

**Queens Quay Working Group Meeting #2**  
**Held on August 17, 2010**  
**Site Tour- East Bayfront**  
**6:00-8:00pm**

**Attendees:**

**Members:**

- Jennifer Chan, constituency assistant to Councillor Vaughan
- James Russell, 33 Harbour Square
- Clay McFaden, cycling advocate
- Tammy Thorne, cycling advocate
- Bob Rasmussen, 65 Harbour Square
- 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
- Vicki Barron, Waterfront Regeneration Trust
- Helder Melo, Harbourfront Centre
- Sylvia Pellman, St. Lawrence Neighbourhood Association
- Anna Propanou, Toronto Island Community Association
- Cindi Vanden Heuvel, Mariposa Cruises
- Rick Rabba, Rabba Foods  
Kevin Currie, Waterfront Business Improvement Association  
Yvonne Bambrick, Toronto Cyclist Union

**Regrets:**

- Andrew Judge, Redpath Sugar Ltd.
- Tom Davidson constituency assistant to Councillor McConnell
- Ritu Gupta, WaterClub Condominium Corporation
- Brian MacLean, Bathurst Quay Neighbourhood Association
- Blair Keetch, PawsWay
- Ulla Coolgrass, 55 & 65 Harbour Square (represented by a delegate)
- Pam Mazza, Toronto Island Community Association (represented by a delegate)

**Advisors and Observers:**

- Pina Mallozzi, Waterfront Toronto
- Samantha Gileno, Waterfront Toronto
- Melissa Horwood, Waterfront Toronto
- Jelle Therry, West 8 +DTAH
- Marc-Paul Gauthier, Arup
- Adam Nicklin, West 8 +DTAH
- Tanya Brown, West 8 +DTAH
- Pino Di Mascio, Urban Strategies Inc.
- Elsa Fancello, Urban Strategies Inc.

**Agenda:**

1. Introduction and Report Back  
Pino Di Mascio and Elsa Fancello, Urban Strategies Inc.
2. Review of intersection design  
Jelle Therry and Adam Nicklin, West 8 + DTAH

Marc-Paul Gauthier, Arup

3. Site tour  
Jelle Therry and Adam Nicklin, West 8 + DTAH
  - a. Tree planting
  - b. Materials
  - c. Street geometry
4. Question and answer session  
Pino Di Mascio, Urban Strategies Inc.
5. 2 month outlook  
Jelle Therry, West 8+DTAH
6. Next steps  
Pino Di Mascio, Urban Strategies Inc.

**Minutes:**

1. 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.

Elsa provided a brief summary of the main topics coming out of last month's working group meeting. She asked that members review the draft meeting minutes and issues tracking log, which are posted to the website. She noted that comments/revisions to the documents should be circulated to Pina [PMalozzi@waterfrontoronto.ca](mailto:PMalozzi@waterfrontoronto.ca).

2. Review of intersection design

Members of the West 8+DTAH team prepared a model of the proposed street intersection design in order to visually illustrate how the intersections will function and what they will look like. Jelle and Adam reviewed the materials that will be incorporated into the Queens Quay redesign, including fencing, paving treatment and trees. Marc-Paul provided information on the traffic signalization and the dedicated turn lanes.

**Question/comment:** Please explain how cyclists will make left and right hand turns at an intersection.

**Response:** 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.

**Question/comment:** It is not clear what pavement markings will be used to guide cyclists through the intersection from north to south and south to north?

**Response:** We are currently exploring adding chevrons and/or dotted lines to ensure that the bicycle lane is clearly marked. We are also proposing to introduce waiting areas for cyclists at each intersection. The bike zones will be approximately 6 metres by 2 metres. (Jelle and Adam showed the working group members how the turning will work on the model).

**Question/comment:** At the last meeting it was raised that yield signs will be introduced within the transition area between the Martin Goodman Trail and the promenade. Where will the signs be located?

**Response:** This will be a mixed use trail and will have several graphical strategies to separate the user groups, including bright green and blue lines in the middle of the Trail and signage on and around the Trail. We do not think that the space should be overly prescribed, since we believe that with the appropriate signage and visual cues the mixed use zone will work effectively. Marc Paul explained where signage may appear along the trail.

**Question/comment:** It is very important that signs are introduced in the mixed use zone. "Yield to Pedestrians" and "Shared Pathway" signs should be incorporated into the pavement instead of using standard signs on posts.

**Response:** We have a sign consultant on our team and will be part of our discussion during schematic design. We also plan on discussing wayfinding and signage with the Queens Quay Working Group at a future meeting.

**Question/comment:** You mentioned in the last meeting that bicycle parking may be introduced along the transition zone? Bicycle parking in this area would be very convenient location.

**Response:** It is an option that we are thinking about as part of the design.

**Question/comment:** Mixed use zones should be evident and clear.

**Response:** We intend to make the mixed use zone really clear to pedestrians and cyclists. That said, we also want to ensure that the space is attractive and not overly rigid.

**Question/comment:** There may be an issue with overzealous police officers giving tickets since it will be unclear if cyclists are welcome in this space. Undesignated space may be a problem.

**Response:** It will be clear that cyclists will be welcome in the mixed use zone.

**Question/comment:** There may be a problem with clusters of people in the mixed use zone.

**Response:** It is a possibility but we do not expect this to be an issue with appropriate signage and visual cues.

**Question/comment:** As a pedestrian, some mixed use zones work very well. People just need to slow down and maybe we could rethink texture and signage.

**Response:** We will explore and discuss this further with the Working Group.

**Question/comment:** Where would you introduce signage for right hand turns?

**Response:** There would be one sign next to the signal head, and we could also add a second sign on the approach as advance indication. We also plan to introduce signage at strategic locations along Lake Shore Boulevard to guide people arriving to the area. This will be part of our wayfinding strategy, which we plan to discuss with the Working Group at a future meeting.

**Response:** Where right turns are prohibited from Queens Quay we will ensure that there is no curve radius but rather a 90 degree edge to physically discourage turning.

**Question/comment:** Can you explain the separation between the TTC platform and the Queens Quay TTC tracks, specifically the grass area along the tracks.

**Response:** We plan on introducing several materials to encourage people to cross at the designated crosswalks. For example, there will be a rougher stone edge, railings and trees, which will help direct people to the designated crossing areas.

### 3. Site tour

The West 8 + DTAH team prepared two design mockups along the East Bayfront promenade area to visually explain the material selection, tree planting strategy and the street scale and design.

The first design mockup focused on material selection and the tree planting strategy. The mockup had a piece of cloth to represent the Martin Goodman Trail with pieces of granite to explain the paving treatment that will be used. The granite pavers were passed around to explain the relationship between the smooth and rough surfaces and there was a demonstration that high heels would not get stuck in the cracks of the granite pavers (a concern raised in the previous working group meeting). Jelle and Adam also used other markers to highlight the width of the promenade. Further, since the promenade around the new Corus building is complete, they were also able to clearly explain the proposed tree planting strategy, specifically highlighting what the finished tree rings will look like, how the silva cell system will work and the intent to grow healthy and mature trees for the future.

**Question/comment:** How does water get to the tree roots?

**Response:** There will be slots by the tree rings which will collect rain water. In the interim a watering system will be introduced.

**Question/comment:** What is the maintenance cycle of the promenade and Martin Goodman Trail?

**Response:** We anticipate that some repairs will need to be made approximately every five years. The materials were selected in part because they will be quite durable and will last a long time. We studied several materials and from a design and sustainability perspective these materials were superior. Granite is meant to last over a hundred years so while some maintenance will be required along the way the upfront investment on material only needs to be made once.

**Question/comment:** You spoke about the honeycomb system. Can you explain it a bit further?

**Response:** Under the promenade there is approximately 2 metres of soil within milk crate looking objects called Silva Cells, The Silva Cells are the structural support to the surface, this enables the soil to be uncompacted which is much better for the trees.. Pavements typically fail because of what is underneath and while we know the base along the waterfront is “very wet fill” we have been able to construct a system we believe will have only minimal settlement over time.

**Question/comment:** How does the tree rings interact with salt during the winter months?

**Response:** It is not a huge concern since there will be a larger tree ring area where some salt can be collected and easily washed away.

**Question/comment:** Will the proposed paving treatment be impacted by snow plows in the winter months?

**Response:** If we look at winter cities, such as Boston and Montreal, you will find brick and granite, which are more durable materials. Snow plows destroy concrete.

**Response:** Granite is more expensive but we are investing in the upfront cost and in the long term these materials are more sustainable and durable.

The second design mockup focused on the street geometry and the relationship between the promenade and Martin Goodman Trail, as well as the TTC platform area. The West 8 + DTAH visually outlined the widths and separation distances between the different pathways.

**Question/comment:** I am a bit concerned that the laybys will be used for temporary stops

**Response:** The laybys are intended to be used for loading and possibly short-term parking. This will be discussed further at future meetings.

**Question/comment:** Will the laybys be used for handicapped parking?

**Response:** Not sure at this time.

**Response:** We will look at laybys and streetscape at next month's working meeting.

#### 4. Question and answer session

Although there was discussion throughout the meeting and site tour, Pino facilitated a question and response session.

**Question/comment:** Streetcars have advance green along Queens Quay and I would like to make a request that pedestrians and cyclists also have advanced green.

**Response:** That is a great point. Streetcars will no longer have an advance green, the signal strategy proposed in the EA will have streetcars running with the east/west green.

**Question/comment:** I do not understand why cyclists should stop at T-intersections.

**Response:** It will be legal along T-intersections for cyclists to continue along the trail. The trail will not be interrupted as it would be in a traditional roadway configuration.

**Question/comment:** There are examples of the bike/pedestrian mix zones. There are two scramble intersections in the City (Bloor Street and Avenue Road and Yonge Street and Dundas Street); have you explored a pedestrian signal only? It is wonderful for pedestrians and could potentially clear the congestion of the intersection.

**Response:** this will be likely impacted by the length of the lights and will be a concern for the TTC because it will reduce the green time available for streetcars therefore this is not being considered.

**Question/comment:** In regards to the proposed grass on the TTC track, is there an alternative to natural grass?

**Response:** Grass is a bit more durable than most plants. We are considering using a combination of natural and artificial grass. We still need to test and find ways to reinforce the materials.

**Question/comment:** I do not like the look of artificial grass.

**Response:** We want to select the best material from a sustainability and design perspective.

**Question/comment:** can you replace trees easily or do you have to replace the pavers?

**Response:** It is very easy to replant. You just need to remove the soil from within the tree ring and replace the tree.

5. 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 approximately 6 topic areas:

- Horizontal alignment
- Wayfinding
- Accessibility
- Schematic design
- Utility work plan
- Event electrical plan

6. Next steps

Pino thanked everyone for attending the meeting and reminded everyone that the next meeting will be held the third Tuesday in September (September 21, 2010) at Waterfront Toronto's office.