



December 14, 2020

By EMAIL

City Council
City of Toronto
100 Queen Street West
13th Floor West Tower
Toronto, ON M5H 2N2

Attention: Marilyn Toft, Manager (councilmeeting@toronto.ca)

Dear Mayor and Councillors,

Re: EX19.5 Update on the City's Transit Expansion Projects – Fourth Quarter 2020
Waterfront Transit Network
City Council Consideration on December 16, 2020

Redpath Sugar Ltd. owns and operates the sugar refinery facility and lands at 95 Queen's Quay East in Toronto. Redpath is pleased to be engaged in the development of Toronto's waterfront and the Waterfront Transit Network and welcomes all opportunities to participate in reviewing draft concepts, proposals, and planned innovations.

With respect to the item before Council, Redpath is interested in the Waterfront Transit Network component that is to provide new and improved infrastructure – the Union Station to Queens Quay Link and the East Bayfront LRT. We understand that the City, TTC and Waterfront Toronto are currently reviewing 10% design drawings for Queens Quay from Yonge Street to east of Parliament Street and that phasing options and funding is being sought.

Because the next key challenges on Queens Quay and Cherry Street are the overall design elements of the street, such as: intersection treatments and coordination with active and planned developments along the corridor, we are writing to highlight design issues and constraints that may have a substantial and material impact on the design of the Queens Quay transit network. We raised most of these concerns through the East Bayfront Transit Environmental Assessment process (over 10 years ago), at which time the Minister of the Environment and Energy (as the Ministry was then known) advised Redpath that such concerns would be addressed at the detailed design stage, which is now upon us. Although City Council

is not dealing directly with design issues at this time, we want to make sure that these issues and concerns are brought forward early in the process, well before there is a commitment to a design and little flexibility to accommodate change.

Our concerns / requests:

Queens Quay East Right-of-Way Width

1. Transit engineering and design must acknowledge that the proposed 38 metre Queens Quay East right-of-way *cannot* be maintained west of Lower Jarvis Street and east of Yonge Street in front of the Redpath Sugar property. Currently the Queens Quay right-of-way is 27 metres in width (as shown on the Official Plan Schedule) and the following Redpath buildings and structures are located within 3 metres of Redpath's current front lot line:
 - a. Natural gas enclosure
 - b. Office tower
 - c. Process Building
 - d. Conveyor #7 and Supports
 - e. Raw Sugar Storage Shed
 - f. Centre Security Gate House
 - g. East Security Gate House

In addition to a portion of all of the above noted buildings and structures being located within the proposed 38 metre Queens Quay East right-of-way, the existing 3 metre building setback from Redpath's front lot line is required for access to and maintenance of such buildings and structures and to accommodate heavy equipment that is being driven along the strip to access Redpath's dock at the Jarvis Street Slip.

Redpath is also listed on Toronto's Heritage Register, which means that even if Redpath were to cease operations and the property redeveloped, the buildings on the Redpath property may be required to be preserved. So, it is unlikely that the Queens Quay East right-of-way in front of Redpath will ever be 38 metres in width.

2. The detailed design phase should consider a combination of the sidewalk and the Martin Goodman Trail constructed within the existing Queens Quay East road right-of-way west of Lower Jarvis Street in front of the Redpath property.

Right Turn Lane for Eastbound Traffic at Redpath's Main Driveway

3. The right turn lane for eastbound traffic at Redpath's main driveway should remain as a permanent condition.

Preferred Portal Location

4. Our preferred Portal location is west of Yonge Street.

Design Issues

5. Previous design specifications for Queens Quay did not accommodate turning radii at Queens Quay intersections for 53 foot tractor trailers. Tractor trailers are constantly accessing and exiting the Redpath property so the turning radii at Queens Quay intersections must be designed to accommodate 53 foot tractor trailers, where required.

Positive Controls for Pedestrians and Cyclists at the Centre Access

6. Traffic signal control mechanisms for pedestrians and trail users must be provided at the Redpath west and centre driveway intersections. It has been our experience that bollards and pavement warnings are insufficient to warn pedestrians and trail users of truck traffic at Redpath's driveways.

Movement of the Hydro Service

7. The Toronto Hydro underground duct bank that provides service to Redpath will have to be relocated when the streetcar/LRT tracks are installed. Otherwise, the tracks will impede access to the duct bank, a situation that will not be tolerated by Toronto Hydro.
8. We ask that the duct bank relocation not impede the 24/7 business operations of Redpath, even on a temporary basis and that the relocation be at no cost (directly or indirectly) to Redpath. Also the level of service that Redpath currently enjoys should not be altered by the relocation of the duct bank.

Encumbrances at the Jarvis Slip- Plaza Buildout

9. There appears to be a Wave Deck contemplated for the head of the Jarvis Slip where Redpath receives and unloads raw cane sugar from ocean and laker vessels. We request that the Wave Deck and any other proposed encumbrance be removed from the Jarvis Slip. Every time a ship accesses the Jarvis Slip, the Wave Deck will be in danger of being damaged by the vessels. Tugboats either push a vessel into place, or pull it using ropes from many different sides. These special procedures are necessary because the ship is moving at a speed that prevents it from maneuvering with ease. It is unable to turn on its own in an area with limited space. Any structures at the head of the Jarvis Slip will sustain frequent and serious damage from vessels accessing Redpath.
10. Waterfront Toronto and the City of Toronto are required to comply with applicable federal legislation and regulations, as administered by the Toronto Port Authority, as they relate to the use and maintenance of the dock wall and bollards for navigation and shipping, including the mooring of vessels. In addition, ships accessing Redpath to unload are subject to Marine Security (MARSEC) requirements stipulated by Transport Canada. When a ship is moored at the Jarvis Slip the permanently installed security fence serves to protect and restrict access to the mooring area at the north end of the Jarvis Slip as required. These regulations are non-negotiable, and Redpath cannot maintain its

operations in the event of non-compliance with MARSEC. The head of the Jarvis Slip cannot accommodate a Wave Deck.

Do not hesitate to contact us should you have any questions or require additional details.

Please notify us of any upcoming public or community meetings concerning the Waterfront Transit Network and the related Environmental Assessment process. Also provide us with notice of any Council or Committee of Council meetings and provide us with notice of any Council decision with respect to the Waterfront Transit Network.

We look forward to further involvement in the ongoing development of the Toronto waterfront and the Waterfront Transit Network. Thank you for your attention to our concerns and requests.

Sincerely,



Cyril Ryan
Sr. Vice President

Cc: Councillor Joe Cressy, Spadina-Fort York (councillor_cressy@toronto.ca)
Rick Leary, TTC, CEO (waterfronttransit@toronto.ca)
George Zegarac, Waterfront Toronto, CEO (GZegarac@waterfronttoronto.ca)
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