

**Riverdale-Bridgepoint Redevelopment Liaison Committee Meeting**  
**April 19, 2010**  
**Meeting Summary**

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**Present:**

Meeting Facilitator: Bruce Davis, Public Progress Inc.

Community Members: Charles Braive; Jay Buttery; Alex Campbell; Yeus Boo Chen; Penina Coopersmith; Alicia Dodd; Alan Finlayson; Marc-Philippe Gagu; Erika Goegginger; Jon Hines; David Hunwicks; W. Jenns; Mary Kelly; M. Koscec; Gus Mantelos; Jen McKean; T. Palombo; Lara Tario; Tony Whitaker

Task Force to Bring Back the Don: John Wilson

Toronto Public Library Riverdale Branch: Niki Lawrence; MaryAnn San Juan

City of Toronto: Paula Fletcher, City Councillor; Wendy Kirschner, Constituency Assistant to Paula Fletcher; Jacqueline White, Transportation Unit

Toronto Police Parking Enforcement East: Angela Gunn, Shift Supervisor

Plenary Health: Albert Iwasaki, Manager, Project Delivery

PCL Constructors: Sandro Marcuzzi, Project Manager; Darius Zaccak, Senior Construction Manager

BA Consultants: Alun Lloyd, Principal

Bridgepoint: Julie Dowdie, Communications Specialist; Tony Khouri, Director, Redevelopment; Paula McColgan, Executive Lead, Strategy and Public Affairs; Angela Wong, Executive Assistant

**Introductions and Review of Committee Terms of Reference**

B. Davis introduced representatives from Bridgepoint, PCL Constructors, Plenary Health, and BA Consultants. He also welcomed Councillor Fletcher and representatives from the City and Toronto Police Parking Enforcement.

B. Davis noted that the purpose of the Committee is to provide a forum for community organizations and neighbours in the immediate vicinity of Bridgepoint to discuss progress and challenges related to the construction of the new Bridgepoint Hospital. The Committee's [Terms of Reference](#) are available on the Redevelopment section of the Bridgepoint web site.

It was explained that the meeting would be divided into two parts: the first half would focus on parking and transportation related to the new Bridgepoint Hospital, both during construction and post-construction. The second half of the meeting would be dedicated to a transportation and pedestrian safety audit along Broadview Avenue being undertaken by Councillor Paula Fletcher. Information about this road safety audit is available through [Councillor Fletcher's office](#).

### **Overview of Current Construction Progress**

D. Zaccak from PCL Constructors informed the group that construction is on track as per the projected [key milestones](#) of the project. Excavation is 75% complete and will be done by August 2010.

One lane is still closed along Don Jail Roadway to install underground sewer pipes. This work should be completed by May 21, 2010, weather permitting. Access north to Broadview Avenue is being maintained at all times.

In response to a concern at the February meeting about trucks parking on the Don Jail Roadway island, B. Davis confirmed that these trucks are not associated with Bridgepoint's construction project and are utility company vehicles with City of Toronto permits to park at that location.

D. Zaccak noted that PCL has secured a private, offsite parking lot for its staff and contractors who require parking. The lot is located on Carroll Street just south of Dundas Street and west of Broadview Avenue.

D. Zaccak informed participants that a diagram of the various [routes](#) that construction trucks will be taking to and from the construction site has been added to the Redevelopment section of the Bridgepoint website. Generally, the routes will be as follows:

- Delivery trucks en route to the site will travel south on Bayview Avenue to River Street south and then east on Gerrard Street to St. Matthews Road. When leaving the site, delivery trucks will travel east on Gerrard Street to Broadview Avenue south, then west on Dundas Street to the Don Valley Parkway.
- Delivery trucks accessing the Don Valley Parkway south to the Gardner Expressway will travel west on Gerrard Street from the site, north on River Street to Bayview Avenue and the highway on ramp.
- Delivery trucks accessing the site from downtown Toronto will travel north on Broadview Avenue to Gerrard Street and then west to St. Matthews Road. This will also be the route for delivery trucks leaving the site to downtown.
- Concrete delivery trucks will access the site from two routes: south on Broadview Avenue to Gerrard Street and west to St. Matthews Road; and,

north on Broadview Avenue to Gerrard Street and west to St. Matthews Road. These trucks will follow the same routes when leaving the site.

Currently, there are about 10 to 15 delivery trucks making about eight to 10 trips to and from the construction site each day, but this number of visits should be reduced by approximately 50% in mid-May and then will be further reduced as excavation nears completion in August.

Residents west of the Don Valley Parkway said that they hear construction vehicles travelling along River Street to Gerrard Street as early as 5:30 a.m. They noted that these trucks can be very loud and wondered if they could arrive later in the morning. D. Zaccak replied that, in order to prevent a large number of trucks queuing up at the same time to get into the construction site, their arrival is staggered. He also pointed out that, although construction vehicles are allowed on city streets at any time, construction activities do not start before 7 a.m. on weekdays and 8 a.m. on Saturdays as per the City of Toronto's bylaw.

### **Transportation and Traffic during Construction**

One resident stressed that there needs to be a permanent solution to illegal parking on side streets, as this has problem existed long before the construction of the new Bridgepoint Hospital.

A. Gunn explained that Toronto Police Parking Enforcement are patrolling the neighbourhood side streets on a daily basis and will continue to do so until there are minimal parking tickets being issued. This parking enforcement began March 15 and that first week 79 tickets were issued. By the week of March 22, that number had been reduced to 57 tickets, and by the week of March 29 there were 37 tickets issued.

A. Gunn also noted that, in April, residents with street parking permits complained that they could not find parking near their homes when arriving home from work. A special enforcement was conducted for this issue and it appears that most vehicles are not parking longer than the permitted three hours.

One resident mentioned that she had to park illegally to unload items from her car as there was no parking near her home and as a result, she received a parking ticket. She wondered if there was a special exemption for parking tickets in situations such as these. A. Gunn replied that the Councillor's Office or Parking Enforcement cannot withdraw parking tickets. However, leaving the trunk of the car open or putting a note on the windshield indicating that you are unloading your vehicle can help in avoiding a parking ticket in these cases.

Parking Enforcement was congratulated for the excellent job they have been doing by a resident. This individual indicated that an important problem to focus on is

contractors who are working on residential homes and illegally parking on streets, as well as visitors to local residents.

Another resident added that with the lane restrictions on Don Jail Roadway he has noticed an increase in cyclists on the sidewalks at Broadview Avenue and Gerrard Street. Despite the fact that the lane restrictions will be ending shortly, it was suggested that signage or a dedicated bike lane be added to ensure these habits do not continue.

### **Traffic and Transportation Post-Construction**

A. Lloyd from B.A. Consultants, who has worked with Bridgepoint since the beginning of the project, gave an overview of the new hospital's site plan for traffic and transportation post-construction.

He explained that Bridgepoint and their construction partners have carefully examined how to organize the new roads on the site and the park space connected to Riverdale Park.

Roads on the new site plan will flow in the same manner as St. Matthews Road and Don Jail Roadway currently do, and will allow for a left hand turn onto Broadview Avenue.

The Don Jail Roadway will travel east/west from Broadview Avenue to St. Matthews Road. There will be a new road called Bridgepoint Drive to connect the new hospital around the Don Jail, and a new north/south road, which connects Bridgepoint Drive to the Don Jail Roadway. The Don Jail Roadway and St. Matthews Road also lead to entrances for ambulances and the hospital's underground parking.

Bridgepoint Drive will have a new stoplight at Broadview Avenue just south of Victor Avenue, and St. Matthews Road will have a new stoplight at Gerrard Street just north of Blackburn Street. However, there will be "no throughway" signs posted to the residential streets. In addition, since the stoplights are offset from the streets, it will make it more difficult for traffic to directly access these side streets.

### **Next Meeting Date**

The next meeting of the Riverdale-Bridgepoint Redevelopment Liaison Committee will be June 29, 2010. Meeting information will be posted on the [Redevelopment](#) section of the Bridgepoint web site, and will also be communicated via a flyer to local residents.