



# Appendix D

**Planning Solutions  
Evaluation Matrix**

# EVALUATION OF “ALTERNATIVE PLANNING SOLUTIONS”

EVALUATION CRITERIA	ALTERNATIVE 1: DO NOTHING	ALTERNATIVE 2: ENHANCE PEDESTRIAN/CYCLING INFRASTRUCTURE ON EXISTING ROADS	ALTERNATIVE 3: CONSTRUCT PEDESTRIAN AND CYCLE LINK PRELIMINARY PREFERRED SOLUTION
<b>PRELIMINARY ASSESSMENT</b>	<ul style="list-style-type: none"> <li>Is not consistent with plans for an open space linkage between Stanley Park and Fort York</li> <li>The Strachan Avenue and Bathurst Street bridges and roadways (even with the proposed rehabilitations) do not provide adequate cycle and sidewalk facilities.</li> </ul>	<ul style="list-style-type: none"> <li>Could require structural changes to bridges and roadway corridors to accommodate bike lanes and sidewalks, which are either non-existent or sub-standard.</li> </ul>	<ul style="list-style-type: none"> <li>Recognizes previous City of Toronto Fort York, and Waterfront Toronto planning objectives to provide additional pedestrian/cyclist access to Fort York.</li> </ul>
<b>TRANSPORTATION</b>			<b>Alternative 3 is preferred from a Transportation Perspective.</b>
	<ul style="list-style-type: none"> <li>Does not improve neighbourhood pedestrian and cycling opportunities.</li> <li>No change to public and user safety.</li> <li>Pedestrian and cycle operations remain constrained due to inadequate north-south corridor links.</li> <li>No change to existing rail corridors unless improvements to other corridors are approved (Example: Strachan Avenue grade separation)</li> <li>Potential for increased use of TTC to access subject area to compensate for lack of convenient pedestrian/cycling routes.</li> </ul>	<ul style="list-style-type: none"> <li>With infrastructure improvements, pedestrian and cycling access needs may be achieved, but are somewhat compromised at structures and other pedestrian/cyclist barriers.</li> <li>Some improvement to public/user safety by providing sidewalks and bike facilities on existing routes – existing safety concerns remain at at-grade vehicular and railway crossings</li> <li>The City could upgrade the crossings to remove the at-grade railway crossings. However, the cost of this work would be fairly significant</li> <li>Moderate improvements to pedestrian and cycle operations however, does not remove existing barriers, including at-grade crossings of rail and roadways and proximity of vehicular traffic.</li> <li>Strachan Avenue grade separation currently under review. Railway operations would need to be addressed with any upgrade plans at existing and proposed structures. This action also has significant cost implications.</li> <li>No impact to transit operations.</li> </ul>	<ul style="list-style-type: none"> <li>Addresses the need for improved pedestrian and cyclist access opportunities in the neighbouring communities. Will be a highly visible and functional facilitator of alternative transportation modes.</li> <li>Significantly enhances public and user safety by minimizing conflict between pedestrians, cyclists and vehicles.</li> <li>Potential safety improvements through installation of lighting.</li> <li>Potential safety concerns (personal safety, potential for pedestrian/vehicles conflicts)</li> <li>Greatly enhances the opportunities for pedestrians and cyclists to utilize existing and proposed trail facilities, and to connect between Stanley Park and Fort York, and other park areas in the adjacent neighbourhoods.</li> <li>Technical approvals required from CN and GO Transit for an overhead structure.</li> <li>May complement existing TTC operations by providing alternative transportation connection mode north and south of railway tracks.</li> <li>Potential to minimize TTC demand as people switch from transit to walking and cycling to Fort York</li> </ul>
<b>LAND USE</b>			<b>Alternative 3 is preferred from a Land Use Perspective.</b>
	<ul style="list-style-type: none"> <li>Does not reflect extensive planning objectives and philosophy to provide an open space link between Stanley Park and Fort York.</li> <li>Does not provide continuous open space linkage.</li> <li>Out-of-way travel to access Fort York Park by foot or bicycle.</li> <li>Does not support the Niagara and Fort York Neighbourhood Planning goals.</li> <li>Is not consistent with City of Toronto Bike Plan.</li> <li>Not compatible with the Fort York and Garrison Common Open Space Planning policies approved by the City of Toronto.</li> <li>Does not support City Official Plan policies to provide a connected green space network that links parks and open spaces</li> <li>Does not support City Official Plan policies to minimize physical and visual barriers between the City and Lake Ontario</li> <li>Does not support Greater Golden Horseshoe Growth Plan policy to offer multi-modal access to cultural (i.e. Fort York) and recreational (i.e. the Waterfront) opportunities, and to provide safe, comfortable travel for pedestrians and bicyclists</li> </ul>	<ul style="list-style-type: none"> <li>Does not reflect extensive planning objectives and philosophy to provide an open space link between Stanley Park and Fort York.</li> <li>Does not provide continuous open space linkage</li> <li>Out-of-way travel to access Fort York Park by foot or bicycle</li> <li>May partially achieve planning goals of local neighbourhoods.</li> <li>Not compatible with the Fort York and Garrison Common Open Space Planning policies approved by the City of Toronto.</li> <li>Does not support City Official Plan policies to provide a connected green space network that links parks and open spaces</li> <li>Does not support City Official Plan policies to minimize physical and visual barriers between the City and Lake Ontario</li> <li>Partially supports Greater Golden Horseshoe Growth Plan policy to offer multi-modal access to cultural (i.e. Fort York) and recreational (i.e. the Waterfront) opportunities, and to provide safe, comfortable travel for pedestrians and bicyclists</li> </ul>	<ul style="list-style-type: none"> <li>Supports the many approved planning documents that propose a continuous open space link between parkland in the Stanley Park area (north) and the Fort York/Jane Callowood/Waterfront open spaces (south).</li> <li>Is fully compatible with local neighbourhood planning policies and objectives, within the Fort York and Niagara communities.</li> <li>Fully addresses and supports recent Open Space Planning goals and objectives of the Fort York and Garrison Common National Historic Site.</li> <li>Supports City Official Plan policies to provide a connected green space network that links parks and open spaces</li> <li>Has the potential to support City Official Plan policies by minimizing a physical (i.e. railway) and visual barrier between the City and Lake Ontario (the Waterfront)</li> <li>Supports Greater Golden Horseshoe Growth Plan policy to offer multi-modal access to cultural (i.e. Fort York) and recreational (i.e. the Waterfront) opportunities, and to provide safe, comfortable travel for pedestrians and bicyclists</li> </ul>
<b>CULTURAL ENVIRONMENT</b>			<b>Alternative 1 is preferred from a Cultural Environment Perspective.</b>
	<ul style="list-style-type: none"> <li>No adverse impacts on the high archaeological resources potential within the Fort York Area, including areas north and central to the railway corridors, plus the Garrison Common which is part of an Archaeologically Sensitive Area (ASA).</li> <li>Does not impact the Built Heritage Landscape and the Cultural Heritage Landscape.</li> </ul>	<ul style="list-style-type: none"> <li>No adverse impacts on the high archaeological resources potential within the Fort York Area, including areas north and central to the railway corridors, plus the Garrison Common which is part of an Archaeologically Sensitive Area (ASA).</li> <li>Modest impacts on the Built Heritage and Cultural Heritage Landscapes may be anticipated due to street widening and user wear.</li> </ul>	<ul style="list-style-type: none"> <li>Potential for impacts on high archaeological resources in the Fort York area is significant. Further discussions and possible field work may be required to address actual impacts during detailed design stage.</li> <li>The most significant Cultural and Built Heritage Landscape Feature is Fort York, which is designated under Part V of the Ontario Heritage Act, and is recognized as a National Historic Site. Impacts will occur to this site, at the south end of the structure, while other less significant impacts may occur at 11 Ordnance Street and at the two railway corridors (Grand Trunk Railroad, and Great Western Railway).</li> </ul>

# EVALUATION OF “ALTERNATIVE PLANNING SOLUTIONS”

EVALUATION CRITERIA	ALTERNATIVE 1: DO NOTHING	ALTERNATIVE 2: ENHANCE PEDESTRIAN/CYCLING INFRASTRUCTURE ON EXISTING ROADS	ALTERNATIVE 3: CONSTRUCT PEDESTRIAN AND CYCLE LINK PRELIMINARY PREFERRED SOLUTION
<b>SOCIAL ENVIRONMENT</b>			<b>Alternative 3 is preferred from a Social Environment Perspective.</b>
	<ul style="list-style-type: none"> <li>• No property impacts.</li> <li>• Does not recognize the Fort York "Visibility-in-the-Community" objectives.</li> <li>• Does not enhance or improve Visual Vistas to Fort York and the Toronto skyline.</li> <li>• Does not support sustainability goals within the context of current community "green" initiatives.</li> </ul>	<ul style="list-style-type: none"> <li>• Potential for property impacts may be greater, with reliance on widening of existing road corridors in the north-south direction.</li> <li>• Does not recognize the Fort York "Visibility-in-the-Community" objectives.</li> <li>• Does not enhance or improve Visual Vistas to Fort York and the Toronto skyline.</li> <li>• Enhances sustainability goals within the context of community "green" initiatives; neither enhances nor detracts from objectives.</li> </ul>	<ul style="list-style-type: none"> <li>• Property impacts are minor, as most affected lands are owned by the City of Toronto.</li> <li>• Consistent with City of Toronto and the Friends of Fort York "Visibility-in-the-Community" objectives. Improved access will lead to better use of the Fort York site.</li> <li>• Potential to enhance opportunities to provide Visual Vistas of Fort York and the Toronto skyline from elevated levels of the structure.</li> <li>• Strongly supports community sustainability objectives.</li> <li>• Strongly supports sustainability by promoting walking and cycling</li> </ul>
<b>TECHNICAL</b>			<b>Alternative 1 is preferred from a Technical Perspective.</b>
	<ul style="list-style-type: none"> <li>• No change to roadway and bridge network beyond existing planned improvements. Potential impact to existing roadway and bridge network due to increased vehicle use to access Fort York and need for related infrastructure (i.e. parking areas) to accommodate vehicles.</li> <li>• No constructability issues.</li> <li>• No geotechnical issues.</li> <li>• No utility impacts.</li> </ul>	<ul style="list-style-type: none"> <li>• The redesign of the Strachan Avenue and Bathurst Street Bridges includes improvements to pedestrian and cyclist infrastructure</li> <li>• Potential constructability constraints if existing bridges require widening/reconfiguration to accommodate pedestrians/cyclists.</li> <li>• No significant geotechnical issues.</li> <li>• Potential impact to utilities.</li> </ul>	<ul style="list-style-type: none"> <li>• No impact to existing roads and bridges (Strachan Avenue and Bathurst Street).</li> <li>• Minimizes demand for vehicle related infrastructure (i.e. parking areas) as people switch to walking and cycling to access Fort York and/or the Toronto Waterfront.</li> <li>• Construction could impact existing railways.</li> <li>• Geotechnical conditions do not have any major impacts on design feasibility.</li> <li>• No significant utility impacts. Potential impacts on railway telecommunication overhead lines, along existing rail corridors; may require relocation. To be confirmed during detailed design.</li> </ul>
<b>NATURAL ENVIRONMENT</b>			<b>All of the alternatives have similar, and very minor, impacts to the natural environment. There is no clear preference between the Alternative Solutions from a Natural Environment Perspective.</b>
	<ul style="list-style-type: none"> <li>• No impacts on existing vegetation.</li> <li>• No impact on Garrison Common or Garrison Creek.</li> <li>• Long term pedestrian and cycle needs may result in adverse impacts on existing roadside environment on Niagara Street, Wellington Street, Strachan Avenue and Bathurst Street due to walking or cycling on vegetated surfaces.</li> <li>• No impacts on surface water and drainage.</li> </ul>	<ul style="list-style-type: none"> <li>• Low impact on existing vegetation, except perhaps on Wellington and Niagara Streets due to street widenings.</li> <li>• No impact on Garrison Common and Garrison Creek</li> <li>• Highest impact on roadside environments due to widening and other physical reconstruction needs.</li> <li>• May require adjustments to drainage conditions due to road widenings.</li> </ul>	<ul style="list-style-type: none"> <li>• Will impact on vegetation (trees) that currently line the existing rail corridors, and may require the removal or replanting of isolated trees within the Garrison Common Open Space.</li> <li>• Structure ramp connections will be designed to minimize impacts on Garrison Common, but grading and filling operations have the potential to impact existing open space</li> <li>• No impact on existing roadside environments anticipated.</li> <li>• Existing drainage and surface water run-off conditions will be maintained. Snow deposits from the bridge to the railway corridors will be reviewed with CN and GO Transit for solutions.</li> </ul>
<b>COST</b>			<b>Alternative 1 is preferred from a Cost Perspective.</b>
	<ul style="list-style-type: none"> <li>• Lowest Cost.</li> </ul>	<ul style="list-style-type: none"> <li>• Low to moderate cost.</li> </ul>	<ul style="list-style-type: none"> <li>• Cost is dependent on bridge architecture, to some degree, as well as spans, materials, illumination and other design features. Highest cost alternative but with largest potential benefit.</li> </ul>

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# Appendix E

## Alternative Design Concepts/Alignments Evaluation Matrix

**FORT YORK PEDESTRIAN AND CYCLE BRIDGE  
EVALUATION OF ALTERNATIVE ALIGNMENT DESIGN CONCEPTS**

	Alignment #1	Alignment #2	Alignment #3	Alignment #4
<b>Environmental:</b>				<b>Preferred Concept</b>
• Impact on Archaeological Resources	The extent of potential archaeological impact is consistent for all 4 alternative design concepts. A Stage 2 Assessment is proposed to be completed.	The extent of potential archaeological impact is consistent for all 4 alternative design concepts. A Stage 2 Assessment is proposed to be completed.	The extent of potential archaeological impact is consistent for all 4 alternative design concepts. A Stage 2 Assessment is proposed to be completed.	The extent of potential archaeological impact is consistent for all 4 alternative design concepts. A Stage 2 Assessment is proposed to be completed.
• Impact on Natural Environment (Vegetation)	Option 1 and 2 are equal with approximately the greatest impact on vegetation and are the least desirable options.	Option 1 and 2 are equal with approximately the greatest impact on vegetation and are the least desirable options.	All areas of disturbance could not be inventoried. There is no conclusion of overall impact for comparison.	Least impact on vegetation and the most desirable option.
• Impact on Built Heritage Environment	No impact on Built Heritage Resources in the area.	No impact on Built Heritage Resources in the area.	No impact on Built Heritage Resources in the area.	No impact on Built Heritage Resources in the area.
• Impact on Cultural Heritage Environment	The Garrison Common is within the Fort York National Historic Site and Heritage Conservation District designations and is impacted by the bridge touchdown, ramps and connecting trails. The extent of potential impact is, for the most part, generally equal for all 4 alternative design concepts.	The Garrison Common is within the Fort York National Historic Site and Heritage Conservation District designations and is impacted by the bridge touchdown, ramps and connecting trails. The extent of potential impact is, for the most part, generally equal for all 4 alternative design concepts.	The Garrison Common is within the Fort York National Historic Site and Heritage Conservation District designations and is impacted by the bridge touchdown, ramps and connecting trails. The extent of potential impact is, for the most part, generally equal for all 4 alternative design concepts.	The Garrison Common is within the Fort York National Historic Site and Heritage Conservation District designations and is impacted by the bridge touchdown, ramps and connecting trails. The extent of potential impact is, for the most part, generally equal for all 4 alternative design concepts.
<b>Planning and Land Use:</b>				<b>Preferred Concept</b>
• Compatibility with Fort York and Garrison Common Open Space Planning Objectives	Provides a direct connection from the southerly bridge touchdown to the future Fort York Visitor Information Centre, and offers a central link to the Garrison Common “parkland”. Is generally compatible with the Planning Objectives of the Fort York historic site.	Provides a direct connection from the southerly bridge touchdown to the future Fort York Visitor Information Centre, and offers a central link to the Garrison Common “parkland”. Is generally compatible with the Planning Objectives of the Fort York historic site.	Does not provide a visual “connection” to the future Fort York Visitor Information Centre, but offers a more direct and inviting link to the future pathway along the north side of the Fort, to the Bathurst Street entrance. Is generally compatible with the Planning Objectives of the Fort York historic site	Provides both a visual and physical connection to the future Fort York Visitor Information Centre, while offering a direct and inviting link to the future pathway along the north side of the Fort, to the Bathurst Street entrance. Is generally compatible with the Planning Objectives of the Fort York historic site.
• Connectivity to Toronto Waterfront	Provides a direct connection to Fort York Boulevard – pedestrians and cyclists could continue across Lakeshore towards the Toronto Waterfront.	Provides a direct connection to Fort York Boulevard – pedestrians and cyclists could continue across Lakeshore towards the Toronto Waterfront.	Directs pedestrians and cyclists towards Fort York.	Provides a moderately direct connection to Fort York Boulevard – pedestrians and cyclists could continue across Lakeshore towards Toronto Waterfront.
• Connectivity to Stanley Park	Provides for an extension of Stanley Park, creating a continuous parkland link from existing Stanley Park to Fort York.	Provides for an extension of Stanley Park, creating a continuous parkland link from existing Stanley Park to Fort York.	Provides for an extension of Stanley Park, creating a continuous parkland link from existing Stanley Park to Fort York.	Provides for an extension of Stanley Park, creating a continuous parkland link from existing Stanley Park to Fort York.

**FORT YORK PEDESTRIAN AND CYCLE BRIDGE  
EVALUATION OF ALTERNATIVE ALIGNMENT DESIGN CONCEPTS**

	<b>Alignment #1</b>	<b>Alignment #2</b>	<b>Alignment #3</b>	<b>Alignment #4</b>
<ul style="list-style-type: none"> <li>Compatibility with proposed Strachan Avenue railway overpass (Metrolinx)</li> </ul>	Will accommodate a potential 'touchdown' point in the Ordnance Street Triangle. The potential for a pedestrian connection across Strachan Avenue, to East Liberty Street, should be considered during the design of the Strachan Avenue overpass.	Will accommodate a potential 'touchdown' point in the Ordnance Street Triangle. The potential for a pedestrian connection across Strachan Avenue, to East Liberty Street, should be considered during the design of the Strachan Avenue overpass.	Will accommodate a potential 'touchdown' point in the Ordnance Street Triangle. The potential for a pedestrian connection across Strachan Avenue, to East Liberty Street, should be considered during the design of the Strachan Avenue overpass.	Will accommodate a potential 'touchdown' point in the Ordnance Street Triangle. The potential for a pedestrian connection across Strachan Avenue, to East Liberty Street, should be considered during the design of the Strachan Avenue overpass.
<ul style="list-style-type: none"> <li>Compatibility with future plans for Ordnance Street Triangle lands</li> </ul>	City plans for redevelopment of Ordnance lands are uncertain. Concept will provide for pedestrian access to these lands to accommodate future linkages to Liberty Village and other sites.	City plans for redevelopment of Ordnance lands are uncertain. Concept will provide for pedestrian access to these lands to accommodate future linkages to Liberty Village and other sites.	City plans for redevelopment of Ordnance lands are uncertain. Concept will provide for pedestrian access to these lands to accommodate future linkages to Liberty Village and other sites.	City plans for redevelopment of Ordnance lands are uncertain. Concept will provide for pedestrian access to these lands to accommodate future linkages to Liberty Village and other sites.
<ul style="list-style-type: none"> <li>Integration with Proposed Pathways at Garrison Common/Fort York</li> </ul>	Integrates well with the future east-west pathway north of the Fort to Bathurst Street, as well as links to the Visitor Information Centre and Strachan Avenue. "Landscaped Plaza" nodes are possible.	Integrates well with the future east-west pathway north of the Fort to Bathurst Street, as well as links to the Visitor Information Centre and Strachan Avenue. "Landscaped Plaza" nodes are possible.	Is least desirable in terms of integration with future pathway systems at Garrison Common and Fort York. End point of south touchdown pathway/ramp is too close to Fort entrance.	Provides the best concept for integration with proposed pathways at Garrison Common and Fort York. Through a potential "landscaped plaza" at the foot of the south ramp, trails extent to the west, south and east in a fluid fashion.
<ul style="list-style-type: none"> <li>Impact on Garrison Common</li> </ul>	Greatest impact on Garrison; Common, more or less equal to Alternative 2.	Greatest impact on Garrison Common; more or less equal to Alternative 1.	Least impact on Garrison Common, as the touchdown zone is furthest east. However, this is offset somewhat by the proximity of the south ramp to the Fort.	Modest impact on Garrison Common: Slightly less than Alternatives 1 and 2, but slightly more than Alternative 3.
<ul style="list-style-type: none"> <li>Connectivity with Proposed Fort York Visitor Information Centre</li> </ul>	Provides an excellent view of the Information Centre from the bridge, and the end path leads directly to the Centre.	Provides an excellent view of the Information Centre from the bridge, and the end path leads directly to the Centre.	Is the least desirable in terms of connectivity to the Visitor Centre. Alignment tends to direct users away from the Centre.	Provides a smooth but "flowing" connection to the Visitor Centre, offering good visibility from the bridge and a trail that passes through a landscaped plaza, before connecting to the Centre.
<ul style="list-style-type: none"> <li>Property Impacts</li> </ul>	No direct impact on private property. North side of bridge is close to corner of Epstein lands.	No direct impact on private property. North side of bridge is close to corner of Epstein lands.	No direct impact on private property. North side of bridge is closest to corner of Epstein lands, of all 4 alternatives.	No direct impact on private property. North side of bridge is furthest away from corner of Epstein lands.
<b>Historical Context:</b>				<b>Preferred Concept</b>
<ul style="list-style-type: none"> <li>Harmony with Historic Garrison Creek Alignment</li> </ul>	Is not sympathetic to the original alignment of Garrison Creek.	Mild curvature of structure provides some "relief" from a straight bridge, but is not sympathetic to the original alignment of Garrison Creek.	Mild curvature of structure provides some "relief" from a straight bridge, but is not sympathetic to the original alignment of Garrison Creek.	Alternative 4 was created to capture the historic relevance of the Garrison Creek alignment. Design concept is in complete harmony with known data on the alignment of the creek, north of Fort York.

**FORT YORK PEDESTRIAN AND CYCLE BRIDGE  
EVALUATION OF ALTERNATIVE ALIGNMENT DESIGN CONCEPTS**

	<b>Alignment #1</b>	<b>Alignment #2</b>	<b>Alignment #3</b>	<b>Alignment #4</b>
<ul style="list-style-type: none"> <li>• Proximity of South Touchdown to Fort York Entrance</li> </ul>	Alternatives 1, 2 and 4 are essentially the same distance away from the Fort York entrance.	Alternatives 1, 2 and 4 are essentially the same distance away from the Fort York entrance.	Alternative 3 is about 80 meters closer to the Fort than alternatives 1, 2 and 4, while the south end ramp terminus is another 110 meters.	Alternatives 1, 2 and 4 are essentially the same distance away from the Fort York entrance. However, the south end ramp terminus is about 40 meters closer to the Fort than for alternative 1 and 2.
<ul style="list-style-type: none"> <li>• Proximity of South Touchdown to Garrison Military Cemetery</li> </ul>	South bridge abutment is about 130 meters away from the stone wall entrance to the cemetery.	South bridge abutment is about 140 meters away from the stone wall entrance to the cemetery.	South bridge abutment is about 210 meters away from the stone wall entrance to the cemetery.	South bridge abutment is about 100 meters away from the stone wall entrance to the cemetery.
<ul style="list-style-type: none"> <li>• Vista Opportunities:</li> </ul>				
<ul style="list-style-type: none"> <li>○ Northerly to Stanley Park and the Niagara Neighbourhood</li> </ul>	View to Stanley Park would be “thru” the central line of the bridge, with supplementary views to the northeast. Views to the northwest are somewhat limited. The truss structure design would hamper the views from the bridge in all cases.	Sightlines to Stanley Park and the northeast are enhanced over Alternative 1, while any views to the northwest are again limited. The truss design would hamper vista views to Stanley Park but be enhanced with the arch design.	This alternative provides the best vista views to Stanley Park and lands to the Niagara neighbourhood. Views to the northwest are essentially restricted. No major differences between the truss and arch designs because of the acute angle of the structure alignment.	Views to Stanley Park would be limited to points on the north side of the bridge, particularly with the truss design. Opportunities to see “thru” the arch structure may be available at various points along the bridge, including views to the northwest and northeast.
<ul style="list-style-type: none"> <li>○ Westerly to Liberty Village, Garrison Military Cemetery and Garrison Common</li> </ul>	Vista views to the west are excellent, especially with the arch bridge design. Alignment of structure enhances opportunities to view these current and historic land uses.	Vista views to the west are, for the most part, similar to the views for alternative 1, although enhanced somewhat due to the “concave” alignment.	Vista views, to land uses west of the structure, are enhanced under this alternative, especially to Garrison Common, the Military Cemetery and the Princes’ Gates (southwest).	Vista views are variable as pedestrians and cyclists cross the structure, due to its geometry. It offers continual change to the horizon views, making the trip more interesting for users.
<ul style="list-style-type: none"> <li>○ Southerly to Proposed Visitor Information Centre, Princes’ Gates and Toronto Waterfront</li> </ul>	Views to the Visitor Information Centre and other points of interest are limited, especially with the truss design. Users would typically have to look “thru” the structure due to its alignment.	Views to the Visitor Information Centre are limited, although there would be modest improvement in the views to the Princes’ Gates and the Waterfront. Slight improvement over alternative 1.	Views to the Visitor Information Centre and other southerly points of interest are vastly improved under this alignment, due to the “flat curvature” of the structure. It is the best of the 4 alternatives.	Views to the Visitor Information Centre and southerly points of interest are variable as users cross the bridge, due to its geometry. The arch bridge design would enhance viewing opportunities with this alignment, while the truss design would be severely detrimental.
<ul style="list-style-type: none"> <li>○ Easterly to Fort York and Toronto Skyline</li> </ul>	Vista views to Fort York and the Toronto Skyline are excellent, with both the truss and arch structure types.	Vista views to Fort York and the Toronto Skyline are excellent, with both the truss and arch structure types.	Vista views of Fort York are somewhat reduced, over alternatives 1 and 2, due to the “flat” alignment of the structure. Views to the Toronto Skyline are not affected significantly when compared to alternatives 1 and 2.	Vista views to Fort York and the Toronto Skyline are variable as pedestrians and cyclists cross the structure, due to its geometry. It enhances the trip by offering continual change to the viewing opportunities, while not restricting, in any way, the total easterly view.

**FORT YORK PEDESTRIAN AND CYCLE BRIDGE  
EVALUATION OF ALTERNATIVE ALIGNMENT DESIGN CONCEPTS**

	Alignment #1	Alignment #2	Alignment #3	Alignment #4
<b>Architectural and Engineering:</b>				<b>Preferred Concept</b>
<ul style="list-style-type: none"> <li>Bridge Aesthetics</li> </ul>	The straight alignment offers the least interesting alternative design, in terms of aesthetics. The arch design greatly enhances the “aesthetic feel” of the bridge, in comparison to the truss design type.	The slight curve of alternative 2 improves on the aesthetic impact of the bridge design, compared to alternative 1. The arch design is superior in aesthetics to the truss design.	The long, graceful curve of alternative 3 enhances the “aesthetic impression” of the bridge design. It is, subjectively, better than alternatives 1 and 2. The arch design remains superior in aesthetics to the truss option.	The “S” layout of alternative 4 offers a departure from the typical configuration of pedestrian/cycle bridge design, creating an aesthetically pleasing and innovative design. This design works well with an arch superstructure, while a truss design would detract from it overall architectural objectives of “symmetry and flow”.
<ul style="list-style-type: none"> <li>Ramp Configuration and Location at Garrison Common (South)</li> </ul>	Switchback ramp will intrude significantly into the prime vegetative park area of Garrison Common.	Switchback ramp will intrude significantly into the prime vegetative park area of Garrison Common.	Ramp will not intrude into the prime Garrison Common parkland, but parallels the rail property line in the existing Fort York Nursery area. Least impact of the 4 alternatives.	Bridge touchdown and ramp configuration will be located in the prime Garrison Common parkland, but attempts to “hug” the rail property line will help to mitigate the impacts compared to alternatives 1 and 2.
<ul style="list-style-type: none"> <li>Ramp Configuration and Location at Stanley Park Extension (North)</li> </ul>	Bridge touchdown and ramp configuration will be “central” to the Stanley Park extension, consuming a large part of the park.	Bridge touchdown and ramp configuration is schematically within the west part of the Stanley Park extension, thereby allowing for more open space use in the east part of the park. Subjectively better than alternatives 1 and 3.	Bridge touchdown and ramp configuration will be “central” to the Stanley Park extension, consuming a large part of the park.	Bridge touchdown and ramp configuration is schematically within the west part of the Stanley Park extension, thereby allowing for more open space use in the east part of the park. Subjectively better than alternatives 1 and 3.
<ul style="list-style-type: none"> <li>Accessibility Options to Ordnance (Triangle) Lands</li> </ul>	All alternatives are, subjectively, equal in terms of offering accessibility to the Ordnance Lands, if and when the proponent determines that access is desirable.	All alternatives are, subjectively, equal in terms of offering accessibility to the Ordnance Lands, if and when the proponent determines that access is desirable.	All alternatives are, subjectively, equal in terms of offering accessibility to the Ordnance Lands, if and when the proponent determines that access is desirable.	All alternatives are, subjectively, equal in terms of offering accessibility to the Ordnance Lands, if and when the proponent determines that access is desirable.
<ul style="list-style-type: none"> <li>Constructability</li> </ul>	Straight forward construction, although working over rail corridors will require contract special provisions within the performance specifications.	Straight forward construction, although working over rail corridors will require contract special provisions within the performance specifications. The slight curvature in the alignment is not considered a major constructability issue.	Construction may be slightly more challenging in comparison to alternatives 1 and 2, due to the “skew angle” of the bridge over the rail corridors, especially the south tracks. Contract special provisions will be required within the performance specifications. The gradual curvature of the alignment is not considered a major constructability issue.	Construction may be subjectively more challenging due to the “S” geometry of the bridge. As with the other alternatives, working over the rail corridors will require contract special provisions within the performance specifications.

**FORT YORK PEDESTRIAN AND CYCLE BRIDGE  
EVALUATION OF ALTERNATIVE ALIGNMENT DESIGN CONCEPTS**

	<b>Alignment #1</b>	<b>Alignment #2</b>	<b>Alignment #3</b>	<b>Alignment #4</b>
• Suitability of Alignment to “Truss” versus “Arch” Structure	Suitable to either the truss or arch structure options.	Suitable to either the truss or arch structure options.	Suitable to either the truss or arch structure options.	The arch design is preferable for this alternative, due to the “S” alignment. The truss option would work, from an engineering perspective, but would be undesirable from an architectural and aesthetics perspective.
• Structure Length	Approximately 195 meters	Approximately 216 meters	Approximately 260 meters	Approximately 232 meters
<b>* COST ESTIMATE FOR 6.0 METRE WIDE DECK</b>				
○ Structure and Approaches	\$14,400,000	\$15,400,000	\$19,000,000	\$15,000,000
○ Civil, Landscaping and other costs	\$2,880,000	\$3,100,000	\$3,800,000	\$3,000,000
○ Architectural and Engineering Fees plus Contingencies	\$4,320,000	\$4,630,000	\$5,700,000	\$4,500,000
<b>TOTAL</b>	<b>\$21,600,000</b>	<b>\$23,130,000</b>	<b>\$28,500,000</b>	<b>\$22,500,000</b>
<b>* COST ESTIMATE FOR 5.0 METRE WIDE DECK</b>				
○ Structure and Approaches	\$12,500,000	\$13,300,000	\$16,000,000	\$13,000,000
○ Civil, Landscaping and other costs	\$2,500,000	\$2,600,000	\$3,200,000	\$2,600,000
○ Architectural and Engineering Fees plus Contingencies	\$3,800,000	\$4,000,000	\$4,800,000	\$3,900,000
<b>TOTAL</b>	<b>\$18,800,000</b>	<b>\$19,900,000</b>	<b>\$24,000,000</b>	<b>\$19,500,000</b>

\* All Cost Estimates Are Preliminary

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# Appendix F

Minutes of Meetings

## Meeting Notes



**Stantec**

### **Fort York Pedestrian and Cycle Bridge**

160210493/45

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**Date:** September 11, 2008

**Place/Time:** Fort York, Blue Barracks Boardroom and Site Walk  
10:00 a.m. – 1:00 p.m.

**City Team Attendees:** Stephen McKenna, City of Toronto/Waterfront Secretariat: Project Manager  
Stephen O'Bright, City of Toronto/Waterfront Secretariat  
David O'Hara, City of Toronto: Cultural Services  
Jo Ann Pynn, City of Toronto: Cultural Services  
David Dunn, City of Toronto: Pedestrian/Cycling  
John Kelly, City of Toronto: Transportation Services  
Mary MacDonald, City of Toronto: Heritage Preservation Services  
Susan Hughes, City of Toronto: Heritage Preservation Services

**Note:** John Bryson, City of Toronto, joined the site walk at 11:45 a.m. ±

**Consultant Team Attendees:** Robert Davies, Montgomery Sisam Architects  
Carlo Nascimento, Peto MacCallum  
Rebecca Sciarra, ASI (Archaeological/Built Heritage)  
Ken Buck, Stantec (Cycle, Pathways, Simulation, LA)  
Vivien Lee, Stantec (Landscape Architect)  
Brian Campbell, (Surveys/Geomatics)  
Serge Ristic, Stantec (SWM and Drainage)  
Mike Trader, Stantec (Structures)  
Garry Leveck, Stantec (Project Manger/Civil Design/EA Process)

---

**Item:**

**Action:**

#### **1.0 PURPOSE**

This meeting was the first meeting on the project, providing an opportunity for team members to meet one another, to receive an overview of the project history and current issues/constraints, and to engage in a 2 hour site walk of the study limits.

#### **2.0 DISCUSSION**

- Stephen McKenna provided a brief introduction to the Fort York Pedestrian and Cycle Bridge EA project, and welcomed everyone to this start-up meeting. A timeline for the boardroom meeting and site walk was presented.
- Attendees introduced themselves along with a brief description of their role on the project.
- Garry Leveck, Consultant Team Project Manager, was invited to say a few words about the objectives of the Class EA study, Stantec's proposed approach to the project, and a review of the program schedule. Garry expressed Stantec's honor to have been chosen to

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work with the City of Toronto and Waterfront Toronto on this exciting assignment.

- Robert Davies, Lead Architect, presented a brief overview of how Montgomery Sisam intends to bring architectural dynamics to this signature pedestrian and cycle bridge, so close to Fort York.
- David O'Hara, with assistance from Jo Ann Pynn, presented an excellent overview of recent and current events within the vicinity of Fort York, as well as the political motivation behind the pedestrian bridge. Some of the key points included:
  - Traffic on Strachan Avenue has increased dramatically in recent years.
  - Stanley Park, an urban development north of the tracks, needs to be linked to Fort York and parks/trail sites south of the tracks.
  - A large area surrounding Fort York has been designated as a Heritage Conservation District (43 Acres), while Fort York is a National Historic Site.
  - Conservation District Guidelines are in the final stages of development, and should be released in the near future (timing unknown).
  - There are 4 "legacy projects" that are in various stages of planning and development, all leading up to the Bicentennial Celebrations (2012) of the War of 1812; including:
    - Pedestrian and Cycle Bridge
    - East West Trail
    - First "Unesco Designation" as a World Heritage Site
    - Visitor Centre (25,000 Square Feet)
  - Bathurst Street Bridge Rehabilitation EA and Construction Program is pending.
  - A Transit LRT EA Study, from Union Station to Exhibition Place, is ongoing.
  - Strachan Avenue grade separation at CN tracks is pending.
  - Garrison Common is used by Metro Police for horse training, which will be impacted by the bridge plans.
  - Fort York plans to relocate the on-site nursery, located between the Fort and Garrison Common.

### **3.0 SITE WALK**

Following the “Boardroom Discussion and Presentations”, everyone took part in an informative 2 hour walk, starting at the east limit of the Fort near Bathurst, continuing west to Strachan, north on Strachan to Wellington Street, east on Wellington Street, and south on Bathurst back to Fort York.

Highlights of the site walk included:

- View of Nursery.
- Site of proposed Visitor Information Centre.
- June Callwood Park linkage.
- Garrison Common, and bridge connection point.
- Linkage to Strachan Avenue near cemetery.
- Grades and Alignment of CN tracks (two locations).
- Vacant lands between diverging track corridors.
- Condition of Strachan Avenue and pending upgrades.
- Parking Lot at Wellington Street west, to be connected to parkland (Stanley Park expansion), which will be north connection point of bridge.
- Land use in Wellington Street area.
- Site perspective from Bathurst Street Bridge.
- Existing billboards located on peninsula between diverging track corridors, which would detract from visual character of bridge.

The site walk ended promptly at 1:00 p.m.

The foregoing is considered to be a true and accurate record of items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

#### **STANTEC CONSULTING LTD.**



Garry Leveck, P.Eng.  
Vice President, Transportation  
garry.leveck@stantec.com

Distribution: All Attendees

c. Maya Caron, Stantec Consulting Ltd.



**Stantec**

## **MEETING MINUTES**

Project Name: Fort York Pedestrian and Cycle Bridge  
**Progress Meeting # 2**  
602 10493/45

Date: Thursday, October 16, 2008  
Time/Place: 10:00 a.m., City of Toronto, Boardroom 23E  
City Hall

Attendees	Representing
David O'Hara	City of Toronto
John MacTaggart	CN Rail
Greg Ashbee	GO Transit
Jeff Bateman	GO Transit
Grant Bailie	GO Transit
Robert Davies	Montgomery Sisam
Mike Trader	Stantec Consulting Ltd.
Garry Leveck	Stantec Consulting Ltd.

---

**Item:**

**Action:**

**1.0 Introduction**

- Garry Leveck welcomed everyone to the meeting and thanked the attendees from CN Rail and GO Transit for taking time, from their busy schedules, to learn about this important City of Toronto project and to provide any initial input/feedback.
- A brief overview of the roles of City and Stantec attendees was provided for the benefit of CN and GO Transit staff.
- Garry passed along the regrets of Stephen McKenna, City Project Manager, who was called away at the last moment and was unable to attend the meeting.

**2.0 PROJECT BACKGROUND, OBJECTIVES AND SCHEDULE**

- David O'Hara provided a brief overview of the Fort York Lands, and the Legacy projects that are underway in conjunction with the planned Bicentennial Celebrations of the War of 1812, currently scheduled for 2012 and 2013. It is the intent of the City and Waterfront Toronto to have the Fort York Pedestrian and Cycle Bridge complete and open for use by the spring of 2012. David highlighted the history of the development activity north of the rail lands, and the desire to link parklands and trail systems to the waterfront, through the Fort York area.

**Reference: Fort York Pedestrian Bridge**

A Visitor Information Centre, near the south limit of the bridge, is also in the planning stages as one of the legacy projects to be completed by 2012.

- On behalf of CN and GO Transit, Garry briefly reviewed the team setup for the project, highlighting the various disciplines that will be involved in evaluating and selecting a preferred concept for the bridge. He made special note of the fact that this project is one of significant importance to the Mayor and Deputy Mayor, and that it is currently being viewed as a “signature structure” in the City’s list of current projects.
- The timeline for completion of the EA is December 2009, which is tight for a project of this magnitude. Garry therefore asked for the support of CN and GO Transit in facilitating input into the process, from the perspective of technical and administrative criteria and process. At the end of the EA study process, Stantec will present an ESR that provides a preliminary concept for the bridge structure, and identifies environmental, technical and social issues that may require mitigative and procedural measures going forward to design.
- In introducing members of the technical team, Garry noted that Bob Davies (Architect) and Mike Trader (Structural Engineer) will play key roles in the evaluation and selection of a preferred bridge design. Bridge Illumination was also noted as a key issue for the bridge structure.

### **3.0 PURPOSE OF MEETING**

Garry provided a summary of the key reasons for convening the meeting with CN and GO Transit, at this early stage in the EA study:

- To ensure an understanding that Stantec and the City view CN and GO Transit to be *Key Agencies* in the study process. Although all agencies will be providing input to the study, the property and track operational constraints presented by the rail lands make dialogue with these two agencies critical to the success of the project.
- Although dialogue with many agencies will be “at arms length” through phone and correspondence, etc., direct meetings and consultations with CN and GO Transit are important from the outset.

**Reference: Fort York Pedestrian Bridge**

- Liaison with CN and GO Transit needs to be ongoing over the course of the study.
- The study team needs to receive information on technical and operational matters related to track usage virtually immediately, so that the project schedule is not jeopardized. Early and direct contact/liaison with CN and GO Transit is therefore necessary.
- The study team needs to understand the protocol for submissions, liaison and general approvals of concepts that may be generated throughout the study, thereby facilitating a smooth flow of information transfer and feedback.
- By meeting early in the process, the study team hopes to receive information on any future development plans in the area, by either CN or GO Transit, which may have a direct impact on design alternatives.

#### **4.0 SITE REVIEW AND GENERAL DISCUSSION**

The following briefly summarizes various discussion items based on a review of the general envelope for the bridge crossing (the comments are not in any particular order of presentation at the meeting or relative importance):

- GO Transit had considered locating a new Transit Station within the “island” between the north and south track split, adjacent to the Oakville Subdivision (south). Plans for this station have not been considered for several years and are likely a dead issue. It was suggested, however, that if there were to be an access to the pedestrian bridge from this location, then discussions of a station may potentially be reopened.

The Track designations are as follows:

- North Tracks: West of Strachan:  
Weston Subdivision (2 Tracks):  
CN owned  
  
Galt Subdivision (2 Tracks):  
GO owned  
  
East of Strachan:  
Galt Subdivision:  
GO owned

**Reference: Fort York Pedestrian Bridge**

- South Tracks East of Strachan:  
Oakville Subdivision  
(Lakeshore Corridor): CN owned

**Growth Plans for Existing Tracks:**

- North Tracks: Plans to expand from 4 tracks to 7 tracks. These plans are part of the Metrolinx Study and will likely necessitate property acquisition and/or expropriation. Information on property requirements will be critical to the EA study so that the location of abutments and piers meet future needs.
- South Tracks: No current projections for growth on the Oakville Subdivision line. Further information on volume projections for the subject section of rail and GO system operations may be found on the *Metrolinx Website*.

**Design Criteria and Constraints:**

- Much discussion took place regarding constraints that may affect the development of pedestrian bridge design concepts, including sight lines to Track Signals, track expansions and associated property requirements, horizontal and vertical track alignments, clearance from top of rail to underside of bridge, future LRT electrification and construction access restrictions.
- To assist in dealing with these technical parameters, GO Transit uses the services of UMA Consulting. Notwithstanding the need to rationalize future property requirements, GO would engage UMA to assess the vertical sight lines, signal requirements and track additions, which would provide the Stantec team with the technical criteria needed to proceed.
- GO Transit will provide a Contact name at UMA as well as facilitate a fee estimate for the engineering services. A Purchase Order would be required from the City of Toronto before the work would proceed.
- Garry to provide an email to Daniel Francey requesting that he facilitate discussions with UMA on providing the technical background data, and copy Greg Ashbee.

GO Transit

Stantec

**Reference: Fort York Pedestrian Bridge**

- It was noted that the general clearance requirement for the GO line is 27 feet (8.3 metres). However, GO indicated that planning is underway to eventually convert the GO system to an LRT based operation. The electrification would be by overhead catenary lines, which would affect clearance requirements. GO Transit, through UMA, will also provide the minimum clearance requirements for the LRT based system. GO Transit (UMA)
  
- It was noted that the Bathurst Street Bridge will be undergoing a rehabilitation and partial replacement. The structure above the tracks will not be replaced, only rehabilitated. David O'Hara will try and get more information on this structure work, which may provide some insights into the clearance and future track requirements in the area. D. O'Hara
  
- Likewise, the proposed Portland Pedestrian Bridge, east of Bathurst Street, may also provide some important information about the track clearance and sight issues, which may be relevant to this project. David also offered to look into acquiring a set of the Portland Bridge drawings and criteria, which was a controversial project. D. O'Hara
  
- It was confirmed that the bridge must have outside protection to eliminate the potential for objects to be thrown onto the tracks. This criteria is standard today for any pedestrian bridge over roads or tracks, but the design can still be aesthetically pleasing.

**5.0 ENVIRONMENTAL ASSESSMENT PROCESS**

Garry presented a brief summary of the schedule and steps in the EA process, as they may affect CN and GO Transit:

- Class EA is planned to be completed by end of 2009, subject to no major "hiccups" in the process.
  
- The first Public Information centre is planned for April 2009.
  
- Schedule calls for direct meetings with CN and GO Transit before the PIC, sometime in February 2009.
  
- Ongoing liaison will be critical to maintaining the project schedule.
  
- Resolution of the technical issues noted above should hopefully be received from UMA/GO Transit by November 30, 2008. GO Transit

**Reference: Fort York Pedestrian Bridge**

The meeting adjourned at 11:40 a.m.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please the writer.

**STANTEC CONSULTING LTD.**

A handwritten signature in black ink, appearing to read 'Garry Leveck', written in a cursive style.

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Garry Leveck, P. Eng.  
Vice-President, Transportation

Distribution: All Attendees  
S. McKenna  
M. Caron

## Meeting Notes



**Stantec**

**PROJECT NAME: FORT YORK PEDESTRIAN AND CYCLE BRIDGE**  
**PROJECT TEAM MEETING #2 (PROGRESS MEETING #3)**  
160210493/45

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Date: Thursday, November 13, 2008  
Place/Time: City of Toronto, City Hall, Room 21E, 10:00 a.m.  
Attendees: Stephen McKenna City of Toronto  
John Bryson City of Toronto  
John Kelly City of Toronto  
Robert Davies Montgomery Sisam  
Maya Caron Stantec Consulting Ltd.  
Garry Leveck Stantec Consulting Ltd.  
Bill White Stantec Consulting Ltd.  
Mike Dartizio Stantec Consulting Ltd.

---

**Item:** **Action:**

**1.0 Introductions**

- Garry introduced Maya Caron, who was attending her first Project Team Meeting. Maya is the Senior Environmental Planner on the project, and was unfortunately unable to attend the previous two meetings.
- Mike Dartizio was also introduced. Mike will be substituting for Vivien Lee, who has departed Stantec since the September 11, 2008 start-up meeting and site walk.

**2.0 Minutes of Project Team Meeting No. 1/Progress Meeting No. 1: September 11, 2008**

- Garry reviewed the minutes of the project startup meeting and site walk. No errors, omissions or changes were noted, with the exception that the word “bridge” will be changed to “brief” in the first line under Section 2.0: Discussion.
- The minutes were accepted into the project record.

G. Leveck

**3.0 Minutes of Progress Meeting No. 2: October 16, 2008**

- Garry reviewed the minutes of the meeting with CN and GO Transit held on October 16, 2008 at City Hall. The following comments and actions were noted:
  - Reiterated the importance of recognizing CN and GO Transit as key agencies in the EA process, to be part of an ongoing and direct liaison process.

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- Technical input/design parameters associated with railway operations are critical to the pedestrian bridge study. The EA team needs data on track expansion, ROW needs, bridge structure clearance (horizontal and vertical), construction constraints, etc.
- Noted that GO Transit had considered a new station in the rail peninsula between the two sets of tracks: currently no official status.
- Garry reviewed other preliminary feedback from GO attendees on track expansions, use of UMA for technical support, and direction to contact Mr. Daniel Francey for official GO Transit guidelines and feedback.
- Garry noted there had been no response to email sent to Daniel Francey on October 17, 2008.
- Steve McKenna had made phone contact with Mr. Francey, who discussed various parameters, but has not received an official response.
- In response to Garry's comment that the vertical clearance of the Portland Bridge was 11.8 metres, John Bryson confirmed that achieving a firm commitment from GO Transit was awkward but that the 12 metre design guideline was to satisfy signalization sight visibility issues as well as future LRT clearance requirements. John did not see the clearance requirements for the Fort York structure being significantly less.
- John Bryson indicated that GO was contemplating speeds of 60 mph on the tracks out of Union Station.
- After further discussion, it was agreed:
  - i. Daniel Francey will be invited by the City of Toronto to join the City's Technical Advisory Committee. S. McKenna
  - ii. Steve McKenna will coordinate a meeting with Daniel Francey to further discuss GO Transit technical guidelines. S. McKenna
  - iii. Stantec to issue formal letter to GO Transit indicating that we will proceed with 12 metre vertical clearance.<sup>1</sup> S. McKenna

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<sup>1</sup> Based on meeting with DuToit Allsop Hillier in the afternoon, it was noted that they had based planning on 7.4 metres. Therefore, any formal confirmation of 12 metres may be premature.

**4.0 Study Design Report**

- Garry provided a brief overview of the Project Study Design Report, which was submitted to the City (Draft) on September 19, 2008.
- Garry will make minor changes to report as suggested by City staff, as well as recent staff organizational changes, and submit two final copies to Steve McKenna. G. Leveck
- Garry noted that this document is for selected viewing because of the confidential nature of the fee schedules, etc.

**5.0 Notice Study Commencement**

- Notice of Study Commencement has been published as follows:
  - i. NOW Magazine: October 16/23, 2008
  - ii. Parkdale Liberty: October 17/24, 2008
- Garry recently received and reviewed the Agency list provided by the City of Toronto. Based on Stantec’s review of list, a Notice of Commencement, with a cover letter, will be issued to Agencies within the next week. G. Leveck
- Maya Caron will provide “First Nations” contact list to Steve McKenna for use by City staff in contacting and liaising with First Nations. M. Cayon
- Lists of City Departments and Community Groups are still pending. Steve McKenna will look into securing this information and provide to Stantec as soon as possible. S. McKenna
- List of Property Owners in the area is still pending. Steve McKenna will contact Domenica and/or Robert to secure this information and send to Stantec as soon as possible. S. McKenna
- It was also recommended that Steve McKenna may want to contact Seymour Epstein, owner of 10 Ordnance Street, who is potentially most affected by the project. Early contact will be a good way of initiating discussions with Mr. Epstein on potential project options and in learning his future plans for his current land ownership. S. McKenna
- John Kelly noted that the City will carry out a standard “Flyer Drop” to local groups and property owners, once the lists are confirmed. Steve to take appropriate action. S. McKenna

- Interested Residents: Garry noted that six individuals have responded to publications in NOW and Parkdale Liberty magazines. These individuals will receive personal mailouts of future notices.

Stantec

## **6.0 Environmental Investigations and Reports**

### **6.1 Built Heritage and Cultural Heritage Landscape:**

- Garry provided an overview of the investigation and report by ASI, dated October 2008 (a copy was forwarded to the City and is being reviewed by staff).

- Findings:*
- 1) Garrison Common – Part of National Historic Site and Heritage Conservation District. Structure would compromise the heritage values of the landscape.
  - 2) Viewsheds from Garrison Road to the Fort should not be compromised.
  - 3) Preserve the spatial relationship between the Military Cemetery and the Garrison Common.
  - 4) 5 industrial sites
    - 1 group of late 19<sup>th</sup> century row houses
    - 2 railscapes
    - 1 military facility
    - 1 remnant orchard

- Recommendations:*
- Bridge to avoid compromise of people movement in Garrison Common or negatively affects viewsheds.
  - Avoid disruption to Cemetery or Garrison Road.
  - Retain current grade and topography of Garrison Common.
  - Maintain viewsheds of Bathurst Street truss.
  - ASI to review future concepts for impacts.

### **6.2 Stage 1 Archaeological Study**

- Garry noted that this study was just received and will be sent to Steve McKenna for in-house circulation.
- Garry's brief review of this report concluded that there is a very high potential for archaeological impact in the Study Area.

G. Leveck

- A Stage 2 Archaeological Assessment has been recommended for much of the Study Area. Stantec recommended that the City make arrangements for this work, which is outside the current study scope.
- It was agreed that Steve McKenna will contact David O'Hara to see if the Stage 2 Archaeological Assessment can be tied in with a similar study for the Fort York Visitor Centre, and when property requirements are better understood.
- Report provided other standard recommendations regarding excavations and other construction activity.

S. McKenna

**6.3 Natural Environment, Hydrogeological and Contaminated Site Inspection**

- Garry noted that these studies are awaiting spring weather conditions (2009) and/or information from geotechnical study.
- Garry will keep the Study Team advised of future progress.

G. Leveck

**7.0 Geotechnical Study Update**

- Garry provided a brief update of the Geotechnical Study being completed by Peto MacCallum:
  - 24 reports by Peto MacCallum reviewed to date.
  - Data from Gardiner Expressway provides information.
  - Contacts with CN, GO Transit and City underway to gather other data.
  - CN/GO not aware of previous studies in the area.
  - Data from Bathurst Street available December 2008.
- Garry will keep the Study Team up to date with future progress of geotechnical investigation.
- Steve noted that he may be able to provide a report from Facilities and Real Estate (possibly confidential). Steve to check and advise.
- John Kelly to check Front Street EA Study for results of site contamination and forward to Garry.

G. Leveck

S. McKenna

J. Kelly

**8.0 Base Plans, Surveys**

**8.1 Aerial Mapping and Property Ownership**

- Garry reviewed the aerial map base plan. Property ownership data was received from the City and entered into the aerial photobase. Accuracy is not precise but suitable for the purposes of the EA study. Refinement of property impacts, based on legal survey, will be required during detailed design.

**8.2 CAD Standards**

- Garry noted that Stantec will be using AutoCAD for all study plans.
- Data will be converted to MicroStation V8 at project conclusion.
- City to provide their current CAD standards to Bill White or Garry Leveck.

Stantec

S. McKenna  
J. Bryson

**8.3 LIDAR Survey and Database Presentation**

- Bill White of Stantec presented a computer review of the LIDAR technology that was implemented for the field survey component of the project. It was agreed by all present that utilization of this state-of-the-art technology on the Fort York project was an excellent application and learning process for the City. The presentation was appreciated by the City. It will be a handy tool in verifying any future site data needs as the project progresses.
- Thanks were provided to Bill White and Stantec staff for making the presentation.

**9.0 Need and Justification Draft Statement**

- Time did not allow a detailed review of the recent “Need and Justification” document prepared by Maya Caron.
- Copies of this draft study report component were provided to all present, who will provide any comments to Stantec.
- Garry noted that a version of this document will be part of the final ESR.
- An electronic version of the draft document will be sent to Steve by Garry.
- City will circulate to Technical Advisory Committee for comment.

All Present

G. Leveck

S. McKenna

# Stantec

Project Name: Fort York Pedestrian and Cycle Bridge  
PROJECT TEAM MEETING #2 (Progress Meeting #3)  
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## 10.0 Miscellaneous

### 10.1 Portland Bridge and Bathurst Street Bridge

- Garry noted that he secured a set of preliminary plans of the Portland Bridge from Sarah Phipps (City Planning), but is still waiting for David O'Hara to provide a copy of the Bathurst Street plans.

### 10.2 Project Organization Changes

- Mike Dartizio replaces Vivien Lee.

### 10.3 Front Street Extension

- John Kelly advised that this project has been removed from the City's Official Plan.

## 11.0 Project Schedule

- Garry noted that the progress of the study is on schedule, and provided comments on Phase I and Phase II specifics:

### Phase I Work Remaining:

- 1) Notice of Commencement Mailout (City)
- 2) Website Setup (City)  
Content by Stantec (Discuss)
- 3) Meeting with Friends of Fort York and Fort York Management Board
- 4) Cycle/Pedestrian Traffic Analysis  
Draft by November 17/08 ±

### Phase II Proposed Completion Date (Summary of PIC) April 14, 2008.

#### Completed Tasks:

- 1) Trails and Parks Inventory (Report Pending)
- 2) Built Heritage/Archaeological (Stage 1)
- 3) Need and Justification/Problem Statement
- 4) Geotechnical underway

## Stantec

Project Name: Fort York Pedestrian and Cycle Bridge  
PROJECT TEAM MEETING #2 (Progress Meeting #3)  
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### 12.0 Other Business

- Steve McKenna to make arrangements for Website setup and entry of Notice of Commencement. Steve will also provide Stantec with the City staff manager of the Website for the Fort York project. S. McKenna

The meeting adjourned at 12:05 p.m.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

### STANTEC CONSULTING LTD.



Garry E. Leveck, P. Eng.  
Vice President, Transportation  
garry.leveck@stantec.com

Distribution: All Present

City of Toronto	Stephen O'Bright David O'Hara Jo Ann Pynn David Dunn Mary MacDonald Susan Hughes
Stantec Consulting Ltd.	Ken Buck Mike Trader

## Meeting Notes



**Stantec**

**PROJECT NAME: FORT YORK PEDESTRIAN AND CYCLE BRIDGE  
PROGRESS MEETING #4  
160210493/45**

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Date: Friday, November 28, 2008  
Place/Time: City of Toronto, City Hall, Boardroom 19E, 12 Noon  
Attendees: Stephen McKenna City of Toronto/Waterfront Secretariat  
John Bryson City of Toronto  
John Kelly City of Toronto  
Dan Francey GO Transit  
Garry Leveck Stantec Consulting Ltd.

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**Item:** **Action:**

### **1.0 Purpose**

- The meeting was arranged as a follow up to an earlier meeting with GO Transit, on October 16, 2008, to further discuss technical design criteria and constraints that need to be accounted for in the development of design concepts for the Fort York Pedestrian and Cycle Bridge.
- The meeting was an opportunity to meet Mr. Francey, Manager, Transportation Planning and Development at GO Transit, who can assist with the coordination of GO Transit feedback to the study.

### **2.0 Introduction**

Steve McKenna provided a general introduction and overview of the project, to bring Dan Francey up to date. Comments included:

- Current study is a Class EA which originated from concepts for a bridge that were developed by duToit Allsop Hillier Architects, on behalf of Waterfront Toronto.
- The project is in Deputy Mayor Pantalone's Ward and represents a significant project to the Deputy Mayor.
- The current proponent, Waterfront Secretariat, relies on the City of Toronto operating division for technical assistance and staff support.
- The project is a "Legacy Project" in a list of past planning assignments that are receiving attention as part of the Fort York Bicentennial celebrations being organized for 2012.
- The EA timeline is tight, requiring completion by December 2009, which will trigger detailed design and construction through 2010 to early 2012. Technical input and cooperation from GO Transit and CN are required to assist Stantec in proceeding with the development of bridge concepts.

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**Item:**

**Action:**

- The Waterfront Secretariat did not anticipate extra costs for GO Transit to provide technical feedback, but Steve also appreciated the willingness of Dan Francey to discuss this issue and perhaps minimize added expenditures, through the engagement of AECOM/UMA.
- Steve thanked Dan Francey for taking the time to meet with Stantec, the Waterfront Secretariat and City staff to learn about the current study and to discuss GO Transit involvement.

**3.0 Strachan Avenue Grade Separation**

- The design of a proposed grade separation on the Galt Subdivision (north tracks) at Strachan Avenue would have an impact on the track elevations at the proposed Fort York bridge.
- The latest proposal is to lower the GO/CN tracks in the area, so that the Strachan Avenue road and intersection grades can be retained, thereby maintaining community integrity.
- Dan Francey indicated that GO Transit does not support this proposal and that an official response will be forwarded to the Strachan Avenue Study Team, in the near future, clarifying GO Transit's position. GO is not aware of CN Rail's official position in this matter.
- Assuming that the track grades are not altered in the area, the Fort York Bridge design team will therefore develop concepts based on current rail elevations.
- *Footnote:* In a recent presentation by duToit Allsop Hillier, it was learned that the "depressed rail" concept was preferred by the Strachan Avenue team over other concepts, despite the preliminary cost estimates that indicate a premium of about \$100 million to facilitate this design.

GO Transit

Stantec

**4.0 Minutes of Meeting with CN and GO Transit Plus General Discussion**

Garry Leveck reviewed the minutes of an earlier meeting with CN and GO Transit (October 16, 2008) as an update to the technical and process issues under discussion. Discussion items, comments and decisions included the following:

- Technical and operational matters, related to track usage, is needed by the Fort York Bridge team as soon as possible, so as not to jeopardize study schedule.

<b>Item:</b>	<b>Action:</b>
<ul style="list-style-type: none"><li>• An understanding of protocol for concept reviews, liaison and general approvals is needed, in addition to technical feedback.</li><li>• Information on future track expansions and GO Transit development plans is needed.</li><li>• Plans for a GO station, between the two track corridors east of Strachan, is from old planning documents and is no longer being considered, according to Dan Francey.</li><li>• Future GO electrification and LRT conversion is part of Metrolinx plan and must be part of planning process.</li><li>• Track expansion on Galt Subdivision (north tracks) may be 7 or 8 future tracks, and will be dependent on growth studies and property constraints. GO Transit needs to protect entire corridor. Dan Francey to confirm planning guideline to be used by Fort York Study Team.</li><li>• For electrified rail systems, GO Transit's minimum clearance requirement is 7.4 metres, but may be greater. Additional clearance may be dictated by sight visibility to "signal bridges", train speeds, etc. Dan Francey will need to engage AECOM/UMA to confirm clearance standard at Fort York Bridge site.</li><li>• Discussion of the clearance levels at the proposed Portland Pedestrian Bridge (east of Bathurst Street) revealed that the 9.10 – 11.7 metre clearance values were due to a "sag" in the track profile. Vertical geometry dictated clearance warrants exceeding the 7.4 metre minimum.</li><li>• It was noted that the normal height of "signal bridges" is about 8.3 metres. This may clarify the "train clearance" value noted in the previous minutes, which may have been misinterpreted.</li><li>• In determining actual clearance requirements at the Fort York Bridge site, AECOM/UMA would carry out a sensitivity analysis of a worst case situation. GO Transit does not have the technical capability to complete the analysis and must pay AECOM for their services, under terms of a standing agreement. Costs would be passed onto the Waterfront Secretariat.</li></ul>	<p>GO Transit</p> <p>GO Transit</p>

## Stantec

Project Name: Fort York Pedestrian and Cycle Bridge  
PROGRESS MEETING #4  
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### Item:

### Action:

- It was suggested by Steve McKenna that the AECOM/UMA costs be invoiced to the Waterfront Secretariat, through the Stantec contract, and temporarily taken from the disbursement allowance. This would avoid the need for a Purchase Order, at this time, although a future P.O. will be required to offset the extra to the Stantec budget.
- It was agreed that Dan Francey will provide a fee for the AECOM analysis and an agreement will be arranged between Stantec and AECOM for the work. Steve McKenna will make the appropriate fee adjustment (amendment) to the Stantec agreement later in 2009, to compensate Stantec for the AECOM fees, plus appropriate subconsultant markup. A DPO will be issued to Stantec, at the later date, to cover the extra fees for the scope change. All subject to consultation with City purchasing.
- Dan Francey noted that future Crossing Agreements and Approval of Construction details must be sorted out as part of the project. These details will likely occur during the detailed design/approvals stage in 2010. These comments were for information at this time.
- Dan Francey advised that Jeff Bateman will be the GO Transit liaison person going forward on the project. Allan Archer will likely be the contact at AECOM/UMA.

GO Transit  
Stantec  
S. McKenna

### 5.0 Summary of Actions

The following is a summary of actions arising from the meeting:

- Dan Francey to forward a copy of GO Transit letter, confirming official position on Strachan Avenue grade separation and track lowering, to S. McKenna and G. Leveck once it is finalized and issued to the Strachan Avenue Project Team. D. Francey
- Dan Francey to meet and/or discuss track expansion/sight line sensitivity analysis with AECOM/UMA and receive a quote for this work. Dan also to confirm timing for AECOM/UMA to complete analysis study. Information to be forwarded to S. McKenna and copied to G. Leveck as soon as possible. D. Francey
- G. Leveck to forward electronic version of bridge site plan to Dan Francey, so he can review with AECOM/UMA. G. Leveck

## Stantec

Project Name: Fort York Pedestrian and Cycle Bridge  
PROGRESS MEETING #4  
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Page 5 of 5

### Item:

- Dan Francey to discuss attendance of either Jeff Bateman or himself on the Project Technical Advisory Committee (TAC) for the Fort York Bridge, and advise Steve McKenna of availability.
- S. McKenna to review AECOM/UMA fee proposal when it is received, and provide authorization to Stantec Consulting Ltd. to engage AECOM as a subconsultant for the technical studies, and amend the current Stantec fee budget in a corresponding amount, at a later date (AECOM fee plus markup). All subject to consultation with City purchasing.
- Dan Francey to refer to email from Garry Leveck, dated October 17, 2008, for additional information in his discussions with AECOM/UMA.

### Action:

D. Francey

S. McKenna

The meeting adjourned at 1:35 p.m.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

### STANTEC CONSULTING LTD.



Garry E. Leveck, P. Eng.  
Vice President, Transportation  
garry.leveck@stantec.com

Distribution: All Present

City of Toronto  
Montgomery Sisam  
Stantec Consulting Ltd.

Stephen O'Bright  
Robert Davies  
Mike Trader  
Maya Caron

# Meeting Notes



Stantec

**PROJECT NAME: FORT YORK PEDESTRIAN AND CYCLE BRIDGE**  
**PROJECT TEAM MEETING #3 (PROGRESS MEETING #5)**  
160210493/45

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Date: Tuesday, February 17, 2009  
Place/Time: City of Toronto, City Hall, Boardroom 12E, 10:00 am – 12:30 pm  
Attendees: S. McKenna City of Toronto/Waterfront Secretariat  
S. O'Bright City of Toronto (Stephen)  
J. Bryson City of Toronto  
J. Kelly City of Toronto (left at 12:00 Noon)  
M. Cimini City of Toronto (Marilia)  
R. Davies Montgomery Sisam  
K. Thomson Montgomery Sisam  
M. Caron Stantec Consulting Ltd.  
G. Leveck Stantec Consulting Ltd.

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## 1.0 Introduction

John Kelly introduced Marilia Cimini, a Transportation Engineer in the City's Infrastructure Planning Group. Marilia will be sitting in for John during the balance of the Class EA Study.

Kirsten Thomson was also introduced. Kirsten will be an Assistant Architect to Bob Davies.

## 2.0 Minutes of Previous Meetings/Business Arising

### 2.1 Project Team Meeting No. 2: November 13, 2008

Garry reviewed the minutes of Project Team Meeting No. 2, and highlighted the following "completed" and "carryover" Action Items (Business Arising). After a full review, the minutes were accepted into the Project record, without amendment.

#### Reviewed Action Items

#### Action

- Dan Francey (GO Transit) was invited to attend the Technical Advisory Committee Meetings. GO agreed to send a representative. No further action required.
- It was noted that discussion with GO Transit had resulted in a preliminary track clearance guideline of 8.4 metres. This criteria is subject to further analysis by GO Transit (see Item 2.2) based on a fee estimate from GO Transit.

One Team. Infinite Solutions.

**Reviewed Action Items**

**Action**

- The “Study Design Report” was completed by Stantec and submitted to the City. No further action required.
- The “Notice of Study Commencement” was placed in two local newspapers and issued to Agencies, City departments and other Stakeholders for information.
- Garry noted that the Notice issued to Seymour Epstein (30 Ordnance Street) was “Returned to Sender” within the last two days. Steve McKenna will check to see if there is an alternate address for Mr. Epstein, other than what was received from Tax Assessment roles. S. McKenna
- City staff confirmed that the “Flyers Drop”, noted in the minutes, would be reserved for PIC notices. Future action by City staff for PIC1 and PIC2. S. McKenna  
M. Cimini
- First Nations has been circulated. No further action required. Steve McKenna noted that the Chief of the Mississauga Nation is on the Bicentennial Committee for the Fort York celebration.
- The Stage 1 Archaeological Report was circulated to Project Team and TAC Committee members, and included in Technical Memorandum No. 1. Garry noted that the high level of archaeological impact warrants a Stage 2 assessment in areas of potential bridge and ramp construction. Further discussions will be held with David O’Hara and JoAnn Pynn, at the TAC meeting, to determine if the Stage 2 assessment can be piggy-backed with the Stage 2 assessment for the Visitor Information Centre. It was noted that Deputy Mayor Pantalone could be of assistance in facilitating a coordinated Stage 2 assessment to suit the schedules of the two projects. S. McKenna  
G. Leveck
- As an update on remaining fieldwork:
  - Natural Environment review to commence in Spring. Stantec
  - Hydrogeological Study to commence in Spring. Stantec
  - Contaminated Site Assessment initiated by Stantec within last two weeks. Stantec
  - Geotechnical Report recently completed and circulated to S. McKenna.

# Stantec

Project Name: Fort York Pedestrian and Cycle Bridge  
PROJECT TEAM MEETING #3 (PROGRESS MEETING #5)  
160210493/45  
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## Reviewed Action Items

## Action

- City CAD Standards received from City, with thanks. No further action.
- “Need and Justification” document circulated earlier. No comments received, but will be reviewed with TAC Committee.
- Website update:
  - No further action until PIC documents are uploaded, late April/early May.

City/Stantec

### 2.2 Meeting with GO Transit: November 28, 2008

Garry reviewed the minutes of a meeting with Mr. Dan Francey of GO Transit, with highlights as follows:

- GO Transit does not support the proposal to lower the north section of tracks to accommodate the grade separation at Strachan Avenue. According to Mr. Francey, GO will be putting their position forward in writing to the City of Toronto.

Note: It was noted that the current Metrolinx Study may have some bearing on the previous design alternatives. J. Kelly to provide CD with shared data on Metrolinx Study.

J. Kelly/  
M. Cimini

At this point, Stantec and the City must assume that the current track grade will prevail, and govern any bridge clearance and profile requirements.

- GO Transit has provided the City with a fee proposal to complete a detailed sensitivity analysis of clearance and sight visibility criteria. It was agreed to wait until after the first PIC to initiate this study. Future action required.

S. McKenna

## 3.0 Other Meetings

### 3.1 Briefing with Elaine Baxter-Trahair

- G. Leveck and S. McKenna presented a concise project update for Ms. Baxter-Trahair on February 6, 2009.

**Action**

**3.2 Briefing with Deputy Mayor Pantalone**

- Various individuals attended this meeting with Deputy Mayor Pantalone on February 10, 2009, with Project Team representation by S. McKenna, R. Davies and K. Thomson.
- Mr. Pantalone's comments included, among many:
  - Avoid Epstein property.
  - Do not curve bridge towards orchard at Fort York, as it may detract somewhat from the north-south pedestrian and cycle flow.
  - Although Fort York is important, the pedestrian and cycle linkage should be the emphasis of the project, eliminating reliance on Strachan and Bathurst.
  - Offered to attend PIC and make a presentation.  
Coordinate dates with Ann Ball.

S. McKenna/  
G. Leveck

**4.0 Technical Memorandum Number One**

- Garry noted that TM#1 was issued on December 22, 2008, and provides a full synopsis of the project activities from initiation of the assignment. The report was circulated to all Project Team and Technical Advisory Committee members by S. McKenna, for review and comment.
- No comments received to date, but the document will be discussed at the TAC meeting on February 17, 2009 (PM).
- Garry requested a modification to the Project Schedule, in terms of delivery of Technical Memorandum No. 2. It is felt that there would be more value in presenting TM#2 **after** PIC No. 1, in late April/early May. All agreed that this was appropriate and would not compromise the integrity of the study deliverables.

G. Leveck

**Action**

**5.0 Alternative Planning Solutions and Evaluation Matrix**

- M. Caron reviewed the “Draft Alternative Planning Solutions and Evaluation Matrix”, noting that this is a general attempt to summarize the many background studies that focus on the Fort York and Niagara Neighbourhoods, Park Linkages, Pedestrian and Cycle Mobility, and overall planning goals in the area. The documentation is required as part of the EA process and should result in confirmation of the preferred solution being addressed by the proponent, in this case a “pedestrian and cycle structure”.

Comments included:

Stantec

- Alternative 4: change “bridge” to “Link/Structure” in title.
- Alternative 5: Reword to avoid focus on automobiles, etc. Consider abandoning alternative altogether.
- Revise “alignment” of criteria to place more important ones (example: Cultural) near the top.

**6.0 Preliminary Design Concepts**

- Bob Davies presented preliminary concepts for the pedestrian and cycle bridge as follows:
  - 4 alternative alignments
  - 2 alternative sections
- Bob noted that the sections could be interchangeable with any of the alignments. Other points of significance included:
  - Bridge should be a key to the park linkage.
  - Bridge should enhance vistas to Fort York, Toronto skyline and other notable features in the area.
  - Bridge should respect the “memory” of the original Garrison Creek alignment, if possible.
  - Bridge should be a signature structure, but not overpowering.

**Action**

- Discussion Items Included:
  - General preference for double curved alignment due to symmetry with original Garrison Creek; less impact on Fort York.
  - Ramps in Garrison Common would not be constructed by means of embankments, whereas north touchdown zones could include land filling and regrading.
  - Requirement to enclose the structure to prevent objects being thrown onto tracks is a major design issue. Needs to be further pursued with GO and CN.
  - Profile of structure slopes mildly from north to south, down grade.
  - Ramps are at 1:20 slopes, and are to be integrated into pathway system at Garrison Common.

**7.0 Meeting with Friends of Fort York and Fort York Management Board**

- S. McKenna to arrange meeting with Friends of Fort York and Fort York Management Board within the next couple of weeks. S. McKenna
- Format will be:
  - EA Status Update
  - General discussion and feedback

**8.0 Public Information Centre**

- Garry presented the general format for PIC No. 1:
  - Drop-in format; no formal presentation
  - At-the-door greetings
  - One-on-one dialogue
  - Comprehensive displays
  - Comment Sheets and/or computer entries
  - Preliminary Design Concepts will be presented

## Stantec

Project Name: Fort York Pedestrian and Cycle Bridge  
PROJECT TEAM MEETING #3 (PROGRESS MEETING #5)  
160210493/45  
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### Action

- PIC Details:
  - Week of April 15 or week of April 20, depending on availability of Deputy Mayor Pantalone.
  - Time: afternoon plus evening (3:00 pm – 4:30 pm, plus 6:30 pm – 8:30 pm ±).
  - Location: to be determined. Alternatives:
    - Direct Energy Centre (CNE)
    - Harbourfront Community Centre
    - Trinity, Bellwood Community Centre
    - Liberty Village
    - Niagara Public School
  - S. McKenna to search for site and contact Ann Ball regarding preferred date.
  - Garry noted that a gymnasium size room is needed.

S. McKenna

### 9.0 Other Business

- No other business noted.

### 10.0 Next Meeting

- At call of Chair.

The meeting adjourned at 12:30 p.m.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

### STANTEC CONSULTING LTD.



Garry E. Leveck, P. Eng.  
Vice President, Transportation  
garry.leveck@stantec.com

**Stantec**

Project Name: Fort York Pedestrian and Cycle Bridge  
PROJECT TEAM MEETING #3 (PROGRESS MEETING #5)  
**160210493/45**  
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Distribution: All Present

Stantec Consulting Ltd.                      Mike Trader  
Ken Buck  
Mike Dartizio  
Serge Ristic  
Dave Flynn  
Roger Freymond  
Andrew Taylor

## Meeting Notes



**Stantec**

**PROJECT NAME: FORT YORK PEDESTRIAN AND CYCLE BRIDGE  
TECHNICAL ADVISORY COMMITTEE MEETING (PROGRESS MEETING #6)  
160210493/45**

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Date:	Tuesday, February 17, 2009	
Place/Time:	City of Toronto, City Hall, Room 12E, 1:15 pm – 3:30 pm	
Attendees:	Steve McKenna	City of Toronto/Waterfront Secretariat
	Stephen O'Bright	City of Toronto (Stephen)
	Eric Pedersen	City of Toronto
	David O'Hara	City of Toronto
	JoAnn Pynn	City of Toronto
	Mary MacDonald	City of Toronto
	John Bryson	City of Toronto
	Marilia Cimini	City of Toronto
	Jamaica Hewston	City of Toronto
	Kathie Capizzano	City of Toronto
	David Dunn	City of Toronto
	Hans Riekkö	City of Toronto
	Greg Ashbee	GO Transit
	Jeff Bateman	GO Transit
	Bob Davies	Montgomery Sisam
	Kirsten Thomson	Montgomery Sisam
	Maya Caron	Stantec Consulting Ltd.
	Garry Leveck	Stantec Consulting Ltd.

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<b>Item:</b>	<b>Action</b>
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### **1.0 Introductions**

- All in attendance introduced themselves, as there were several new faces to the project, and did not have the opportunity to attend the Project Startup Meeting and Sitewalk, held on September 11, 2008.
- Steve McKenna noted that the September 11, 2008 meeting constituted the first TAC meeting for the Class EA Study.

### **2.0 Meeting Objectives and Project Background**

#### **2.1 Meeting Objectives**

Garry Leveck provided a summation of the primary objectives of the meeting, as follows:

One Team. Infinite Solutions.

**Item:** **Action**

- To bring the TAC Committee up to date on what's been happening on the Fort York project, since we last met for the sitewalk on September 11, 2008.
- To provide an outline of what activities we can expect to see on the project, over the next 2 months, and beyond.
- To receive feedback from the TAC Committee on specific study documentation that has been circulated, as well as any other relevant comments that may assist the Project Team.
- To provide information on the tentative plans for the first Public Information Centre (PIC).
- To review the project schedule, for information.

2.2 Project Background

Garry Leveck provided an overview of the project background, as follows:

Project Details:

Class Environmental Assessment to determine the following:

- Confirm "need and justification for the project"; assess "alternative solutions"; engage in an interactive "agency and public consultation process"; prepare and evaluate "alternative bridge design concepts"; select a "preferred design concept" based on public and agency feedback; prepare a comprehensive "Environmental Study Report" and place it on the Public Record.

Project Team (Major Players):

- Stantec Consulting Ltd (Prime), with Architectural expertise provided by Montgomery Sisam, Geotechnical by Peto MacCallum, and Archaeological and Heritage Assessments by ASI.

Identified Issues:

To date: some of the key issues that have surfaced include, but are not limited to:

- Extensive potential for Archaeological resource impacts within the study area, particularly within the Garrison Common.

**Item:**

**Action**

- Clearance and Sight Line requirements of CN and GO Transit are under review, but preliminary base parameters have been identified. More study is required, as an addendum to the original project scope.
- The extension of existing parklands in the area, including Stanley Park, as well as the linkage of various parks in the vicinity of Fort York, is a high priority of the study. The bridge will hopefully be the catalyst to these future linkage projects.
- The Fort York Pedestrian and Cycle bridge is one of 4 "Legacy" projects, in conjunction with the further development and readiness of Fort York for Bi-Centennial celebrations planned for 2012.
- Potential impacts on land ownerships will be limited, as a majority of the abutting lands are City owned. One major property owner, at 30 Ordnance Street, may be impacted by the proposed bridge.
- It has been stated that the proposed bridge is to be a "signature structure" within the City of Toronto that will enhance the presence of Fort York, will link the communities and parklands from north to south, and will provide strategic vistas of the Toronto Skyline and Fort York. Its architectural design is to recognize the historical significance of Fort York and the Garrison Creek alignment, wherever possible.
- The need for a "touchdown point", or pedestrian access, within the triangle formed by the two railway corridors, has to be confirmed, which is strategically related to the extension of parklands within this parcel of vacant land.

**3.0 Project Schedule and Task Status Update**

**3.1 Project Schedule**

Project is divided into 4 Phases (I-IV) in accordance with a Schedule "C" Class EA process. The project is currently ON SCHEDULE. Highlights include:

- Phase I complete, with the exception of a meeting with Friends of Fort York and the Fort York Management Board, which is to be convened as a joint meeting, by the City, after the briefing with the Deputy Mayor.

**Item:**

**Action**

- About 65-70 % of Phase II work is complete. Phase II will culminate with Public Information Centre (PIC) #1, which is currently scheduled for early April.
- The second PIC is currently scheduled for late August, with tabling of the Final Environmental Study Report by December 20, 2009.
- Assuming the project clears the 30 day Public Review period of the ESR, without any Part II Orders, the City could conceivably proceed to the Detailed Design Phase by early 2010, with the design based on the recommended bridge concept arising from the Class EA Study.
- Looking forward from today, the Study Team is concentrating on the following critical activities:
  - Development of Preliminary Design Concepts (Montgomery Sisam).
  - Meeting with Friends of Fort York and Fort York Management Board.
  - Preparations for PIC #1, scheduled for early April, 2009.
- Footnote: A copy of the Project Work Plan and Schedule was included in Technical Memorandum Number One, which was circulated to all TAC Committee members.

**3.2 Task Status Update**

The following major tasks have been completed, to February 17, 2009:

- Surveys by LIDAR/base plans
- Agency and Public circulation, plus newspaper advertisements (Notice of Study Commencement)
- Background study reviews
- "Need and Justification" Statement (Draft)
- Archaeological Study (Stage 1)
- Heritage Built and Cultural Landscape Studies
- Geotechnical Assessment
- Technical Memorandum No. 1

**Item:** **Action**

- “Alternative Solutions Assessment” (Draft)
- Landscape and Transportation Overviews
- Development of Preliminary Design Concepts (Montgomery Sisam)
- Two meetings with GO and CN (liaison as well)
- Three Project Team meetings
- Briefing meetings with Elaine Baxter-Trahair and Deputy Mayor Pantalone.

**4.0 Documents Review**

The Project Team members requested feedback from the Technical Advisory Committee on three recent documents, prepared by Stantec. The following summarizes the TAC Committee comments:

4.1 “Need and Justification” Statement Stantec

Maya Caron provided a brief overview of the “Draft” Need and Justification Statement. Comments included:

- There should be an increased focus on the Cultural Heritage and Landscape aspects of the project, and the need to preserve the features of the surrounding study area.
- There should be some recognition of the desire to commemorate the historic status of Fort York.
- There should be acknowledgement of the various reports that have highlighted the history of the Fort York area and the desire to enhance its visibility and accessibility.
- There should be recognition of the primary objective to create a linkage of open space in the area, which has been historically divided by the railway corridors.
- There should be additional reference to past study reports, of relevance to the history of Fort York and the need to link communities to the area, wherever possible.

4.2 Technical Memorandum Number One

Technical Memorandum Number One was circulated earlier to TAC Committee members. Garry noted that the report is a comprehensive synopsis of the fieldwork, studies, meetings and schedule updates between the start of the EA assignment and December 22, 2008, when the document was issued.

<b>Item:</b>	<b>Action</b>
<p>General comments on Technical Memorandum No. 1 included:</p>	
<ul style="list-style-type: none"><li>• Consideration should be given to including reference to the pending application for designation of Fort York as a World Heritage Site.</li><li>• In proceeding with the development of the design concepts, the team should be careful in its attempts to acknowledge earlier documentation that the pedestrian and cycle bridge should be a “signature structure”. We need to understand that the magnitude of the structure does not “shout” <b>Look At Me</b>, and overpower the historical setting of the Fort York area, and the Fort itself. The two entities should not “compete” with one another.</li><li>• We should always be mindful of the primary purpose of the structure, that is to link communities which have been so terribly divided, and provide a connection between Stanley Park and areas to the north with the Waterfront, Coronation Park, the Goodman Trail, and Fort York. What level of detail do we strive for to accomplish this goal, while balancing the historic character of the area with the physical design parameters of the structure and users?</li><li>• The issue of a Stage 2 Archaeological Assessment was discussed. This work will be required for the structure, and will be needed sooner rather than later.</li></ul>	Stantec
<p>It was agreed that Steve McKenna, JoAnn Pynn, and David O’Hara will work together to determine the best way to facilitate coordination of the Stage 2 Archaeological Assessment with similar work planned for the Fort York Visitor Information Centre.</p>	S. McKenna JA. Pynn D.O’Hara
<p>JoAnn noted that the City will be requesting prequalification submissions from consultants for this work, and that it would be practical to include work related to the bridge in the program.</p>	
<p>City staff to follow up internally and keep Stantec up to date with any decisions.</p>	
<ul style="list-style-type: none"><li>• Notwithstanding the extent of City owned land in the study area, it was noted that “jurisdiction” over these lands may have an influence on construction staging, park development, and integration of the project with the overall community needs. K. Capizzano will investigate jurisdictional issues and report to the committee.</li></ul>	K. Capizzano



<b>Item:</b>	<b>Action</b>
<b>5.0 Public Information Centre</b>	
<ul style="list-style-type: none"><li>• Garry presented the general format for PIC No. 1:<ul style="list-style-type: none"><li>◦ Drop-in format; no formal presentation</li><li>◦ At-the-door greetings</li><li>◦ One-on-one dialogue</li><li>◦ Comprehensive displays</li><li>◦ Comment Sheets and/or computer entries</li><li>◦ Preliminary Design Concepts will be presented</li></ul></li><li>• PIC Details:<ul style="list-style-type: none"><li>◦ Week of April 15 or week of April 20, depending on availability of Deputy Mayor Pantalone.</li><li>◦ Time: afternoon plus evening (3:00 pm – 4:30 pm, plus 6:30 pm – 8:30 pm ±). To be confirmed.</li><li>◦ Location: To be determined. Alternatives:<ul style="list-style-type: none"><li>◦ Direct Energy Centre (CNE)</li><li>◦ Harbourfront Community Centre</li><li>◦ Trinity Bellwood Community Centre</li><li>◦ Liberty Village</li><li>◦ Niagara Public School</li></ul></li></ul></li><li>• After a brief discussion, it was concluded that the Harbourfront Community Centre is likely too small; the Direct Energy Centre has a cost attached to it; the Niagara Public School may create issues for afternoon availability; Liberty Village may be unsuitable; Trinity Bellwood, although slightly further away, may be the best venue. Fort York was ruled out because of it being inconvenient to the public.</li><li>• S. McKenna to search for site and contact Ann Ball regarding preferred date. (Deputy Mayor Pantalone)</li><li>• Garry noted that a gymnasium size room is needed.</li></ul>	<p>S. McKenna</p> <p>S. McKenna</p>

**Item:** **Action**

**6.0 Project Website**

For information, a City website has been set up for the project. To date, the “Notice of Study Commencement” has been posted. No further data will be added until after Public Information Centre (PIC) Number One.

**7.0 Preliminary Design Concepts**

- Bob Davies presented preliminary concepts for the pedestrian and cycle bridge as follows:
  - 4 alternative alignments
  - 2 alternative sections
- Bob noted that the sections could be interchangeable with any of the alignments. Other points of significance included:
  - Bridge should be a key to the park linkage.
  - Bridge should enhance vistas to Fort York, Toronto skyline and other notable features in the area.
  - Bridge should respect the “memory” of the original Garrison Creek alignment, if possible.
  - Bridge should be a signature structure, but not overpowering.
- Discussion Items Included:
  - General preference for double curved alignment due to symmetry with original Garrison Creek; less impact on Fort York.
  - Ramps in Garrison Common would not be constructed by means of embankments, whereas north touchdown zone could include land filling and regrading.
  - Requirement to enclose the structure to prevent objects being thrown onto tracks is a major design issue. Greg Ashbee noted that GO Transit has not been consistent in requiring “protection” in new bridge designs. It appears that GO Transit would not be adamant that “over-complicated” protection designs be provided, in this case, and would be open to reviewing proposals from the design team.
  - Profile of structure slopes mildly from north to south, down grade.

## Stantec

Project Name: Fort York Pedestrian and Cycle Bridge  
TECHNICAL ADVISORY COMMITTEE MEETING (PROGRESS MEETING #6)  
160210493/45  
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### Item:

### Action

- Ramps are at 1:20 slopes, and are to be integrated into pathway system at Garrison Common.
- GO representatives noted that the curved alternative may have different impacts on sight lines and clearance than the straight bridge concept. Further analysis is required, as noted.

### 8.0 Design Review Panel

- Eric Pedersen suggested that it would be desirable for the preliminary bridge design concepts to be reviewed by the City's Design Review Panel, which consists of volunteer architects, engineers, planners and landscape architects.
- It was agreed that Steve McKenna will look into potential presentation opportunities, and advise Stantec team members. (The next scheduled meeting of the Panel is February 26, 2009, which may or may not suit consultant team availability.)

S. McKenna

### 9.0 Next Meeting

It is hoped that another TAC Committee meeting may be held just before PIC No. 1. Stantec will attempt to forward copies of the PIC displays to Committee members in advance, for their perusal, in case a meeting is not practical or convenient.

G. Leveck

The meeting adjourned at 3:30 p.m.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

### STANTEC CONSULTING LTD.



Garry E. Leveck, P. Eng.  
Vice President, Transportation  
garry.leveck@stantec.com

**Stantec**

Project Name: Fort York Pedestrian and Cycle Bridge  
TECHNICAL ADVISORY COMMITTEE MEETING (PROGRESS MEETING #6)  
**160210493/45**  
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Distribution: All Present

Stantec Consulting Ltd.

Mike Trader  
Ken Buck  
Mike Dartizio  
Serge Ristic  
Dave Flynn  
Roger Freymond  
Andrew Taylor

## Meeting Notes



Stantec

**PROJECT NAME: FORT YORK PEDESTRIAN AND CYCLE BRIDGE  
MEETING WITH "FRIENDS OF FORT YORK" (PROGRESS MEETING #7)  
160210493/45**

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Date:	Thursday, March 5, 2009	
Place/Time:	City of Toronto, City Hall, Room 19E, 10:00 am – 12:00 Noon	
Attendees:	Stephen McKenna	City of Toronto/Waterfront Secretariat
	Stephen Otto	Chair, Friends of Fort York (saotto@sympatico.ca)
	Margaret (Meg) Graham	Friends of Fort York (meg@superkul.ca)
	Bob Davies	Montgomery Sisam
	Kirsten Thomson	Montgomery Sisam
	Maya Caron	Stantec Consulting Ltd.
	Garry Leveck	Stantec Consulting Ltd.

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Item:	Action
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### 1.0 Introductions

- Garry Leveck thanked Stephen Otto and Meg Graham for taking the time to meet and discuss the Fort York Pedestrian and Cycle Bridge project.
- Stephen Otto noted that 2009 is the 15<sup>th</sup> Anniversary of the founding of the Friends of Fort York, and that there is strong optimism towards the completion of this link over the railway corridors.
- Everyone introduced themselves and their roles/connection to the project.

### 2.0 Project Background

Garry Leveck provided an overview of the project background, as follows:

Project Details:

Class Environmental Assessment to determine the following:

- Confirm "need and justification for the project"; assess "alternative solutions"; engage in an interactive "agency and public consultation process"; prepare and evaluate "alternative bridge design concepts"; select a "preferred design concept" based on public and agency feedback; prepare a comprehensive "Environmental Study Report" and place it on the Public Record.

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## Stantec

Project Name: Fort York Pedestrian and Cycle Bridge  
MEETING WITH "FRIENDS OF FORT YORK" (PROGRESS MEETING #7)  
**160210493/45**  
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### Item:

### Action

#### Project Team (Major Players):

- Stantec Consulting Ltd (Prime), with Architectural expertise provided by Montgomery Sisam, Geotechnical by Peto MacCallum, and Archaeological and Heritage Assessments by ASI.

#### Identified Issues:

To date: some of the key issues that have surfaced include, but are not limited to:

- Extensive potential for Archaeological resource impacts within the study area, particularly within the Garrison Common.
- Clearance and Sight Line requirements of CN and GO Transit are under review, but preliminary base parameters have been identified. More study is required, as an addendum to the original project scope.
- The extension of existing parklands in the area, including Stanley Park, as well as the linkage of various parks in the vicinity of Fort York, is a high priority of the study. The bridge will hopefully be the catalyst to these future linkage projects.
- The Fort York Pedestrian and Cycle bridge is one of 4 "Legacy" projects, in conjunction with the further development and readiness of Fort York for Bi-Centennial celebrations planned for 2012.
- Potential impacts on land ownerships will be limited, as a majority of the abutting lands are City owned. One major property owner, at 30 Ordnance Street, may be impacted by the proposed bridge.
- It has been stated that the proposed bridge is to be a "signature structure" within the City of Toronto that will enhance the presence of Fort York, will link the communities and parklands from north to south, and will provide strategic vistas of the Toronto Skyline and Fort York. Its architectural design is to recognize the historical significance of Fort York and the Garrison Creek alignment, wherever possible.

- The need for a "touchdown point", or pedestrian access, within the triangle formed by the two railway corridors, has to be confirmed, which is strategically related to the extension of parklands within this parcel of vacant land.

General comments from the Technical Advisory Committee included:

- Consideration should be given to including reference to the pending application for designation of Fort York as a World Heritage Site.
- In proceeding with the development of the design concepts, the team should be careful in its attempts to acknowledge earlier documentation that the pedestrian and cycle bridge should be a "signature structure". We need to understand that the magnitude of the structure does not "shout" **Look At Me**, and overpower the historical setting of the Fort York area, and the Fort itself. The two entities should not "compete" with one another.
- We should always be mindful of the primary purpose of the structure, that is to link communities which have been so terribly divided, and provide a connection between Stanley Park and areas to the north with the Waterfront, Coronation Park, the Goodman Trail, and Fort York. What level of detail do we strive for to accomplish this goal, while balancing the historic character of the area with the physical design parameters of the structure and users?
- The issue of a Stage 2 Archaeological Assessment was discussed. This work will be required for the structure, and will be needed sooner rather than later.

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### **3.0 Project Schedule**

- With this meeting with the Friends of Fort York, we are now completed Phase I of the Class EA process, which is divided into 4 phases.
- About 75 % of Phase II work is complete. Phase II will culminate with Public Information Centre (PIC) #1, which is currently scheduled for April 16, 2009.
- The second PIC is currently scheduled for late August, with tabling of the Final Environmental Study Report by December 20, 2009.

- Assuming the project clears the 30 day Public Review period of the ESR, without any Part II Orders, the City could conceivably proceed to the Detailed Design Phase by early 2010, with the design based on the recommended bridge concept arising from the Class EA Study.
- Looking forward from today, the Study Team is concentrating on preparations for PIC #1, scheduled for April, 2009.

#### **4.0 City of Toronto/Waterfront Secretariat Perspective**

Steve McKenna provided a brief overview of the City of Toronto/Waterfront Secretariat's perspective on the project, noting the following:

- Deputy Mayor Pantalone is a strong supporter of the Fort York Pedestrian and Cycle Bridge project, and is also a member of the 1812 Bicentennial Committee.
- The Waterfront Secretariat is also represented on the 1812 Bicentennial Committee, and was a logical department at City Hall to manage the Class EA Study.
- The project is 1 of 4 legacy projects connected with Fort York, and the Bicentennial Celebrations. It is high priority for the City of Toronto.
- The City's Cultural Division is taking an active interest in the project because of the high cultural relevance of the bridge link. Advisors from the City include David O'Hara and JoAnn Pynn.
- The Waterfront Secretariat has been pleased with the study progress and adherence to the original schedule, to date, and looks forward to feedback from the public and interested agencies, including Friends of Fort York.
- Steve McKenna thanked Stephen Otto and Meg Graham for their time and feedback on this day, and over the course of the study.

#### **5.0 Preliminary Structure Concepts/Discussion**

- Bob Davies presented preliminary concepts for the pedestrian and cycle bridge as follows:
  - 4 alternative alignments
  - 2 alternative sections

- Track grade clearance requirement: 8.4 metres.
- North tracks are about 2.5 – 3.0 metres higher than south tracks.
- Touch down at north landing is about 7.5 metres, and 5.5 metres at south landing.
- Bob noted that the sections could be interchangeable with any of the alignments. Other points of significance included:
  - Bridge should be a key to the park linkage.
  - Bridge should enhance vistas to Fort York, Toronto skyline and other notable features in the area.
  - Bridge should respect the "memory" of the original Garrison Creek alignment, if possible.
  - Bridge should be a signature structure, but not overpowering.
- Discussion Items Included:
  - General preference for double curved alignment due to symmetry with original Garrison Creek; less impact on Fort York.
  - Ramps in Garrison Common would not be constructed by means of embankments, whereas north touchdown zone could include land filling and regrading.
  - Requirement to enclose the structure to prevent objects being thrown onto tracks is a major design issue, although it appears that GO Transit would not be adamant that "over- complicated" protection designs be provided, in this case. They are open to reviewing proposals from the design team.
  - Profile of structure slopes mildly from north to south, down grade.
  - Ramps are at 1:20 slopes, and are to be integrated into pathway system at Garrison Common.
- Stephen Otto suggested that we view the "Lost Rivers" website to learn more about the history of Garrison Creek.

Stantec/  
Montgomery  
Sisam

## Stantec

Project Name: Fort York Pedestrian and Cycle Bridge  
MEETING WITH "FRIENDS OF FORT YORK" (PROGRESS MEETING #7)  
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- Stephen Otto commented: "When you win an award for this bridge, where will its virtue be?" Response:
  - Capture of Natural History of Fort.
  - Ability of structure to "reward" users with vistas and a learning experience about the area's history.
  - Distinctive, yet not over powering.
  - Fits the landscape with proper use of materials and construction.
  - Links the communities from north to south and contributes to parkland/walkway/cycle trail linkages.
  - Contributes to potential land use enhancement (example: conversion of triangular land, between tracks, to public use parkland/open space).

### 6.0 Public Information Centre 1

- Garry presented the general format for PIC No. 1:
  - Drop-in format; no formal presentation
  - One-on-one dialogue
  - Comprehensive displays
  - Preliminary Design Concepts will be presented
- PIC Details:
  - PIC to be held on April 16, 2009.
  - Time: 6:30 pm to 9:00 pm
  - Location: Niagara Public School, 222 Niagara Street

S. McKenna

### 7.0 Next Meeting

No date was set for further meetings with the Friends of Fort York. Further consultations will occur after PIC No. 1.

## **Stantec**

Project Name: Fort York Pedestrian and Cycle Bridge  
MEETING WITH "FRIENDS OF FORT YORK" (PROGRESS MEETING #7)  
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The meeting adjourned at 12 Noon.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

### **STANTEC CONSULTING LTD.**



Garry E. Leveck, P. Eng.  
Vice President, Transportation  
garry.leveck@stantec.com

Distribution: All Present

Stantec Consulting Ltd.

Mike Trader  
Ken Buck  
Mike Dartizio  
Serge Ristic  
Dave Flynn  
Roger Freymond  
Andrew Taylor

## Meeting Notes



Stantec

**PROJECT NAME: FORT YORK PEDESTRIAN AND CYCLE BRIDGE**  
**PROJECT TEAM MEETING (PROGRESS MEETING #8)**  
160210493/45

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Date: Tuesday, May 12, 2009  
Place/Time: City of Toronto, City Hall, Boardroom 20E, 10:00 am – 12:35 pm  
Attendees: Stephen McKenna City of Toronto/Waterfront Secretariat  
John Bryson City of Toronto  
Marilia Cimini City of Toronto  
Bob Davies Montgomery Sisam  
Kirsten Thomson Montgomery Sisam  
Garry Leveck Stantec Consulting Ltd.  
Regrets: Stephen O'Bright City of Toronto  
Maya Caron Stantec Consulting Ltd.

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**Item:** **Action**

### 1.0 Minutes of Previous Meetings/Business Arising

Garry reviewed the minutes of three previous meetings, and highlighted the following carryover Action Items (Business Arising) and completed items. After the review, the minutes were accepted into the Project Record.

### 1.1 Project Team Meeting: February 17, 2009

- Seymour Epstein: The City eventually contacted Mr. Epstein's office, and all material related to PIC#1 advertising was presented. It was noted that Mr. Epstein did not attend PIC#1, and there have been no comments from his office on the project.
- The flyer drop-off for PIC#1 was substituted by the City with a "mass mail out" (over 12,000 addresses).
- Coordination of a Stage 2 Archaeological Assessment with the Fort York Visitor Centre Assessment has been deferred by the City, and will be done in two parts to avoid confusion. It was agreed that the Stage 2 Assessment for the Bridge EA will be reconsidered in the Fall of 2009. Stantec will talk to ASI to determine if they can provide a "ballpark" estimate for a Stage 2 Archaeological Assessment, and Steve McKenna will talk to JoAnn Pynn to receive a copy of a generic terms of reference for a Stage 2 Assessment.

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S. McKenna

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Project Name: Fort York Pedestrian and Cycle Bridge  
PROJECT TEAM MEETING (PROGRESS MEETING #8)  
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### Item:

### Action

- Hydrogeological Study: Final report is expected to be completed by Stantec in mid June 2009. Once complete, Garry will submit to Steve.
- Contaminated Site Assessment: The Phase I ESA report was completed and issued to the City. Steve advised that it is unlikely that any formal comments will be provided by City staff and that the report will likely “stand as is” in the ESR. Garry noted the report recommendations, as follows:
  - A Phase II ESA, including soil and groundwater testing, should be completed at the Site to investigate environmental concerns related to potential soil and groundwater contamination. The Phase II ESA should be initiated after the Class Environmental Assessment Study is completed, when the locations and design of the underground footings have been determined.
  - A designated substances survey should be completed prior to the removal or alteration of any structures.
  - A soil management plan should be created for the construction phase in the event that contaminated soil is encountered.
  - If dewatering is required, pumped groundwater could be treated to meet the City Sanitary Sewer Use By-Law criteria prior to discharge to the sanitary sewer provided the City consents to the disposal of water in the sanitary sewer system.
- City of Toronto Website: Garry noted that all PIC #1 handout and Display Panel materials have been loaded onto the website.
- Alternative Planning Solutions Evaluation Matrix: Garry noted that the Planning Solutions Evaluation Matrix was modified based on City feedback, and a more simplified version was presented to the public at PIC#1. The current version will form part of the final ESR.

Stantec

<b>Item:</b>	<b>Action</b>
<b>1.2 Technical Advisory Committee: February 17, 2009</b>	
<ul style="list-style-type: none"><li>• Need and Justification Statement: Garry advised that Stantec reviewed comments of the TAC and updated the Need and Justification Statement accordingly. A modified version was presented at PIC#1 and will be part of the Final ESR.</li><li>• Technical Memorandum No. 1: The Committee focused, somewhat, on coordinating a Stage 2 Archaeological Assessment with the Visitor Information Centre (refer to previous notes under Project Team Meeting No. 4).</li><li>• Ms Capizzano was concerned about jurisdictional land issues on City lands. Stantec provided ownership information to Ms. Capizzano but has not had any reply. Steve McKenna will contact Ms. Capizzano.</li><li>• Alternative Planning Solutions Evaluation Matrix: All TAC comments were accounted for in the Modified Evaluation Matrix.</li><li>• Design Review Panel: In accordance with TAC guidance, the Project Team will be making a presentation to the Design Review Panel on May 25, 2009.</li></ul>	S. McKenna
<b>1.3 Friends of Fort York</b>	
<ul style="list-style-type: none"><li>• No business arising from the meeting.</li><li>• A follow-up letter was received from Meg Graham on behalf of the "Friends of Fort York". A copy of Ms. Graham's letter is included with these minutes.</li></ul>	
<b>2.0 Public Information Centre #1</b>	
<p>A brief discussion took place summarizing the results of PIC#1, including:</p>	
<ul style="list-style-type: none"><li>• Venue was good, although parking was poor. It was felt, however, that most attendees would likely walk, which would place less emphasis on parking needs.</li><li>• Attendance was good (<math>\pm</math> 65 people) and 17 comment sheets were returned.</li><li>• About half of the people who provided written comments favoured Alternative 4 (double "S" alignment) and tied arch. Balance of comments were not specific on a preferred option.</li></ul>	

## Stantec

Project Name: Fort York Pedestrian and Cycle Bridge  
PROJECT TEAM MEETING (PROGRESS MEETING #8)  
160210493/45  
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Item:	Action
<ul style="list-style-type: none"><li>• Newspaper advertisement was placed only in the "NOW" magazine. Steve suggested that several attendees noticed the "NOW" advertisement.</li><li>• Overall, PIC#1 was considered a success.</li><li>• All displays and handouts are on the City's website.</li><li>• Notes for PIC#2:<ul style="list-style-type: none"><li>• Provide a display summarizing main comments from PIC#1.</li><li>• Provide date of PIC#2 on City's website, in advance, once it is known.</li></ul></li></ul>	<p>Stantec</p> <p>S. McKenna</p>

### 3.0 Technical Memorandum Number Two

- Garry noted that he prepared and submitted Technical Memorandum Two, covering all project activity between December 23, 2008 and April 30, 2009.
- General comments:
  - i. In answer to Marilia's question about First Nations contact, Steve advised that the City Public Consultation group had previously contacted the First Nations. It was noted that one of the Band Chiefs is on the Bicentennial Committee.
  - ii. It was suggested that a meeting should be held with the Toronto Police Service to discuss bridge design concerns, relative to emergency access and security. Steve will investigate the possibility of having a representative at the TAC Committee.
  - iii. Oleson Worland: The architectural advisor to the Fort York Visitor Information Centre was provided with a Public Handout document. They also have access to the City's website for PIC displays.

### 4.0 AECOM/GO Transit Visibility Assessment and The Metrolinx Study (Strachan Avenue)

- A general discussion took place regarding the GO Transit study of horizontal and vertical sight line clearances that was previously reviewed. In addition, the current Metrolinx study may have an impact on the GO Transit study, so it is considered prudent to defer the AECOM work, which was estimated at \$10,000 ±.

## Stantec

Project Name: Fort York Pedestrian and Cycle Bridge  
PROJECT TEAM MEETING (PROGRESS MEETING #8)  
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Item:	Action
<ul style="list-style-type: none"><li>• It appears that the Metrolinx study has had a few “twists and turns”, and may provide conflicting news over the coming weeks. In view of the current unknowns with respect to the Metrolinx study, it is considered a “stay tuned” situation.</li><li>• In the interim, the Project Team concluded that Stantec should proceed based on the current technical parameters (8.4 metre vertical clearance) provided by GO Transit. Changes may be made in the future, as required.</li></ul>	
<b>5.0 Design Review Panel</b>	
<ul style="list-style-type: none"><li>• Scheduled for May 25, 2009; 12:30 pm (tentative).</li><li>• Garry provided a draft PowerPoint for the panel presentation. Steve to provide comments, and Garry will revise depending on time allotment for our presentation. Garry to provide “schedule” slide.</li><li>• Steve to confirm time available for presentation.</li><li>• Presentation will include (times approximate):<ul style="list-style-type: none"><li>• Elaine Baxter-Trahair (2 minutes)</li><li>• Planning representative (3 minutes)</li><li>• Stantec/Montgomery Sisam (10 minutes)</li></ul></li><li>• A second Design Review Panel meeting will be convened after PIC #2.</li></ul>	S. McKenna G. Leveck  S. McKenna     Stantec/City
<b>6.0 Other Business</b>	
<ul style="list-style-type: none"><li>• Steve advised that there will be a meeting with the Toronto Pedestrian Committee, possibly in June.</li><li>• Steve will attempt to convene the next Project Team meeting on the same day as the next TAC meeting, sometime in June.</li></ul>	S. McKenna  S. McKenna

**Stantec**

Project Name: Fort York Pedestrian and Cycle Bridge  
PROJECT TEAM MEETING (PROGRESS MEETING #8)  
160210493/45  
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The meeting adjourned at 12:30 pm.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

**STANTEC CONSULTING LTD.**



Garry E. Leveck, P. Eng.  
Vice President, Transportation  
garry.leveck@stantec.com

Distribution: All Present/Regrets and

Stantec Consulting Ltd.

Mike Trader  
Mike Dartizio  
Roger Freymond  
Andrew Taylor

**MARGARET GRAHAM**

2208 Dundas St West | Toronto, ON M6R 1X3  
msgraham@post.harvard.edu

Mr. Garry E. Leveck  
Vice-President, Transportation  
Stantec Consulting  
49 Frederick Street  
Kitchener, ON N2H 6M7

April 20, 2009

**Re:** Fort York Pedestrian and Cycle Bridge / Class Environmental Assessment

Dear Garry –

This letter is written on behalf of the Friends of Fort York (“the Friends”), of which I am a board member. Stephen Otto and I were glad to have met with you on March 5, 2009 to discuss your work on the proposed Bridge; please find our comments on the same below:

1. How and where the bridge physically touches down on the Fort York lands is of great importance to the Fort and the Friends.

The planning of the Bridge must continue to be concerned with and respect the location of the existing archaeology, spaces and buildings of the Fort. Please know that the Friends will be available to consult on this issue as the project develops. It is also important that the location of the Bridge is well coöordinated with the location and orientation of the new Visitor Centre, pedestrian and cycling amenities proposed for the Fort – all of the new work must be considered part of one larger, single vision for the future of the Fort and its lands.

2. Ongoing plans for wayfinding signage and historical markers in and around the Fort and its associated lands should be incorporated into the plans for the Bridge.

The Bridge design should at this stage of the project be concerned with integral look-out points and wayfinding/historical signage. Wayfinding and signage developed now and integral to the Bridge structure (the guards / handrails / walking surface) is critical to precluding a tacked-on solution once the Bridge is built. The Bridge’s layout and structure should also at this point in its development allow for integral look-out points to significant features of the Fort and/or the surrounding area.

**MARGARET GRAHAM**

2208 Dundas St West | Toronto, ON M6R 1X3  
msgraham@post.harvard.edu

3. Please know that the Friends are not concerned that the proposed contemporary form and appearance of the Bridge will detract from or conflict with the historical fabric of the Fort.

Please do not hesitate to call or email me with any follow-up; I can be reached at 416-596-0700 x 21 or [meg@superkul.ca](mailto:meg@superkul.ca).

Regards,

A handwritten signature in black ink, appearing to read 'Meg Graham', with a long, sweeping horizontal line extending to the right.

Meg Graham, OAA  
Friends of Fort York

cc Stephen Otto, Friends of Fort York  
Andrew Stewart, Friends of Fort York



**Item:**

**Action**

- The walking surface of the ramps should match the deck of the bridge if possible. Options include concrete (textured), wood (epay or ironwood), and ecoflex rubber interlock (not preferred).
- Railings on the approaches will match the bridge.
- At the end of the south ramp (Garrison Common), a landscaped “plaza” area should be illustrated at the intersection point of the ramp and pathways.
- Ramps will be illuminated by overhead lighting as well as “ambient” lighting along the railings, similar to the bridge.

M. Dartizio

**3.0 Bridge Superstructure/Substructure**

- Preferred design: Alternative 4 Alignment with Tied Arch Structure
- Deck surface will be 6.0 metres wide (minimum) but will widen to 7.5 metres at the centre of the arc of each tied arch. The “interior” radius will vary to create the variable deck width.
- The bridge will provide two spans for each of the two “tied arches”, with a possible interior short span between the two arches dependent on future access to the triangular lands and structural reviews by Mike Trader. Further discussion required on this detail. With two arch spans, there will be one pier in the triangular lands; With a provision for an access area and a short interior span, two piers will be required.
- Further discussion on possible planter features on the bridge is required. Viewing pods will be provided at strategic points, providing historical vistas of Fort York as well as the developing Toronto skyline in 3 directions, plus the waterfront.
- Deck surface to be confirmed.
- Steel arch to be “white”, with possible “black” vertical ties. Railings and other visible bridge members will be white. The underside supporting structure should be a self weathering steel to eliminate maintenance requirements over the rail corridors.

<b>Item:</b>	<b>Action</b>
<ul style="list-style-type: none"><li>• Central bridge pier will be reinforced concrete, and its physical dynamics (width, length, etc.) will be dependent on design needs.</li><li>• Abutments: Reinforced concrete, with potential for interpretative designs on the wall faces.</li><li>• Illumination of the bridge will be LED for durability, intensity and ability to “throw” the light over the structural members. Lighting will be provided on the vertical ties and along the railings. Lighting of the arches is to be reviewed further with Ion Luh (R. Davies).</li><li>• The railings will not be shown to provide protection against objects being thrown onto the tracks, but the design will not preclude potential modification of the railings to accommodate these provisions. Further discussion with CN, GO, Toronto Police and City Pedestrian Committee is required.</li><li>• Security and safety issues will be reviewed with Toronto Police, which may impact other design features.</li><li>• Bridge is to be designed to accommodate maintenance and emergency vehicular access.</li></ul>	<p>R. Davies</p> <p>City/ Project Team</p> <p>City/ Project Team</p>
<b>4.0 Landscaping and Graphic Displays</b>	
<ul style="list-style-type: none"><li>• Mike Dartizio to develop preliminary landscape concepts for Garrison Common, Triangular lands, and north touchdown area. Garry provided Mike with an overview of what is expected.</li><li>• Mike and Garry will meet with Brett Lucyk to coordinate preparation of still images of bridge structure and potential vistas from the structure. It was agreed that computer generated simulation modeling will be difficult, and that resources would be best spent on quality “stills”.</li></ul>	<p>M. Dartizio</p> <p>M. Dartizio/ G. Leveck</p>
<b>5.0 Constructability and Preliminary Costs</b>	
<ul style="list-style-type: none"><li>• Mike Trader will review constructability issues and provide a brief summary, as part of his structural assessments.</li></ul>	<p>M. Trader</p>

# Stantec

Fort York Pedestrian and Cycle Bridge  
Class Environmental Assessment  
CONSULTANT DESIGN TEAM MEETING  
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## Item:

- Based on the original cost of the Humber River Bridge, which was half the length of the Fort York structure, and allowing for inflation and approach work, a “ballpark” estimate for the Fort York Bridge may be in the range of \$24 million. This estimate will be reviewed by Mike and an updated cost figure will be discussed with Garry and Bob. Costs for other features, including landscaping, will be included at a later date.

## Action

M. Trader/  
G. Leveck/  
R. Davies

## 6.0 Schedule

To maintain the schedule of activities leading to the next PIC in August, the following timelines were established:

- Mike Dartizio will complete a tree inventory by June 10, 2009 and preliminary landscape concept plans by June 24, 2009.
- Mike Trader will complete a preliminary structural assessment and constructability review by early June (say June 10).
- Montgomery Sisam will create the bridge ‘modeling’ of the preferred concept between June 10 and June 26, 2009.
- Bridge renderings will be developed between June 17 and July 15, 2009. Mike and Garry will ensure that Stantec specialist staff is available during this time frame, and coordinate with Brett Lucyk.
- Garry will commence PIC#2 Display Panels by June 18, 2009, so that adequate time is available for reviews and adjustments.
- PIC#2 is currently scheduled for August 20, 2009.

M. Dartizio

M. Trader

MSA

Stantec

G. Leveck

Note: Garry, Mike Trader and Bob Davies will be on vacation during the last two weeks of July (July 20-31), and Mike Dartizio is away last week of July. Maya Caron is not away on summer vacation, and Kirsten is flexible.

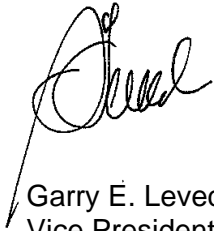
**Stantec**

Fort York Pedestrian and Cycle Bridge  
Class Environmental Assessment  
CONSULTANT DESIGN TEAM MEETING  
160210493/45  
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The meeting adjourned at 1:40 pm.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

**STANTEC CONSULTING LTD.**



Garry E. Leveck, P. Eng.  
Vice President, Transportation  
garry.leveck@stantec.com

Distribution: All Present

## Minutes of the Design Review Panel Meeting 21 – May 25, 2009

The Design Review Panel met on Monday May 25, 2009 in Committee Room 2, City Hall, 100 Queen Street West, Toronto, at 12:20 p.m.

### ***Members of the Design Review Panel***

***Meeting  
Regrets***

Gordon Stratford (Chair): Architect, Senior Vice President, Design Director - HOK Canada

Daniel Leeming (Vice Chair): Planner, Partner - The Planning Partnership

Robert Allsopp: Landscape Architect, Planner, Architect, Principal - du Toit Allsopp Hillier

Shirley Blumberg: Architect, Principal - KPMB

Paul Ferris: Landscape Architect, Principal - Ferris Associates

Ralph Giannone: Architect, Principal - Giannone Associates

Peter Halsall: Engineer, President - Halsall Associates

Michael Leckman: Architect, Principal - Diamond and Schmitt

David Pontarini: Architect, Principal - Hariri Pontarini

✓

Janet Rosenberg: Landscape Architect, Principal - Janet Rosenberg Associates

Eric Turcotte: Planner, Architect, Senior Associate - Urban Strategies

✓

Sol Wassermuhl: Architect, President - Page and Steele / IBI Group Architects

✓

### ***Confirmation of Minutes***

On motion by Ralph Giannone, the Design Review Panel confirmed the Minutes of their previous meeting, which was held on April 20, 2009.

### ***Recording Secretary***

Hamish Goodwin: Urban Design, City Planning Division

### ***Meeting 21 Index***

[Project 1: Fort York Pedestrian and Cycling Bridge, Municipal Class EA](#)

[Project 2: Blocks 4, 4A and 6 \(Bathurst & Lakeshore\) Fort York Neighbourhood Pilot Area](#)

<b>Fort York Pedestrian and Cycling Bridge</b>	
<b>Pilot Area</b>	Fort York Neighbourhood
<b>Application Status</b>	Municipal Class EA (Schedule C)
<b>Design Team</b>	Robert Davies, Montgomery Sisam Garry Leveck, Stantec Consulting
<b>Review</b>	First
<b>City Staff</b>	Stephen McKenna and Elaine Baxter-Trahair, Waterfront Secretariat Jamaica Hewston, Community Planning
<b>Conflict of Interest:</b>	none
<b>Evaluation</b>	n/a

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## Introduction

City staff outlined the area context, history and area policy priorities, and sought the Panel's advice on the following:

- How do the four bridge alignments address:
  - community connectivity to the waterfront?
  - enhancement of Fort York?
  - preservation of Garrison Creek and Fort York history?
- How do the two bridge types address the context of Fort York as a National Historic site?
- How do the bridge "Landing Points" impact Fort York/Garrison Common and the Stanley Park Extension?

The applicant team described the design rationale and responded to questions from the Panel.

## Panel's Consensus on Key Aspects Needing Improvement

The Panel is very interested in the Environmental Assessment process and the critical role creativity plays within this process, with the aim of achieving the highest quality design for our community. We appreciate the City and proponent team bringing this important project forward for review and discussion, and look forward to further collaboration as the team moves forward. The following is a summary of Panel comments related to these key issues:

### Sustainable Design

- Develop a comprehensive sustainable design strategy that is integrated throughout the project, including but not limited to:
  - whole life environmental impact of design strategies (carbon footprint impact of earth moving, source/fabrication impact of selected materials, etc...)
  - potential integration of solar panels into bridge as both a shading device and energy source to help light bridge structure and approaches

### **Response to Context**

- Take into account the following relative to proposed concepts:
  - existing and potential future bridge in surrounding context (e.g. Bathurst bridge, Strachan bridge across southern rail corridor, and Strachan at northern rail corridor)
  - potential solutions to Strachan crossing of northern rail corridor (e.g. potential lowering of rail lines and impact on this project)
  - views to and from proposed new bridge site
  - potential future availability of sites east of Stanley Park Extension
  - siting, design and content of proposed visitor centre in order to create a cohesive story

### **Site Plan Design**

- Increase scope to include a comprehensive design strategy for the Ordnance Street Triangle that includes:
  - strong connectivity to/from Liberty Village
  - well purposed use of public lands
  - integration with design strategy for Strachan rail corridor
  - utilize tilted ground plane concept (used at Stanley Park end of bridge) to create ease of transition to bridge level

### **Building Form and Articulation**

- Develop full potential of structural creativity, detailing and materiality to ensure a high quality solution

### **Landscaping Strategy**

- Develop a comprehensive, creative and poetic landscape design strategy that addresses Fort York's significant history, and weaves together land form with bridge

### **Submission Package**

To help further the process the following is needed (in addition to comments in the response to questions):

- 3-D modeling of the site and surrounding context would be helpful to the design process by providing a clearer picture of the impact of the proposed concepts

### **Comments for City Staff**

This project on its own is important, but when placed in its larger, currently disjointed context there is an even greater consequence. There is both tremendous challenge and opportunity at stake within this critical mass of man-made and natural history, fragmented green space, transportation conflict and isolated existing/emerging neighbourhoods... all wrapped up in the chance to take a big step towards moving Toronto from good to great. With this in mind the Panel recommends the following:

- This project be tied into a comprehensive solution for the larger context which includes Fort York (and its new visitor centre), Liberty Village Neighbourhood, Strachan (and its rail corridor crossings), the rail corridor, Fort York Neighbourhood, Bathurst Street (including the Bathurst Bridge), Stanley Park (including City-owned lands adjacent to the Park), and the Niagara Neighbourhood
- Given the above, a broader scope be defined and sufficient funds allocated to "do the right thing" for the sake and success of the Community
- Highest quality design be a key driving force in creating a comprehensive and integrated solution for both the larger context and the bridge itself
- Creative design be the priority from the very beginning of, and throughout the Environmental Assessment process
- To that end that the Panel's active participation be included from the beginning of, and throughout the Environmental Assessment process

### **How do the four bridge alignments address community connectivity to the waterfront?**

- Panel members commented that Option 4 is the most appropriate due to:
  - potential for point of pause and access mid way along bridge, which could enhance connectivity to/from the west (e.g. Liberty Village)
- In developing the preferred alignment option give consideration to the following:
  - larger context of pedestrian/bike routes, and how proposed bridge designs fit into this context and support desired connectivity
  - ensure successful integration with existing routes in surrounding context
  - develop design of Stanley Park Extension to effectively connect into Stanley Park to the north/east and its community
  - create strong connectivity with from Liberty Village

### **How do the four bridge alignments address enhancement of Fort York?**

- Panel members commented that Option 4 is the most appropriate due to:
  - quality of alignment, which provides potential for a meandering promenade
  - potential for a series of experience points along its span, where story-telling celebrating the Fort could be highlighted
- Some Panel members commented that Option 2 has potential, since it does not intrude on the Fort
- In developing the preferred option, ensure that the Garrison Common remains intact and unimpeded by the bridge and its southern access
- Develop bridge design sensitive to views to and from Fort York:
  - consider potential for key vantage points along bridge as part of a story telling approach path to the Fort

### **How do the bridge alignments address preservation of Garrison Creek and Fort York history?**

- Panel members commented that Option 4 is the most appropriate due to:
  - shape, which embodies the course of Garrison Creek and provides an opportunity to celebrate hidden history
  - curve of south half of bridge pulls away from and defers to the Fort
  - layout at south end of bridge minimizes impact on Garrison Common and Fort York

### **How do the two bridge types address the context of Fort York as a National Historic site?**

- A large majority of Panel members commented that the tied arch structure is the most appropriate due to:
  - tilting of arch to the west along south half of bridge, deferring to Fort
  - more overtly celebrates bridging moment, and more poetic than truss type
  - further embodies curves of original alignment of Garrison Creek
- Some Panel members preferred the truss type as being more deferential to the Fort
- Also noted was that existing billboards are a major detractor to the civic and historic prominence of Fort York, and need to be removed

### **How do the bridge “landing points” impact Fort York/Garrison Common and the Stanley Park Extension?**

- Additional information regarding proposed landing points is required in order to get a better sense of their design and subsequent impact
- A high quality, integrated bridge/landscape strategy is needed to ensure landing points are woven into the overall design
  - this includes careful attention to ground plane design and transition in elevation to bridge level
  - tilted ground plane shown for Stanley Park landing point seen as a good example of this
  - ease of pedestrian/bike transition to/from bridge is very important

- Concern that landing point in middle of bridge run (e.g.: potential connection to Liberty Village) be given equal design consideration

## Related Commentary

Panelists were appreciative of the proposal and were optimistic about the final product. Responses to questions, suggestions for improvement and other comments raised are as follows:

### How do the four bridge alignments address:

- community connectivity to the waterfront?
- enhancement of Fort York?
- preservation of Garrison Creek and Fort York history?

While appreciating the merits of all bridge alignments, the majority of Panelists were in favour of Option 4. It was suggested that the organic form of this alignment afforded the best opportunities for providing a celebratory and experiential promenade, while also successfully addressing the bridge's functional requirements. It was also suggested that the southern portion of Option 4 is furthest away from the Fort, and would therefore have the least visual impact upon it.

### Waterfront Connectivity

It was noted that Option 3 is the only alignment which provides an alternative route to the waterfront, with the remaining options being relatively similar in this regard. While not providing any particular evaluation of these connections, it was suggested that the greater issue requiring resolution is with how pedestrians and cyclists cross Lake Shore Boulevard West. Other opportunities for connections were identified as follows:

#### - Connections to the West

It was suggested that the current design does not provide a convenient access point for the Liberty Village community to the west. This is part due to the large span (200+ metres) of the bridge, and the location of current landing points either side of this span. The triangular-shaped ordinance lands were identified as an ideal opportunity to provide a convenient connection for this community, and the applicant was encouraged to develop this possibility further. Introducing this mid-point connection would benefit this community in terms of reducing barriers to the waterfront, as well as the bridge concept in general, in that it would advance the creation of an interesting sequence of north-south parks and open spaces. If the mid-point connection is deemed to be unfeasible, the applicant was encouraged to consider ways in which the structure could be designed to accommodate this point at some time in the future. They were also encouraged to develop a landscaping concept for the ordinance lands which builds upon the experiential opportunities of the proposal. For example, it was suggested that this landscape could be treated in a way which provides passers-by with an interesting visual experience, regardless of whether or not the land is physically accessible.

#### - Connections to the North

The Panel suggested that the way in which the bridge connects to the north is also important and should be given equal attention in terms of design development. Before finalizing this aspect of the design, the applicant was encouraged to examine whether or not it would be more convenient to align this landing point connection with the community facilities located north-east of this area.

### How do the bridge types address the context of Fort York as a National Historic site?

Many Panelists saw merit in the truss structural type, in that it generally fits within the historical context of the Fort and the nearby Bathurst Street truss bridge. It was also suggested that this type would provide a very interesting structure when combined with alignment option 4. The majority of Panelists, however, were in favour of the tied arch structure. These Panelists felt that the tied arch would result in a more interesting and celebratory bridge than the truss.

One Panelist raised concern with the visual impact that this type would have upon the Fort, however others suggested that it would be positive and complimentary to the area that it could be seen from afar. Another concern raised with the tied arch structure was that it would be too similar to the Humber Bay Arch Bridge. This concern was discounted by other Panelists, who felt that it might be interesting if the tied arch bridge structure evolved into a larger theme for waterfront crossings within the City.

### **How do the bridge “Landing Points” impact Fort York/Garrison Common and the Stanley Park Extension?**

The Panel was appreciative of the sloped solution at the northern end, but encouraged the proponent to ensure the eastern and western edges of this landing point are given equal attention in terms of design quality. The proponent was also encouraged to source local fill when developing this landing point in order to minimize the carbon footprint of this aspect of the proposal.

At the southern end, the Panel emphasized the importance of ensuring the arrival point develops in a way which is respectful of the original function of the Garrison Common. It was suggested that modeling the bridge landing points would be a useful exercise to understand how the bridge hits the ground, and to see what “dead spaces” would be created underneath these landing points. In the absence of detailed drawings showing this landing point, the Panel was unable to provide further advice in this regard.

### **Additional Comments**

#### **- Traffic volume**

The applicant was encouraged to confirm that the span width will be sufficient to accommodate the future volume of traffic that is anticipated for the bridge.

#### **- Georgetown Line Grade Separation**

The applicant was encouraged to maintain flexibility in the design in order to address the possibility of the Georgetown Line grade separation.

#### **- Experiential Opportunities**

The applicant was encouraged to introduce opportunities for interpretation and different experiences along the length of the bridge. Examples for where these opportunities existed included at the natural grade, on the landing, at the mid-point, and along the bridge curves. It was suggested that introducing different experiences would enhance the bridge’s appeal, elevating it from what would, without them, be just a crossing point.

## Meeting Notes



**Stantec**

**PROJECT NAME: FORT YORK PEDESTRIAN AND CYCLE BRIDGE  
TECHNICAL ADVISORY MEETING (PROGRESS MEETING #10)  
160210493/45**

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Date:	Wednesday June 10, 2009	
Place/Time:	City of Toronto, City Hall, Boardroom 21E, 11:00 am – 12:45 pm	
Attendees:	Stephen McKenna	City of Toronto/Waterfront Secretariat
	Stephen O'Bright	City of Toronto/Waterfront Secretariat
	Hans Riekkö	City of Toronto/Transportation Planning
	Kathie Capizzano	City of Toronto/Real Estate
	Marilia Cimini	City of Toronto/Infrastructure Planning
	Mary MacDonald	City of Toronto/Planning - HPS
	Susan Huges	City of Toronto/Planning – HPS
	Jamaica Hewston	City of Toronto – Community Planning
	David Dunn	Transportation Services – Pedestrian and Cycling Infrastructure
	John Bryson	City of Toronto/Tech Services
	Jo Ann Pynn	City of Toronto/Cultural Services
	Eric Pedersen	City of Toronto/City Planning – Urban Design
	Jeff Bateman	GO Transit
	Caroline Mellor	Toronto EMS
	Kirsten Thomson	Montgomery Sisam Architects
	Bob Davies	Montgomery Sisam Architects
	Mike Dartizio	Stantec Consulting Ltd.
	Garry Leveck	Stantec Consulting Ltd.
Regrets	David O'Hara	City of Toronto
	Maya Caron	Stantec Consulting Ltd.
	Mike Trader	Stantec Consulting Ltd.

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**Item:** **Action**

**Footnote:**

Because there were a couple of new attendees at the Technical Advisory Committee (TAC) Meeting, everyone briefly introduced themselves and their involvement with the project.

**1.0 MINUTES OF PREVIOUS MEETINGS / BUSINESS ARISING**

**1.1 Technical Advisory Committee: February 17, 2009**

**Stage 2 Archaeological Assessment:**

- The Stage 2 Assessment for the Pedestrian Bridge is no longer being coordinated with similar work on the Visitor Information Centre, to avoid confusion and to acknowledge that they are discreet and separate projects.

**Item:**

**Action**

- The Stage 2 Assessment for the Fort York Bridge will likely be deferred until the detailed design is initiated and there is confirmation of abutment locations, etc.
- Jo Ann noted that Terms of Reference for selection of a consultant for this work has been forwarded to Steve McKenna, for our use.
- No further action required at this time.

**Land Jurisdiction**

- Kathie reported that there are no land jurisdiction issues, as transportation will own the land within the bridge limits. This is applicable to the Ordnance Triangular Lands as well.
- It was noted that there may be old buried ammunitions within the land parcel affected by the bridge. This was noted, and will be researched further by Jo Ann Pynn and her team.

J. A. Pynn

**Planning Solutions Evaluation Matrix**

- Garry thanked those TAC members who provided feedback on the “draft” Planning Solutions Evaluation Matrix that was submitted for review earlier.
- The Martrix was revamped considerably, taking into account all feedback, and presented to the public at PIC#1 in its revised format. A copy is included in Technical Memorandum Two.

**1.2 Friends of Fort York: March 5, 2009**

- A meeting was held with Stephen Otto and Meg Graham, who represented the Friends of Fort York. The salient points arising from this meeting included:
  - Stantec presented background on the project including an overview of the alternative concepts, feedback from the TAC Committee, Study Issues and Constraints, and an introduction to the plans for PIC No. 1.
  - Feedback from the meeting included:

Stephen Otto commented: “When you win an award for this bridge, where will its virtue be?” Response:

    - Capture of Natural History of Fort York.
    - Ability of structure to “reward” users with vistas and learning experiences about the area’s history.
    - Distinctive, yet not overpowering.
    - Fits the landscape with proper use of materials and construction.

**Item:** **Action**

- Links the communities from north to south and contributes to parkland/walkway/cycle trail linkages.
- Contributes to potential land use enhancement (example: conversion of triangular land, between tracks, to public use parkland/open space).
- Following PIC No.1, a formal letter was received from Meg Graham, on behalf of the Friends of Fort York, with formal comments. The letter was dated April 20, 2009 and is included in Technical Memorandum Two. In essence, the letter commented as follows:
  - i. Touchdown location of bridge on the Fort York lands is extremely important, and the planning should respect the existing archaeology, spaces and buildings of the Fort.
  - ii. The bridge planning should incorporate, where practical, links to the way-finding signage and historical markers in and around the Fort, and provide look-out points and related historical signage.
  - iii. The Friends are not concerned that the proposed contemporary form and appearance of the bridge will detract from, or conflict with, the historical fabric of the Fort.

**1.3 Project Team Meeting: May 12, 2009**

- The Project Team Meeting covered a lot of the business discussed above with the following additions:
  - i. A meeting is to be arranged with the Toronto Police Service (see Agenda Item 6.0)
  - ii. The AECOM Visibility and Track Clearance Study was deferred pending resolution of the Metrolinx decision on the Strachan Avenue grade separation. (see Agenda Item 4.3)
  - iii. Preparations for the Design Review Panel presentation were a key focus of the meeting. (see Agenda Item 3.0)

**2.0 PUBLIC INFORMATION CENTRE (PIC) MEETING ONE**

**2.1 PIC Overview**

A brief summary of the results of PIC No. 1 was provided, as follows:

- i. Arrangements
  - Thursday April 16, 2009: 6:30 – 8: 30 p.m.
  - Niagara Public School
  - Advertised in “NOW and PARKDALE LIBERTY” publications
    - Direct mailings to agencies, community organizations, property owners, stakeholders
    - Mass postal mailing (12,000 addressees) coordinated by Stephen O’Bright

<b>Item:</b>	<b>Action</b>
ii. Details/Attendance	
<ul style="list-style-type: none"><li>• 25 Display Panels, including 4 Alternative Alignments and 2 Structure Types</li><li>• Public Handout Document (provided along with comment sheet)</li><li>• Attendance: 4 Stantec; 4 City/Waterfront Secretariat; 2 TAC Members; Deputy Mayor; Elaine Baxter-Trahair; Ann Ball (Deputy Mayor Assistant)</li></ul>	
iii. Public Participation	
<ul style="list-style-type: none"><li>• 54 registered attendees; estimated 60 - 65 actual attendees</li><li>• 17 comment sheets received at PIC</li><li>• 3 late email comments received (Total 20 responses to PIC)</li></ul>	
iv. Public Response / Comments:	
<ul style="list-style-type: none"><li>• In Favour of Structure 19 (95%):</li><li>• 1 cautiously in favour subject to funding</li><li>• Bridge Concept Preference:<ul style="list-style-type: none"><li>• Alignment 4/Tied Arch: 45% favoured this design<ul style="list-style-type: none"><li>* Balance did not specify a preference</li></ul></li><li>• Provide Viewing Platforms/Vista Opportunities</li><li>• Ensure safety of users</li><li>• Avoid impacts to Garrison Common</li><li>• Path to Bathurst Street should be provided</li><li>• Preserve Fort York History</li><li>• Build It!</li></ul></li></ul>	
v. Summary	
<ul style="list-style-type: none"><li>• PIC was considered a success, with good participation on a beautiful spring evening.</li><li>• Good feedback on concepts for a bridge.</li><li>• Majority support the project, and about half of the attendees prefer Alignment Alternative 4 (Double 'S').</li></ul>	

## **2.2 Website**

All of the Display Panels and Handout Documents have been loaded on the City of Toronto Website.

## **3.0 DESIGN REVIEW PANEL MEETING: MAY 25, 2009**

A brief overview of the presentation to, and feedback from, the Design Review Panel (DRP) was provided:

**Item:****Action**

- A power point presentation was developed by Stantec on behalf of the City and Waterfront Secretariat.
- The presentation was made by Elaine Baxter-Trahair and Stantec/Montgomery Sisam staff, along with support from Steve McKenna.
- The formal minutes of the DRP meeting have not been issued by the City to date, but Garry took the liberty of highlighting some of the recurring themes from the DRP comments, as follows: (no answer provided to various questions):
  - *The future status of the Ordnance Triangle Lands is important to the overall project. What is the future and how is it being accounted for?*
  - *What will be the impact of the track lowering at Strachan Avenue?*
  - *Can the two Billboards be removed?*
  - *Is there enough budget allotted to build a bridge befitting of the historical surroundings and the scope of the project?*
  - *Alternative 4 Alignment (Serpentine) is preferred, for the most part, as it captures the historic nature of the site (Garrison Creek). Congratulations on the vision.*
  - *At the touchdown zones, what is proposed from a landscape and trail perspective, as this will be as important as the structure design?*
  - *The bridge and its approaches should capture a “promenade” feeling, and not just a means of getting from Point ‘A’ to Point ‘B’.*
  - *Acquire the Epstein Lands to permit proper planning for the future use of the “Triangle Lands”.*
  - *Need to focus heavily on the Stanley Park Extension design.*
  - *Be cautious of the “truss” design, as it may create a “slinky” affect on such a long structure.*
  - *Most DRP members preferred Alternative Alignment 4, although Alternative 2 was cited as “worthy of consideration”.*
  - *The Committee commended the Consultant team for its insight and vision at this stage.*
- A brief TAC discussion took place, with the following comments being offered:
  - It was obvious that the DRP members are familiar with the study area and were quick in assessing the concepts, their merits, and in providing suggestions.
  - The DRP recognizes the need to provide the bridge as a link to the waterfront and other path/trail systems.

**Item:** **Action**

- The DRP understood the arch concept and its superiority over the truss alternative.
- With respect to the future of the Ordnance Triangular Lands, it is evident that the Deputy Mayor will play an integral part in any decisions for its future use and integration with the bridge.
- The location of the Visitor Information Centre, and its configuration (currently in the Architectural Selection Phase) will have an impact on the trails and linkage alignments.

**4.0 UPDATE ON RECENT DESIGN CONCEPTS AND APPROACH**

**4.1 Structural/Architectural Interface**

- Garry and Bob highlighted recent activities between our structural engineers and architectural staff to ensure cost-effective and constructible bridge designs, especially related to Alternative 4.
- It was noted that there have been resultant modifications to the “tied arch” layout and alignment radii, allowing for a more practical design approach.
- The team is still working on the final details and further information is forthcoming, in the form of horizontal and vertical “profiles” of the structure.

**4.2 Landscape Architecture**

- Because landscape architectural concepts will be a large part of the overall design, the Stantec Landscape Architect team is working to develop concepts, for the landscape features. Mike Dartizio provided a brief update on this aspect of the project, highlighting the following:
  - Computer Graphics and Hand Graphics: To be created to highlight, in 2D format, the views of the bridge and the associated landscape features. Stantec will use recent aerial photography and hand sketches to create “stills” of important vista views from, and to, this structure.
  - Pathways/Cycle Trail linkages
  - Tree plantings and preservation plans
  - “Plaza” development where trails meet
  - Entry gates at bridge ramps
  - Materials usage
  - Conceptual layout for the North touchdown, Ordnance Triangle Lands, and the Garrison Common Lands will be the focus of the landscape architectural schemes.
  - It was noted that the EA deals at a conceptual or visionary level, as it is not intended to be a detailed design exercise. The concepts may well change at a later date.

<b>Item:</b>	<b>Action</b>
<ul style="list-style-type: none"><li>• Cost estimates will be separated from the bridge for budgeting purposes.</li><li>• Jamaica reiterated the need for the City to take a comprehensive view of the Stanley Park Extension Lands so that this area can be properly integrated into the community park network.</li><li>• Eric Peterson will forward the ONNI Development massing information to Mike Dartizio, for Landscaping integration.</li></ul>	E. Peterson

#### **4.3 Metrolinx Update**

- It was noted that the latest decision of Metrolinx authorities was that the north rail tracks would be lowered by 5.0 metres  $\pm$  at Strachan Avenue, as part of the Strachan Avenue grade separation construction.
- It is not clear how much the tracks would be lowered at the pedestrian bridge crossing, but Garry suggested that it may translate into a 2 ½ to 3.0 metre lowering. This would result in a track elevation more or less equal to the south track elevation.
- Based on the above potential track lowering, the pedestrian bridge profile could be modified such that the deck elevation at the north abutment (Stanley Park Extension) would be lowered by up to 3.0 metres, while maintaining the 8.4 metre track clearance.
- It was noted that the timing of the two projects (Fort York Pedestrian Bridge and the Strachan Avenue Bridge) will determine the ability to lower the pedestrian bridge. If the Strachan Avenue Bridge and the associated rail lowering does not occur prior to the 2011/2012 program timing for the pedestrian bridge, then it would not be possible to reduce the elevation of the pedestrian structure.
- Jeff Bateman of GO Transit commented that the Strachan Avenue grade separation design is still in the EA stage, so the extent of track lowering has yet to be approved. A second PIC is be held by Metrolinx on June 16, 2009; at which time further information will be available.

#### **5.0 TECHNICAL MEMORANDUM TWO**

- Technical Memorandum Two was completed and issued on April 30, 2009. It provides a synopsis of all project details between December 22, 2008 (Technical Memorandum One) and April 30, 2009, including a summary of PIC #1.
- Technical Memorandum Two has been circulated by Steve McKenna to TAC members.
- Comments, if any, should be returned to Steve by **June 19, 2009**.

**Item:** **Action**

**6.0 AGENCY / DEPARTMENT INPUT / AND DISCUSSION**

**6.1 EMS**

Garry thanked Caroline Mellor of EMS for attending the TAC meeting. Caroline provided some comments on the bridge concept/location and the ability of EMS to access the site in emergency situations:

- The bridge, in itself, does not provide an obstacle to EMS accessibility. There are lots of parks and other areas, within the City, that are only accessible by foot and stretcher.
- Accessibility to the north and south bridge entry points is consider suitable to EMS needs, without a requirement for vehicular access. Provision for a mid-point ramp entry (Ordnance Triangle) would add to the ability of EMS to respond to distress calls.
- There is no need to provide emergency “call boxes” on the bridge, as we live in a “cell phone world”.
- During special events in the City, such as “Caribanna”, EMS typically uses golf carts to provide responsive service to the public. It was noted that the bridge would be accessible by golf carts and other service vehicles.
- The City of Toronto has no current policy for the provision of vehicular access to public pathways and bridges. The proposed 6 metre wide bridge deck will allow for emergency access, if necessary, despite the lack of a specific policy for such designs.
- The City of Toronto will maintain contact with Caroline and the EMS department as the EA proceeds. Details of the recommended preferred design will be forwarded to Caroline at a later date, for her information.

Stantec

**6.2 Toronto Police**

- Steve O’Bright will continue trying to arrange a meeting with Toronto Police, to discuss the application of Crime Prevention Through Environmental Design (CPTED).

S. O’Bright

**6.3 City Pedestrian Committee**

- Meeting arranged for June 23, 2009.
- Meeting will be an informal presentation of the materials presented at PIC #1 and the DRP.

S. McKenna

**7.0 PROJECT SCHEDULE AND FUTURE ACTIVITIES**

- Garry noted that the project is currently in the middle of Phase III of the four phases of the Class EA process. The project remains “on track” with the schedule that was created in August 2008.
- Anticipated activities in the coming weeks will include:

<b>Item:</b>	<b>Action</b>
<ul style="list-style-type: none"><li>• Refinement of design concepts in the areas of architectural, structural, landscape architecture, cost, graphic renderings, etc.</li><li>• Preparations for PIC #2 and Attendance</li><li>• Selection of Preferred Concept for bridge design based on Evaluation Matrix</li><li>• Beginning of ESR report in September</li></ul>	
<ul style="list-style-type: none"><li>• Graphic displays, as noted, will include computer generated aerial images, digital stills of vista views and bridge concept, and hand graphic images.</li><li>• Public Information Centre 2 is tentatively scheduled for August 20, 2009 (Backup date: August 27, 2009), to be held at the Niagara Public School. Details to follow.</li></ul>	

**8.0 NEXT MEETING**

- To be confirmed by Steve McKenna.
- Suggested timing of next TAC meeting will be early September 2009.

The meeting adjourned at 12:45 pm.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

**STANTEC CONSULTING LTD.**



Garry E. Leveck, P. Eng.  
Vice President, Transportation  
garry.leveck@stantec.com

Distribution: All Present/Regrets

## **Meeting Notes**



**Stantec**

### **FORT YORK PEDESTRIAN AND CYCLE BRIDGE CLASS ENVIRONMENTAL ASSESSMENT STUDY (PROGRESS MEETING #11) 160210493/45**

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Date: Wednesday, June 17, 2009

Place/Time: Office of Deputy Mayor Pantalone, 11:00 am – 12:00 Noon

Attendees: Deputy Mayor Pantalone City of Toronto  
Administrative Assistant Ann Ball City of Toronto  
Stephen McKenna City of Toronto/Waterfront Secretariat  
Nigel Tahair City of Toronto  
Garry Leveck Stantec Consulting Ltd.

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**Item:** **Action**

#### **1.0 PURPOSE**

To provide a brief update on the status of the Class Environmental Assessment, and to discuss the impacts of the recent Metrolinx Study, at Strachan Avenue, on our bridge concepts.

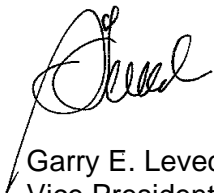
#### **2.0 DISCUSSION ITEMS**

- Garry provided an overview of the 4 alternatives that were being considered for the bridge crossing, and highlighted the feedback from the first Public Information Centre, held on April 16, 2009.
- Garry also reviewed the feedback received from the Design Review Panel Meeting, held on May 25, 2009.
- The recent decision by Metrolinx to lower the northerly (Georgetown) rail lines (4.0 metres at Strachan Avenue) to accommodate the proposed Strachan Avenue grade separation, will only have a positive benefit on the Fort York design if the schedules are compatible. It appears, however, that the rail line will not be lowered by 2011/2012, matching the construction timeline for the Fort York Bridge. Therefore, it may be impractical to lower the level of the Fort York Bridge.
- Notwithstanding the above timeline concerns, Deputy Mayor Pantalone suggested a potential for negotiation with GO Transit for an "interim" bridge deck profile, which would result in a small amount of lowering of the pedestrian structure. The Project Team will follow up with GO Transit. Stantec/  
City
- GO Transit will require a sight visibility study to confirm the deck elevation above track grade. To date, we have been directed to use 8.4 metre clearance. It was noted that the Strachan Avenue clearance by Metrolinx is 7.4 metres. The Project Team will follow up with GO Transit on this issue, as well, to confirm clearance requirements. Stantec/  
City

<b>Item:</b>	<b>Action</b>
<ul style="list-style-type: none"><li>• One option discussed was to initiate the sightline visibility study by AECOM/GO Transit, at a cost of \$10-20k. Steve will talk with Elaine Baxter-Trahair about funding this week.</li><li>• After reviewing the alternatives and discussing the potential costs for the project, which may exceed the current City budget for the project, Deputy Mayor Pantalone identified the following aspects:<ul style="list-style-type: none"><li>○ This project is a key legacy project that will provide an important link between Fort York and the neighbourhoods to the north and east-west.</li><li>○ The Ordnance Lands will be an integral part of the future development and transition of the area, and a future access to these lands from the bridge is a must.</li><li>○ The City will have to deal with this issue within the context of “what price to pay for pride in an overall community development”, and recognize that it pays, in the long run, to complete a project properly, as opposed to cutting corners and forever regretting the shortsightedness, at the time. This is too important to the City of Toronto and its desire to be “world-class”.</li></ul></li><li>• Garry briefly highlighted where we are in the process at this time, noting that the next Public Information Centre Meeting is scheduled for August 20, 2009. Finalization of the report recommendations, and completion of the ESR, will follow in the Fall, leading to filing of the study in November/December 2009.</li></ul>	City

The meeting adjourned at 12:00 noon. The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

**STANTEC CONSULTING LTD.**



Garry E. Leveck, P. Eng.  
Vice President, Transportation  
garry.leveck@stantec.com

Distribution: All Present

## **Meeting Notes**



**Stantec**

### **FORT YORK PEDESTRIAN AND CYCLE BRIDGE CLASS ENVIRONMENTAL ASSESSMENT STUDY (PROGRESS MEETING #12) 160210493/45**

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Date: Friday, June 26, 2009

Place/Time: Hamilton Office: Stantec, 10:00 am – 2:00 pm

Attendees:	Bob Davies	Montgomery Sisam Architects
	Kirsten Thomson	Montgomery Sisam Architects
	Mike Trader	Stantec Consulting Ltd.
	Marcus Cassolato	Stantec Consulting Ltd.
	Garry Leveck	Stantec Consulting Ltd.

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**Item:** **Action**

#### **1.0 PURPOSE**

To complete a final review of the structural design issues focused on Alternative Alignment #4, with the intent of resolving the arch/alignment interface and satisfy the architectural design components as well.

#### **2.0 UPDATE ON BRIEFING WITH DEPUTY MAYOR PANTALONE**

- Garry provided a brief overview of the June 17, 2009 meeting with Deputy Mayor Pantalone.
- Everyone was pleased to see that the Deputy Mayor is so much in support of Alternative 4 and the Arch Design.
- It was noted that PIC#2 has been confirmed for August 20, 2009.

#### **3.0 BRIDGE DESIGN**

- A lengthy discussion took place regarding the current layout of the bridge structure, relative to the horizontal radius of the deck at each of the two bridge curves, the incline of the arches, the span of the deck and arches, access to the Ordnance lands, the height of the arches, the skew of the bridge, and other design features. The following basic design parameters were concluded:
  - Deck radius: 120 metres
  - Prefer “Inclined Arch” to “Straight-Up Arch”
  - Maximum Degree of Angle between Arch Hangers and Plane of Arch: 20°
  - Arches to meet at ground level in centre, within Ordnance Triangle lands. This should result in enough separation of the arches, at deck level, to enable stairs and/or ramp connection in the future.

- The skew of the bridge will be adjusted to reduce the arch spans.
- Kirsten will re-model the bridge and forward to everyone by June 30, 2009.

The meeting adjourned at 2:00 pm.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

**STANTEC CONSULTING LTD.**



Garry E. Leveck, P. Eng.  
Vice President, Transportation  
garry.leveck@stantec.com

Distribution: All Present

## Meeting Notes



**Stantec**

### **FORT YORK PEDESTRIAN AND CYCLE BRIDGE CLASS ENVIRONMENTAL ASSESSMENT STUDY (PROGRESS MEETING #13) 160210493/45**

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Date: Wednesday, July 15, 2009

Place/Time: Wellington Street Office - Toronto Stantec, 5:30 p.m.–7:30 pm

Attendees: S. McKenna City of Toronto  
J. Bryson City of Toronto  
M. Trader Stantec Consulting Ltd.  
M. Dartizio Stantec Consulting Ltd.  
R. Davies Montgomery Sisam  
K. Thomson Montgomery Sisam  
G. Leveck Stantec Consulting Ltd.

Regrets: S. O'Bright Stantec Consulting Ltd.  
M. Cimini City of Toronto  
M. Caron Stantec Consulting Ltd.

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**Item:** **Action**

**1.0 Minutes of Previous Meetings/Business Arising**

Garry reviewed the minutes of various meetings that have occurred since the last Project Team meeting on May 12, 2009, and highlighted the following Action Items/Business Arising, and completed tasks. After the review, each of the minutes were accepted into the Project Record:

**1.1 Project Team Meeting: May 12, 2009 (#8)**

- Stage 2 Archaeological Assessment:

Steve McKenna has requested a copy of the City's generic Terms of Reference, for a Stage 2 Archaeological Assessment, from Jo Ann Pynn (May 15, 2009). This information was received by Steve, who will forward to Stantec.

S. McKenna

- Hydrogeological Investigation and Report:

Draft Report delayed slightly. Expect final draft by July 30, 2009. Garry will submit Draft report to Steve McKenna once received.

G. Leveck

- Land Jurisdictional Issue on City owned Lands:

Kathy Capizzano reported, at the last TAC last meeting, that this is not an issue. No further action is required.

- PIC #2:

- Summary of PIC #1 comments to be provided at PIC #2.

Stantec

- Advertise date of PIC #2 on City Website in advance (refer to Item 8.0 on Agenda).

S. McKenna

<b>Item:</b>	<b>Action</b>
<ul style="list-style-type: none"><li>• Toronto Police Service Meeting:  Unfortunately, a separate meeting has been delayed due to City Union strike. A member of EMS attended TAC meeting, and was helpful, however, a possible follow up conversation with Toronto Police will be considered once the strike is settled. Steve will follow up with Stephen O'Bright regarding arrangements for that meeting, at a later date.</li></ul>	S. McKenna
<ul style="list-style-type: none"><li>• Design Review Panel Meeting No. 2  Date for second meeting with DRP to be confirmed, after PIC #2</li></ul>	S. McKenna/G. Leveck
<ul style="list-style-type: none"><li>• Toronto Pedestrian Committee Meeting  Meeting deferred due to City strike. A future meeting will be arranged, with attendance by City and local Stantec staff.</li></ul>	S. McKenna
<b>1.2 Consultant Team Meeting: May 14, 2009 (#9)</b>	
<ul style="list-style-type: none"><li>• A brief review of this internal consultant team meeting was provided "for information only". The purpose of the meeting was to review technical design issues between the planners, architects and engineers working on the project.</li><li>• Further action on items arising from this meeting have been dealt with by the consultant team</li></ul>	
<b>1.3 Design Review Panel: May 25, 2009 (Not Numbered)</b>	
<ul style="list-style-type: none"><li>• The formal minutes of this meeting have not been received by Stantec, to date. Steve McKenna will investigate the status of these minutes, when time permits. Steve expects minutes will be received just before next DRP meeting.</li><li>• A summary of the presentation to, and feedback from, the Design Review Panel was provided at the TAC Meeting (June 10, 2009). It is reiterated as follows:<ul style="list-style-type: none"><li>• A power point presentation was developed by Stantec on behalf of the City and Waterfront Secretariat.</li><li>• The presentation was made by Elaine Baxter-Trahair and Stantec/Montgomery Sisam staff, along with support from Steve McKenna.</li><li>• The formal minutes of the DRP meeting have not been issued by the City to date, but Garry took the liberty of highlighting some of the recurring themes from the DRP comments, as follows: (no answer provided to various questions):</li><li>• <i>The future status of the Ordnance Triangle Lands is important to the overall project. What is the future and how is it being accounted for?</i></li></ul></li></ul>	

**Item:** **Action**

- *What will be the impact of the track lowering at Strachan Avenue?*
- *Can the two Billboards be removed?*
- *Alternative 4 Alignment (Serpentine) is preferred, for the most part, as it captures the historic nature of the site (Garrison Creek). Congratulations on the vision.*
- *At the touchdown zones, what is proposed from a landscape and trail perspective, as this will be as important as the structure design?*
- *The bridge and its approaches should capture a “promenade” feeling, and not just a means of getting from Point ‘A’ to Point ‘B’.*
- *Acquire the Epstein Lands to permit proper planning for the future use of the “Triangle Lands”.*
- *Need to focus heavily on the Stanley Park Extension design.*
- *Be cautious of the “truss” design, as it may create a “slinky” affect on such a long structure.*
- *Most DRP members preferred Alternative Alignment 4, although Alternative 2 was cited as “worthy of consideration”.*
- *The Committee commended the Consultant team for its insight and vision at this stage.*

**1.4 TAC Committee Meeting: June 10, 2009 (#10)**

- Ammunitions issue at various locations within limits of proposed bridge: Issue still under review by Jo Ann Pynn and associates. Resolution is not required at this time. This item will be highlighted in the text of the ESR as something to be considered during the Stage 2 Archaeological Assessment. Stantec
- ONNI Development Massing Information: S. McKenna
  - Awaiting information from Eric Pederson
  - Steve will contact Eric, as this information will assist in the graphics presentations, within the context of the overall development around Fort York S. McKenna
- Meeting with Toronto Police: S. McKenna
  - Stephen O’Bright was to contact Police regarding Crime Prevention Through Environmental Design (CPTED) after the strike. Steve McKenna will follow up with Steve O’Bright after the City strike.
- City Pedestrian Committee:
  - Noted for Information to TAC Committee

<b>Item:</b>	<b>Action</b>
<b>1.5 Meeting with Deputy Mayor Pantalone: June 17, 2009 (#11)</b>	
<ul style="list-style-type: none"><li>• Bridge Profile:<ul style="list-style-type: none"><li>• Deputy Mayor suggests possible negotiations with GO Transit for a slightly lower bridge elevation, at north tracks, even if Metrolinx construction timing does not coincide with Fort York Bridge construction schedule. City and Stantec will follow-up.</li></ul></li><li>• G. Leveck will email GO Transit to suggest a reduced vertical clearance requirement (7.4 metres) to match proposed clearance at Strachan Avenue, as a minimum. This should stimulate further negotiations.</li><li>• Sightline Visibility Study:<ul style="list-style-type: none"><li>• It was suggested that Mr. McKenna initiate the work by GO Transit to confirm sight visibility and clearance requirements, so that this issue can be resolved. It was noted that the Strachan Avenue clearance is 7.4 metres, whereas we have been directed to use 8.4 metres.</li><li>• Steve talked to Elaine Baxter-Trahair after the meeting with the Deputy Mayor, and will continue to follow up.</li></ul></li></ul>	<p>S. McKenna/ G. Leveck</p> <p>G. Leveck</p> <p>S. McKenna</p> <p>S. McKenna</p>
<b>1.6 Consultant Team Meeting: June 26, 2009 (#12)</b>	
<ul style="list-style-type: none"><li>• A brief review of this internal technical design meeting was provided “for information only”. The purpose was to confirm the architectural/structural design parameters for “Alignment 4/Tied Arch” bridge concept, that would ensure future design compatibility and constructability.</li><li>• Further action on items arising from this meeting have been dealt with by the consultant team.</li></ul>	
<b>2.0 Metrolinx Study</b>	
<b>2.1</b> Maya Caron attended the latest Metrolinx PIC. Her notes from the PIC Meeting of June 16, 2009 are summarized as follows:	
<ul style="list-style-type: none"><li>• Track lowering at Strachan: 5 metres</li><li>• Retaining walls to mitigate property impacts</li><li>• Meets grade near Bathurst Street</li><li>• Additional property required along rail corridor, at Strachan, to accommodate pier support of structure.</li><li>• Strachan Avenue raised 4 metres at track crossing.</li><li>• Intersection of Strachan at Wellington/Duoro will be raised by <math>\pm 1.0</math> metre</li></ul>	

**Item:** **Action**

- Intersection of Strachan at East Liberty/Ordnance will be raised by  $\pm 2.0$  metres.
- Maximum train speed will be 72 km/hr (45 mph).
- Construction (optimistically) completed by 2013.
- No scenario for Strachan grade separation by 2012.

**2.2 AECOM Sight Visibility Study Status Update:**

S. McKenna

It is evident that the timing of the track lowering by Metrolinx will not coincide with the current schedule for the Fort York Bridge. Nonetheless, it would be prudent, as mentioned under the minutes from the meeting with the Deputy Mayor, to confirm the "initial" and "ultimate" clearance requirements at the Fort York Bridge so that we can move forward with negotiations with GO Transit related to the final planning for the bridge profile.

S. McKenna

As noted previously, Steve will contact Elaine Baxter-Trahair to receive direction on this work by GO Transit/Aecom and the funding for same.

S. McKenna

**3.0 Concepts Evaluation Matrix**

Garry lead a discussion on the Evaluation Matrix for the 4 Alternative Alignments. It was noted that in all major categories (Environmental; Planning and Land Use; Historical Context; Architectural and Engineering), Alternative Alignment 4 ("S" Design) was the preferred concept. In some cases, it was a clear winner on a subjective basis, whereas it was modestly better in other categories.

The following comments were provided by the Project Team:

- The Stantec Team supports the recommendation of Alternative Alignment 4, as recently modified, as the *preferred concept*.
- Support for Alternative 4 has been evident from the Public (PIC #1), the TAC Committee, the Design Review Panel, and the Deputy Mayor.
- Steve McKenna and John Bryson (after seeing the graphic illustrations of the bridge) also support Alternative 4 as the recommended preferred design alignment, with an Inclined Arch superstructure.
- A great deal of attention centered on the cost summaries in the Evaluation Matrix. In essence, it is not only difficult to accurately confirm the estimated cost for the arch bridge, due to a lack of relevant Canadian examples, City staff are also concerned about the estimated cost compared to the current budget.
- Steve suggested that the current budget is about \$17 Million, whereas Alternative 4 is shown to be \$25.5 Million.
- It was noted that the estimate for Alternative 4 can be reduced because the length is now 232 metres, as opposed to 260 metres shown in the Evaluation Matrix.

**Item:**

**Action**

- Mike Trader secured some costs from a contact in the UK for similar structures, which converted to a range of \$9200 - \$12,900 per square metre deck area, in Canadian dollars.  
Based on a deck width of 6 metres and 232 metre length, the bridge construction cost could vary between \$12.8 Million and \$18 Million. Obviously, the higher end of the range already exceeds the budget, even without any civil, landscaping, or architectural/engineering fees.
- It was concluded that Garry would revisit the cost estimates within the Matrix Chart and include a breakdown for each alternative based on a **5.0 metre** wide deck.

G. Leveck

**4.0 Structural and Architectural Modifications**

The Consultant team members highlighted recent modifications to earlier conceptual details of "Alternative 4/Arch", which were necessary to ensure constructability of the bridge:

- Deck Radius: reduced to 120 metres because of eccentricity of loads created under tighter radius.
- Inclined Arch = 20° off vertical.
- Arches to meet at grade level in Ordnance Triangle.
- Skew angle of bridge modified to minimize span lengths and fit site conditions.
- Arch is now on the "inside" of the bridge curve, as opposed to the outside.

**5.0 Landscape Architectural Presentation**

An overview of the current state of graphical images of the bridge was presented by Mike Dartizio. Still images of the bridge in plan and elevation, hand renderings of various landscape features (plazas, etc.); and computer renderings of elevation views were distributed. The following comments were provided and/or discussed:

- We have to be careful in our graphical illustrations of landscape treatments, particularly in the area of the Ordnance lands, that public expectations are not enhanced beyond what is currently practical or financially feasible.
- We should continue to illustrate a future "greening" of the Ordnance lands, as well as concepts for the Stanley Park Extension and the Garrison Common lands, but we should play down the landscape ideas somewhat, by producing a "wash out" affect on the sketches.
- There is no objection to illustrating the concepts for redevelopment of the Stanley Park Extension and the "Plaza/Pathway" system in the Garrison Common.  
However, it is again necessary to reinforce the fact that all images are conceptual only, and are subject to further evaluation and approvals.

<b>Item:</b>	<b>Action</b>
<p>The images are simply a mechanism to illustrate how the bridge can be integrated into the overall pathway/park system, which has been the focus of numerous studies in the past and is the basis for the “Need and Justification” for this Bridge, in the first place.</p> <p>Other comments regarding the Graphical Interpretations are as follows:</p> <ul style="list-style-type: none"> <li>• Overall Pathway System Plan to distinguish between existing and proposed trails/pathways.</li> <li>• People on the bridge elevation views to be more to scale of bridge image.</li> <li>• Stantec will provide views of City skyscape, with superimposed bridge, at PIC #2.</li> <li>• Further discussion is required with respect to the extent of illustrated trails within the Garrison Common. There is confusion about what is suitable from a Heritage Community perspective.</li> </ul>	<p>M. Dartizio</p> <p>M. Dartizio</p> <p>G. Leveck</p> <p>G. Leveck/ S. McKenna/ R. Davies</p>

**6.0 Confirmation of “Recommend Preferred Design Concept”**

- Based on all of the public and agency input, evaluations, committee feedback, and dialogue, it is the recommendation of the Stantec team that “Alternative Alignment 4/Inclined Arch” be the preferred design concept.
- Steve and John did not express any concern for this recommendation, but will further discuss this consultant recommendation with senior staff.
- At this point, it appears that this recommendation is appropriate, although there remains some budget concerns.
- It was basically concluded that the study team would proceed on the basis that “Alternative 4/Inclined Arch” be carried forward as the Recommended Preferred Design Concept.

**7.0 Cost Estimate and Project Budget**

A lot of discussion, related to the estimated cost for the project and the current budget, took place under Agenda Item 3.0. Pertinent Items include:

- Bridge deck width has a bearing on overall cost, and needs to be reaffirmed. It was noted that the 6 metre width appears to be a common design width, as the Humber Bridge and the Portland Bridge (current plans) are 6 metres.
- A deck width reduction of 1 metre could reduce the structure cost by upwards of \$2.8 million (preliminary value).
- As noted, cost estimates will be provided for a 5.0 metre deck width, and included in the Evaluation Matrix. G. Leveck
- It was noted that the actual cost of the Humber Bridge was \$5.5 Million (bridge only). This information requires confirmation. Based on inflation alone, this cost today would be approximately \$10 Million, for a structure that is 43% of the size of Alternative 4 (Fort York).

**Item:**

**Action**

By extrapolating the cost for the larger bridge, the Fort York structure would be \$23 million, although it was noted that there may be some cost savings for the single arch versus the double arch.

**8.0 Public Information Centre Two**

- Due to the current City strike, there is uncertainty in the ability of the City staff to coordinate the newspaper advertisements, Website notification, and public mailing for PIC #2, currently scheduled for August 20, 2009.
- As a result of the uncertainty and the relatively short time frame available to ensure that we can achieve the August 20, 2009 date, it was decided to reschedule the PIC to early September.
- Steve will confirm this with his senior management; select a date in September, advise Stantec of the new arrangements and arrange for cancellation of school.
- Garry noted that 80% of the display panels for PIC #2 are prepared in draft form; rescheduling the PIC date does not affect the Stantec team

S. McKenna

**9.0 Other Business**

None

**10.0 Next Meeting**

To Be Determined

The meeting adjourned at 2:00 pm.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

**STANTEC CONSULTING LTD.**



Garry E. Leveck, P. Eng.  
Vice President, Transportation  
garry.leveck@stantec.com

Distribution: All Attendees/Regrets

## Meeting Notes



**Stantec**

**FORT YORK PEDESTRIAN AND CYCLE BRIDGE  
CLASS ENVIRONMENTAL ASSESSMENT STUDY (PROGRESS MEETING #14)  
160210493/45**

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Date: Tuesday, August 25, 2009  
Place/Time: City Hall, Boardroom 12E – 2:00 pm – 3:45 pm  
Attendees: Elaine Baxter-Trahair Director: Waterfront Secretariat  
(In attendance only for items designated “EBT”)  
Steve McKenna City of Toronto/Waterfront Secretariat  
Steve O’Bright City of Toronto/Waterfront Secretariat  
John Bryson City of Toronto/Tech Services  
Marilia Cimini City of Toronto/Infrastructure Planning  
Bob Davies Montgomery Sisam  
Kirsten Thomson Montgomery Sisam  
Garry Leveck Stantec Consulting Ltd.

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**Item:** **Action**

**1.0 PROJECT TEAM MEETING: JULY 15, 2009**

Garry briefly reviewed the minutes of the Project Team Meeting held on July 15, 2009.

1.1 Minutes of 6 previous meetings were reviewed, including:

- May 12, 2009 – Project Team Meeting
- May 14, 2009 – Consultant Team Meeting
- May 25, 2009 – Design Review Panel Meeting (Awaiting formal minutes)
- June 10, 2009 – TAC Committee Meeting
- June 17, 2009 – Briefing with Deputy Mayor Pantalone
- June 26, 2009 – Consultant Team Meeting

The following action items remain outstanding, where not in today’s agenda:

- Generic Terms of Reference for Stage 2 Archaeological Assessment to be forwarded by Steve McKenna to Stantec. S. McKenna
- Hydrogeological Report: being finalized this week. Stantec
- PIC#2: Date to be provided on Website, after today. S. O’Bright
- ONNI Development Massing: Steve advised that this information is no longer available (close item).

<b>Item:</b>	<b>Action</b>
• Toronto Police – to attend TAC meeting. Thanks to Steve O’Bright and Marilia for assistance.	
1.2 Metrolinx Study: update on Metrolinx PIC was provided, based on attendance by Stantec representative.	
1.3 AECOM/GO Transit Sight Visibility Study: Agenda item for today’s meeting.	
1.4 Concepts Evaluation <ul style="list-style-type: none"><li>• Stantec recommends Alternative Alignment 4 based on Evaluation Matrix results.</li><li>• Cost for bridge is a concern.</li><li>• Matrix was revised to include information on British costs and 5 metre deck width, plus reduced length of Alternative Alignment 4.</li></ul>	
1.5 Structural/Architectural Design Criteria was reviewed, based on analysis by Stantec and Montgomery Sisam staff.	
1.6 Landscape Architectural Images <ul style="list-style-type: none"><li>• Draft images were provided.</li><li>• Comments received to revise context of landscape improvements for PIC#2.</li><li>• Question of trail system in Garrison Common.</li><li>• “Context of Artistic Renderings are conceptual only, and may be subject to change” to be placed on PIC displays.</li></ul>	
1.7 Recommended Design Concept <ul style="list-style-type: none"><li>• Stantec/Montgomery Sisam recommends Alternative Alignment 4/Inclined Arch Concept.</li></ul>	
1.8 PIC Meeting: Deferred due to strike.	
Note: Minutes of July 15, 2009 Project Team Meeting were circulated on July 17, 2009.	

**Item:****Action****2.0 RECOMMENDED PREFERRED DESIGN CONCEPT  
“ALTERNATIVE ALIGNMENT 4/INCLINED ARCH” (EBT)**

- Garry presented an overview of the rationale for the “Recommended Design Concept: Alternative Alignment 4/ Inclined Arch”, noting the comments/input/support from “the public (PIC#1), the TAC Committee, the City Design Review Panel (DRP), the Project Team, and the Deputy Mayor”, as well as the results of the Design Concepts Evaluation Matrix, which favoured Alternative Alignment 4/Inclined Arch.
- For those who had not had the opportunity to view the artistic renderings and photo images of the preferred design concept, a bound graphic display package was provided to each meeting attendee. In addition, a copy of the latest Concept Evaluation Matrix was provided.
- Notwithstanding the desire to move forward with the “Alternative Alignment 4/Inclined Arch” concept, it is evident that the preliminary cost estimates are a concern, as they exceed the current Waterfront Secretariat \$17 million budget for the project.
- Garry noted that many factors could still affect the ultimate cost of the bridge, after detailed design and tendering, including:
  - Market/contractor conditions
  - Steel prices
  - Railway costs
  - Economic environment
  - Environmental monitoring and protection requirements
- Garry also reiterated that the current cost estimates are based on a “benchmark” formula, using the Humber River Bridge as a base, with “add-ons” applied for inflation, working around the railway, landscape and soft costs, plus engineering/architectural fees. Costs would be refined during the detailed design stage, by the design consultant.
- Bob mentioned that he is still working with a cost consultant in an attempt to get additional information on costs.

**Item:**

**Action**

- Previous discussions, including the City's Design Review Panel, identified key themes relevant to the cost considerations for the bridge: that it should be a signature structure and a high level of design; that it is important to the City's redevelopment plans in the Liberty Village area and the Fort York historic planning district; that additional work should be carried out to refine the cost estimates.
- After further discussion, the following decisions were made:
  - Proceed on the basis of a 5 metre deck width, to reduce cost (it was noted that the City will likely approve a 5 metre deck width for the Portland Bridge).
  - Present the "Recommended Preferred Design Concept" as "Alternative 4/Inclined Arch".
  - Refine cost estimates, where possible, with a clear understanding that the current budget remains at \$17 million.
  - Any cost differential would need to be dealt with through a City process.

**3.0 EVALUATION OF ALTERNATIVE CONCEPTS MATRIX**

- As noted, the updated Evaluation Matrix was circulated for information.
- No further action was noted.
- The Matrix will be presented at PIC#2.

**4.0 METROLINX ENVIRONMENTAL ASSESSMENT AND AECOM/GO TRANSIT SIGHT VISIBILITY STUDY (EBT)**

- Garry presented a brief overview of the current status of the Metrolinx Environmental Assessment Study, noting that Metrolinx is committed to lowering the north rail corridor in the area of Strachan/Fort York Bridge. The parameters of the track lowering were summarized in the July 15, 2009 Project Team minutes.
- The problem is that the timeline for the track lowering does not coincide with the Fort York Bridge construction, with the track lowering not happening no sooner than 2013.

<b>Item:</b>	<b>Action</b>
<ul style="list-style-type: none"><li>• It was agreed that with the preferred alternative better developed, the project was now at the stage where the Sight Line study should be completed.</li><li>• It is recommended that it would be appropriate to reopen discussions with GO Transit in order that a new terms of reference could be established for this study, especially in light of the Metrolinx decision.</li><li>• It was agreed that Steve McKenna and Garry Leveck would contact Dan Francey (GO Transit) to initiate further discussions.</li></ul>	S. McKenna G. Leveck

**5.0 PUBLIC INFORMATION CENTRE MEETING NO. 2 (EBT)**

The following decisions were made with respect to the rescheduled PIC#2:

<ul style="list-style-type: none"><li>• Date: Wednesday, September 16, 2009</li><li>• Time: 6:30 pm – 8:30 pm</li><li>• Presentation/Q&amp;A: 7:15 pm – 7:45 pm</li></ul>	
<ul style="list-style-type: none"><li>• City to confirm person to act as facilitator for formal presentation, and introduce Deputy Mayor.</li></ul>	S. McKenna
<ul style="list-style-type: none"><li>• Steve McKenna to confirm with Deputy Mayor the meeting details and his opportunity to speak.</li></ul>	S. McKenna
<ul style="list-style-type: none"><li>• Steve McKenna to ensure that Brigitte books Niagara Public School from 5:00 pm to 9:15 pm, and arranges for 30 chairs.</li></ul>	S. McKenna
<ul style="list-style-type: none"><li>• Steve O'Bright to arrange for advertising in newspaper and public postal mailing.</li></ul>	S. O'Bright
<ul style="list-style-type: none"><li>• Garry Leveck to update Public Notice of Meeting and forward to Steve O'Bright, and to arrange for mailings to Agencies and Public who have expressed interest.</li></ul>	G. Leveck
<ul style="list-style-type: none"><li>• A draft of the Public Handout Document was provided to all. Comments to Garry Leveck by August 31, 2009.</li></ul>	All

<b>Item:</b>	<b>Action</b>
<b>6.0 OTHER STRATEGIC MEETINGS</b>	
6.1 Deputy Mayor	
<ul style="list-style-type: none"><li>S. McKenna to investigate date and advise.</li></ul>	S. McKenna
6.2 Pedestrian Committee	
<ul style="list-style-type: none"><li>Tentative date/time: September 22, 2009 @ 3:00 pm.</li><li>Steve to confirm.</li></ul>	
6.3 TAC Committee	
<ul style="list-style-type: none"><li>Preference for September 22, 2009, before Pedestrian Committee.</li><li>Preferred Time: 1:00 to 3:00 pm.</li><li>Steve to confirm.</li><li>Garry to provide hardcopies of Evaluation Matrix, Handout Document for PIC#2, and Photo Image Booklet to Steve McKenna, for distribution to TAC team members.</li></ul>	S. McKenna  G. Leveck
6.4 Design Review Panel	
<ul style="list-style-type: none"><li>October 22, 2009</li><li>Steve McKenna to investigate and confirm.</li></ul>	S. McKenna
<b>7.0 PROJECT SCHEDULE</b>	
<ul style="list-style-type: none"><li>We are in the final stages of Phase III of the EA Process.</li><li>The third and final Technical Memorandum will be circulated after PIC#2.</li><li>Drafting of the ESR will follow PIC#2.</li><li>Stantec hopes to complete project within original schedule, despite setback caused by labour strike and delayed PIC#2.</li></ul>	
<b>8.0 OTHER BUSINESS</b>	
<ul style="list-style-type: none"><li>None noted.</li></ul>	

**Item:** **Action**

**9.0 NEXT MEETING**

- TBC

The meeting adjourned at 3:45 pm.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

**STANTEC CONSULTING LTD.**



Garry E. Leveck, P. Eng.  
Vice President, Transportation  
garry.leveck@stantec.com

Distribution: All Present

## Leveck, Garry

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**From:** Stephen McKenna [smckenna@toronto.ca]  
**Sent:** Friday, September 04, 2009 4:06 PM  
**To:** kthomson@montgomerysisam.com; rdavies@montgomerysisam.com; Leveck, Garry; Elaine Baxter-Trahair; John Bryson  
**Cc:** Marilia Cimini; Stephen O'Bright  
**Subject:** Briefing of Deputy Mayor Sept 3 2009  
**Attachments:** Stephen McKenna1.vcf

### Summary Meeting Notes

#### Attendance:

Deputy Mayor Pantalone  
Robert Davies  
Kirsten Thomson  
John Bryson  
Steve McKenna

#### 1. Preferred Design and Design Visualization Booklet

Discussion guided by review of :

- map showing original four alternative concepts;
- Aug 2009 Design Visualization showing preferred alternative S-curved bridge integrated with current area photographs.

Items raised that will need to be addressed, some in detailed design, include:

- trail switchbacks at north end of bridge in Stanley Park Extension, in terms of length, grade
- look at going to 8% grade, include flat sections;
- guides/obstacles to encourage people to use the trail and not cut across;
- removal of stairs;
- prevention of suicide opportunities along rails;
- colour is shown as white due to seagull and pigeon droppings;
- need for bird screening on bridge underside.

Other:

- edits to errors on map;
- show area west of Stanley Park Extension over to Strachan as green, around the buildings.

#### 2. Project Cost Estimates

Discussion guided by review of Alternatives Matrix and Preliminary Cost Estimates.

Noted that:

- waterfront budget is fixed;
- estimates have contingencies and conservatism built in due to uncertainties including range of costs for this type of bridge, UK-sourced additional cost information, steel costs, market conditions, timing of tender;
- agreement that 5 m width an acceptable approach, brings cost closer to waterfront budget allowance;
- management of needs of pedestrians vs cyclist vs skateboarders;
- possibly pedestrians to east side, cyclists to west;
- investigate possibility of having UK companies ally with Canadian firms to keep costs down.

#### 3. Metrolinx EA and Sight Line Visibility Study

Status of preliminary design of preferred alternative developed in July and August means we now have solid technical basis to support GO/AECOM study.

Study should include consideration of impacts of Metrolinx proposal for Strachan, which may allow us to lower bridge, possibly to 7.4 m clearance, and save fill and material costs, and accelerate detailed design stage.

A letter to GO will be prepared for the week of Sept 7 for the Deputy Mayor's signature to expedite study.

Soil cleanup on Stanley North extension - confirm this has been included as a result of Phase 1 ESA prepared for this EA. Phase 2 ESA with field testing not part of EA.

At the appropriate time, testing of this area could be expanded to include lands to the west.

Nursery will be moved in time for bridge construction, Visitor Centre still to be as shown in previous plans.

#### 4. Public Meeting Sept 16

Tabled flyer that will be in NOW magazine.

Deputy Mayor agreed to introduce presentation.

In future design work, consider how to provide for/recognize importance of connection west to Strachan north of the tracks, and from the Ordnance triangle lands to area of buildings to the west before you reach Strachan.

Any comments or revisions, please advise - thanks.

Steve

## **Meeting Notes**



**Stantec**

**FORT YORK PEDESTRIAN AND CYCLE BRIDGE  
CLASS ENVIRONMENTAL ASSESSMENT STUDY  
CITY PEDESTRIAN COMMITTEE MEETING (PROGRESS MEETING #16)  
160210493/45**

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Date: Tuesday, September 22, 2009

Place/Time: City Hall, Committee Room 3, 3:00 p.m. – 3:55 p.m.

Attendees: City Pedestrian Committee

Steve McKenna City of Toronto/Waterfront Secretariat

John Bryson City of Toronto/Tech Services

Bob Davies Montgomery Sisam

Kirsten Thomson Montgomery Sisam

Garry Leveck Stantec Consulting Ltd.

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**Item:**

**Action**

**1.0 PURPOSE:**

The meeting with the City Pedestrian Committee was to present an update on the Fort York Pedestrian and Cycle Bridge Class EA Study, and to receive the Committee's feedback on the "Recommended Preferred Design Concept". This would be the first time that the Committee members would have seen the details of the proposed structure and its proposed integration into the existing trail system in the Fort York area.

**2.0 PRESENTATION:**

After an introduction by Steve McKenna, a PowerPoint presentation was provided by Garry Leveck, which covered the following details of the project:

- Project Need and Justification History
- Benefits of a Pedestrian Bridge in the Community
- The Evolution of the Bridge Concept
- The Recommended Preferred Design Concept with Computer Generated Aerials and Graphics

**3.0 QUESTION PERIOD:**

After the brief presentation, the Chairman "opened up the floor" to receive questions. The following general topics were raised, primarily by Committee members:

- Will the study address trail crossing issues at Lakeshore Boulevard?
- What is the bridge deck width?

<b>Item:</b>	<b>Action</b>
<ul style="list-style-type: none"><li>• How will pedestrians and cyclists be separated?</li><li>• How will snow be removed from the deck?</li><li>• Will there be a connection to the Ordnance Triangle, and will this area be converted to green space at the time of bridge construction?</li><li>• Will there be a lookout point provided at mid span? Other locations?</li><li>• What is the timing for construction?</li></ul>	

**4.0 OFFICIAL MINUTES**

Official minutes of the City Pedestrian Committee will be tabled by the Committee Secretary, and eventually entered into the Project File.

The foregoing is considered to be a representation of items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

**STANTEC CONSULTING LTD.**



Garry E. Leveck, P. Eng.  
Vice President, Transportation  
garry.leveck@stantec.com

Distribution: All Present (excluding Pedestrian Committee)  
Steve O'Bright, City of Toronto/Waterfront Secretariat  
Marilia Cimini, City of Toronto/Infrastructure Planning

# THE CITY OF TORONTO

## City Clerk's Office

### Minutes of the Toronto Pedestrian Committee

#### Meeting 22

Tuesday, September 22, 2009

The Toronto Pedestrian Committee met on Tuesday, September 22, 2009, in Committee Room 3, 2<sup>nd</sup> Floor, City Hall, Toronto, commencing at 3:00 p.m.

#### Members Present:

3:00 p.m. – 4:35 p.m.

Councillor Bill Saundercook, Co-Chair	x
Dylan Reid, Co-Chair	x
Laurel Fortin	x
Councillor Karen Stintz	x
Stephanie Tencer	x
Peter Tesar	x

#### Absent:

Matthew Blackett  
Roger Brook (Feet on the Street)  
Ken Brooks  
Margaret Hastings-James  
Trustee Catherine LeBlanc-Miller (TCDSB)  
Sean Marshall  
Trustee Josh Matlow (TDSB)  
Shawn Micallef  
Beth Milroy  
Jennifer Niece  
Stephen Young

#### Staff Present:

Fiona Chapman, Manager, Pedestrian Projects, Transportation Services  
Stephen McKenna, Waterfront Secretariat, City of Toronto (for Item 2)

Members were present for some or all of the time period indicated.

Councillor Bill Saundercook, Co-Chair, assumed the Chair.

### **Declarations of Interest under the Municipal Conflict of Interest Act**

There were no declarations of interest pursuant to the Municipal Conflict of Interest Act.

### **Confirmation of Minutes**

On motion by Peter Tesar, the minutes of the meeting of the Toronto Pedestrian Committee held on May 19, 2009, were confirmed.

#### **22.1 Changes to Driver's Education Manual**

The Toronto Pedestrian Committee considered a communication (August 6, 2009) from Councillor Joe Mihevc, requesting that the Committee request staff to review the Driver's Education Manual and suggest changes to the Province that would better educate drivers on sharing the road with cyclists, pedestrians, and public transit vehicles with an eye towards a safer and more inclusive road environment for all users.

On motion by Dylan Reid, the Toronto Pedestrian Committee recommended to the Public Works and Infrastructure Committee that:

1. The General Manager, Transportation Services, be requested to review the Driver's Education Manual and recommend changes to the Manual, for consideration by the Government of Ontario, that would better educate drivers on sharing the road with cyclists, pedestrians, and public transit vehicles with an eye towards a safer and more inclusive road environment for all users.
2. The General Manager, Transportation Services, be requested to develop recommendations, for consideration by the Government of Ontario, to improve the ongoing training of Driving Instructors on sharing the road with cyclists, pedestrians and public transit vehicles with an eye towards a safer and more inclusive road environment for all users.

(Public Works and Infrastructure Committee; c: General Manager, Transportation Services; Fiona Chapman, Manager, Pedestrian Projects, Transportation Services, Public Realm – September 25, 2009)

#### **22.2 Fort York Pedestrian and Cycle Bridge Environmental Assessment**

Minutes of the Meeting of the Toronto Pedestrian Committee  
 Tuesday, September 22, 2009

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Stephen McKenna, Waterfront Secretariat, City of Toronto, appeared before the Toronto Pedestrian Committee, and introduced the following people who have been involved with the project:

- Garry Leveck, Vice President, Stantec Consulting
- Bob Davies, Montgomery Sisam
- Kirsten Thompson, Montgomery Sisam
- John Bryson, Manager, Structures and Expressways, Technical Services Division

Garry Leveck, Vice President, Stantec Consulting, gave a power point presentation titled "Fort York and Cycle Bridge Class Environmental Assessment Study".

Communications:

- a. Two Pamphlets titled "Fort York Pedestrian & Cycle Bridge Environmental Assessment", submitted by Steve McKenna and Garry Leveck.
- b. Leaflet advising of a public meeting to be held on Wednesday, September 16, 2009 (previously e-mailed to members)

Speakers:

- Ian Wheal, Toronto Field Naturalists
- Desta McAdam, Urban Studies Student

On motion by Dylan Reid, the Toronto Pedestrian Committee received, for information, the presentation by Garry Leveck, Vice President, Stantec Consulting.

**22.3. Motorized Bicycles on Sidewalks**

The Toronto Pedestrian Committee heard a presentation from Sergeant Timothy Burrows, Toronto Police Services, Traffic Services, in response to questions asked by the Toronto Pedestrian Committee on May 19, 2009, and by Jennifer Niece in an e-mail dated June 1, 2009.

The Committee noted that on May 19, 2009, the Toronto Pedestrian Committee recommended to the Public Works and Infrastructure Committee that reports be prepared on potential amendments to City by-laws to address issues related to "power-assisted bicycles" (e-bikes) on City sidewalks. (Item PW25.18)

Speakers:

- Sergeant Timothy Burrows, Toronto Police Services (Submission Filed)
- Francois Belanger

On motion by Dylan Reid, the Toronto Pedestrian Committee recommended to the Public Works and Infrastructure Committee that:

1. The General Manager, Transportation Services, in consultation with the City Solicitor, be requested to report to the Public Works and Infrastructure Committee on the prohibition of parking power-assisted bicycles (e-bikes) on City sidewalks.
2. The General Manager, Transportation Services, include this further request as part of the report requested by the Public Works and Infrastructure Committee on June 3, 2009. (Item PW25.18)

(Public Works and Infrastructure Committee; c: General Manager, Transportation Services, City Solicitor; Sergeant Timothy Burrows, Toronto Police Service, Traffic Services; Fiona Chapman, Manager, Pedestrian Projects, Transportation Services, Public Realm – September 25, 2009)

#### **22.4. Staff Updates – Transportation Services**

Fiona Chapman, Manager, Pedestrian Projects, Transportation Services, Public Realm Office, gave a verbal update on the following initiatives:

- Car-Free Day jointly sponsored with the Sierra Club.
- Possible Pedestrian Zones around Ryerson (Gould Street) and University of Toronto.
- Update of the Discovery Walks.
- Staffing.
- Pedestrian Priority Phase – Scramble Intersections.
- Public Walking Forum.
- Pedestrian Research.
- Walking Festival.
- Reviewing accident data at intersections for possible right-turn on red restrictions.
- Ontario's Proposed Accessible Built Environment Standard Consultation Process.

The Toronto Pedestrian Committee received, for information, the verbal update from the Manager, Pedestrian Projects, Transportation Services, Public Realm.

#### **22.5. Gardiner Expressway – York/Bay Yonge Interchange Reconfiguration Class Environmental Assessment Study**

The Toronto Pedestrian Committee considered a letter (June 8, 2009) from the Manager, Infrastructure Planning, advising that the City of Toronto, Transportation Services

Minutes of the Meeting of the Toronto Pedestrian Committee  
Tuesday, September 22, 2009

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Division, will be holding a public open house on Wednesday, September 23, 2009 from 6:00 p.m. to 9:00 p.m. at the Westin Harbour Castle, 1 Harbour Square, Pier 2 Room.

On motion by Dylan Reid, the Toronto Pedestrian Committee received, for information, the letter (June 8, 2009) from the Manager, Infrastructure Planning.

**22.6. Roncesvalles Avenue Streetscape Improvements – Class Environmental Assessment Study (Ward 14)**

The Toronto Pedestrian Committee considered a communication (June 1, 2009) from the City Clerk advising that City Council on May 25, 26 and 27, 2009 adopted the following:

- “1. City Council grant authority to the General Manager of Transportation Services to issue a Notice of Study Completion and to file the Project File for the Roncesvalles Avenue Streetscape Improvements Class Environmental Assessment Study in the public record for 30 days in accordance with the requirements of the Municipal Class Environmental Assessment.
2. The Toronto Pedestrian Committee be included in the review of future road projects, particularly those with streetcar stop alterations.
3. City Council authorize and direct the appropriate City officials to take the necessary action to give effect thereto.”

The attachment, the Public Works and Infrastructure Committee Item 24.5, in its entirety, can be accessed through the City’s web site at the following address:

<http://www.toronto.ca/legdocs/mmis/2009/pw/reports/2009-05-05-pw24-cr.htm>

On motion by Councillor Karen Stintz, the Toronto Pedestrian Committee, received, for information, the letter (June 1, 2009) from the City Clerk.

**22.7. Pedestrian Collision Summary Leaflets**

The Toronto Pedestrian Committee considered a communication (August 24, 2009) from Transportation Services, Traffic Management Centre, Traffic Safety Unit, forwarding the Pedestrian Collision Summary Leaflet for the period January 1 to December 31, 2008.

The Toronto Pedestrian Committee also considered a letter submitted by Councillor Bill Saundercook, requesting staff to report to the Toronto Pedestrian Committee on the feasibility of a speed reduction.

On motion by Councillor Bill Saundercook, the Toronto Pedestrian Committee requested the General Manager, Transportation Services, to provide to the

Minutes of the Meeting of the Toronto Pedestrian Committee  
Tuesday, September 22, 2009

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Toronto Pedestrian Committee, information on the feasibility of reducing the vehicular speed limit by 10 km/h on all Toronto roads, excluding 30 km/h zones and roads which pedestrian and cyclists are currently not allowed to use for transit, for example, Allen Road.

**22.8. Condolences – Elizabeth Walker**

Toronto Pedestrian Committee Member, Elizabeth Walker, passed away on April 23, 2009. Ms. Walker was a representative of the Older Women's Network for the Toronto Pedestrian Committee.

Councillor Bill Saundercook read out a tribute to Elizabeth Walker, submitted by the Older Women's Network.

The Toronto Pedestrian Committee expressed its sadness at the passing of one of its members.

On motion by Dylan Reid, the Members of the Toronto Pedestrian Committee will think about an appropriate way to recognize Elizabeth Walker.

The Toronto Pedestrian Committee adjourned its meeting at 4:35 p.m.

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Chair

## **Meeting Notes**



**Stantec**

**FORT YORK PEDESTRIAN AND CYCLE BRIDGE  
CLASS ENVIRONMENTAL ASSESSMENT STUDY  
TECHNICAL ADVISORY COMMITTEE (PROGRESS MEETING #17)  
160210493/45**

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Date: Friday, September 25, 2009

Place/Time: City Hall, Board Room 24E, 11:00 a.m. – 1:00 p.m.

Attendees: Steve McKenna City of Toronto/Waterfront Secretariat  
Stephen O'Bright City of Toronto/Waterfront Secretariat  
Jamaica Hewston City of Toronto/Community Planning  
Jennifer Tharp City of Toronto/PF & R Planning & Design  
Kathie Capizzano City of Toronto/Real Estate  
Hans Rieko City of Toronto/Trans. Planning/Entered at 12:15 p.m.  
John Bryson City of Toronto/Tech. Services/Entered at 12:30 p.m.  
David O'Hara City of Toronto/Fort York  
Bob Davies Montgomery Sisam  
Kirsten Thomson Montgomery Sisam  
Garry Leveck Stantec Consulting Ltd.

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**Item:**

**Action**

**Pre-Meeting Notes:**

- (i) Three (3) copies of Draft Technical Memorandum were provided to Steve McKenna by Stantec. An electronic version has been circulated to TAC and one hard copy to GO Transit.
- (ii) Stephen O'Bright will check City Website for Minutes of the Design Review Panel Meeting that was attended by the Project Team.
- (iii) Steve McKenna passed along regrets from Eric Pedersen, who could not attend the meeting. It was noted that Mr. Pedersen is in support of the current preferred bridge concept, and recommends another presentation to the Design Review Panel. He does not see any controversial issues arising from the Design Review Panel.

S. O'Bright

**1.0 Minutes of Previous Meetings/Business Arising:**

Garry provided an overview of past meetings that have occurred on the project, since the last TAC meeting in June 10, 2009. He started with a review of discussion items from the last TAC meeting.

**1.1 TAC Meeting June 10, 2009**

Major Topics discussed at the previous TAC meeting included:

- Stage 2 Archaeological Study
  - Deferred to Detail Design Stage

<b>Item:</b>	<b>Action</b>
<ul style="list-style-type: none"><li>• Potential for Ammunitions Buried at Fort York. JoAnn to investigate.</li><li>• Evaluation of Planning Solutions: Finalized</li><li>• Meeting with Friends of Fort York and Comments from Friends</li><li>• Review of PIC #1 Results</li><li>• Review of Feedback from Design Review Panel (No official minutes received to-date)</li><li>• Structural and L.A. Issues and Concepts</li><li>• Metrolinx Update: Track Lowering and schedule conflict with Bridge</li><li>• Technical Memorandum Two</li><li>• Discussion with EMS<ul style="list-style-type: none"><li>• No obstacle to EMS/no vehicular access not a problem.</li><li>• Access at Ordnance Triangle lands would be helpful in the future.</li><li>• "Call Boxes" not required.</li><li>• Access by go carts for special events noted.</li></ul></li><li>• Schedule Update</li></ul>	JoAnn Pynn

**1.2 Briefing Meetings with Deputy Mayor Pantalone:  
June 17, 2009 and September 3, 2009**

Garry noted that two meetings were held with the Deputy Mayor. These two meetings were summarized as follows:

**Purpose of Meetings:** To keep the Deputy Mayor in touch with the study progress, specific details, recommendations and report findings, and to receive feedback from his perspective.

**Key Discussion Items and Issues:**

- Deputy Mayor's support for preferred alignment and inclined arch design concept (Alignment 4/Inclined Arch).
- Recognition that current project cost estimates may exceed the Waterfront Secretariat current budget. These are preliminary estimates to be refined in detailed design, with the objective to do the project properly.
- Metrolinx track lowering and timing issue...proposal by Deputy Mayor to initiate discussions with GO Transit/Metrolinx to achieve relief from 8.4 metre clearance restrictions. A letter was forwarded by the Deputy Mayor to Metrolinx Chairman.

**Item:** **Action**

- AECOM Sight Line Visibility Study:
  - Proceed with this study ASAP and look at implications of different schedules associated with Metrolinx track lowering and Fort York Bridge construction.
- Reviewed Computer Images of Recommended Preferred Design: Deputy Mayor raised details of the project that will come up during final design.
- Deck width – 6 metres versus 5 metres. Five metre width is considered acceptable, subject of further discussion.
- Deputy Mayor involvement at PIC #2.
- Visitor Centre to be shown per previous plans. (Below Expressway)
- Soil cleanup at Municipal Parking lot (Stanley Park Extension).
- Nursery relocation in time for Bridge construction.

**1.3 Project Team Meetings: July 15, 2009 and August 25, 2009**

Garry noted that two meetings of the Project Team were held since the last TAC Committee meeting. The July meeting was held in the midst of the Labour Strike, with the key decision of that meeting being the postponement of PIC #2 to an unspecified date.

The August Project Team meeting served two important purposes:

- Update Elaine Baxter-Trahair on the project details.
- Coordinate details of PIC #2, since the Labour Strike was resolved.

Garry briefly summarized the Key Discussion Topics at the two Project Team Meetings as follows:

**July 15, 2009: Key Discussion Items:**

- Concept Evaluation Matrix: Recommended Alternative Alignment 4
- Structural/Architectural changes due to Constructability/Design Constraints:
  - Deck Radius (120 m), Arch Incline (20°), Skew Angle (Minimize Spans)
  - Arch on inside of curve as opposed to outside
- Landscape Architectural Images of Bridge and Selected Renderings.

**Item:** **Action**

- Develop existing/proposed pathway plan for PIC #2
- “Preferred Design Concept”
- Stantec Team recommendation to City of Toronto to accept “Alignment Concept 4/Inclined Arch” as the “Recommended Preferred Design Concept”.
- Cost Estimates versus Budget – Develop costs for 5 metre deck.
- PIC #2 – Deferred due to Labour Strike.

**August 25, 2009: Key Discussion Items**

**Note:** Attended by Elaine Baxter-Trahair for first half of meeting.

- Decisions:**
- (i) Proceed with 5 metre deck due to cost issues
  - (ii) Accept “Alignment 4/Inclined Arch” as Recommended Preferred Design.
  - (iii) Refine cost estimates, where possible
  - (iv) Additional funding TBD

**Other Discussion Items:**

- Updated Evaluation Matrix Circulated
- Metrolinx/GO Transit:
  - Authorization to contact GO Transit to complete Sight Visibility Study.
- PIC #2:
  - Confirmation of arrangements, including desire to make a formal power-point presentation.

**2.0 Recommended Preferred Design Concept:**

- Garry noted that the Stantec Consultant Team has officially recommended “Alternative Alignment 4/Inclined Arch” as the Recommended Preferred Design Concept. This recommendation is based on technical and architectural criteria, as well as the significant support for this concept received from the Public, Agencies, the Deputy Mayor, the Design Review Panel, the Project Team and the Technical Advisory Committee (previous meeting). As well, Garry noted the recent support of the City Pedestrian Committee (September 22, 2009).
- It was noted that a colour illustration booklet was previously circulated to members of the Technical Advisory Committee.

**Item:**

**Action**

- The Environmental Assessment process has considered many preliminary design details that will not be resolved until the detailed design stage, in 2010.

Garry noted that the following aspects will be noted in the Environmental Study Report for the record:

Project Design Details and Other Aspects:

- Deck width
- Deck texture (separation of cyclists/pedestrians)
- Central lookout "POD"
- Intermediary VISTA stations
- Access to Ordnance Triangle (Do not preclude the opportunity for future connection)
- Stairs at north side, in conjunction with ramp
- Interpretive Centre at south touchdown
- Alignment at Garrison Common (Mitigate Intrusion)
- Colour of steel arch and ties
- Deck Elevation and Profile (Sight Visibility Study)
- Illumination
- Extent of Landscaping
- Pathways within Garrison Common
- Vegetation Impacts
- Railing Design
- Suicide Protection

A general discussion took place with respect to various design details associated with the pedestrian and cycle bridge, including the following:

**Deck Width:**

It is obvious that a reduced deck width, to 5 metres, will translate into significant cost savings in construction.

There have been many comments, pro and con, for reducing the deck width:

**Item:**

**Action**

- 5 metre deck may create a lighter, more elegant structure.
- 5 metre deck may be suitable to accommodate expected pedestrian/cycle traffic in the neighbourhood. It is, however, difficult to predict ultimate traffic flows.
- 5 metre deck may be too narrow; even a 6 metre deck may be considered too narrow in the long run.
- Will lookout points, integrated into the structure design, offset the need for a wider deck, if sufficient lookouts are provided?
- Will a 5 metre deck provide sufficient space to separate cyclists, pedestrians and other users?

**Fort York Touchdown**

- Fort York Board and Friends of Fort York would like to see touchdown of bridge, on Fort York site, as close to tracks as possible, thereby minimizing impacts.
- The Consultant Team recognized this need, and Garry noted that the current alignment concept has attempted to balance impacts on Fort York while retaining the hedgerow of trees screening the Fort from the rail corridor. In addition, the touchdown is in the location of the nursery, as opposed to the Garrison Common. It was noted that only 5 – 6 trees with high priority for protection are impacted within the Common (reference Tree Inventory Study).
- It was also noted that ultimate trail designs and landscaping within the Fort York area must be coordinated between the Fort York Bridge design team and the Visitor Information Centre/Landscape team.
- D. O'Hara noted that the Fort York Board will issue written comments on the "recommended preferred concept".

D. O'Hara

**Suicide Protection**

- The issue of how to design the bridge so that it will minimize its attraction as a place for suicides and/or throwing debris on to the rail corridor was discussed.
- It is evident that there is no clear answer of how to "design in" protection measures without interfering with the beauty and elegance of this structure.
- It was agreed that resolution of this issue is not critical at the Environmental Assessment stage. It is a "detailed design" issue that must be addressed by the City and designer. The City must make decisions based on "Risk Management", which will be a guiding factor on how to approach this issue.
- It was generally agreed that further comments may be

City/Stantec

**Item:** **Action**

received from the Design Review Panel. As well, the Canadian Association of Mental Health should be consulted for input. It becomes part of the Urban Design guidelines.

**3.0 Public Information Centre No. 2 – September 16, 2009**

Garry reviewed the details of the second of two Public Information Centre Meetings (PIC) held on this Class Environmental Assessment. The following provides a synopsis of the PIC:

**(i) Location, Time and Format:**

- Date: Wednesday, September 16, 2009
- Time: 6:00 pm. to 8:00 pm (drop-in)
- Location: 15 Stafford Street, Wellington on the park
- Drop-in format with one-on-one interaction between attendees and Project Team members.
- Formal presentation at 7:00 pm followed by a “question and answer” period

**(ii) Advertisement Process (Notice of Public ‘Information Centre Meeting):**

- Publication in “NOW” magazine
- Direct mailing to agencies, community organizations, property owners, attendees from PIC #1, and interested stakeholders
- Mass postal mailing to local residents and businesses.

**(iii) PIC Display Panels:**

- Twenty-four (24) display panels were available for public viewing. These displays were grouped into the following broad categories:
- Welcome, and Invitation to Participate
- The Environmental Assessment Process and Property Ownership
- Parkland and Trails Context Planning
- Review of Bridge Concepts presented at PIC #1, and Public Feedback
- Tree Inventory Assessment within Study Area
- Metrolinx Study Impacts on Fort York Bridge Study
- Evaluation of Alternative Design Concepts
- Recommended Preferred Design Concept and Photo Images

**Item:** **Action**

- Landscape Architectural Concepts and Artistic Renderings, plus illumination opportunities.
- What are the Next Steps in the Study process?
- A Public Handout Document and Comment Sheet were provided to each attendee for their review and use in providing feedback on the proposed pedestrian and cycle bridge project.

**(iv) Presentation at Public Information Centre Meeting:**

At the second Public Information Centre Meeting, a formal presentation was made to attendees who wished to receive additional information on the project, and to ask questions of the Project Team. A Meeting Facilitator was engaged by the City of Toronto to run this formal part of the PIC. The presentation (PowerPoint) was made by Stantec's Project Manager after introductory remarks by Deputy Mayor Joe Pantalone. Twenty-four (24) members of the public were present for the presentation, which lasted 50 minutes.

**(v) Attendance and Response:**

- Public Information Centre No. 2 was attended by three (3) members of the Consultant Team, two (2) members of the City of Toronto/Waterfront Secretariat Project Team, one (1) member of the City of Toronto Project Technical Advisory Committee, plus one (1) member of the City's Parks staff.
- Deputy Mayor Joe Pantalone attended the meeting, along with his Executive Assistant.
- Thirty-five (35) members of the public officially registered for the PIC; it is estimated that there were approximately 44 public attendees as not everyone wished to sign the Attendance Registry.
- Five (5) Comment Sheets were left by meeting attendees.

They were filled out on-the-spot and left in a "Comment Drop Box" provided at the meeting. Other attendees have until October 9, 2009 to forward any additional comments.

**4.0 Pedestrian Committee: September 22, 2009**

Steve McKenna and Garry Leveck made a presentation to the City's Pedestrian Committee, which was a slightly modified version of the Power Point presented to the public at PIC #2. Bob Davies, Kirsten Thomson and John Bryson attended.

**Item:**

**Action**

The presentation of the “Recommended Preferred Design Concept” for the Bridge was very well received and favourable comments were provided by the Committee on its innovative and striking design.

Sample Questions from the Pedestrian Committee included:

- Will the study address trail crossing issues at Lakeshore Boulevard?
- What is the Bridge Deck width?
- How will pedestrians and cyclists be separated?
- How will snow be removed from the deck?
- Will there be a connection to the Ordnance Triangle, and will this area be converted to green space at the time of bridge construction?
- Will there be a lookout point provided at mid span? Other locations?
- What is the timing for construction?

A general discussion took place with respect to the Pedestrian Committee presentation and comments as follows:

**Crossing at Lakeshore Boulevard**

- It is evident that this issue is outside the scope of the current bridge Class EA.
- It was noted that there are existing traffic lights on Lakeshore Boulevard at Stadium Road, which is east of the future June Callwood Park.
- Crossing issues will also be a factor on Fort York Boulevard, which will become increasingly significant.
- As well, a future LRT link will make additional planning for pedestrian crossings a must for the City and the Pedestrian Committee.
- The Fort York studies for the Visitor Information Centre will likely examine similar issues, all in conjunction with its entrance locations (front doors), possible regrading of Garrison Road and the current entrance.
- It was agreed future work is necessary by the City to address this issue, although it will be identified as an issue raised by the public as part of the current Class EA Study.

**Item:**

**Action**

**5.0 Technical Memorandum No. 3:**

Technical Memorandum Three, the final such document on this study, was issued to the City of Toronto on September 24, 2009, in Draft Form.

An electronic version of the Technical Memorandum was issued to TAC Members on September 24, 2009.

Comments, if any, can be presented by September 30, 2009 as the Final Report will be issued October 1, 2009.

Garry briefly reviewed the Contents, which included:

- Review of Technical Memorandums One and Two
- Project Schedule Review
- Evaluation of Alternative Design Concepts Matrix
- Tree Inventory Results
- Hydrogeological Study Results
- Natural Environment Assessment Study Results (species at risk)
- Metrolinx Update and Plans
- Meeting Summary (May 12, 2009 – September 3, 2009) (Eight Meetings)
- Recommended Preferred Design Concept
- Landscape Architectural Treatments
- Bridge Illumination
- Preliminary Identified Environmental Concerns and Mitigative Measures
- Public Information Centre #2 Summary

**6.0 Project Schedule/Where Do We Go From Here?**

Garry noted that Phase III of the Class EA process was more or less completed with the hosting of PIC #2. With the tabling of Technical Memorandum Three, the Project Team now moves into the final Phase (Phase IV) of the Class EA, which includes:

- Finalization of various outstanding design concept details
- Review of project cost estimates
- Update “Identified Environmental Concerns and Mitigative Measures”

**Item:** **Action**

- Complete Draft Environmental Study Report (ESR)
- Meeting with Design Review Panel (Provisional)
- Staff Reports to Council and Executive Committee (November)
- ESR Review and Finalization
- Filing of ESR on the Public Record (December 21, 2009)

*NOTE: Despite the delay in the scheduling of PIC #2 by one month, the ESR will be completed in accordance with the original project schedule.*

**7.0 Other Business**

**7.1 Design Review Panel**

- It was generally agreed that a second presentation should be made to the Design Review Panel.
- Steve McKenna will check to see if attendance at the October 22, 2009 meeting is possible S. McKenna
- It was noted that specific questions may be presented to the Panel, which will guide the members in providing feedback on specific issues (example: railing design/suicide protection)
- The question of how the October Design Review Panel fits with the other Committee Reporting will be investigated by Steve. S. McKenna

**7.2 Parkland at Stanley Park Extension**

- It was noted in previous TAC meeting that the City would need to take a comprehensive view of the Stanley Park Extension lands so that this area can be properly integrated into the Community Park network.
- Jennifer noted that the City Parks budget does not currently have sufficient funding to cover any park development in the Stanley Park Extension.

**Item:**

**Action**

- It is evident that the landscape design issues must be dealt with in conjunction with detailed design of the bridge. There is an expectation that reasonable landscape improvements to the Stanley Park Extension, on the south side of Wellington, should be completed at the same time as the pedestrian bridge is constructed.
- It was suggested that the overall planning of landscape treatments, for Fort York, the Ordnance Triangle lands and the Stanley Park Extension could provide a “unified theme” for future development. This could be part of the overall Fort York Visitor Information Centre design package, which is to include landscape options for the Fort York lands that will also link with the pedestrian and cycle bridge.

The foregoing is considered to be a representation of items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

**STANTEC CONSULTING LTD.**



Garry E. Leveck, P. Eng.  
Vice President, Transportation  
garry.leveck@stantec.com

Distribution: All Present

Regrets, as follows:

Marilia Cimini - City of Toronto/Infrastructure Planning  
Mary MacDonald, Susan Hughes, David Dunn, Jo-Ann Pynn, Eric Pedersen - City of Toronto  
Jeff Bateman - GO Transit  
Caroline Mellor - Toronto EMS  
Gordon Reid, Joanna Beaven, Laurie Jackson, Robert Norris - Toronto Police  
Maya Caron, Mike Trader, Mike Dartizio - Stantec Consulting Ltd.

## Minutes of the Design Review Panel Meeting 25 – October 22, 2009

The Design Review Panel met on Thursday, October 22, 2009 in Committee Room 4, City Hall, 100 Queen Street West, Toronto, at 12:00pm.

### ***Members of the Design Review Panel***

***Meeting  
Regrets***

Gordon Stratford (Chair): Architect, Senior Vice President, Design Director - HOK Canada ✓

Michael Leckman (Vice Chair): Architect, Principal - Diamond and Schmitt

Robert Allsopp: Landscape Architect, Planner, Architect, Principal - du Toit Allsopp Hillier

Shirley Blumberg: Architect, Principal - KPMB

Paul Ferris: Landscape Architect, Principal - Ferris Associates

Ralph Giannone: Architect, Principal - Giannone Associates

Peter Halsall: Engineer, President - Halsall Associates

Daniel Leeming: Planner, Partner – The Planning Partnership

David Pontarini: Architect, Principal - Hariri Pontarini

Janet Rosenberg: Landscape Architect, Principal - Janet Rosenberg Associates

Eric Turcotte: Planner, Architect, Senior Associate - Urban Strategies

Sol Wassermuhl: Architect, President - Page + Steele / IBI Group Architects ✓

### ***Confirmation of Minutes***

On motion by Eric Turcotte, the Design Review Panel confirmed the Minutes of their previous meeting, which was held on May 25, 2009.

### ***Recording Secretary***

Hamish Goodwin: Urban Design, City Planning Division

### ***Meeting 25 Index***

[Project 1: "Axiom" Condo, 424 – 460 Adelaide Street East](#)

[Project 2: Westwood Precinct Urban Design Guidelines](#)

[Project 3: Kipling Station Mobility Hub](#)

[Project 4: Fort York Pedestrian and Cycling Bridge](#)

<b>Pedestrian &amp; Cycling Bridge</b>	
<b>Pilot Area</b>	Fort York Neighbourhood
<b>Application Status</b>	Municipal Class EA Preferred concept
<b>Architect/ Designer</b>	Montgomery Sisam Architects Stantec Consulting Ltd.
<b>Review</b>	Second 1 <sup>st</sup> review – May 2009
<b>City Staff</b>	Stephen McKenna Waterfront Secretariat
<b>Conflict of Interest</b>	none
<b>Evaluation</b>	<u>Support – 6</u> ; Non-support - 0



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## Introduction

City staff outlined the area context, history and area policy priorities. The applicant team described the design rationale and responded to questions from the Panel.

## Panel’s Consensus on Key Aspects Needing Improvement

### Response to Context

- Consider flipping the south arch to the west so the view of Fort York is not obstructed by structural elements

### Site Planning

- Consider alternate approaches to the south landing at Fort York, to better address main flows of pedestrian movement
- Develop a lighter landing strategy which extends the character of the bridge to the south side while diminishing impact on the heritage site
- Consider broadening the stair at Stanley Park to match the width of the bridge landing deck
- Consider moving the north edge of the south landing closer to the railway corridor to minimize safety issues

### Landscape Strategy

- Consider integrating the bridge landing point strategies into a comprehensive landscape strategy

## Related Commentary

The Panel was appreciative of the way in which this project is developing, indicating that it is elegant, well resolved on many levels, that it will enrich and transform the neighbourhood and be

a positive contributor to the identity of the City. The Panel was encouraged that the design is flexible to accommodate a future connection to the ordinance triangle lands and the Liberty Village neighbourhood beyond there. The Panel was less supportive of the way in which the tied arch inclination was reversed to face the inner part of the serpentine curve, but indicated this was a minor concern within the overall picture. Areas of concern which do require further attention and resolution in the detailed design stage were identified as follows:

#### Bridge Landing Points (general)

The Panel indicated the scheme would be improved if the length of the two landing ramps could be reduced. In making this assertion, the Panel was aware that this reduction is a function of the Strachan railway corridor clearance heights, which are still to be confirmed.

#### Northern Landing

The Panel was appreciative of the way in which this inclined serpentine feature was developing, but suggested it needs to be integrated into a comprehensive landscaping vision for the parkette. In doing this, the proponent was encouraged to ensure that the stairway and the pathway are afforded equal attention (e.g. scale), so that one does not detract from the other in terms of their hierarchy.

#### Southern Landing

Drawing attention to the length of this feature, it was noted that the southern landing structure is somewhat like a bridge itself, or a 'bridge within a bridge'. It was suggested that this presents an interesting opportunity to develop an additional experience for bridge users, different to that of the 'main' bridge.

It was noted that the southern landing point occurs on delicate territory and suggested therefore, that the landing itself should be delicate. Additionally, it was suggested that the landing should be designed in a way which does not distract attention from the Fort. For this reason, and because of the proximity of the interpretation centre, the proponent was encouraged to reconsider the use of heritage interpretation panels in this location.

#### Safety

For reasons of safety, it was suggested that careful attention be given to the design of the area between the landing points and the railway corridor. At the southern point, it was suggested that the size of this potentially unsafe area could be reduced by abutting the ramp as close to the railway corridor as possible. Doing this would have the added benefit of continuing the serpentine curve into this portion of the design, which, it was noted, is currently less fluid and more linear in shape.