

Broadview Avenue Extension Environmental Assessment

Date: June 23, 2022

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: 14 Toronto-Danforth

SUMMARY

The Unilever Precinct is set to transform from its industrial and manufacturing past into a vibrant urban district. New flood protection, transit, transportation, and servicing infrastructure enables this transformation and will connect the Precinct to its surroundings and the broader city. The Precinct's major street network, established through the 2017 Council-endorsed Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP), connects to and through the new East Harbour Transit Hub. In the future, the area will be a walkable and transit-oriented place, with vibrant and complete streets that connect people to jobs, recreation, amenities and most other daily needs. It is expected that 90% of future trips in the area will be made by people walking, cycling, or taking transit.

The Broadview Avenue Extension is envisioned as signature civic spine and primary local transit corridor in the area, connecting the Precinct to communities to the north and the Port Lands to the south. It will be designed to accommodate high volumes of pedestrians and cyclists and provide space for a future dedicated right-of-way for streetcars. The street will have a generous green boulevard to support mature trees and stormwater management infrastructure, and a well-designed public realm with high-quality materials. A new east-west street, referred to as 'New Street E' in the Unilever Precinct Secondary Plan, will connect the Don Roadway to Booth Avenue through the middle of the Precinct. This street will be the primary retail street in the Precinct, with wide sidewalks, dedicated cycling facilities, space for trees, curbside activity, and active patio zones adjacent to buildings.

This report summarizes the outcomes of Broadview Avenue Extension Environmental Assessment (EA) study, which completes Phases 3 and 4 of the Municipal Class Environmental Assessment (MCEA) process for the Broadview Avenue Extension and New Street E - two Schedule C projects identified in the TSMP.

The Broadview Avenue Extension EA study focussed on developing and evaluating design alternatives and identifying recommended preferred designs for these new streets in the Unilever Precinct and immediate vicinity. Additionally, the EA study explored other transportation improvements in tandem with completing the MCEA process for the two Schedule C projects. These included:

- Modifications to the existing Eastern Avenue on-ramp to the Don Valley Parkway (DVP); and
- Improvements to the existing segment of Broadview Avenue, between Eastern Avenue and Queen Street East, and identifying the need to amend the Map 3 of City's Official Plan for a right-of-way widening on the east side of the street.

The EA study builds on the previously-completed Port Lands and South of Eastern TSMP and the Unilever Precinct Planning Framework and Secondary Plan. It has been well co-ordinated with the East Harbour Transit Hub, the East Harbour development (owned by Cadillac Fairview), and several other ongoing major studies and initiatives currently underway in the area.

This report summarizes the study process to date, identifies the recommended preferred designs, and seeks direction on a number of next steps to begin implementing each of the recommended transportation infrastructure projects in the Broadview Avenue Extension EA Study.

The segment of the Broadview Avenue Extension between Eastern Avenue and Lake Shore Boulevard East needs to be constructed and operational in time for the opening of the East Harbour Transit Hub and the first phase of the East Harbour development. The segment between Eastern Avenue and the south side of the rail embankment must have construction started by October 31, 2023 in order to trigger a financial contribution by the Owner of the East Harbour development. The completion of the Broadview Avenue Extension EA Study by the City helps meet these construction delivery timelines.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council endorse the Preferred Designs for the Broadview Avenue Extension and New Street E, generally shown in Attachment 1 and 2 of this report.
2. City Council authorize the General Manager, Transportation Services to prepare the Environmental Study Report (ESR) for the Broadview Avenue Extension EA, issue the Notice of Completion, and post the ESR in the public record in accordance with the requirements of the Municipal Class Environmental Assessment process for Schedule C projects.
3. City Council direct the General Manager, Transportation Services, as part of the detailed design process which will include ongoing consultation with the local

Councillor, area stakeholders, and the community to incorporate refinements to the design features of the Preferred Designs regarding, but not limited, to:

- a. location and length of on-street vehicle lay-bys;
- b. location and length of vehicle turning lanes;
- c. location of power drops to support the film industry; and
- d. improvements at the intersection of Broadview Avenue and Queen Street East.

4. City Council direct the Chief Planner and Executive Director, City Planning, to prepare an Official Plan Amendment to reflect the planned right-of-way widths associated with the Preferred Concept for the existing segment of Broadview Avenue between Eastern Avenue and Queen Street East and hold a Statutory Public Meeting of the Toronto and East York Community Council.

5. City Council direct the General Manager, Transportation Services, to work with the Owner of the East Harbour development, Metrolinx, and Infrastructure Ontario on agreements necessary for completion of detailed design and construction of the Broadview Avenue Extension from Eastern Avenue to the south side of the Metrolinx rail embankment, and authorize the General Manager, Transportation Services to negotiate, enter into, and execute the necessary agreements, on terms and conditions satisfactory to the General Manager, Transportation Services, in relation to the detailed design, construction, and warranty of the Broadview Avenue Extension, and in a form satisfactory to the City Solicitor.

FINANCIAL IMPACT

The City and Cadillac Fairview (through its financial contribution associated with the Transit-Oriented Communities proposal) will each be responsible for funding fifty per cent of costs associated with the road portion of the Broadview Avenue Extension from Eastern Avenue to the south side of the Metrolinx rail embankment. The April 2022 Development Charges Background Study included 50 per cent of the cost for this section of street, which supports funding the City's share. It is currently estimated this section of street will cost a total of \$9 million (M) based on a conceptual design only and excluding the cost of property and the installation of streetcar tracks.

Through the rail embankment, the Broadview Avenue Extension consists of an underpass with the structure design being advanced by Metrolinx as part of the East Harbour Transit Hub with funding included as part of SmartTrack. Discussions with Metrolinx and Infrastructure Ontario are ongoing related to the total cost of the underpass and the balance of street elements required for the Broadview Avenue Extension.

Discussions are also ongoing with Metrolinx and Cadillac Fairview regarding the detailed design and construction of the street at the underpass to Eastern Avenue. The segment of the Broadview Avenue Extension between Eastern Avenue and the south

side of the rail embankment must have construction started by October 31, 2023 in order to trigger a financial contribution by the Owner of the East Harbour development. The completion of the Broadview Avenue Extension EA by the City helps meet these construction delivery timelines.

Through the East Harbour site and across the Keating Rail Yard, the Broadview Avenue Extension (excluding streetcar tracks in the dedicated transit right-of-way) and New Street E south of the rail embankment is addressed in Cadillac Fairview's Plan of Subdivision application.

Modifications to Eastern Avenue DVP on-ramp is currently estimated at \$1.98M. These modifications will be implemented alongside the construction of the Broadview Eastern Flood Protection project. Funding for the modifications will be considered as part of Transportation Services 2023-2032 Capital Plan and Budget submission.

Cost estimates for the proposed improvements to the existing segment of Broadview Avenue between Eastern Ave and Queen Street East were estimated at a conceptual level as part of the 2017 TSMP and were updated as part of the preparation of the April 2022 Development Charges Background Study. The cost to implement streetcar tracks in mixed traffic along with other improvements is estimated at \$33.5M. The timing for the implementation of streetcar tracks is dependent on when streetcar tracks will be implemented to the south. Cost estimates will be further refined as detailed design progresses.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

East Harbour Transit Oriented Communities Proposal

At its meeting on April 6, 2022, City Council adopted the "East Harbour Transit Oriented Communities Proposal" and approved high level terms for an initial agreement for the City on parameters for the East Harbour Transit-Oriented Communities (TOC) proposal put forward by the Provincial government and Cadillac Fairview. One of the parameters included that the City and Cadillac Fairview each be responsible for funding fifty per cent of costs associated with the road portion of the Broadview Avenue Extension from Eastern Avenue to the Metrolinx rail embankment. City Council also directed the Deputy City Manager, Infrastructure and Development Services and the Chief Financial Officer and Treasurer to identify funding of the City's fifty percent share of the extension of Broadview Avenue from Eastern Avenue to the Metrolinx rail embankment.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.EX31.5>

Removal of Harbour Lead Line and Keating Rail Yard

At its meeting on May 11, 2021, City Council referred the decision of the "Removal of Harbour Lead Line and Keating Rail Yard", and requested the Director, Waterfront Secretariat to consult with the Port Working Group and report its findings to the July 19 and 20, 2022 meeting of City Council.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.EX32.3>

Broadview and Eastern Flood Protection Environmental Assessment

At its meeting on April 8, 2021, City Council adopted the "Broadview and Eastern Flood Protection Environmental Assessment" to finalize the Environmental Study Report and issue a Notice of Study Completion for the Broadview and Eastern Flood Protection Project Municipal Class Environmental Assessment. City Council also requested the Deputy City Manager to initiate cost-sharing and implementation discussions with stakeholders based on the phased implementation options outlined in the Environmental Assessment.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE20.11>

Unilever Precinct Plan

At its June 26, 2018 meeting, City Council adopted the "Unilever Precinct Planning Study Secondary Plan and Planning Framework, and East Harbour Official Plan and Zoning By-law Amendment Applications - Final Report" which adopted the Official Plan Amendment for the Unilever Precinct Secondary Plan and endorsed the Unilever Precinct Planning Framework.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PG30.5>

Port Lands Planning Framework and Port Lands Transportation and Servicing Master Plan (TSMP)

At its meeting on July 4, 2017, City Council adopted the May 16, 2017 staff report from the Deputy City Manager, Cluster B, entitled "Port Lands Planning Initiatives – Interim Report". This report summarized the findings of the Port Lands Planning Framework and the Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP). City Council endorsed the recommended preferred street, transit and municipal servicing solutions, authorized completion of the TSMP, requested staff to prepare an Official Plan Amendment (OPA) for the street and transit infrastructure in the Unilever Precinct and South of Eastern area, and requested staff to initiate Phase 3 and 4 of the MCEA process for the preferred Broadview Extension and Commissioners Street.

[Agenda Item History - 2017.PG21.4 \(toronto.ca\)](#)

At its December 5, 2017 meeting, City Council adopted the Port Lands Planning Framework (September 2017) to guide the revitalization of the Port Lands. City Council also endorsed the Villiers Island Precinct Plan (September 2017) to guide re-zonings within the Precinct and amended the City's Official Plan for major public streets, transit priority segments and right-of-way widenings in the South of Eastern Area, to reflect the outcomes of the Council-endorsed preferred solutions from the Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP).

[Agenda Item History - 2017.PG24.6 \(toronto.ca\)](#)

COMMENTS

Background

The Unilever Precinct is set to transform from its industrial and manufacturing past into a vibrant urban district. New flood protection, transit, transportation, and servicing infrastructure enables this transformation and will connect the Precinct to its surroundings and the broader city. The Precinct's major street network, established through the 2017 Council-endorsed Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP), connects to and through the new East Harbour Transit Hub. In the future, the area will be a walkable and transit-oriented place, with vibrant and complete streets that connect people to jobs, recreation, amenities and most other daily needs. In the future, 90% of trips in the area are expected to be made by people walking, cycling, or taking transit.

The Broadview Avenue Extension is envisioned as the signature civic spine in both the TSMP and the Unilever Precinct Secondary Plan. It will be designed to accommodate high volumes of pedestrians and cyclists and provide space for a future dedicated right-of-way for streetcars. The street will have a generous green boulevard to support mature trees and stormwater management infrastructure, and a well-designed public realm with high-quality materials. A new east-west street, referred to as 'New Street E' in the Unilever Precinct Secondary Plan, will connect the Don Roadway to Booth Avenue through the middle of the Precinct. This street will be the primary retail street in the Precinct, with wide sidewalks, dedicated cycling facilities, space for trees, curbside activity, and active patio zones adjacent to buildings.

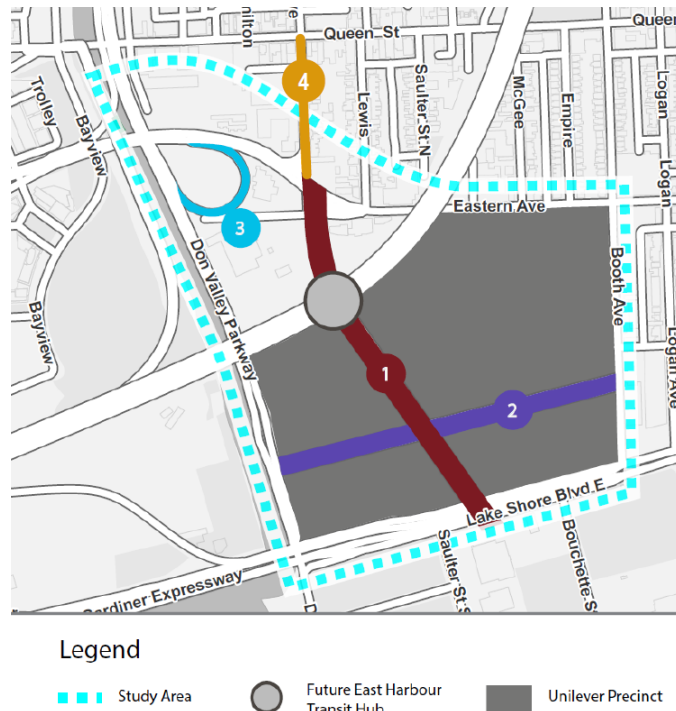
The Broadview Avenue Extension EA study focussed on developing and evaluating design alternatives and identifying recommended preferred designs for these major streets in the Unilever Precinct and immediate vicinity. Additionally, the EA study explored other transportation improvements in tandem with completing the MCEA process for the two Schedule C projects. These included:

- Modifications to the existing Eastern Avenue on-ramp to the Don Valley Parkway (DVP); and
- Improvements to the existing segment of Broadview Avenue, between Eastern Avenue and Queen Street East, and identifying the need to amend the Map 3 of City's Official Plan for a right-of-way widening on the east side of the street.

Study Overview

The Municipal Class EA (MCEA) process is a regulated infrastructure planning process under the Ontario Environmental Assessment Act. The Port Lands and South of Eastern TSMP, completed in 2017, satisfied Phases 1 and 2 of the MCEA process. The Broadview Avenue Extension EA study builds on the TSMP and completes Phases 3 and 4 of the MCEA process for the Broadview Avenue Extension from Eastern Avenue to Lake Shore Boulevard East and New Street E, which were identified as Schedule C infrastructure projects in the TSMP.

Figure 1 - Study Area



The study area, shown in Figure 1, is the geographic limit of design work to support the redevelopment of the Unilever Precinct and implementation of the East Harbour Transit Hub. The study area is generally bounded by Eastern Avenue to the north, Lake Shore Boulevard East to the south, the Don Valley Parkway/Don Roadway to the west, and Booth Avenue to the east.

The Port Lands and South of Eastern TSMP established the preferred alignment for the Broadview Avenue Extension, and the general alignment location through the middle of the Unilever Precinct for New Street E, which has since been refined through the East Harbour development application (located entirely on Cadillac

Fairview lands). As such, Phases 3 and 4 of the EA process for these streets focused on confirming right-of-way widths and the location and dimensions of the different design features identified in the Unilever Precinct Secondary Plan for each street.

Additionally, several high-level objectives were previously developed and informed by extensive public engagement as part of the Port Lands and South of Eastern TSMP (2017) and the Unilever Precinct Plan (2018) that were used to guide the development of design alternatives and their evaluation in the Broadview Avenue Extension EA study. The comprehensive evaluation framework included a range of criteria that satisfies the MCEA requirements and organized within the high-level objectives that include:

- Prioritize safety and accessibility;
- Develop an attractive destination with high-quality public realm;
- Enhance networks and connectivity;
- Support sustainability;
- Create an interesting and dynamic urban mix;
- Leverage cultural and environmental assets; and
- Provide flexibility and certainty in implementation.

As noted above, this study also examined improvements to the existing Eastern Avenue on-ramp to the Don Valley Parkway as well as the existing segment of Broadview Avenue between Queen Street and Eastern Avenue. The improvements contemplated consist of Schedule A+ projects that are pre-approved in the MCEA process.

Engagement Summary

The project team for the Broadview Avenue Extension EA study has engaged with a broad range of residents, businesses, and stakeholders. The engagement consisted of the following activities:

- Project website www.toronto.ca/BroadviewExtension
- Print advertisement
- Canada Post direct mail (16k+ addresses)
- Email to project list
- Email to stakeholder list including residents associations, community groups, organizations, institutions and elected officials
- Notification of agencies
- Notification of Indigenous communities
- Meeting with the Riverside Business Improvement Area
- Targeted meetings with film industry stakeholders
- Meetings with major property owners
- In-person Public Meeting on June 20, 2022
- Virtual Public Meeting on June 21, 2022
- Posting of materials on the project website, and circulation to stakeholder lists and email lists
- Online survey tool

Film Industry Stakeholder Meetings

Stakeholder engagement meetings were held with key members of the City's film industry and the City's Film and Entertainment Office on March 16, June 3, and June 14, 2022. Feedback highlights related to the EA study included:

- The Broadview Avenue Extension EA Study should be informed by previous engagement with the film industry undertaken as part of the Core Urban Design Guidelines for Designing Film-Friendly Streets in 2020;
- Provide on-street vehicle lay-by spaces of sufficient minimum length to accommodate film vehicle parking during film shoots;
- Minimize conflicts between on-street parking lay-bys and cycling infrastructure;
- Provide electrical power drops, cable channels, and clear pathways across cycling facilities to move equipment; and
- Provide clusters of film parking locations in the broader area to provide flexibility for potential future filming locations, depending on what is built on the adjacent development lands that may be potential film shooting locations.

Additional feedback received will be incorporated into the future detailed design process for these street infrastructure projects, which will include further engagement with the film industry.

Riverside Business Improvement Area (BIA) Stakeholder Meeting

A stakeholder engagement meeting was also held with the Riverside BIA on June 10, 2022. Feedback highlights included:

- Clarifying the anticipated timing for implementation of improvements for the existing segment of Broadview Avenue, between Eastern Avenue and Queen Street East; and
- Need for further discussion and engagement with the BIA about potential improvements at the intersection of Broadview Avenue and Queen Street East, one of the main focal intersections along the BIA corridor, including: existing public art, future opportunities for public art, cycling facilities, CaféTO patio spaces, location of TTC stops, and other public realm improvements.

Additional engagement meetings will be held with the BIA when the detailed design process for the improvements to the existing segment of Broadview Avenue between Eastern Avenue and Queen Street East are advanced.

Public Meetings

Two public meetings (one in-person and one virtual) were held on the EA study on June 20 and 21, 2022. Materials were posted on the dedicated project website on June 6, 2022, with the commenting period open until June 24, 2022. Key feedback themes heard include:

- Questions about the number and location of right-turn or left-turn lanes;
- Requests to reduce the number of on-street vehicle lay-by spaces;
- Request that designs discourage traffic infiltration through existing residential neighbourhoods to the north and east;
- General support for improved network of separated cycling infrastructure and improved protected intersections;
- Request to explore relocating tree plantings to between the cycle tracks and roadway to improve physical protection buffer between cyclists and vehicle traffic;
- Request to integrate the design of the Broadview Avenue Extension with the East Harbour Transit Station rail underpass;
- Suggestion for fully underground station concourse level connection for streetcars to better integrate with East Harbour Transit Station (similar to St. Clair West, Spadina, or Union subway stations);
- Suggestion for additional Alternative to remove the Eastern Avenue DVP on-ramp and instead provide on-ramp connection at Sunlight Park Road, via the Broadview Avenue Extension;
- Request to consider potential signalization of the modified Eastern Avenue DVP on-ramp intersection to improve operations of new westbound left-turn lane;
- Request that Broadview Avenue and Eastern Avenue intersection be designed to prevent vehicle traffic from entering the dedicated streetcar right-of-way to the south;
- Questions about expected construction timelines;
- Questions about phasing timeline of streetcar infrastructure;
- Feedback about more specific design and operational features that would be explored during later detailed design stages (e.g., materials, signage, pavement markings, signal phasing, etc.); and
- Questions and feedback about other infrastructure initiatives underway in the surrounding area (e.g., Gardiner Expressway & Lake Shore Boulevard East re-configuration, Ontario Line transit corridor, connectivity with surrounding cycling network routes, phasing and implementation of area streetcar routes).

A Consultation Summary Report of stakeholder and public engagement will be posted on the project website and included in the final Environmental Study Report (ESR) for the EA.

Ongoing Consultations



Transportation Services will continue to consult with the local Councillor, the film industry, the Riverside BIA, as well as other stakeholders and landowners, as part of the detailed design process and will incorporate refinements to the design features of the Preferred Designs regarding, but not limited, to:


- a. location and length of vehicle lay-bys;
- b. location and length of vehicle turning lanes;
- c. electrical power drops and cable channels to support the film industry; and
- d. improvements at the intersection of Broadview Avenue and Queen Street East.

Broadview Avenue Extension

Three design alternatives were developed and evaluated for the Broadview Avenue Extension. Consistent with what was proposed in the Port Lands and South of Eastern TSMP, all three designs would have one traffic lane in each direction, a dedicated streetcar right-of-way in the centre of the street, raised and separated cycle tracks, and 4.0 metre wide sidewalks. Each design alternative took a different approach to the provision of green infrastructure, location of vehicle lay-bys, and buffers for cycling infrastructure, resulting in three different public street right-of-way (ROW) widths, as outlined below in Table 1. Additional ROW width would be required at intersections and the East Harbour Transit Hub rail underpass to accommodate all transportation modes and operational needs.

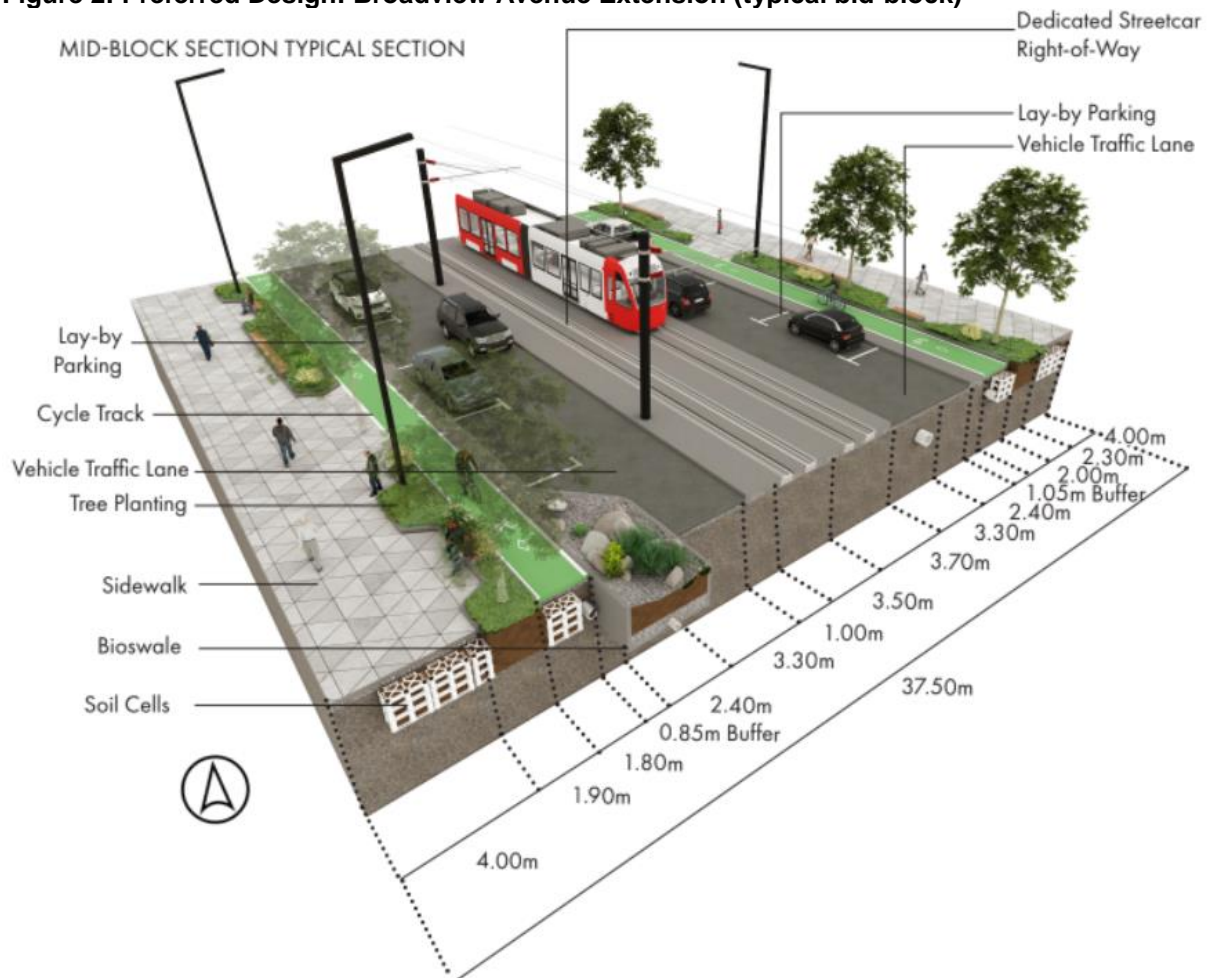
Table 1: Design Alternatives: Broadview Avenue Extension (Typical Mid-block)

Alternatives	Design Features
<p>Alternative 1: Urban Boulevard (35m ROW)</p> 	<ul style="list-style-type: none"> • Vehicle lay-bys on east side of the street • 4.2 metre green bioswale on west side • 1.2 metre tree planting area on east side • Cycle track beside roadway
<p>Alternative 2: Balanced Boulevard (37.5m ROW)</p> 	<ul style="list-style-type: none"> • Vehicle lay-bys on both sides of the street • 1.9 metre tree planting area on both sides • 1.4 metre green bioswale on both sides • Cycle track between tree planting and bioswale area

Alternatives	Design Features
<p>Alternative 3: Green Boulevard (40m ROW)</p> 	<ul style="list-style-type: none"> • Vehicle lay-bys on both sides of the street • 4.0 metre green bioswales/tree planting areas on both sides • Cycle track beside roadway

Alternative 2 - Balanced Boulevard (37.5 metre ROW) - is the preferred design based on the comprehensive evaluation undertaken. The typical mid-block cross-section is shown below in Figure 2.

Figure 2: Preferred Design: Broadview Avenue Extension (typical mid-block)



The Balanced Boulevard Design would achieve the following objectives:

- Create a signature civic spine in the neighbourhood that better connects the Port Lands with the surrounding city;

- Provide space for a future dedicated streetcar right-of-way in the centre of the street and an integrated connection with the East Harbour Transit Hub;
- Create a green street with a large tree canopy and bioswales to help manage and filter stormwater runoff;
- Prioritize space for streetcars, pedestrians, and cyclists, while also providing essential access for motor vehicles;
- Include raised and separated cycle tracks and be designed for a 30km/h design speed, and integrates other Vision Zero Road Safety Plan principles that prioritize safety for vulnerable road users; and
- Provide space for vehicle lay-bys for short-term pick-up/drop-off activity, goods delivery, and film truck parking during film shoots.

The preferred design along the Broadview Avenue Extension corridor is shown in Attachment 1. The 37.5 metre ROW width is proposed along the majority of the corridor. There are two segments where additional ROW width would be required, and one section where the minimum 35 metre from the Official Plan is applied:

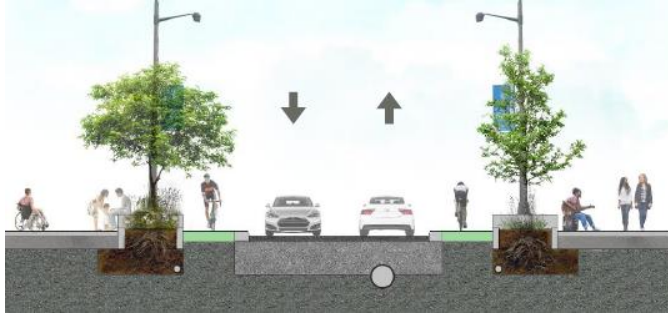
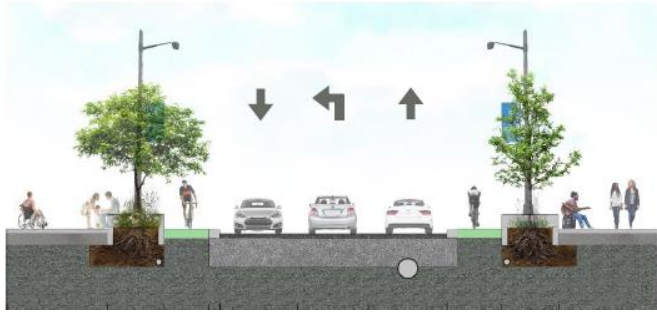
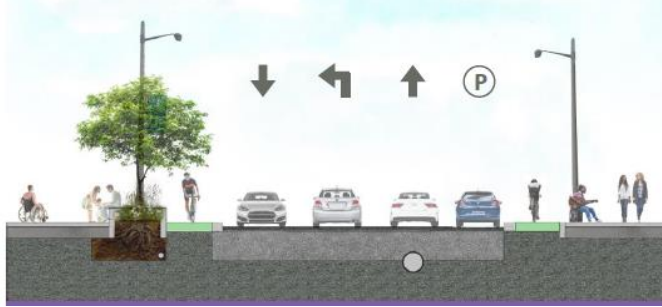
- At the underpass where a 43 metre street width is needed to accommodate the rail underpass structural support columns;
- At the Lake Shore Boulevard East intersection where 40.5 metres is needed to accommodate additional turn lanes; and
- At the Eastern Avenue intersection where a 35 metre street width is provided in recognition that the street narrows to the north.

The preferred design for the Broadview Avenue Extension will continue to be refined as the project proceeds through later stages of detailed design and implementation, in coordination with the East Harbour Transit Hub and East Harbour development.

New Street E

Three design alternatives were developed and evaluated for the new east-west street referred to as 'New Street E' in the Unilever Precinct Secondary Plan. All three designs have one traffic lane in each direction, raised and separated cycle tracks, and wide sidewalks. Each design option has different configurations for trees, provision of vehicle lay-bys, and dedicated left-turn lanes, resulting in three different public street ROW widths, as outlined below in Table 2.

Table 2: Design Alternatives - New Street E

Alternatives	Design Features
<p>Alternative 1 (24m ROW)</p> 	<ul style="list-style-type: none"> • No vehicle lay-bys • No additional left-turn lanes
<p>Alternative 2 (27m ROW)</p> 	<ul style="list-style-type: none"> • No vehicle lay-bys • Left-turn lanes at all local north-south streets
<p>Alternative 3 (24m to 27m ROW)</p> 	<ul style="list-style-type: none"> • Vehicle lay-bys on one side • Reduced space for tree planting • Left-turn lane at one additional local north-south street

Alternative 3 is the preferred design based on the comprehensive evaluation of alternatives, with a typical mid-block condition (24 metres) shown in Figure 3. The street ROW width would widen to 27 metres to provide dedicated left-turn lanes at the Broadview Avenue Extension, a new north-south street referred to as New Street B, and Booth Avenue intersections.

Figure 3: Preferred Design: New Street E (typical bid-block w/ left-turn lane)



The preferred design for the entire for the New Street E between The Don Roadway and Booth Avenue is shown in Attachment 2 and would achieve the following objectives:

- Support the main street vision from the Unilever Precinct Plan that supports vibrant at-grade retail activity;
- Create a green street with a large tree canopy;
- Prioritize space for pedestrians and cyclists, while also providing essential access for motor vehicles;
- Include raised and separated cycle tracks and be designed for a 30km/h design speed, and integrates other Vision Zero Road Safety Plan principles that prioritize safety for vulnerable road users; and
- Provide some spaces for vehicle lay-bys for short-term pick-up/drop-off activity, goods delivery, and film truck parking during film shoots.

The Preferred Design for the New Street E will continue to be refined as the project proceeds through later stages of detailed design and implementation as part of the East Harbour development.

Eastern Avenue DVP On-Ramp Modifications

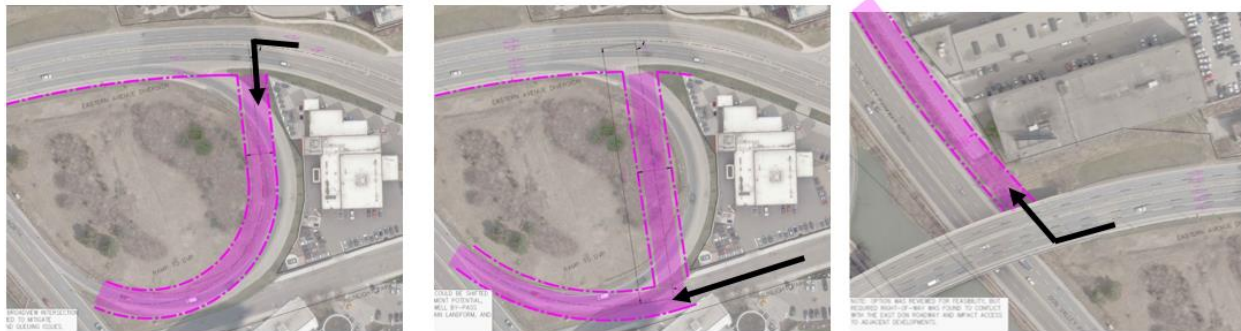
The existing Eastern Avenue on-ramp to the DVP currently provides vehicle traffic access from the west, via an eastbound right-turn free-flow slip lane. There is currently no ability for vehicles to access the on-ramp from the east on Eastern Avenue. The free-flow eastbound right-turn lane geometry also results in safety issues for pedestrians along the south side of Eastern Avenue.

The northern portion of the Broadview and Eastern Flood Protection (Phase 1) land form will be constructed on the land currently occupied by the Eastern Avenue on-ramp to the Don Valley Parkway and will require that the on-ramp be demolished and reconstructed.

Three design concepts for potential modifications to the on-ramp were developed and evaluated to provide vehicle access from both the east and west and improve safety for vulnerable road users along Eastern Avenue. The three concepts included:

- Concept 1: New westbound left-turn lane from Eastern Avenue
- Concept 2: Connect to Sunlight Park Road, via Broadview Avenue
- Concept 3: New westbound right-turn lane slip lane, north of Eastern Avenue

Figure 4: Design Concepts: Eastern Avenue DVP On-Ramp Modifications (Concepts 1, 2, and 3)



Concept 1 - New westbound left-turn lane from Eastern Avenue - is recommended and is shown in Attachment 3. It would provide direct access from Eastern Avenue, has minimal cost and construction complexity, and allows for potential future connection to Sunlight Park Road. This option would replace the free-flow ramp with a normalized, right-angled ramp connection at Eastern Avenue, which would result in a safer pedestrian crossing along the sidewalk on the south side of Eastern Avenue.

Concept 2 would have provided opportunity for future development access or a future further extension, however, it would have required that vehicle traffic on Eastern Avenue wishing to access the on-ramp from the east, first turn left on the Broadview Avenue Extension and then turn right onto Sunlight Park Road to access the on-ramp. Vehicle traffic travelling north on the Broadview Avenue Extension would also not be able to turn left onto Sunlight Park Road to access the on-ramp because of the streetcar right-of-way in the centre of the street. It was determined that there was insufficient property to achieve Concept 3.

The design for the modifications to the Eastern Avenue DVP on-ramp will continue to be refined as the project proceeds through later stages of detailed design and implementation, as part of the Broadview and Eastern Flood Protection (Phase 1) project, being undertaken by the City, Waterfront Toronto, and the TRCA.

The proposed changes to the Eastern Avenue DVP on-ramp is categorized as a Schedule A+ project that is pre-approved in the MCEA process.

Improvements to Existing Broadview Avenue

The existing segment of Broadview Avenue, between Eastern Avenue and Queen Street East, has a ROW width of approximately 20m and currently has no streetcar tracks. It has wide vehicle traffic lanes, on-street vehicle parking in the curb lane on both sides of the street, and narrow sidewalks below the City minimum clearway widths for universal accessibility. There are no cycling facilities or green infrastructure.

The buildings on the west side of the street are recently developed or multi-storeyed condominium buildings. The buildings on the east side of the street consist primarily of low-rise residential houses, many of which are unoccupied. In 2021, the City received an application to amend the Official Plan's land use designations for 21, 35-53 Broadview Avenue, 344 Eastern Avenue and 18-34, 40 Lewis Street. The application is seeking permission to redesignate Neighbourhood designated lands to Mixed Use Areas. The application is still under review, and precipitated the need to review this section of Broadview Avenue to establish whether additional ROW width is needed on the east side of the street as sites redevelop.

Several concepts were explored to add a streetcar connection to this existing segment of Broadview Avenue. The concepts focused on the Broadview Avenue and Eastern Avenue intersection to safely manage the transition of streetcars operating in the dedicated streetcar ROW further south on the Broadview Avenue Extension to the existing streetcar routes further north along Broadview Avenue and Queen Street East, which would operate in mixed traffic. Concepts for the remaining mid-block condition further north to Queen Street East were also explored, included providing wider sidewalks, dedicated cycling infrastructure, maintaining on-street parking and other public realm improvements.

The recommended concepts for the intersection and typical mid-block improvements to the existing segment of Broadview Avenue, between Eastern Avenue and Queen Street East, are shown in Attachment 4. They would:

- Provide priority for streetcars at the Broadview Avenue and Eastern Avenue intersection;
- Remove the southbound channelized right-turn lane at Eastern Avenue and replace it with a new space for public realm improvements, trees, or landscaping;
- Provide a single traffic lane in each direction, between Eastern Avenue and Queen Street East, shared with streetcars operating in mixed traffic;
- Provide wider sidewalks and dedicated cycle tracks; and
- Provide approximately fifteen (15) on-street vehicle parking/lay-by spaces, book-ended by space for green infrastructure.

The proposed changes to the existing segment of Broadview Avenue is categorized as a Schedule A+ project that is pre-approved in the MCEA process.

Property Requirements

Property is required to support the EA recommended preferred designs. An initial property assessment was conducted to identify potential property needs to enable the implementation of the EA improvements, organized by each project implementation segments, as shown in Figure 5.

Figure 5: Implementation Segments



The initial property needs assessment identified the following required property:

(1A) Broadview Avenue Extension, from Eastern Avenue to East Harbour Transit Hub (EHTH) rail corridor

- Portion of 341 Eastern Avenue, to be obtained by Metrolinx (at the City's cost)
- Portion of #1 to #9 and #10 to #20 Sunlight Park Road, owned by Talisker, potentially to be obtained by Metrolinx (at City's cost) or through the development application process

(1B) Broadview Avenue Extension, under proposed EHTH rail corridor underpass, and property directly north of rail underpass

- Property owned by Metrolinx, to be obtained via negotiations between the City and Metrolinx where typically the City receives fee simple ownership of the street, and the rail authority owns the underpass structure

(1C) Broadview Avenue Extension, between proposed EHTH rail corridor underpass and Lake Shore Boulevard East

- Property owned by Cadillac Fairview, to be obtained as part of the East Harbour development review process (at no cost to the City)
- Property owned by City of Toronto (CreateTO), to be obtained via internal jurisdictional land transfer (at no cost to the City)

(2) New Street E between The Don Roadway and Booth Avenue

- Property owned by Cadillac Fairview, to be obtained as part of the East Harbour development review process (at no cost to the City)

(3) Modifications to Eastern Avenue DVP On-Ramp

- There are no property impacts from this project

(4) Improvements to Existing Broadview, between Eastern Avenue and Queen Street East

- Additional 3m of property to be secured as part of the 21 Broadview Avenue development review process (as per Policy 2.2, 3b in the City's Official Plan) for intersection improvements at Broadview Avenue / Eastern Avenue (at no cost to the City)
- Propose that a future Official Plan Amendment be undertaken to change the planned ROW width on Map 3 in the Official Plan from 20m to 23m, for the existing segment of Broadview Avenue, between Eastern Avenue and Queen Street East, to be acquired from the east side of Broadview Avenue, as additional properties redevelop over time (at no cost to the City)

Potentially affected property owners were notified of potential impacts via targeted letters and meetings. Final property requirements will be confirmed during the detailed design activities that will follow the EA study.

Next Steps

Subject to Council's endorsement of the Recommended Preferred Designs, the Broadview Avenue Extension EA Environmental Summary Report (ESR) final report document will be prepared and posted on the public record for 30-days, along with the EA Notice of Completion for the EA, and the various infrastructure projects will continue advancing through the detailed design and implementation process.

The Broadview Avenue Extension, between Eastern Avenue and Lake Shore Boulevard East, needs to be constructed and operational in time for the opening of the East Harbour Transit Hub and the first phase of the East Harbour development. In addition, the segment of the Broadview Avenue Extension between Eastern Avenue and the south side of the rail embankment must have construction started by October 31, 2023 in order to trigger a financial contribution by the Owner of the East Harbour development. The completion of the Broadview Avenue Extension EA by the City helps meet these construction delivery timelines.

CONTACT

Jacquelyn Hayward
Director, Project Design & Management
Transportation Services
416-392-5348
Jacquelyn.Hayward@toronto.ca

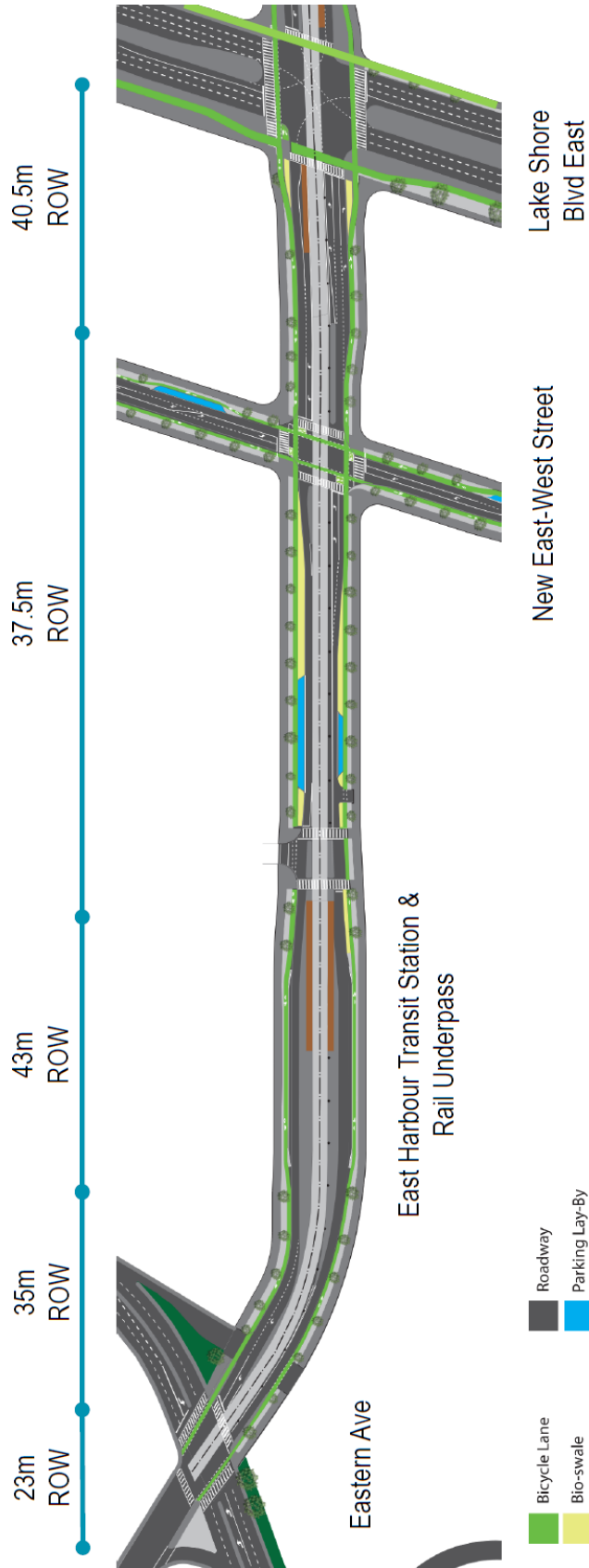
SIGNATURE

Barbara Gray
General Manager, Transportation Services

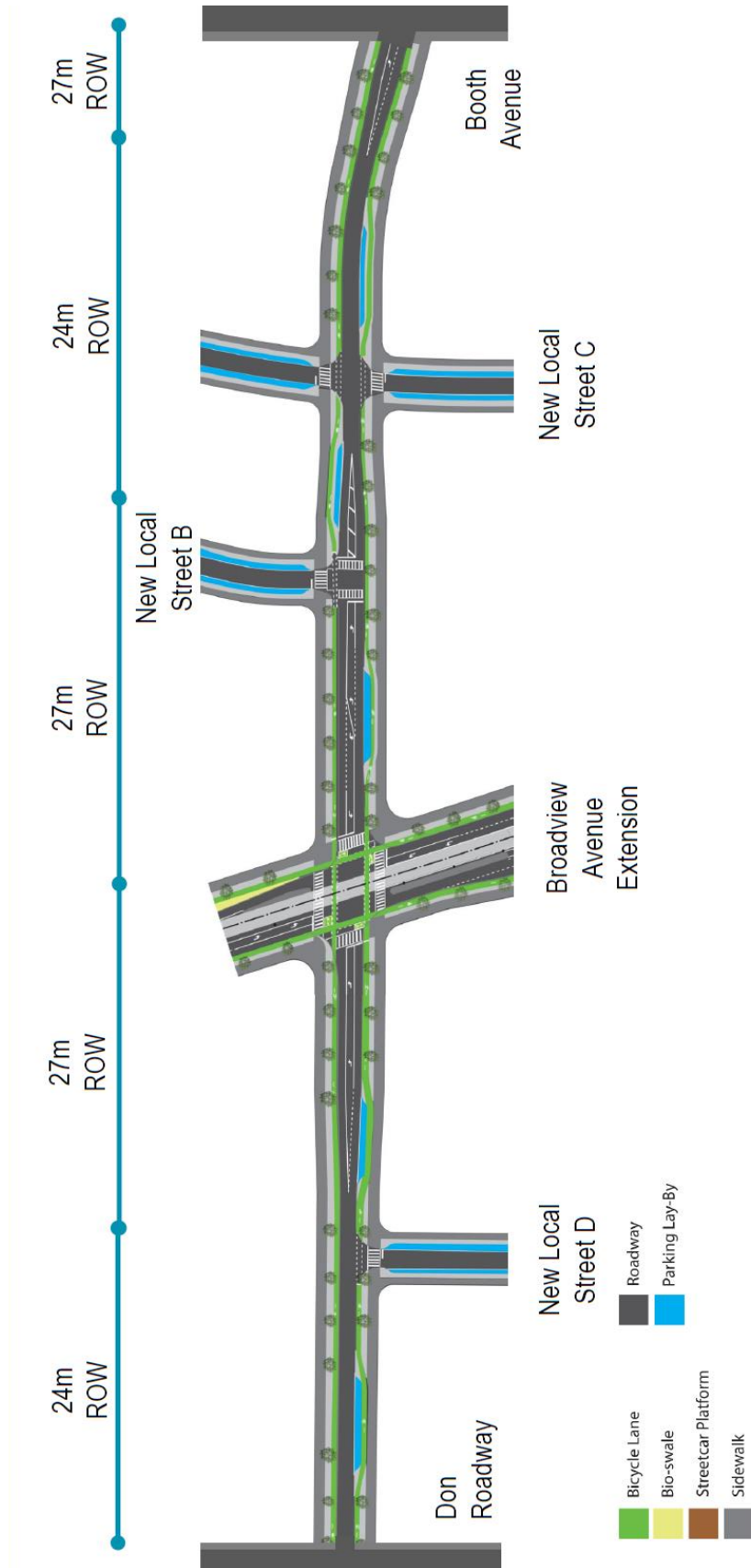
ATTACHMENTS

Attachment 1: Preferred Design: Broadview Avenue Extension
Attachment 2: Preferred Design: New Street E
Attachment 3: Recommended Concept: Eastern Avenue DVP On-Ramp
Attachment 4: Recommended Concept: Existing Broadview Avenue, Eastern Avenue to Queen Street East

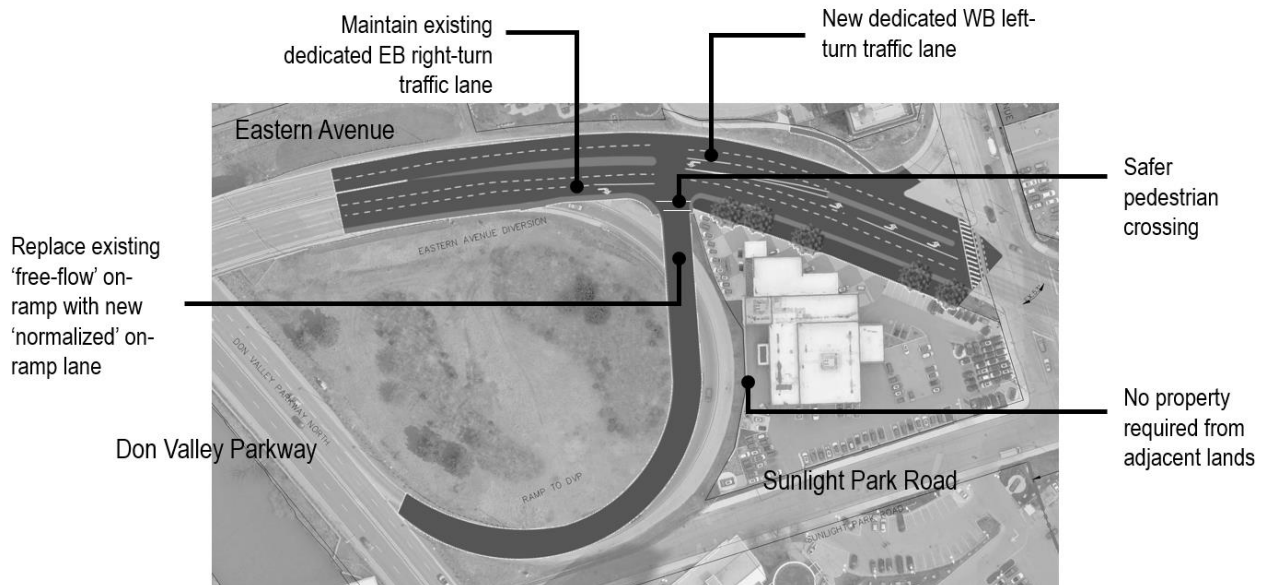
Attachment 1: Preferred Design - Broadview Avenue Extension



Attachment 2: Preferred Design - New Street E

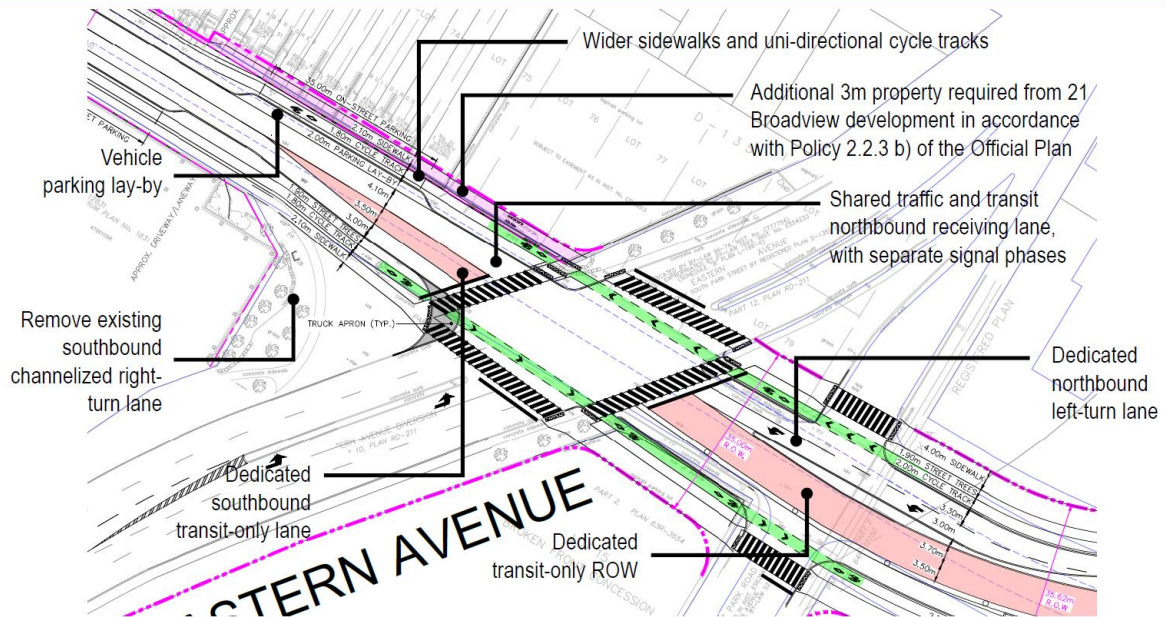


Attachment 3: Recommended Concept - Eastern Avenue DVP On-Ramp

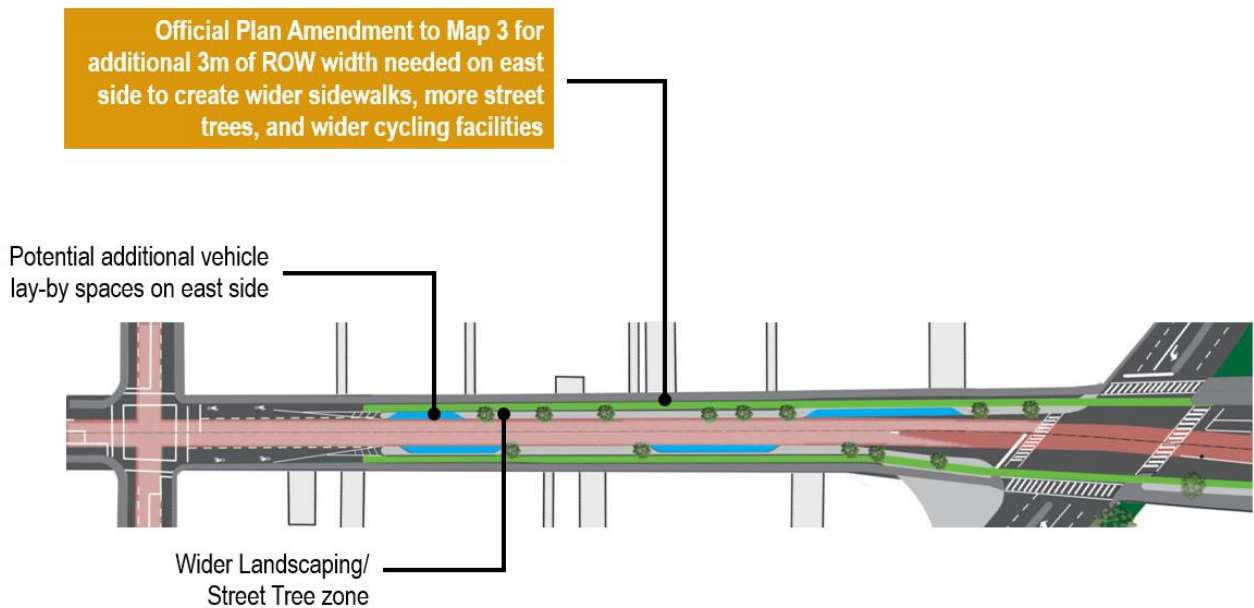


Attachment 4: Recommended Concept - Broadview Avenue, Eastern Avenue to Queen Street East

Broadview Avenue and Eastern Avenue Recommended Intersection Concept



Broadview Avenue, north of Eastern Recommended Concept - corridor (ultimate 23m ROW)



Broadview Avenue, north of Eastern Recommended Concept - cross-section (ultimate 23m ROW)

