



# MINUTES

**Queens Quay Working Group Meeting #9**  
**Held on March 22, 2011**  
**Waterfront Toronto**  
**6:00-8:00pm**

## **Attendees:**

### **Members:**

- Clay McFayden, cycling advocate/ Toronto Cyclist Union
- Julie Beddoes, Gooderham and Worts Neighbourhood Association
- Vicki Barron, Waterfront Regeneration Trust
- Jennifer Chan, constituency assistant to Councillor Vaughan
- Sylvia Pellman, St. Lawrence Neighbourhood Association
- Andrew Judge, Redpath Sugar Ltd.
- James Russell, 33 Harbour Square
- Tom Davidson, constituency assistant to Councillor McConnell
- Ulla Colgrass, 55 & 65 Harbour Square
- Rick Rabba, Rabba Foods
- Laura Feltz, 250 Queens Quay
- Helder Melo, Harbourfront Centre
- Cindi Vanden Heuvel, Mariposa Cruises
- Carol Jolly, Waterfront Business Improvement Association
- Kevin Currie, Waterfront Business Improvement Association
- Klaus Hatje, York Quay Neighbourhood Association
- Tammy Thorne, cycling advocate
- Kelly Gorman, 260 Queens Quay
- Robert Zeidler, Brookfield Properties Corporation
- Anna Prodanou, Toronto Island Community Association
- Dennis Findlay, WaterfrontAction

### **Regrets:**

- Ritu Gupta, WaterClub Condominium Corporation
- Bob Rasmussen, 65 Harbour Square (represented by a delegate)
- Blair Keetch, PawsWay
- Braz Menezes, York Quay Neighbourhood Association, represented by a delegate
- Brian MacLean, Bathurst Quay Neighbourhood Association
- Pam Mazza, Toronto Island Community Association (represented by a delegate)

**Advisors and Observers:**

- Dave Madeira, Waterfront Toronto
- Chris Ronson, Waterfront Secretariat
- Elsa Fancello, Urban Strategies Inc.
- Alun Lloyd, BA Group
- Bruce Sudds, Waterfront Toronto
- Pino Di Mascio, Urban Strategies Inc.
- Tanya Brown, West 8 +DTAH
- Adam Nicklin, West 8 +DTAH
- JD Reeves, Waterfront Toronto
- Chris Glaisek, Waterfront Toronto
- Michael Fox, Great Gulf Group

**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 Feb. 17, 2011
  - c. Review comments/issues matrix
3. Curbside management working session  
Adam Nicklin, West 8 +DTAH  
(Information sharing/feedback required)
4. 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 Waterfront Toronto have had two meetings over the last month with Waterfront Business Improvement Association (BIA) in order to address their concerns on certain aspects of the Queens Quay revitalization project, specifically the curb management strategy. He continued by stating that the meetings were quite productive and that the design team now have a strong understanding of their issues and concerns. He followed by stating that the intent of this Working Group meeting is to review the current thinking around curb management along Queens Quay and to continue the conversation with the larger group of stakeholders. Chris also mentioned that the design team is currently preparing another submission package of the overall design to the City, for City review and comment, in the beginning of April.

### 2. Introduction and report back

Pino Di Mascio reviewed the evening's agenda and invited all of the participants to introduce themselves, since there were a few new faces on the Waterfront Toronto team. Pino continued by providing a quick summary of the minutes from the February 17<sup>th</sup> 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@waterfronttoronto.ca](mailto:central@waterfronttoronto.ca).

**Question/comment:** On the issues/comments matrix, there is note that Waterfront Toronto will report back on the interim extension of the Martin Goodman Trail, east of Bay Street. I have received several questions on this matter; does Waterfront Toronto know the expected timing?

**Response:** The Martin Goodman Trail extension into East Bayfront Precinct is tied to funding. Waterfront Toronto is currently exploring solutions to extend the Martin Goodman Trail and is committed to find a suitable option, which would have minimal throw-away costs. The interim extension will not happen for this year's cycling season.

### 3. Curbside management working session

Adam Nicklin led the curbside management working session with the Queens Quay Working Group members. Adam noted that the intent of the working session is to determine some suitable curb management solutions, which build on the bus analysis being prepared by BA Group and address the needs of the various stakeholders. Adam continued by stating that collectively they will review the detailed plan for Queens Quay from Dan Leckie Way to Parliament Street and work together in brainstorming suitable solutions. He also noted that the study area was broken down into specific zones, similar to the Bus Management Study that BA Group presented at the last Working Group meeting.

Prior to reviewing the design for Queens Quay, Alun Lloyd of BA Group provided a quick summary of the typical bus dimensions, space requirements for pick-up and drop-off and parking demand targets based on the specific zones, in order to help better inform the discussion. Some key information presented included:

- Typical bus dimensions: school bus 12 metres long, highway coach 14 metres long, and tour bus 7.5 metres long.
- Independent bus entry and egress: school bus will require +/- 23 metres and motor coach will require +/- 26 metres.
- Queued bus entry and independent entry: school bus will required +/- 15.5 metres and motor coach will require +/- 17 metres.
- Queued bus entry and queued egress: school bus will require +/-12.5 metres and motor coach will require +/- 14.5 metres.
- Bus parking demand targets:
  - Zone 1 (Westin Hotel) the following is required: 3 coaches; an airport express stop (need to provide 6 or 7 buses at peak times); short term parking proposed on the south side of Queens Quay;
  - Zone 2 (Toronto Island Ferry Terminal) the following is required: 10 school buses assumes management; provision for 12 buses desirable;
  - Zone 3 (York Quay Terminal) the following is required: 6 coaches; provide for up to 7 or 8 buses at peak times;
  - Zone 4 (west of the Harbourfront Centre and the Radisson Hotel) the following is required: 10 to 14 buses (Harbourfront Centre related); airport express and other provisions on Robertson Crescent. The Radisson Hotel requires 3 coaches and 1 airport express.
  - Currently three spaces for sightseeing buses are provided along the north side of Queens Quay (west bound).

Adam continued by reviewing the detailed plan for Queens Quay, highlighting areas that could not support pick-up and drop-off activity (areas marked in red); areas that have technical difficulties (areas marked in orange) and potential locations (areas marked in white). As Adam went through the plan for Queens Quay, he reiterated the bus requirements that Alun highlighted by zone. Adam also had cut outs of different types of buses, as well as trees, in order to physically see the proposed curb management strategies. The suggestions were recorded on the plan itself.

The working session was helpful in identifying issues per zone and to begin to brainstorm potential curbside management strategies. This topic area will be presented again to the Queens Quay Working Group for their review and comment. No decisions were made at this working session.

**Question/comment:** Do we know whether we have space for short to long bus parking (30 minutes versus all day parking)?

**Response:** Like school zones, we can plan for these areas through such strategies as signage. That said, what is important in limiting long parking stays is enforcement.

**Question/comment:** Management is very important, especially putting in mechanisms that are more efficient. I believe that introducing minimum spots could be more effective overall.

**Question/comment:** As you begin to identify the school bus needs around ferry, have you explored if the school bus drivers can use cell phones in order to help manage the amount of buses at one time.

**Response:** Since school buses main responsibility is to pick and drop off children on time and in a safe manner, it is more challenging to stage school buses. That said, having designated waiting areas close by could be a possibility.

**Question/comment:** There is a park adjacent to the Toronto Island Ferry Terminal, Harbor Square Park, have you explored maybe using this space as a waiting area.

**Response:** There needs to be the right infrastructure for waiting areas, including canopies and appropriate paving in case it rains. Harbour Square Park currently does not allow for the right condition.

**Question/comment:** Is there an opportunity to create staging areas for school buses?

**Response:** It is a good idea but school buses need to come at the same time no matter where they come from and as such we do not think that it is feasible.

**Question/comment:** Would it be possible to accommodate some bus parking along the TTC right of way?

**Response:** We can explore this matter but based on our experience this option would likely not get sign-off from the TTC.

**Question/comment:** We need to better understand the current conditions along Queens Quay.

**Response:** We know many aspects of the conditions along Queens Quay, including which properties are in private ownership. That said, we need all of the stakeholders at the table in order to establish a plan that works.

**Question/comment:** Would it be possible to accommodate additional buses at the corner of Queens Quay and Yonge Street?

**Response:** Yes, but in order to accommodate additional buses, we would need to remove trees.

**Question/comment:** Would it be possible to accommodate bus parking along Bay Street, north of Queens Quay?

**Response:** We can likely explore just including street markings and not create layby along this portion of Bay Street.

**Question/comment:** Can you explore creating rolling or moveable planters at this location?

**Response:** Noted.

**Question/comment:** In regards to the taxi stand at the Westin Hotel, would it be possible if the hotel move the taxis internally to their site and not along Queens Quay?

**Response:** The taxis serve a wider public and not just the hotel guests. We will need to continue to have the taxi stand along Queens Quay.

**Question/comment:** Have you explored placing school buses along Harbour Street, since there will be some space created with the ramp removal at Bay Street?

**Response:** School buses may not be well suited for this location since you need to establish a regular and safe pattern for children. However, it may be an appropriate location for coach buses.

**Question/comment:** Would it be possible to accommodate a layby in front of Harbour Square?

**Response:** Since we will require 7.2 metres to accommodate the roadway, sidewalk area and the Martin Goodman Trail, there is not enough space at this location to accommodate a layby.

**Question/comment:** We need a plan that supports the retail uses along Queens Quay. Specifically, we need to allow for quick drop-off and deliveries to support day to day business activity along Queens Quay. We do not want to lose retail along this street.

**Response:** Noted.

**Question/comment:** Could deliveries happen to the rear of Harbor Square?

**Response:** We will explore in detail but there is likely enough space.

**Question/comment:** Can short-term parking be created in front of Harbor Square?

**Response:** Yes, but if we accommodate short-term parking at this location, we could only have a 2 metre sidewalk and there would be no room for street trees.

**Question/comment:** I believe that good retail is strengthened by the atmosphere around it and not whether there is available parking. Currently there is ample parking along Queens Quay and it is dreary and not inviting for the public.

**Question/comment:** Why do we need parking at Harbour Square when there is parking at the Sobey's? We need to promote the right environment and streetscape.

**Question/comment:** There is retail at Harbor Square. To date, the condominium has not supported the retail in the building. We need parking in order to attract others living and visiting the area. Parking does provide a perception that there is activity and does get people in the stores. We need to support local businesses.

**Question/comment:** Would it be possible to move the proposed parking from the south side to the north side for the section west of Bay Street and east of York Street?

**Response:** We can explore and report back.

**Question/comment:** I think that it is a mistake to put buses along York Street. Not only is it a major street with lots of activities but it also provides direct views to the water. Buses on this street will block views to the water.

**Response:** Noted.

**Question/comment:** I think that York Street would work for quick pick-up and drop-offs, if it was well managed.

**Question/comment:** It is important that we still maintain taxi stands along Queens Quay.

**Question/comment:** York Street can support the volume of bus traffic. It is important that the bus management plan work with tour operators, including hop on/hop off tour company.

**Question/comment:** It is my understanding that York Street can support a bus waiting space. Specifically, I think the street is wide enough to accommodate a waiting area.

**Response:** The design team will explore this option. It is important to note that in regards to creating appropriate waiting areas, we heard this issue at the last meeting, especially that we need to create well designed waiting space areas which offer weather protection.

**Question/comment:** Would Simcoe Street be suitable alternative to York Street?

**Response:** On Simcoe Street there is a bike lane, as well as several private driveways, which make it less desirable for bus activity.

**Question/comment:** Could we use certain areas along the TTC right of way?

**Response:** It is quite likely that this is not an option for day to day needs. We need to plan for typical situations and conditions.

**Question/comment:** Since there are plans to remove sections of the ramp, has the design team explored these areas for bus pick-up and drop-offs?

**Response:** From a business perspective you want to bring buses closer to the destination area. The ramp area is not close enough. That said, the ramp area could potentially be a suitable holding area for buses.

**Question/comment:** What about the York Street ramp area?

**Response:** It could be a suitable staging location.

**Question/comment:** The bus area proposed along York Street does not have to use asphalt. You could explore other materials. It would look a lot nicer and feel more like a sidewalk area.

**Response:** Noted.

**Question/comment:** The new areas that will be created with the ramp removal, in particular the area east of Bay Street, would be suitable staging areas for buses, including school buses and buses used for special events.

**Response:** Noted.

**Question/comment:** The proposed layby is not close enough to the 250 Queens Quay building. It needs to be moved closer.

**Question/comment:** If the layby is moved closer to the 250 Queens Quay building, would it be possible to plant additional trees in front of the existing park?

**Response:** This is a possibility. The design team will explore this matter and will report back to the Working Group.

**Question/comment:** We need three laybys spaces for Rabba Foods, 260 Queens Quay and other retail stores.

**Response:** Noted.

**Question/comment:** Can we create a longer stretch of layby space by 250 Queens Quay since we may not need trees since there is a park at this location?

**Response:** This is a possibility. The design team will explore this matter and will report back to the Working Group.

**Question/comment:** Can we accommodate both the layby and trees by the park?

**Response:** This is a possibility. The design team will explore this matter and will report back to the Working Group.

**Question/comment:** I think that we need to accommodate short-term parking and not a layby by 250 Queens Quay.

**Question/comment:** We do not have much short-term parking. It is important to accommodate short-term parking along Queens Quay.

**Response:** Noted.

**Question/comment:** What is the difference between a layby and 15 minute parking provisions?

**Response:** A layby accommodates quick drop-off and pick-ups and short-term parking allows one to get run a quick errand, for example. The other big difference is that you need to pay for short-term parking.

**Question/comment:** What happens if you moving and your moving truck stays longer than 15 minutes?

**Response:** You will likely need to get a pass from your condominium board. We could also explore creating a loading area to accommodate deliveries and taxi pick-ups and drop-offs.

**Question/comment:** We need to establish a balance that allows for central parking in front of the park and short-term parking for 260 Queens Quay.

**Question/comment:** The redesign of Queens Quay proposes a significant amount of trees. I am concerned with the loss of design quality and attractiveness for pedestrians in order to support parking.

**Response:** We will present the design plans for Queens Quay to the Queens Quay Working Group in the coming months in order to review the plan holistically, including reviewing the proposed tree planting.

**Question/comment:** Parking is important to get people into the area, as well as create a perception of access to retail.

**Question/comment:** In order to get people off of King Street, we need to create an interesting retail/shopping experience for people along Queens Quay. We need animation/art work to keep people interested and drawn to the street, especially on the north side of Queens Quay.

#### 4. 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, April 26, 2011 at Waterfront Toronto's office. He also noted that the next Queens Quay Working Group meeting will focus on providing an update on the overall design process and reporting back on items highlighted on the issues/comments tracking matrix.