



# WATERFRONT BIA APC MINUTES 04

PROJECT Queens Quay Revitalization DTAH Project No **A-2932**  
MEETING DATE Tuesday June 7, 2011 WT Project No  
1:00pm – 2:30pm WT Contract No  
LOCATION Harbourfront Centre, Main Boardroom  
235 Queens Quay West  
ISSUE DATE June 20, 2011

PRESENT Chris Glaisek, WT DISTRIBUTION Bruce Sudds, WT  
JD Reeves, WT Samantha Gileno, WT  
Adam Nicklin, West 8 + DTAH Pina Mallozzi, WT  
Jelle Therry, West 8 + DTAH Dave Madeira, WT  
Tanya Brown, West 8 + DTAH Marc Ryan, West 8 + DTAH  
Harold Sich, Arup Van Thi Diep, West 8 + DTAH  
Lynn Haderlein, Waterfront BIA Karen Honsinger West 8 + DTAH  
Kevin Currie, Waterfront BIA Colin Wong, Arup  
Carol Jolly, Waterfront BIA Alun Lloyd, BA Group  
Craig Somers, City Sightseeing Toronto Michael Brake, Toronto Tours  
Dermot McKeown, Radisson Victor Perry, Unit Parking  
Helder Melo, Harbourfront Centre Maria Tzombanakis, Unit Parking  
Cindi Vanden Heuvel, Mariposa Cruises Christina Medeiros, Maple Leaf Quay  
Robert Ziedler, Brookfield  
Kathi Bonner, Brookfield, QQT  
Kevin Kierstead, Westin  
Blair Keetch, Pawsway

FROM Tanya Brown

This message is intended only for the party to whom it is addressed, and may contain information, which is privileged or confidential. Any other delivery, distribution, copying or disclosure is strictly prohibited and is not a waiver of privilege or confidentiality. If you have received this message by error, please notify the sender IMMEDIATELY by phone or return the message and DESTROY it.

Item	Description	Owner	Due Date
4.1	<b>General</b> WT gave a brief summary of the scheduling and funding challenges facing the project at this juncture, noting that the BIA's support of the project will be instrumental in moving the project forward and securing the required funding reallocations.	Info	
4.2	WT noted that the QQ Team is committed to continuing the collaborative process with the BIA. It was noted that support for the project is not interpreted as final approval of the design, and that coordination and cooperation with the BIA would still be ongoing.	Info	

**WEST 8**

+

**DTAH**

West 8 urban design & landscape architecture b.v.

Schiehaven 13m  
P.O. Box 6230, 3002 AE Rotterdam  
The Netherlands  
Tel.: + 31 (0)10 – 485 58 01  
Fax.: + 31 (0)10 – 485 63 23  
e-mail: west8@west8.nl

du Toit Allsopp Hillier  
Planning Urban Design Landscape Architecture

50 Park Road  
Toronto, Ontario M4W 2N5  
Canada  
Tel.: 416 968 9479  
Fax.: 416 968 0687  
e-mail: dtah@dtah.com

### **North Sidewalk Widths**

- |                                  |   |         |
|----------------------------------|---|---------|
| 4.3                              | The BIA had expressed concern, following the site walk on April 29, 2011, that the north sidewalk was being narrowed excessively and that support for the project would be contingent on achieving a minimum of 2.1m for the north sidewalk, which is consistent with the City's vibrant streets document.  | Info    |
| 4.4                              | QQ Team noted that TTC platforms must be increased from 1.2m to 2.4m in width to meet accessibility standards. This is required with or without the reconfiguration of the street and is a primary factor affecting sidewalk widths.  | Info    |
| 4.5                              | QQ Team demonstrated that the existing curb is maintained where sidewalks are currently narrow, and space is only taken when the sidewalk is already generous. Overall, the north sidewalk is greater than 2.1m in width. In all cases, dimensions shown were from face of curb to building colonnades, not including the additional space beneath the colonnade.   | Info    |
| 4.6                              | QQ Team demonstrated that the 2.1m sidewalk is achieved throughout the corridor, and in general, the north sidewalk exceeds this dimension.   | Info    |
| 4.7                              | QQ Team noted that the curb at 350QQ has been adjusted to achieve the requested sidewalk width and eliminate any property encroachments.  | Info    |
| 4.8                              | Kevin Currie noted that the BIA has a goal of reinforcing the north side as a viable business street. He noted that the currently proposed sidewalk widths, in addition to a potential BIA streetscaping initiative, would be consistent with this goal.  | Info    |
| <b>Bus / Curbside Management</b> |   |         |
| 4.9                              | Craig Somers noted that the turning radius at York Street may need to be revised to allow bus movements from York to QQ. It was noted that all curb radii will be reviewed once the curbside plan is finalized, and prior to the next submission to the City.   | QQ Team |
| 4.10                             | The BIA inquired whether HFC tenants could potentially use the York Quay site for bus pick-up and drop-off. Helder Melo noted that the square is primarily designed to accommodate HFC buses and is otherwise intended to serve as a public. However, he noted that discussions with tenants could be taken off-line and addressed on a case-by-case basis to see if their needs could be accommodated.   | Info    |
| 4.11                             | T noted that the City requires a minimum of 1.5m of public sidewalk and that land would need to be acquired to in any location where this dimension is not achieved. WT noted that the property owners would be approached to negotiate for the land, but that expropriation of property will not be pursued. WT noted the importance of avoiding eminent domain issues, which would be a protracted and costly process and would severely disrupt the project.   | Info    |
| 4.12                             | QQ Team noted that the proposed taxi stand at 208 QQ was relocated east of York Street, and the lay-by reduced to avoid encroaching onto private property. The taxi stand is now proposed at the Oxford property.   | Info    |
| 4.13                             | QQT expressed concern that the taxi stand is now east of York Street. It was noted that taxis may be able to pick-up and drop off within the QQT driveway.  | Info    |
| 4.14                             | It was noted that, due to property and space restrictions, a certain amount of lay-by space is available. The management plan and signage regulations must be developed to make the most efficient use of this space. WT noted that the QQ team is committed to developing a bus management plan for day-one of the project. It was noted that ownership of the plan would be transferred to the City and that it could be updated by the BIA (or the agency selected to manage curbside activities) as the street evolves. | Info    |

The above minutes are considered to be a true and accurate recording of all items discussed. Should any discrepancies be noted, please advise WEST 8 + DTAH in writing within ten days of the receipt of these minutes. If no notifications are recorded, these minutes are considered a true and accurate record of the meeting.

**Next steps**

- |      |   |          |
|------|---|----------|
| 4.15 | BIA to review plan with the board and advise WT whether the BIA will support the project.   | BIA      |
| 4.16 | The Central Waterfront Update Public Meeting is scheduled for Thursday 6:00pm.  | Info     |
| 4.17 | QQ Team to meet with Island bus stakeholders on June 16 <sup>th</sup> , 2011 to review plans for the Ferry terminal buses.                  | QQ Team  |
| 4.18 | WT / BIA to coordinate a working group for the bus management strategy, which could include members of the BIA, Operators, City staff, etc. | WT / BIA |
| 4.19 | QQ Team to provide 11x17 drawings of plan presented during today's meeting.   | QQ Team  |

**Next Meeting TBD**

The above minutes are considered to be a true and accurate recording of all items discussed. Should any discrepancies be noted, please advise WEST 8 + DTAH in writing within ten days of the receipt of these minutes. If no notifications are recorded, these minutes are considered a true and accurate record of the meeting.