



WATERFRONTToronto

Queens Quay Working Group Meeting #1
July 20, 2010, 6:00-8:00pm
Waterfront Toronto, 20 Bay Street, Suite 1300

MINUTES

Attendees:

Members:

- Andrew Judge, Redpath Sugar Ltd.
- Jennifer Chan, constituency assistant to Councillor Vaughan
- James Russell, 33 Harbour Square
- Clay McFaden, cycling advocate
- Tammy Thorne, cycling advocate
- Tom Davidson constituency assistant to Councillor McConnell
- Ulla Colgrass, 55 and 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
- Helder Melo, Harbourfront Centre
- Sylvia Pellman, St. Lawrence Neighbourhood Association
- Pam Mazza, Toronto Island Community Association
- Cindi Vanden Heuvel, Mariposa Cruises
- Blair Keetch, PawsWay
- Rick Rabba, Rabba Foods
- Ritu Gupta, WaterClub Condominium Corporation
- Brian MacLean, Bathurst Quay Neighbourhood Association

Regrets:

- Vicki Barron, Waterfront Regeneration Trust
- Kevin Currie, Waterfront Business Improvement Association

Advisors and Observers:

- Chris Glaisek, Waterfront Toronto
- Pina Mallozzi, Waterfront Toronto
- Samantha Gileno, Waterfront Toronto
- Jelle Therry, West 8 +DTAH
- Peter Manna, West 8 +DTAH
- Adam Nicklin, West 8 +DTAH
- Harold Sich, West 8 +DTAH
- Melanie Hare, Urban Strategies Inc.
- Elsa Fancello, Urban Strategies Inc.

Agenda:

1. Welcoming remarks
Chris Glaisek, Waterfront Toronto
2. Introductions
Melanie Hare, Urban Strategies Inc.
3. Queens Quay Working Group Administration
Melanie Hare & Elsa Fancello, Urban Strategies Inc.
4. Design Update - Streetscaping
Jelle Therry, West 8+DTAH
5. Update on Phasing
Chris Glaisek, Waterfront Toronto
6. 2 month outlook
Peter Manna, West 8+DTAH
7. Next steps
Melanie Hare, Urban Strategies Inc.

Minutes:

1. Welcoming remarks

Chris Glaisek welcomed the new working group and introduced the members of the Waterfront Toronto and consultant team.

2. Introductions

Melanie Hare provided an overview of the role of the working group, reviewed the evening's agenda and invited all of the participants to introduce themselves.

3. Queens Quay Working Group Administration

Melanie Hare reviewed the role and responsibilities of the Working Group. Specifically, she outlined that the Queens Quay Working Group is intended to provide a multi-stakeholder forum for discussion of specific local issues and topics during the detailed design and planning for construction phases of the project. She also stressed the importance of Working Group members acting as a liaison between Waterfront Toronto and their respected group, committee or organization. Melanie also reviewed the membership and composition of the Working Group and the intent to achieve an appropriate balance of stakeholders. Melanie followed by discussing the working schedule of the group and provided examples of agenda items that the Working Group will explore over the next year.

Elsa Fancello provided a quick summary of the recently prepared Central Waterfront Public Engagement Strategy, which will help guide future Waterfront Toronto public engagement activities in this area. She noted that the engagement strategy has been structured around four categories of projects and a

variety of related engagement techniques and methods. Elsa reviewed the four categories and provided examples of engagement activities, such as the Queens Quay Working Group.

4. Design Update - Streetscaping

Jelle Therry gave an overview of the design vision for Queens Quay and outlined the seven main components of the design. The presentation was meant to provide an overview and update on the design of Queens Quay to spur a detailed discussion and help the team get a sense of what areas the Working Group is interested in focusing more time. Although, Jelle presented on the entire design concept, it is the intent that the Working Group will discuss specific issues and topics at future meetings, such as signage and wayfinding. It is important to note that after Jelle reviewed a specific design component, he asked for questions/comments. Below is a summary of that discussion.

a. **South sidewalk-promenade**

Question/comment: The mosaic looks fantastic in the East Bayfront. I have concern with rough surfaces for people with accessibility issues.

Response: The intent is to have a smooth surface in the walking zone of Queens Quay and a rougher zone will act as a buffer between the TTC and the promenade. This will be addressed later in the presentation when we discuss north landscape zone. We will also propose to discuss accessibility in greater detail at a future working group meeting.

Question/comment: I am concerned how the rough and smooth surfaces (proposed granite for the south sidewalk-promenade) will work together. Specifically the spacing of the tiles as demonstrated in the photo and the potential for bike tires/high heels to get stuck in the cracks.

Response: The photo was an example however we have been successful in East Bayfront in tightening up the spacing to approximately ¼". At next month's site tour, we should tack on a visit to the new water's edge promenade in the East Bayfront where this has been applied.

Question/comment: Could you speak to the finishing of the tree pits and how you will plan for people locking up their bicycles to trees.

Response: The tree trench will be finished with a metal ring. In regards to the bicycle parking, we plan on putting in a lot of bike racks. I know that it may not solve the problem completely but we plan on having a detailed strategy for street furniture in place, which we have not finalized yet.

Question/comment: The tree pits looks much larger than the rest of the tree pits found in the City.

Response: The tree pits are 120 cm wide in order to create full mature trees along the promenade.

Question/comment: Typically there are more bikes than is ever anticipated/planned for. Approximately how many bikes are you planning for (re: cycling infrastructure)?

Response: Bike rings will be mapped out as part of our Furniture siting. This will be brought to the working group for discussion at a later meeting (probably in the fall).

Response: It will be important to build flexibility in the design to support cycling. For example at Quay to the City, there were approximately 250 bikes per hour and today, on average, we have approximately 15 bikes per hour along Queens Quay.

Question/comment: Have you thought about introducing bicycle parking along the transition zone? It would be a convenient location and offer a barrier from the street edge.

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

Question/comment: Have you planned for a bixi bike station? <https://bikeunion.to/bixi-toronto>

Response: We have not at this time.

Question/comment: You may want to consider including a zone of smooth pavement next to the Martin Goodman Trail in order for cyclists to have a buffer area in case pedestrians do go on the Trail.

Response: We will look into this.

Question/comment: I am unsure if the paving treatment will keep pedestrians from using/walking across the Martin Goodman Trail. What is the transition between Martin Goodman Trail and the TTC platform?

Response: This is a great point to transition into the next section- the Martin Goodman Trail. The Martin Goodman Trail will have its own graphic identity and will have its own signage and areas that will be marked with local art in order to highlight a transition, such as an upcoming intersection or the crosswalk for TTC platform.

b. Martin Goodman Trail

Question/comment: Will you consider putting in yield signs within the transition area?

Response: We have a sign consultant on our team and will be part of our discussion during schematic design.

Response: We plan on discussing wayfinding and signage with the Queens Quay Working Group at a future meeting.

Question/comment: I am not sure about the paving treatment of Martin Goodman Trail and how it will work with the rest of the pathways.

Response: The Martin Goodman Trail will only have one slope and will be at the same level to the transition area and the promenade. We are introducing several visual cues to differentiate between the pathways.

Question/comment: I am curious about how to make a stronger transition between the pathways, especially to let pedestrians aware.

Response: There are several graphical ways to make it clear such as the bright green and blue lines in the middle of the Trail and signage on and around the Trail.

Question/comment: I see that there is a bright line in the middle of the bike lane. What is the material?

Response: The line is the green/blue stripe typically found on the Martin Goodman Trail. We are not sure yet of the exact materials. Some options might be paint or Duratherm however there are challenges with both. This decision will depend on the discussions with the City.

c. Tramway and Platform

Question/comment: Grass requires a significant amount of maintenance and cutting. Was another ground cover considered?

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. Specifically, we need to consider different grass species, snow, salt, etc.

Question/comment: In regards to the streetcar platform and the Martin Goodman Trail, will there be any separation and/or fencing? I am concerned about the relationship between the cyclists and pedestrians. Specifically how pedestrians cross the bike lane.

Response: We still need to review but I am not sure if fencing will work. There will be a designated crosswalk where pedestrians can access the TTC platform.

Question/comment: The curb stones are made of granite. How you planned for snow removal and the potential damage of snow plows?

Response: The granite was selected since it is more robust to snow plows. The wear and tear will likely be less with this material.

Question/comment: I understand that you are still working on the design of the transit shelters but I just want to raise that it should provide climate protection.

Response: We will be using the City of Toronto standard shelter. The streetcar shelters are still in the design stage.

Question/comment: You are discussing low maintenance materials and introducing grass as an aesthetic quality, but what will happen in the long run? Maybe artificial turf would be better for the long term operations?

Response: We still need to test and research the various options.

d. Road

Question/comment: I see a problem for how cyclists will make turns and the issue with crossing tracks.

Response: We are proposing waiting areas for cyclists. The area is 6 metres by 2 metres and could be considered a bike box.

Question/comment: In regards to accessibility, is there a place for those that cannot cross the street within the allocated time?

Response: That is an issue around traffic timing. Details around accessibility will be discussed with the working group in the coming months.

Question/comment: Have you considered putting the zebra stripes in all of the areas and not just the three corners in the intersection? I am not sure if the art section is enough. Maybe you could use different materials, such as a speed bump?

Response: This is a point that we have discussed internally quite a bit. Essentially, other materials raise problems such as snow removal and snow plow impacts.

Question/comment: There may be an issue of people stopping in the third lane and run in and grab a coffee.

Response: The third lane is used for turning movements at intersections. There will be no on-street parking on the south side, however midblock on the north side there is an opportunity for layby zones for either bus drop-off/pick-off, parking or loading for buildings which may not have dedicated zones.

e. North sidewalk

Question/comment: Typically, the City's engineers require really wide curb radii on each corner. How is the design going to address this?

Response: That is a fight that many designers have. We want to accommodate trucks and buses, which are very important for this area, so we still need large radii but not everywhere along Queens Quay. We are trying to identify the key areas. It is a challenge but we have preliminary begun to address this issue.

Question/comment: Where are the storm drains? I do not understand why they are typically located mid-block and not at crosswalks- always large puddles at crosswalks.

Response: We are still working out that detail. However, West 8 +DTAH will be responsible for determining the location of the storm drains and we will take this point under consideration.

Question/comment: Will there be seating along the north side of Queens Quay in order to invite people to this side and ultimately support the businesses?

Response: We are still determining the street elements for the north side of Queens Quay but there likely will not be benches.

f. Tree planting strategy

Question/comment: How much space will there be between the trees?

Response: There is approximately 7 metres of space on the north side and approximately 10 metres on the south side of Queens Quay. The spaces are strategic in order to support a higher soil volume. We are proposing a soil volume of approximately 30 cubic metres in order to create large trees.

Question/comment: All the proposed tree species are deciduous. During the long winter, the double row of trees will not be green. I understand that there are problems with Evergreens but I would like to have green trees in the winter months.

Response: Evergreens grow too slowly and we would like very large trees on Queens Quay. Lots of green would be nice over the winter time but we are proposing event lighting that will go in the trees. We can also borrow landscape elements from adjacent sites, for example Sugar Beach will

have Pine Trees which will provide winter character to both the park but also as a backdrop to Queens Quay.

Question/comment: I cannot imagine two rows of elm trees in this area.

Response: James Urban, our specialist (landscape architect and urban arborist), will help determine the tree planting strategy and tree selection. We still need to review in detail the proposed distances and the habitat. We have determined that both Plane tree and American Elm tree are the two tree species that we would like in order to get the look and feel that we want along Queens Quay.

Question/comment: Why are the trees located on either side of the Martin Goodman Trail and not along the promenade?

Response: It is mostly to do with the spacing of the trees. Large trees occupy a lot of space and would not fit as an alley on the southside sidewalk/promenade.

g. Materials and furnishings

Discuss materials and furnishings in greater detail at future meetings.

5. Update on Phasing

Chris Glaisek provided an update on the proposed phasing of Queens Quay. He reviewed the three segments of the Queens Quay implementation process, outlining their geographical scope and the anticipated cost of completing the design. He stated that not the full area of segment 1 (Spadina Avenue to Bay Street) could be implemented but funding is only secured for approximately 800 metres. He discussed Waterfront Toronto's disappointment that the full segment could not be completed at once and reviewed the three options of where the 800 metres should be within the area from Spadina Avenue to Bay Street.

Question/comment: If you are unable to build the area between Bay Street and Spadina Avenue, what will happen to the bike lanes?

Response: I am not sure if there is an interim solution but we recognize the importance of having a continuous bike trail.

Question/comment: Isn't there extra costs with completing the design in a piecemeal fashion?

Response: there are temporary throw away costs with the temporary connections.

Question/comment: It is my understanding that to do the entire phase 1, there is a 20 million shortfall. We need to put the pressure on to receive the extra funding. It is crazy to do this in a piecemeal fashion. We need to do the whole thing now. We need a letter campaign.

Question/comment: We need a fundraiser

Question/comment: We need to write letters to all three levels of government

Question/comment: Queens Quay needs to be a priority project. It would be a shame to cut the issue short for 20 million dollars.

Question/comment: We need to consider the project from one end to another. We should not support anything else.

Question/comment: Do you know when the Queens Quay construction will start?

Response: Hope to start construction by spring 2011. Construction will happen over two summers. However, it is important to point out that the first summer will contain the regular construction disruptions and the second summer will focus on the landscape treatment and will be less disruptive.

Question/comment: What is the relationship with Waterfront Toronto's proposal and what is being proposed by the TTC?

Response: We are told that the TTC has a rebuild schedule and that they have enough money to complete their scope of work. That said, we are not sure if they have 'enough' money to have a finished product at the level that we would like. Waterfront Toronto has planned to fund some of the design finishes. It is important to point out that potential TTC challenges will likely happen east of Bay Street (re: East Bayfront transit tunnel).

Question/comment: Is the TTC planning to move the tracks all at once. What will be the impacts on the Martin Goodman Trail?

Response: The intention is to move the TTC right of way very modestly. There will be some challenges with coordinating their track work rebuild with our phased approach to building Queens Quay Phase 1.

6. 2 month outlook

Peter Manna 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 14 topic areas and outlined the expected.

Question/comment: Can traffic planning be discussed earlier than what is proposed in the working schedule?

Question/comment: What constitutes as a special event that would be part of the event electrical plan?

Response: It could include a special event that you are planning, for example the Tall Ships.

Question/comment: Has Waterfront Toronto considered on-site power generation?

Response: We are exploring green technology. Waterfront Toronto is committed to sustainability.

Melanie asked that as a group they highlight priority topics/issues over the next few months.

Question/comment: We will be discussing the bus management plan in October? The bus management plan will affect the overall traffic management plan.

Question/comment: Has the lighting for streets been determined as part of the Event Electrical Plan?

Response: Street lighting will be separate from Event Electrical Planning.

Question/comment: We need to agree to share our email addresses.

Response: Exchanging contact information should be done off-line. It is not Waterfront Toronto's protocol to share this information.

Question/comment: Are our names and respective organizations on the website?

Response: Currently, they are not listed.

Question/comment: Are there members of the BIA on the Queens Quay Working Group?

Response: Yes. They send their regrets for today's meeting.

7. Next steps

Melanie thanked everyone for attending the first meeting and reminded everyone that the next meeting will be held the third Tuesday in August (Working Group members agreed that they will hold the meeting in August).

Question/comment: Will we be receiving materials before meetings?

Response: Waterfront Toronto will work towards providing materials before meetings.

Melanie noted that materials would be available on the dedicated website for the Queens Quay Working Group which is: www.waterfrontoronto.ca/ggconsultation

It was also noted that the next meeting will be August 17, 2010 and not August 24, 2010 as was noted in the presentation materials.