

# F.G. GARDINER EXPRESSWAY



**Meeting Minutes**  
**Construction Liaison Committee Meeting #7**  
**Wednesday, October 11, 2017**  
**2:00 p.m. to 3:30 p.m.**

**Oxford Properties Boardroom - RBC WaterPark Place, 10 Bay Street, Suite 810**

## Agenda and Discussion

The discussion captured is summarized below. Questions are noted with a “Q”, comments with “C”, answers with “A”, and action items with "Action." Answers were provided by Brian Buchanan, Tracy Manolakakis, and Ann Khan unless noted otherwise.

### 1. Welcome & Introductions

Meeting was chaired by Paul Martin, City of Toronto.

### 2. Review of September 21<sup>st</sup> meeting minutes and action items

1.	Brian to inquire about lighting on Lower Simcoe Street at York Street.	The light standards are operated and maintained by Toronto Hydro. A request must be submitted by residents. Khatija provided the information and contact number: 416-542-3195.
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### 3. Review of Construction Schedule

**Action:** Khatija to send Karen Lewis and Carolyn Johnson a link to the Toronto Hydro Light Service Request information.

**Q:** Please add my previous question about the fence into the next set of action items. Have there been any developments on what will be replaced back there?

**A:** There is nothing in the contract regarding what the Contractor puts back. However, the rod iron fence that extended across the entire length of the building will be replaced (or something similar), as it was taken out for the work associated with this project. The fence height may increase from 4ft to 6ft for safety reasons.

**Action:** PCU to include fence inquiry into next set of action items.

**Action:** Brian to determine if the fence that extends on 228-230 Queens Quay will be replaced.

**Q:** What else is going in behind the buildings from 228-230 Queens Quay? In the original EA, there seems to have been a walking path/bike path west of Lower Simcoe Street. We were told part of the expropriation was for this path. In the present, it does not seem as though that is what is being built.

**C:** There is an easement and the EA shows a bike trail. This could have been the path that Karen Lewis was referring to at the last meeting.

**Action:** Brian to cross reference previous EA drawings with current construction plans to confirm what will be installed behind the buildings from 228-230 Queens Quay.

**Q:** When and where will the next weekend intersection closure take place?

**A:** The next closure will take place at Harbour Street and Lower Simcoe Street. Traffic on Harbour Street will only be able to travel east on Harbour Street or north on Lower Simcoe Street. This closure is set to take place in the coming weeks, and the closure is expected to be four days long.

**Q:** Will this closure take place in early November?

**A:** We are estimating about 4 to 5 weeks from now, which will lead us into the beginning of November. It is important to remember that this is subject to change.

**Q:** Will pedestrians be able to travel north on Lower Simcoe Street across Harbour Street during the next intersection closure? It may become inconvenient if they cannot.

**A:** This is something we will have to confirm, and is dependent on the nature of the work. We may advise pedestrians to go to Rees Street or York Street to walk north. We understand the impact of the work to pedestrians, but we have to consider safety over the convenience of leaving the sidewalk open.

**C:** As the closure will not affect east-west movement, there is a possibility to have pedestrians walk around. However, if we move them too far into the intersection, it would shift the work zone, which could then potentially delay the work.

**C:** As soon as we have all the information, we will notify the CLC.

**Q:** How is the sewer work? Are there any updates?

**A:** The direction is to clean and reline the sewer. Depending on the shape and condition of the sewer, we may defer to the option of relining. However, as was explained at the last CLC meeting, the original plan to reconstruct provides many unknowns given the state of the soil.

#### **4. Local Traffic Management Discussion:**

**Q:** At Lower Simcoe Street and Harbour Street, there was a spot for cycling, underneath the Gardiner on the south side as presented in the EA study. It is not shown on this map. Is this something that fell through the cracks, or will this not be carried through?

**A:** There will be an east/west bike and pedestrian path on the south side of Harbour Street from Lower Simcoe Street to Bay Street. The active road areas will be separated with planters. However, the sidewalk and bike path are on the same grade. We will try and get a distinction between the two, but at points it is too narrow, and therefore the modes will have to co-exist.

**C:** I know that there are many people who are not in support of the restricted right-turn from Harbour Street to go southbound on Lower Simcoe Street towards Queens Quay. It will lead to a whole circle of driving to access the area.

**A:** Whatever decision is made in the end will be one that will require a mindset change. For example, many users of the street have learned that they need to get off at Jameson, Spadina or Jarvis to access this part of the city, and have learned to divert around the construction as best as they can. City staff are recommending that the right hand movement be allowed and the restriction be put in place after, rather than the other way around.

**Q:** If you were to allow the right turn, what would it take in order to restrict it later on?

**A:** The design of the street favours the right turn. If it were to be changed later on, we would have to report to Community Council, as we would need the restriction by-lawed. When you report to Council on something that has already been requested once before, you have to reopen the case, and rescind the existing. Generally it is necessary to allow the appropriate amount of time for all road users to become accustomed to the situation. That would mean a time line of approximately 6-8 months before reviewing traffic patterns.

**Q:** When traveling northbound on Lower Simcoe Street, one will turn into the parking lot most of the time to access the CN Tower and other attractions. Won't queuing in the right lane on the southbound side do the same thing?

**A:** Yes, cars will be queuing. We have been listening to the neighbourhood, and this becomes something for us in reason to consider and do. The recognition from the community needs to be that by restricting a movement at one location only moves the problem to another location you didn't necessarily solve the problem restricting this, you just moved it to another place.

**Q:** With the construction of the new Lower Simcoe Ramp, is the City recreating old Bay Street?

**A:** The new off-ramp, and Harbour Street improvements will be similar to the Bay Street, just with a lot more room. Hopefully this will work.

**Q:** Can there be a compromise and have it as no right turn on red?

**A:** As cyclists will also use this road, having this will be problematic.

**Q:** There is no right turn on red at Rees Street at Lake Shore Boulevard. Isn't that the same thing? It works there.

**A:** The right on red is in place there because there is a sightline issue. It is not there to inhibit through traffic movement. Usually, the right on red is justified for installation when there are many people going through. At the moment, we cannot determine the pedestrian usage at Lower Simcoe Street and Harbour Street.

**C:** Again, this is an option you have to weigh. At 2 am, if there is someone waiting and there are no impediments, they will illegally turn. We have to find a happy medium, as this is a busy street and will become a very busy intersection. We will certainly investigate and install the necessary restrictions when they are warranted.

**Q:** Is that white cross-hatched section (at Harbour Street just before Yonge Street on the south-side going east) for emergency vehicles?

**A:** No it is not. This is to further reinforce that the left turn lane does not continue through.

**Q:** What is the timeline for the sidewalk on York Street?

**A:** Until the sidewalk is safe, pedestrians will not be allowed to use it. The Contractor will complete the sidewalk on the east part of York Street as part of their work with the south side of the street. When the flip to the north side, it will most likely then become accessible.

**Q:** Going down the Lower Simcoe Ramp to York Street, why are there three lanes that then become four lanes?

**A:** Coming off the Lower Simcoe Ramp, there are three lanes. Two of them are for through traffic, the other will be the right turn / through lane. After the intersection at Lower Simcoe and Harbour Street, the 3 lanes from the ramp will reduce to 2 lanes and will then merge with the 2 lanes from eastbound Lake Shore Blvd for a total of 4 lanes.

**Q:** Is this a two-way bike path on Harbour Street?

**A:** There are points where the cyclists will have the ability to split and travel two ways in distinct lanes. However, at some points it is narrow and they will share the space allotted to them. Cyclists are in a unique position where planters will separate them from the live traffic lanes. Pedestrians will then be separated from the cyclists.

**Q:** Is Harbour Street and Bay Street almost built?

**A:** It is 80% built. The City and the Contractor are looking at how the pedestrians and cyclists will be integrated.

**Q:** Why is there a large bus shelter on Bay Street – the one where there was the antique iron rod that has recently been replaced with the standard TTC shelter?

**A:** This could have been a pick-up/drop-off point created for chartered buses taking visitors to the ACC.

**Q:** What will the plantings on Harbour Street consist of?

**A:** That is not something Transportation Services can answer.

**Q:** What are you, or Transportation Services in general leaning towards in regards to the right turn from the Lower Simcoe Ramp to southbound Lower Simcoe Street?

**A:** We are leaning towards allowing it. However, this is something the community feels strongly about, so we are taking what you tell us into consideration.

**Q:** Is signal-timing part of your work for this project?

**A:** Yes it is. The signal timing discussions have not yet concluded. There is also a phasing plan that will be enacted.

**Q:** In the bigger picture of the Lower Simcoe Ramp and this construction, has there been any pushback from users on Jarvis Street?

**A:** There has been some push back. What has to be taken into consideration is that the queuing on the Gardiner is ridiculous. To mitigate the build-up there have been signal-timing adjustments made, where there has been more time allotted to the green for the eastbound left turn. In this case the car wins a little, however it helps the traffic move along significantly.

## **5. Other Business:**

**Q:** What will the access for Tridel be as they are under construction? How will they go in and out of there?

**A:** Tridel can access the building and parking either from Lake Shore Boulevard or York Street during construction, and after construction from Harbour Street.

**Q:** The port authority building is rarely being used. Do you know of any plans for that? What will happen to their parking lot and valet parking once the construction for the Lower Simcoe Ramp reaches that point?

**A:** The parking valet area / layby will be occupied for the new lane on Harbour Street. This will take place when the construction flips from the south side of Harbour Street to the north side in late October to early November.

**Q:** What work was happening last night (September 20<sup>th</sup>, 2017)? There were hoists with large and bright lights, and dust was moving in a cloud towards the Harbour. It looked like there was a fire.

**A:** There was chipping and maintenance work happening.

**Q:** What is the group leaning towards? Restricting or allowing the right turn? Are there any comments about what will happen?

**A:** I would start with the restriction, and then change it if it does not work. For example, in the present, there are many who are still confused about what each of the lanes are for on Queen Quay. The folks using Harbour Street will have to get used to the left turn at York as well. This option provides more access to the downtown core, and leaves things more open in my opinion.

**Note: Action:** Based on the variety of opinions, the City's Transportation staff are recommending that a right-hand turn be permitted from the ramp onto Lower Simcoe Street. The reasoning for is to avoid increasing the volume of vehicles having to make right-turns at York Street and additional traffic volumes along Queens Quay as local residents travel back towards their homes near Lower Simcoe Street. City staff would like to hear from your organization regarding this matter. Please forward your organizations feedback and comments via email to Paul Martin about this.

## 6. Action Items

1.	Send Karen Lewis and Carolyn Johnson Toronto Hydro Street Light Service Request.	Khatija
2.	Determine if the fence that extends on 228-230 Queens Quay will be replaced.	Brian
3.	Cross reference previous EA drawings with current construction plans to determine what will be installed behind the buildings from 228-230 Queens Quay.	Brian
4.	City staff to notify CLC members of the traffic movement at Harbour Street and Lower Simcoe Street and request input.	CLC

## 7. Next Meeting Date, Location and Time

Wednesday, November 8<sup>th</sup>, 2017 - Oxford Properties Boardroom - RBC WaterPark Place, 10 Bay Street, Suite 810

### Attendees

#### CLC Members

Carolyn Johnson, York Quay Neighbourhood Association  
 Dave Secor, The Riviera (228-230 Queens Quay West)  
 Karen Lewis, MTCC 719 250 Queens Quay West  
 Michael Marovitz, Property Manager, Oxford Properties

#### Staff

Ann Khan, Transportation Services  
 Brian Buchanan, Engineering & Construction Services  
 Paul Martin, Public Consultation Unit  
 Khatija Sahib, Public Consultation Unit  
 Tracy Manolakakis, Public Consultation Unit