



MINUTES

Queens Quay Working Group Meeting #10
Held on April 26, 2011
Waterfront Toronto
6:00-8:00pm

Attendees:

Members:

- Clay McFayden, cycling advocate/ Toronto Cyclist Union
- Julie Beddoes, Gooderham and Worts Neighbourhood Association
- Jennifer Chan, constituency assistant to Councillor Vaughan
- Sylvia Pellman, St. Lawrence Neighbourhood Association
- Andrew Judge, Redpath Sugar Ltd.
- Rick Rabba, Rabba Foods
- Cindi Vanden Heuvel, Mariposa Cruises
- Carol Jolly, Waterfront Business Improvement Association
- Dennis Findlay, Waterfront Action
- Bob Rasmussen, 65 Harbour Square
- Kelly Gorman, 260 Queens Quay
- Ritu Gupta, WaterClub Condominium Corporation
- Pam Mazza, Toronto Island Community Association
- Brian MacLean, Bathurst Quay Neighbourhood Association

Regrets:

- Blair Keetch, PawsWay
- Braz Menezes, York Quay Neighbourhood Association
- James Russell, 33 Harbour Square
- Tom Davidson, constituency assistant to Councillor McConnell
- Vicki Barron, Waterfront Regeneration Trust
- Kevin Currie, Waterfront Business Improvement Association (represented by a delegate)
- Tammy Thorne, cycling advocate
- Anna Prodanou, Toronto Island Community Association (represented by a delegate)
- Laura Feltz, 250 Queens Quay
- Robert Zeidler, Brookfield Properties Corporation
- Helder Melo, Harbourfront Centre
- Ulla Colgrass, 55 & 65 Harbour Square (represented by a delegate)

Advisors and Observers:

- Alun Lloyd, BA Group
- Carol Chan, BA Group
- Pino Di Mascio, Urban Strategies Inc.
- Sean Wheldrake, City of Toronto
- Jelle Therry, West 8 +DTAH
- Adam Nicklin, West 8 +DTAH
- Bruce Sudds, Waterfront Toronto
- JD Reeves, Waterfront Toronto
- Chris Glaisek, Waterfront Toronto
- Elsa Fancello, Urban Strategies Inc.

Agenda:

1. Welcoming remarks
Chris Glaisek, Waterfront Toronto
(Information sharing)
2. Introduction and meeting overview
Pino Di Mascio, Urban Strategies Inc.
(Information sharing/feedback required)
 - a. Review agenda
 - b. draft meeting minutes from March 22, 2011
 - c. Review comments/issues matrix
3. Report back on BIXI program
(Information sharing)
Sean Wheldrake, City of Toronto
4. Queens Quay process update
(Information sharing)
Jelle Therry, West 8 +DTAH
(Information sharing/feedback required)
5. Meeting working schedule and next steps
Pino Di Mascio, 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 noted that the design team is working on the 60% design submission and that they are hoping to finalize the set by the end of April. In regards to funding of Queens Quay, Chris mentioned that Waterfront Toronto is continually trying to engage its government partners to confirm funding and that they expect to have a good understanding of the funding formula and schedule by June/July 2011. In the meantime, Waterfront Toronto and design team are working on finalizing the overall design and addressing curbside management approach.

Question/comment 1: Do we have a sense of what the funding reallocation will look like?

Response 1: Waterfront Toronto is committed to securing funding for all of its projects. As such, Waterfront Toronto hopes to defer funding from other projects instead of complete reallocation.

Question/comment 2: Does Waterfront Toronto need cooperation from all three levels, including the City of Toronto?

Response 2: Yes.

Question/comment 3: I am concerned about the potential impact of this City administration on the waterfront revitalization process. Myself and a group of concerned citizens met recently to discuss what Councillor Ford is terming the 'boondoggle.' Do you have any comments?

Response 3: Waterfront Toronto is currently in the process of showing how its funding has been allocated. Waterfront Toronto has been audited numerous times and is accustomed to disclosing its detailed financial records. Many people have written in support of Waterfront Toronto and just this week, there have been positive editorials about Waterfront Toronto in the Toronto Star and Toronto Sun. As always, it is good to hear from members of the public to share their views with elected officials. As you all know, there is a federal election so this would be a good time for citizens to engage their federal candidates. It is also important to note that Waterfront Toronto has worked through different City administrations and we have been able to continue to realize our revitalization efforts and initiatives.

Question/comment 4: I would like to make a quick announcement about Jane's Walk, which is taking place across the City on May 7 and 8th. There will be a guided walk of Sugar Beach at 11am on Sunday, May 8th and a walk of the Lower Don at 2pm on Sunday, May 8th.

Response 4: Noted.

2. Introduction and report back

Pino Di Mascio reviewed the evening's agenda and welcomed the Working Group members. Pino continued by providing a quick summary of the minutes from the March 22, 2011 Working Group

meeting and the issues/comments tracking 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 central@waterfrontoronto.ca.

Question/comment 5: On page 6 of the meeting minutes, it states that there likely is enough space for deliveries to happen at the rear of Harbor Square. Is this correct?

Response 5: We understood that there is enough space but we will confirm with the design team.

Question/comment 6: I would like to suggest that the questions/comments be numbered.

Response 6: Noted.

Question/comment 7: It seems like we are giving up a lot of the street to parking and I would like to emphasize that we need to protect space for pedestrian crossing on the north side.

Response 7: Noted.

3. Report back on BIXI program

Sean Wheldrake of the City of Toronto Cycling Infrastructure and Programs Unit provided a brief introduction to the BIXI program, including a summary of how the public bicycle system will operate, the background of this program in Toronto and an overview of the proposed locations along Queens Quay. The launch of BIXI Toronto will take place on Tuesday, May 3, 2011, with 1,000 bikes and 80 stations BIXI (1,500 docking points) around Toronto's downtown core. Sean noted that the BIXI program is designed to operate like an extension of the public transit system and is to be used for one-way trips of less than 30 minutes in duration. Specifically, he stated that:

- Regular users can purchase a membership for one month to one year
- Users will have 24-7 access to the bicycles
- There is no trip fee if the bicycle is returned within 30 minutes
- Bicycles can be picked up and dropped off at any bicycle parking station
- Non-members or day users can access the system at any station with a credit card

Sean also reviewed the design of the BIXI bicycles and stations. He noted that the BIXI stations will be wireless (not permanent infrastructure) and will be operated by solar panels. The BIXI stations also follow the City of Toronto's streetscaping, pedestrian and street furniture guidelines. Sean acknowledged that it was slightly challenging to find suitable BIXI locations along the waterfront. However, they managed to find 13 suitable locations, of which five stations are located on or very close to Queens Quay. Sean concluded with a brief history of the BIXI program in Toronto and its success in other cities worldwide, including Montreal.

Question/comment 8: Will BIXI Toronto program be accessible year round?

Response 8: It is not confirmed but the BIXI program in Montreal is year round.

Question/comment 9: I am concerned that the BIXI Toronto program was introduced only to a relatively small area in the City. Why was such a small land area selected for this program?

Response 9: City Council decided to launch a smaller program of only 1,000 bikes. However, there are strategies to expand the program, including a securing a loan guarantee from the City of Toronto and through sponsorship and membership.

Question/comment 10: Are the public bicycle programs in Paris and Lyon, France privately funded?

Response 10: Those programs are funded by street furniture contracts. In the City of Toronto we decided not to go with the contract that Astral Media Inc. put forward.

Question/comment 11: If BIXI Toronto decides to expand does it need to go back to City Council for approval.

Response 11: Only 80 stations are funded. If BIXI expands it will need a loan guarantee from the City of Toronto or another government partner. Without the loan guarantee, the program can only be expanded through membership and sponsorship. However, it is expected that if BIXI Toronto focuses solely on membership and sponsorship, it would take quite a while to expand the program.

Question/comment 12: Can you review the proposed stations along Queens Quay?

Response 12: (Sean showed the PowerPoint slide again and pointed out the stations)

Question/comment 13: Has BIXI talked to the bike company by the Ferry Terminal?

Response 13: As part of determining suitable BIXI locations, BIXI Toronto worked with the local businesses through the Waterfront BIA. It should be noted that BIXI does not compete with bike rentals businesses, since, based on the rates it is not worth using BIXI for the longer rentals (i.e. renting bicycles for day trips to Toronto Island).

Question/comment 14: Does BIXI have a method of transport to move the bicycles from less used to more highly used stations?

Response 14: BIXI does have trucks to move around the bicycles from station to station. We anticipate this to be quite straightforward with the exception of Union Station, which is under currently construction and may be more difficult to access.

Question/comment 15: What happens if a bicycle is not there when you arrive at a particular station? Do you wait?

Response 15: Currently you can call and a bicycle will be relocated to a particular station. You can also get an application on your smart phone, which will let you know the number of bicycles available at a particular location. Finally, since the stations are quite close together, you can also walk to the next closest location (approximately 30 metres apart).

Question/comment 16: Are the BIXI stations all the same size?

Response 16: No, but on average there are 15 docking stations with 10 bicycles at each station.

Question/comment 17: How many speeds will the bicycles have? How many bicycles will be made available at Union Station?

Response 17: All of the bicycles will have 3 speeds. Union Station will have 12 modules, which will support approximately 47 bicycles. However, due to the construction at Union Station, the BIXI station will have to be relocated within approximately a 3 month period.

4. Queens Quay process update

Jelle Therry began by thanking the Working Group for their feedback and comments on the curb management plan for Queens Quay, which was presented at the last Working Group meeting. Although, he was not in attendance, he heard that the meeting went quite well and that he is pleased that everyone is committed to creating a high quality and animated street.

Jelle's presentation focused on providing an overview of the design schedule and a summary of the feedback and comments received from City staff and other stakeholders. Essentially, Jelle presented how the design has been refined as a result of the comments and feedback received to-date. Jelle mentioned that the design team is currently in the detailed design stage and that they are working on presenting 90% design completion to Waterfront Toronto. They are aiming to submit another design submission to the City and the TTC by the end of May. The design team is also working towards 100% detailed design by the end of April and aim to begin the construction drawings in early May.

Over the course of the last five months the design team has received numerous comments from the City agencies/departments and other stakeholders, including the Queens Quay Working Group. The design team has since met with the various stakeholders to review and find an overall balance. Some of the design refinements presented to the Working Group included:

- The location and the amount of parking spaces/loading spaces to be provided along the north side of Queens Quay;
- The tree species (still the same family of trees proposed) and the proposed spacing between the trees on the north side of Queens Quay (7.5 metres to 10 metres);
- Slight adjustments to the slope along the roadway in order to respond to the accessibility guidelines and the introduction of a 5' curb stone;
- Introduction of continuous materials in order to clearly mark pedestrian and cycling crossing at each intersection;
- Introduction of a slight slope and catch basins along the Martin Goodman Trail;
- Removal of the proposed grass along the TTC Right-of-Way, in order to address EMS comments;
- The TTC platform will be 2.4 metres wider and 15 cm higher than what was originally proposed;
- There will be a continuous silva cell system under trees and Martin Goodman Trail (approximately 33m³ per tree) along the south side of Queens Quay;
- Slight adjustments to the street furniture placement, including the location of the light poles; and,
- Stronger coordination with existing and planned utilities, in order to ensure that the design is not compromised in the short to medium term.

Question/comment 18: Can you please review the proposed dimensions of the north side of Queens Quay?

Response 18: The dimensions of the north side sidewalk generally remain the same (minimum width of 5.5 metres with a minimum 1.5 metre Public Right-of-Way) with the exception of some places which will need to encroach onto the existing sidewalk area. Waterfront Toronto wants to improve the quality of space on the north side of Queens Quay and maintain the amount of space currently available.

Question/comment 19: Quite a while ago, the Toronto Island Community Association requested a meeting to review in detail the plans for Bay Street. This meeting has never taken place.

Response 19: Our apologies. We will try and hold the meeting with the Toronto Island Community Association as soon as possible.

Question/comment 20: It is unfortunate that Waterfront Toronto lost the battle of integrating grass along the TTC Right-of-Way.

Response 20: We are going to look at alternatives to integrating more 'green' along Queens Quay i.e. large planting pots.

Question/comment 21: I am concerned about the proposed locations of the catch basins along the Martin Goodman Trail. Specifically, I do not want the Martin Goodman Trail to turn into an ice skating rink during the winter months.

Response 21: The proposed catch basins will be flush with the curb and will help remove large puddles along the trail.

Question/comment 22: Why was the zebra lines that crossed the Martin Goodman Trail removed?

Response 22: This change was made after we received the City's comments. The City requested extra crossing lights and for the zebra lines to bleed into the interim space between the Martin Goodman Trail and the TTC Right-of-Way.

Question/comment 23: How will the trees survive the excess salt in the winter months?

Response 23: 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. Also, the silva cell system will help restore the soil.

Question/comment 24: I am concerned with the proposed slope along the street.

Response 24: The proposed slope will have a one to two percent grade change. The slope is minor and will not be visible or felt.

Question/comment 25: Will the crossing sign posts have reflective markings? I am concerned that cyclists/pedestrians will run into them, especially when it is dark outside.

Response 25: The traffic poles area made of steel. We are considering introducing a metal shroud similar to what will be introduced on the light posts.

Question/comment 26: I really like the proposed bike boxes.

Response 26: We have had quite a bit of internal discussion on the bike boxes. The City also really likes them.

Question/comment 27: It seems like the design team received a lot of 'no's' from City of Toronto staff. Is that common from your experience working in other cities?

Response 27: I experienced a very similar process in other cities. The designer has a vision and needs to defend the design. He/she is flexible on certain items in order to uphold the overall vision. Essentially, it is a give and take process.

5. Meeting working schedule and next steps

Pino Di Mascio thanked everyone for their feedback and for attending the meeting. He reminded everyone that the next meeting will be held on Tuesday, May 24, 2011 at Waterfront Toronto's office. He also noted that the next Queens Quay Working Group meeting will report back on curbside management and will introduce the accessibility considerations for the revitalization of Queens Quay.

Question/comment 28: Do you know if the Bremner Boulevard extension from Bathurst Street to Spadina Avenue will be complete before the construction will begin along Queens Quay?

Response 28: We are not sure. We will confirm this matter with Chris Ronson from the Waterfront Secretariat.

Question/comment 29: When I report back to my community, I receive a lot of questions on how the redesign of Queens Quay will be integrated with the TTC repair works. Would it be possible for someone from TTC to provide an update to this Working Group?

Response 29: We are currently trying to get someone from the TTC to speak to this matter at the next Community Update Meeting, scheduled for June. We hope to confirm their attendance soon.

Question/comment 30: Since there are some issues around connecting the LRT to Union Station, will there be continued service east/west along Queens Quay in the interim?

Response 30: The service is dependent on creating the transit portal.

Question/comment 31: While the transit portal is being constructed, could there be an interim bus route provided?

Response 31: We will need to discuss this matter with the TTC.

Question/comment 32: Do you have any additional information on the Yonge Street, York Street and Bay Street ramp EA process?

Response 32: Since the Project Manager provided an update to the Working Group on February 17th, we know that the City has held a public meeting and open house on April 4, 2011. We understand that this project is not budgeted.

Question/comment 33: I would like to receive more information on the curbside management plan and would like to hear back from the design team with the 90% detailed design plans. I would like to also note that the curb cut at 250 Queens Quay is blocked by a metal gate in order to create a patio space for the existing Thai restaurant.

Response 33: Noted.