve the entrance.

Question/comment: There currently is no access for deliveries for 250 Queens Quay. Can the proposed lay-by, just east of the 250 Queens Quay building, be extended? What is the relationship with Rabba and 260 Queens Quay?

Response: Currently there is a lay-by proposed in front of Rabba. We will explore this lay-by.

Question/comment: Is it possible to add a lay-by west of Simcoe Street since several stores do not have rear access.

Response: We will continue to explore potential solutions to lay-by needs. Adding lay-bys in this location means that street trees would be lost.

Question/comment: Will there be a drop-off area for the ferry traffic at Bay Street?

Response: We will report back on this.

Question/comment: At Bay Street, due to the strong pedestrian activity consider having a larger area at the intersection corners.

Response: Understood. We will look into this.

Break-out Group Blue (led by Jelle):

Question/comment: What is the large white zone by Freeland St?

Response: This is the portal for the TTC tunnel.

Question/comment: How do westbound cyclists cross at Spadina?

Response: At the intersection which is fully signalized. We will report back at the next meeting some of the strategies for this intersection that we researched as part of the EA.

Question/comment: Lay-bys are likely necessary at Rabba area. How will loading be addressed at Rabba?

Response: There will be a lay-by to address loading at Rabba. Generally, we have tried to include lay-bys whenever we could. However, we may not need them all.

Question/comment: The floating pier in front of Sobey's is not shown on the drawing. This pier is used by yacht club members, the Island Marina tender and water taxis. Unlike the large charter boats that are serviced primarily in the morning, this floating pier is used at all times of day by hundreds of people who are loading/unloading supplies. An appropriate lay-by is required for this use.

Question/comment: A lay-by area at York will also be needed to unload restaurant materials for Toronto Island

Response: We will add the pier to the horizontal alignment drawing. The team will investigate and report back on options for this area (including lay-bys, kiosk move, transformer, etc.)

Question/comment: When is the TTC going to rebuild the tracks?

Response: We are currently coordinating with the TTC and discussing phasing and planning.

Question/comment: Is there a plan to get rid of Peter Bridge?

Response: No, it is not part of the scope of this project.

Question/comment: The Music Garden is very important. Are there plans to better connect it to Queens Quay?

Response: We plan to connect it to connect to Queens Quay and we want to improve the entrance.

Question/comment: Why are the plans not showing anything west to Bathurst?

Response: The TTC tracks in this area are not scheduled for rebuild until 2021. At that point, we would like to see the plan for Queens Quay extended west to Bathurst St.

Question/comment: What are the large grey areas in front of 280 Queens Quay?

Response: These are the vents/grates coming from the underground garage at this location.

WT comment: We are planning to keep the sidewalks at least 3.5 metres wide on the north side.

Question/comment: Will there be clear signals for fire trucks to cross at EMS?

Response: Yes – this is a fully signalized intersection at EMS

Question/comment: Is there a lay-by at Rees Street parking lot for buses?

Response: The findings of the bus management strategy will help us determine the best strategy for this area. We are also planning for future development of that site and have tried to widen the sidewalks in front of the parking lot. Any future development will have to respect the Queens Quay redesign.

Question/comment: Where are Queens Quay Terminal taxi stands?

Response: 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 management plan.

Question/comment: How do you get on a streetcar from Harbourfront Centre?

Response: From Harbourfront Centre there will be a stop half a block east from the centre.

Question/comment: Will the Port Authority instrument be removed?

Response: We are in discussions with the Port Authority.

Question/comment: Will the proposed turning radius impact the space for pedestrians at the intersections?

Response: We have tried to look at intersection by intersection. We have tried to limit the large turning radius but recognize that it is necessary to service large trucks and buses.

Question/comment: Can we put electricity underground?

Response: Most will be underground but the street car poles will be above ground.

Question/comment: Why is the streetcar track so wide at Harbour Square?

Response: The streetcar track has to link back to the existing tunnel at this location which requires it to be wider.

Due to the fact that Jelle and Adam did not have sufficient time to discuss all of the design details for Queens Quay. Pino suggested that at the next Working Group meeting he will report back on what was discussed in each of the groups and additional time will be allocated to follow up on the streetscape design discussion.

6. 2 month outlook

Jelle provided a summary of the various issues and topics that will be explored by the design team within the next two months. He provided a quick summary of the following topic areas:

- 100% Schematic Design –submission to the city
- Start Detailed Design –linear park and phase 1 [Pina: should this be detailed?]
- Wayfinding / signage
- Heritage and Art strategy
- Accessibility
- Bus management

7. Next steps

Pino thanked everyone for attending the meeting and reminded everyone that the next meeting will be held the third Tuesday in October (Oct. 19, 2010) at Waterfront Toronto's office.

Pina Mallozzi noted that the second Community Update Meeting is currently scheduled for early November. Community Updates Meetings are intended to provide the public with information on projects underway in the Waterfront. The November meeting will focus on the detailed design proposed for Queens Quay, as well as provide an update on the phasing strategy for Phase 1.

Question/comment: Can we have a copy of the schedule for the Queens Quay process, including how the TTC work will tie in?

Response: We will be able to post a schedule that looks at topic areas that the working group will explore through the course of this process. We are unable to provide the project schedule for the TTC's scope of work at this time.