

An architectural rendering of a proposed transit extension. The top half shows a perspective view of a street with a tram, cars, and modern buildings. The bottom half shows a closer view of a red and white tram on tracks, with a white pickup truck in the adjacent lane and landscaped greenery on the left.

Broadview Avenue Extension EA

Public Meeting

June 20 and 21, 2022

AGENDA



Welcome &
Introductions

5 min



WebEx
Instructions

5 min



Presentation:
EA Update

20 min



Question &
Answer Period

90 min

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.



This meeting is being recorded.

Be Patient:

Virtual meetings don't always run as smoothly as planned.

Be Brief:

Limit yourself to one question or comment when called on to speak.

Be Respectful:

The City of Toronto is an inclusive public organization.

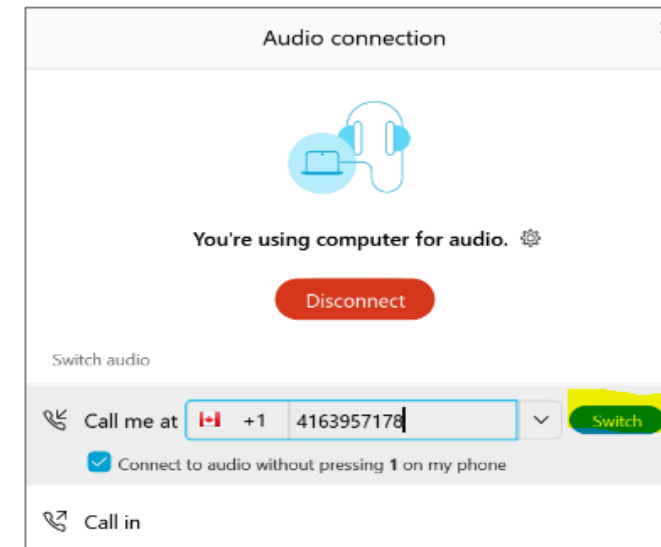
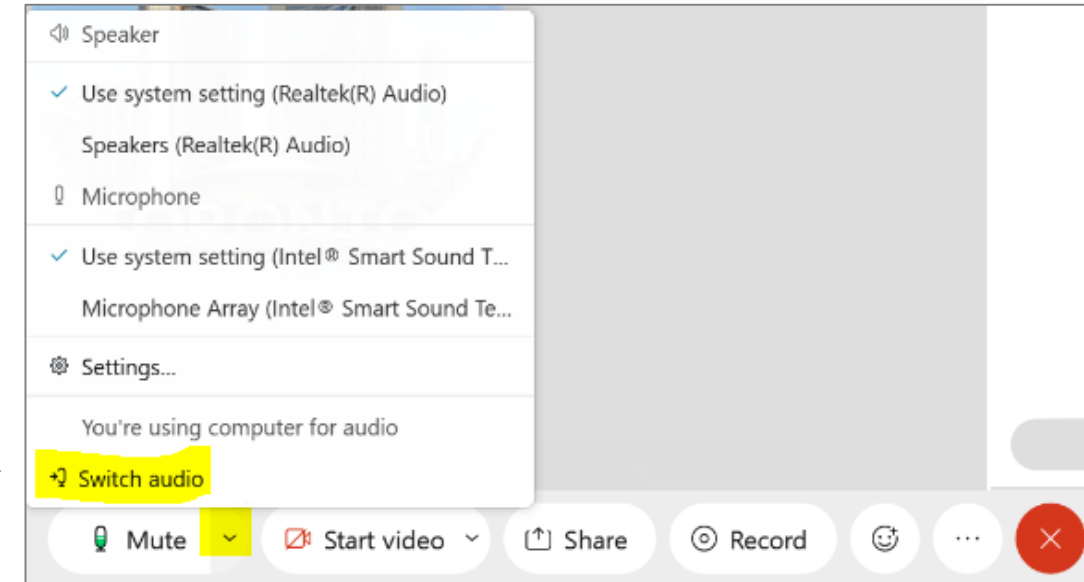
Discriminatory, prejudicial or hateful comments and questions will not be tolerated and you will be removed from the meeting.



We want to hear from you – all questions are good questions!

WebEx can call you!

1. Click **the arrow** beside your mute button
2. Click **“Switch audio”**
3. Use **“Call me”** function
 - Enter your phone #
 - Webex will call your phone
 - No long distance charges

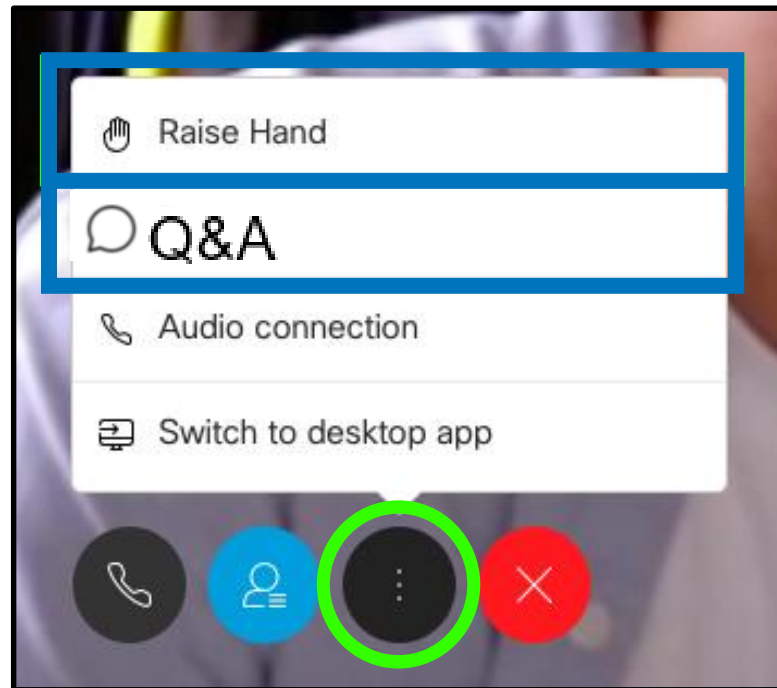


Raise your
hand or
type your
question



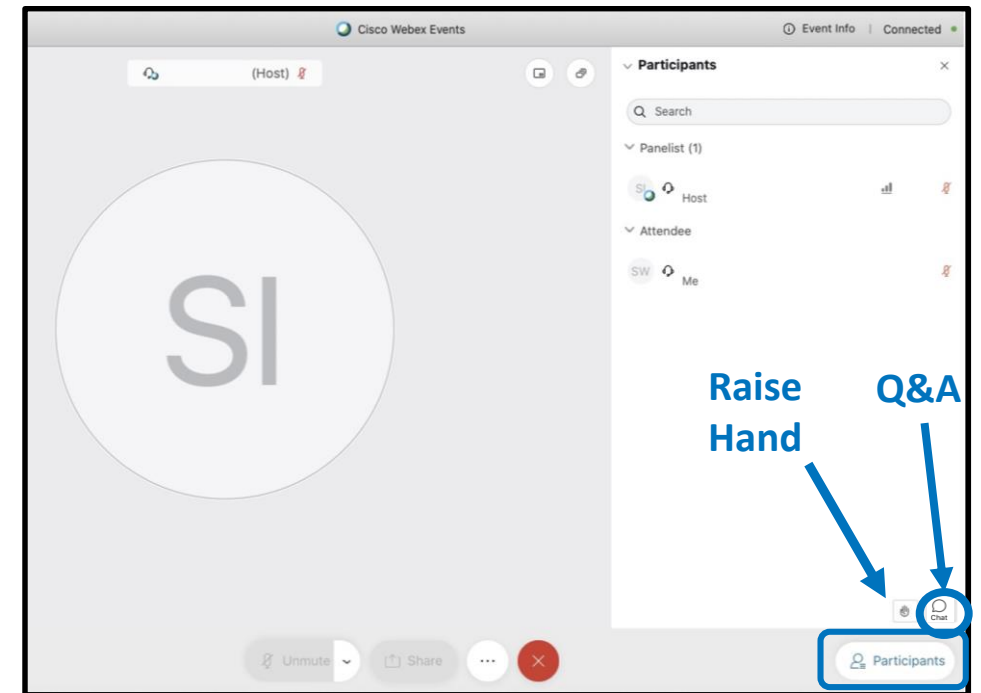
Via the internet browser

Click the “...” button at the bottom of the video window and select “Raise Hand” or “Q&A”.

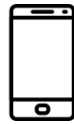


Via the Webex App

Click the Participants button at the bottom of the video (the Participants panel will open to the right). Then click the “Raise Hand” or “Q&A” button at the bottom right.

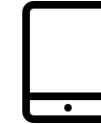
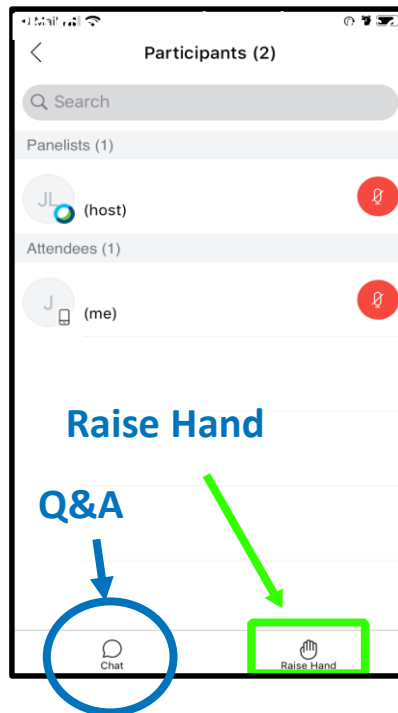
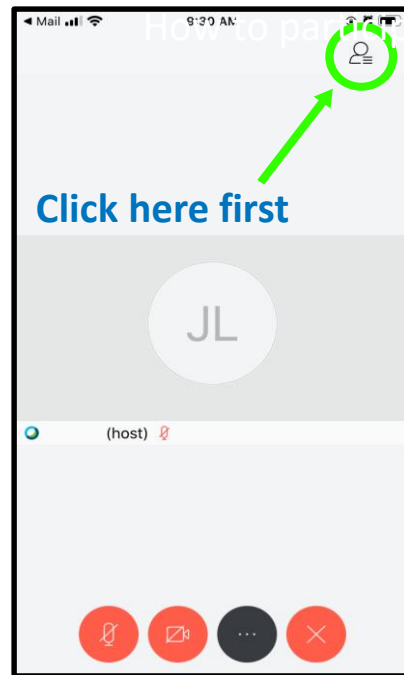


Raise your
hand or
type your
question



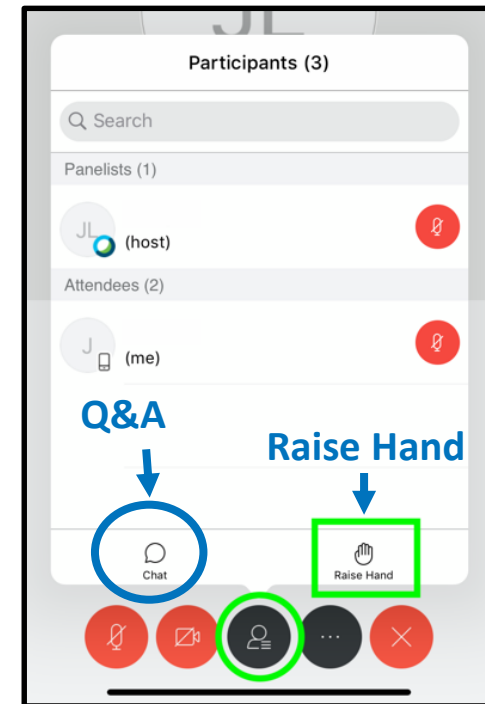
For smartphones

Click the Participants panel button at the top right corner of the screen. Then click “Raise Hand” or “Q&A” at the bottom right of the screen.



For tablets

Click the Participants panel button at the bottom of the screen. Then click the “Raise Hand” or “Q&A” button at the bottom right.





- To raise your hand virtually, **key in *3**.
- The Host will see a hand up beside the last four digits of your phone number
- During the Q&A period, the Host will unmute you and let you know that you can speak

STUDY OVERVIEW

STUDY OVERVIEW

Study Overview

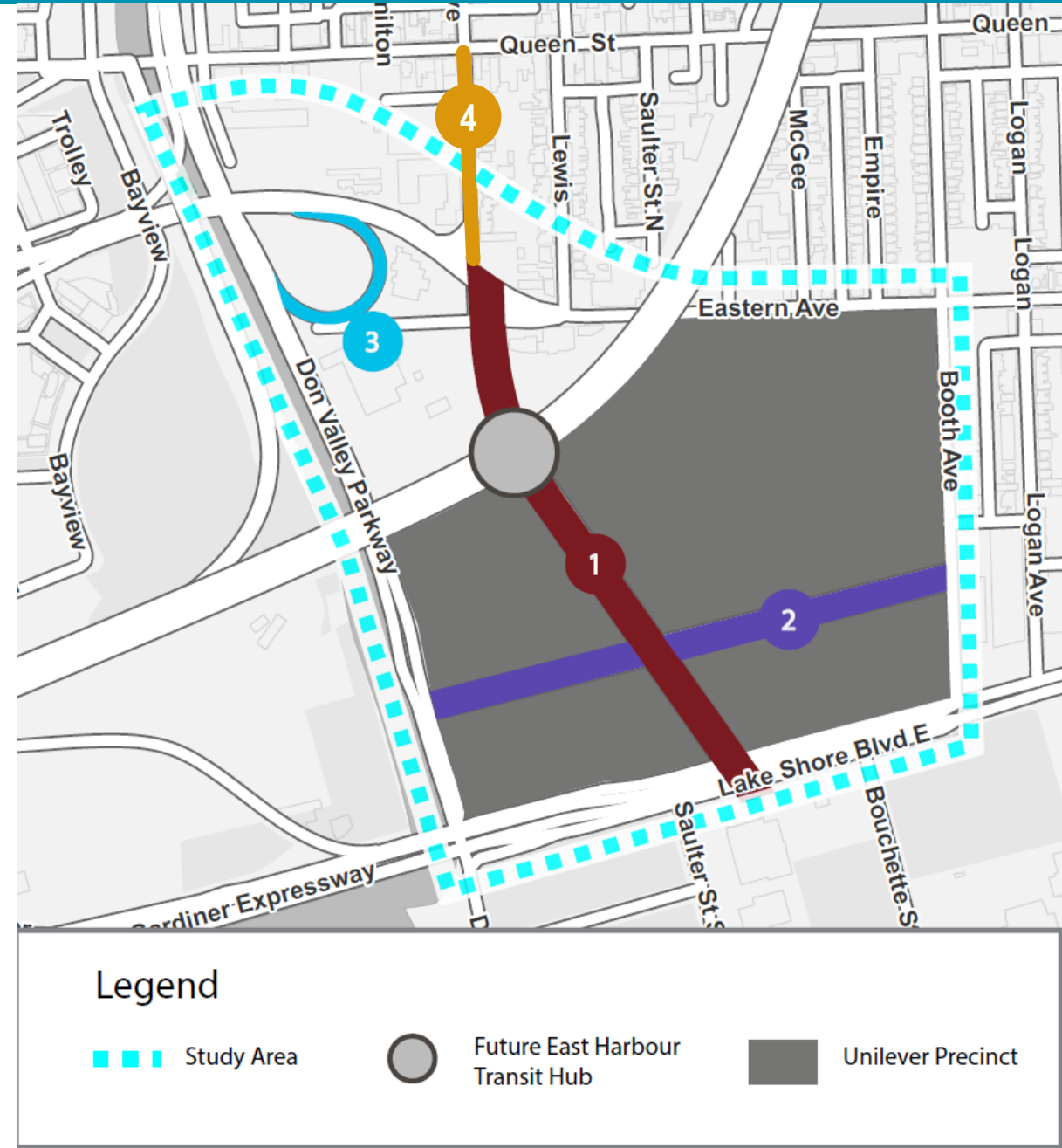
The Broadview Avenue Extension EA study is developing, evaluating, and selecting preferred design options for existing and planned transportation infrastructure in the Unilever Precinct Area:

- 1 Extension of Broadview Avenue, between Eastern Avenue and Lake Shore Boulevard East
- 2 New East-West Street, between Don Roadway and Booth Avenue
- 3 Reconfiguration of existing Eastern Avenue on-ramp to the Don Valley Parkway

This City is also examining:

- 4 Potential improvements to the existing segment of Broadview Avenue, between Eastern Avenue and Queen Street East, to accommodate streetcars in mixed traffic.

The EA study is being co-ordinated with the Unilever Precinct development, the East Harbour Transit Hub, and several other ongoing major studies and initiatives underway in the area.



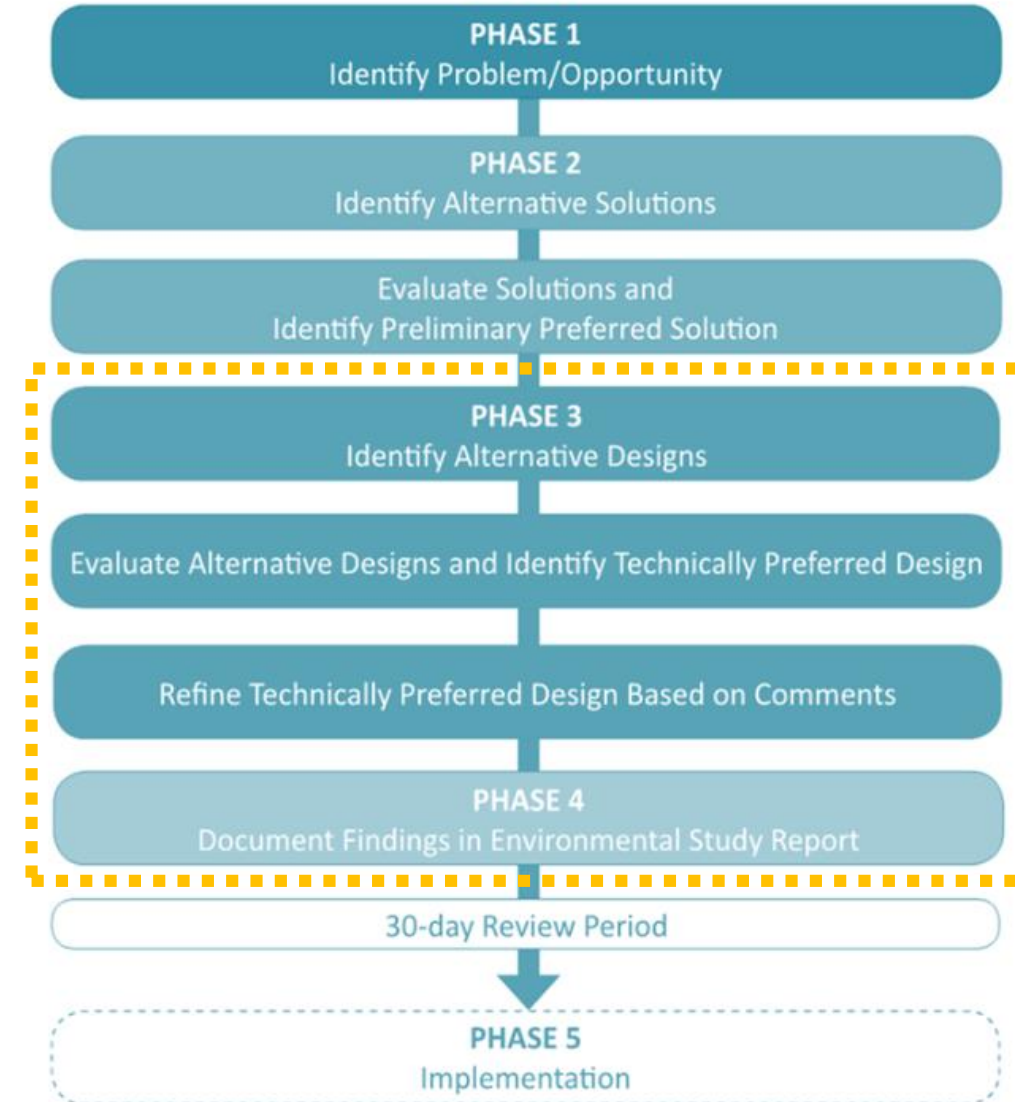
The Municipal Class Environmental Assessment (MCEA) process is an approved infrastructure planning process under the Ontario Environmental Assessment Act. The Port Lands Transportation and Servicing Master Plan (TSMP), completed in 2017, satisfied Phases 1 and 2 of the MCEA process.

The Broadview Avenue Extension EA study builds on the TSMP work to complete Phases 3 and 4 of the MCEA process for the following planned Schedule C infrastructure projects:

- New extension of Broadview Avenue, between Eastern Avenue and Lake Shore Boulevard East
- New East-West Street, between Don Roadway and Booth Avenue

This study is also examining improvements to existing transportation infrastructure, which are Schedule A+ projects that are pre-approved in the MCEA process:

- Existing Eastern Avenue on-ramp to the Don Valley Parkway
- Existing Broadview Avenue, between Queen Street to Eastern Avenue



The Broadview Extension EA builds on the study work and engagement previously undertaken in the Port Lands TSMP (2017) and the Unilever Precinct Plan (2018).

The development and evaluation of design options in the EA have been guided by the following high-level Objectives:

OBJECTIVES

Prioritize safety and accessibility

Develop an attractive destination with high-quality public realm

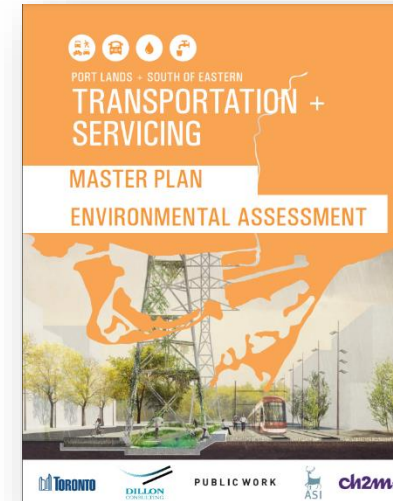
Enhance networks and connectivity

Support sustainability

Create an interesting and dynamic urban mix

Leverage assets (cultural and environmental)

Provide flexibility and certainty in implementation



Design options were evaluated using a comprehensive framework of 37 criteria and 69 metrics, organized by the high-level Objectives.

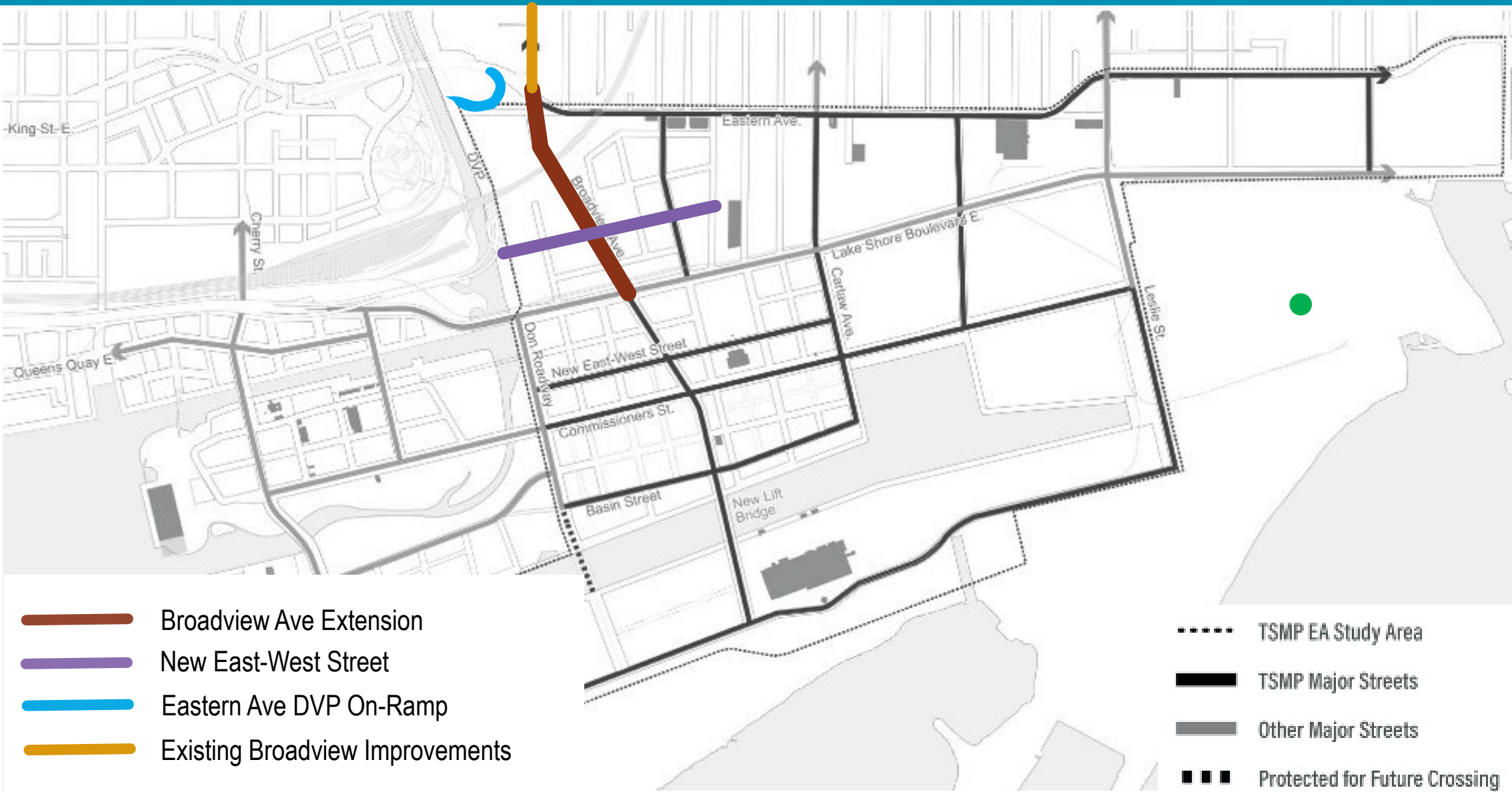
OBJECTIVES	EXAMPLE CRITERIA
Prioritize safety and accessibility	<ul style="list-style-type: none">Provides appropriate separation of users with adequate buffersProvides clear, direct and unobstructed cycling routesMinimizes conflict points between users at intersections
Develop an attractive destination with high-quality public realm	<ul style="list-style-type: none">Ability to achieve large healthy tree canopySquare feet of public realm for place-making, public art, social interaction, etc.
Enhance networks and connectivity	<ul style="list-style-type: none">Enables acceptable levels of service, capacity and operationsMinimizes transit rider walking distances between streetcar and Transit HubSupports future connections within development blocks
Support sustainability	<ul style="list-style-type: none">Ability to achieve green street infrastructure, using water as a resource and reducing carbon emissionsOpportunities for net environmental gains and minimize environmental impacts
Create an interesting and dynamic urban mix	<ul style="list-style-type: none">Accommodates mix of users, including trucks, delivery vehicles and film vehicles
Leverage assets	<ul style="list-style-type: none">Protects and celebrates cultural heritage resources
Provide flexibility and certainty in implementation	<ul style="list-style-type: none">Compatible with City plans, policies and guidelinesIntegrates with area initiatives and projects

BROADER CONTEXT

SIX SIGNATURE STREETS

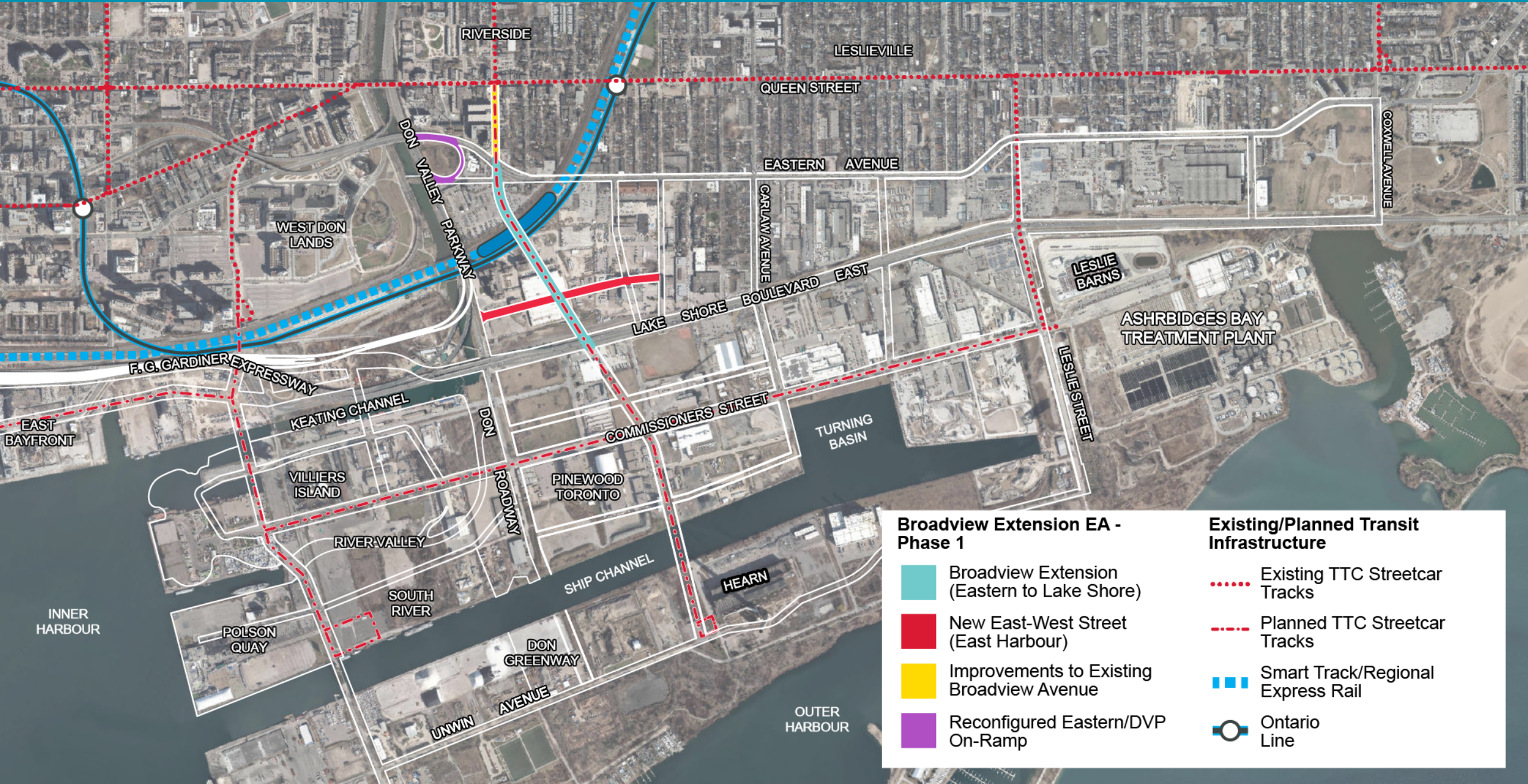
Broader Context

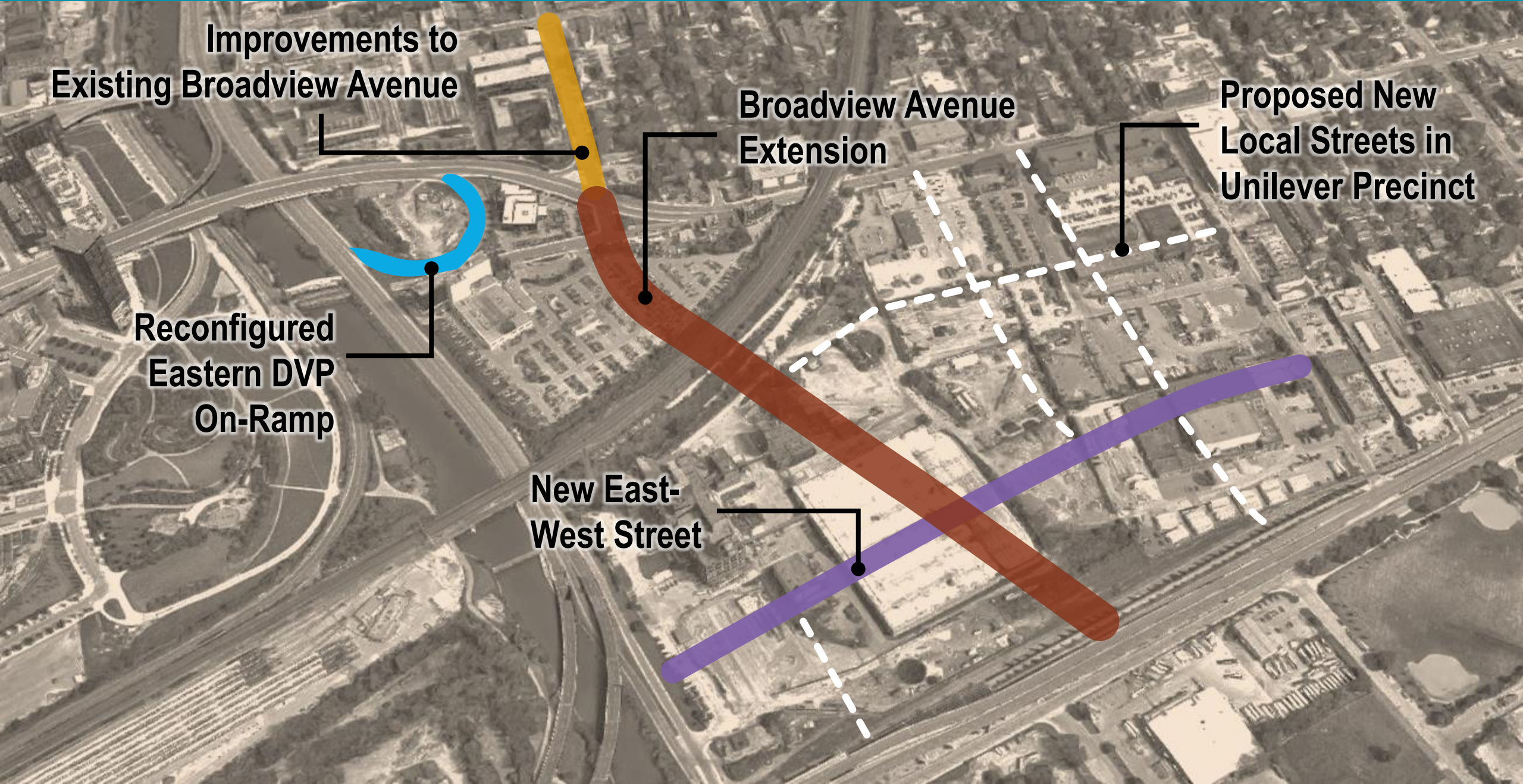




PLANNED TRANSIT NETWORK

Broader Context





Improvements to
Existing Broadview Avenue

Broadview Avenue
Extension

Proposed New
Local Streets in
Unilever Precinct

Reconfigured
Eastern DVP
On-Ramp

New East-
West Street

DEVELOPING & EVALUATING DESIGN OPTIONS

BROADVIEW AVENUE EXTENSION
EASTERN AVENUE TO LAKE SHORE BLVD EAST

Create a **signature civic spine** to better connect the **Port Lands** to the surrounding city and **prioritize space for streetcars, pedestrians, and cyclists**, while providing **essential vehicle access**.

**DEDICATED STREETCAR
ROW & ONE TRAFFIC
LANE IN EACH DIRECTION**



WIDE SIDEWALKS



**RAISED AND
SEPARATED CYCLE
TRACKS**



VEHICLE LAY-BYS



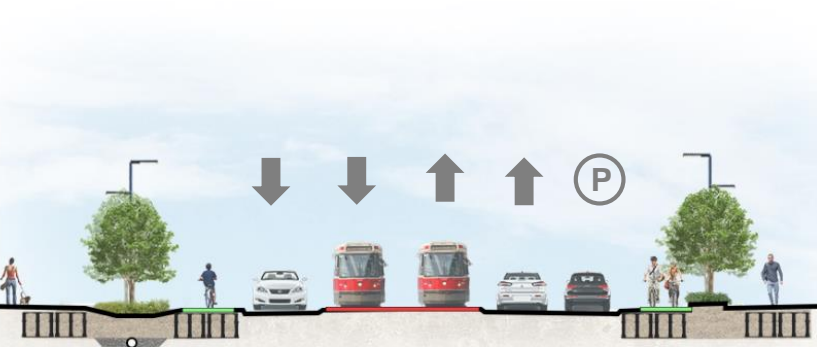
**TREE PLANTINGS
& BIOSWALES**



ALL OPTIONS

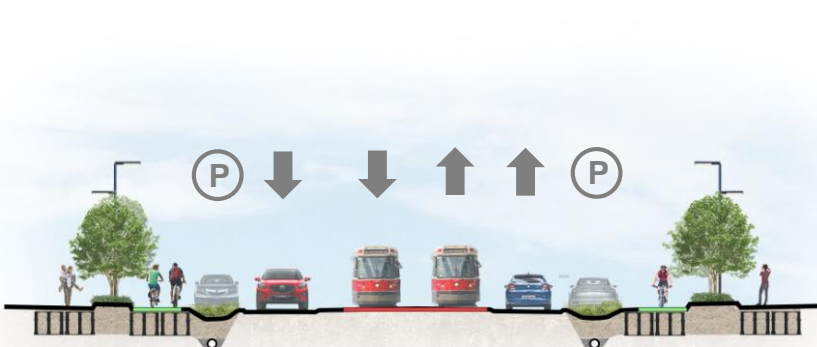
- Dedicated streetcar lane in centre of street
- One traffic lane in each direction
- Raised and separated cycle tracks
- Wide sidewalks

PREFERRED



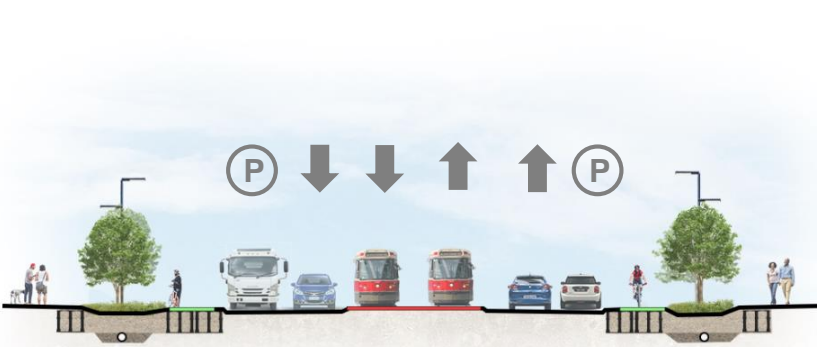
OPTION 1
URBAN BOULEVARD (35m ROW)

- Vehicle lay-bys on east side only
- Large bioswale on west side only
- Cycle track beside roadway
























OPTION 2
BALANCED BOULEVARD (37.5m ROW)

- Vehicle lay-bys on both sides
- Smaller bioswales on both sides
- Bio-swale between cycle track and roadway

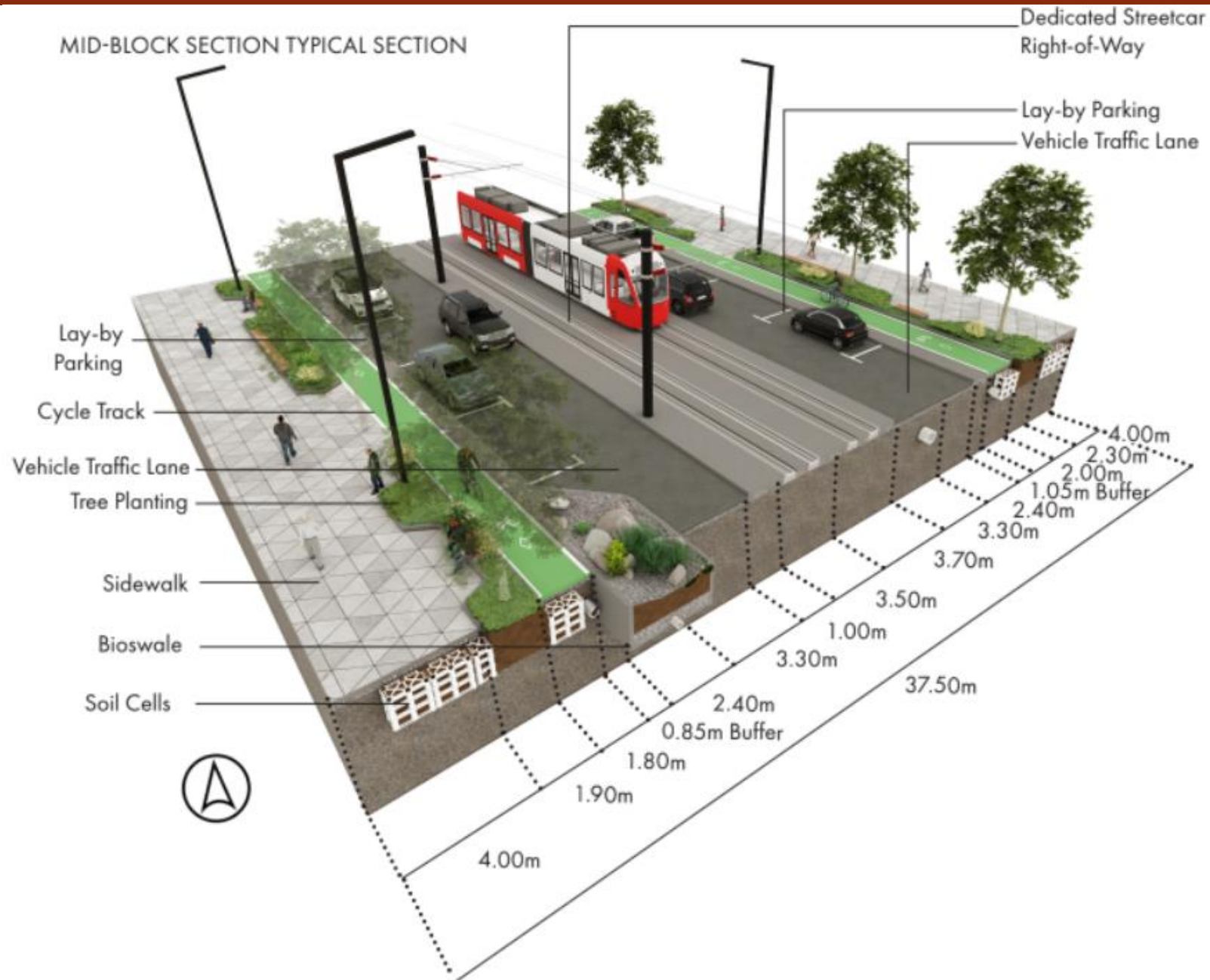


OPTION 3:
GREEN BOULEVARD (40m ROW)

- Vehicle lay-bys on both sides
- Larger bioswales on both sides
- Cycle track beside roadway

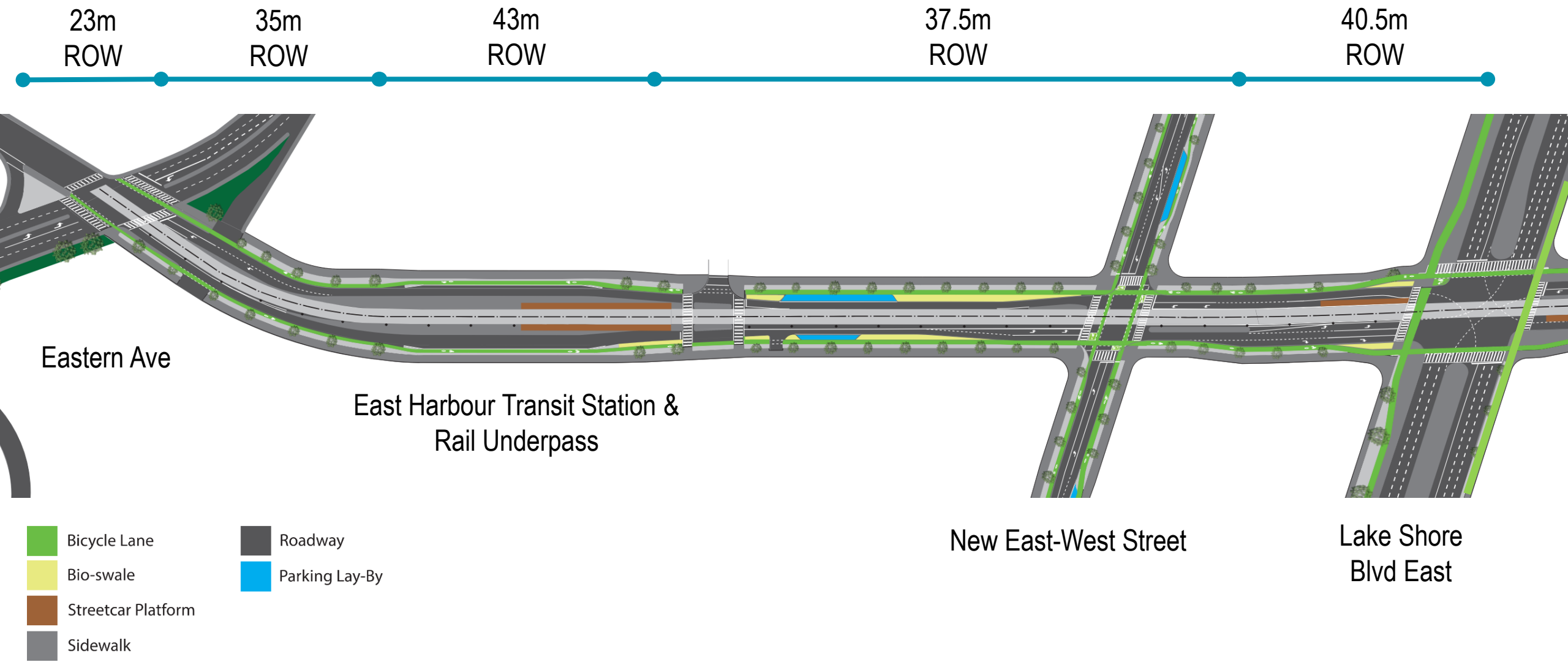
OBJECTIVE	OPTION 1 URBAN BOULEVARD (35m ROW)	OPTION 2 BALANCED BOULEVARD (37.5m ROW)	OPTION 3 GREEN BOULEVARD (40m ROW)
Prioritize safety and accessibility			
Develop an attractive destination with high-quality public realm			
Enhance networks and connectivity			
Support sustainability			
Create an interesting and dynamic urban mix			
Leverage assets			
Provide flexibility and certainty in implementation			
		PREFERRED	

Broadview Ave Extension



PREFERRED DESIGN: CORRIDOR

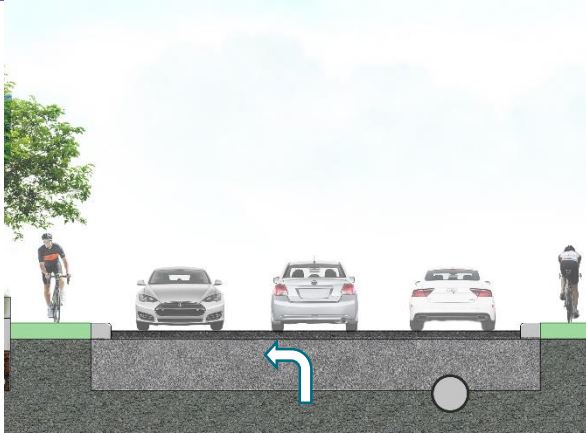
Broadview Ave Extension



NEW EAST-WEST STREET
DON ROADWAY TO BOOTH AVENUE

Support **main street vision** from Unilever Precinct Plan with **vibrant at-grade retail activity** and **prioritize space for pedestrians and cyclists**, while providing **essential vehicle access**.

ONE TRAFFIC LANE IN
EACH DIRECTION & LEFT
TURN LANES



WIDE SIDEWALKS



RAISED AND
SEPARATED CYCLE
TRACKS



TREE PLANTINGS



VEHICLE LAY-BYS

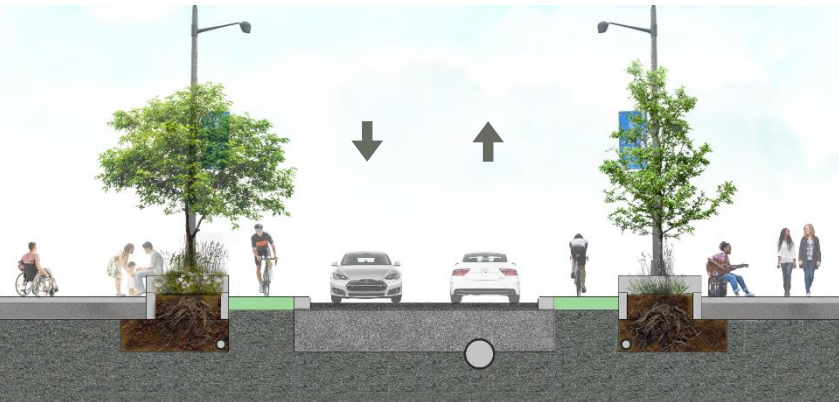


TYPICAL MID-BLOCK DESIGN OPTIONS

New East-West Street

ALL OPTIONS

One traffic lane in each direction
Left turn lanes at Broadview Ave and at Booth Ave
Raised and separated cycle tracks
Wide sidewalks



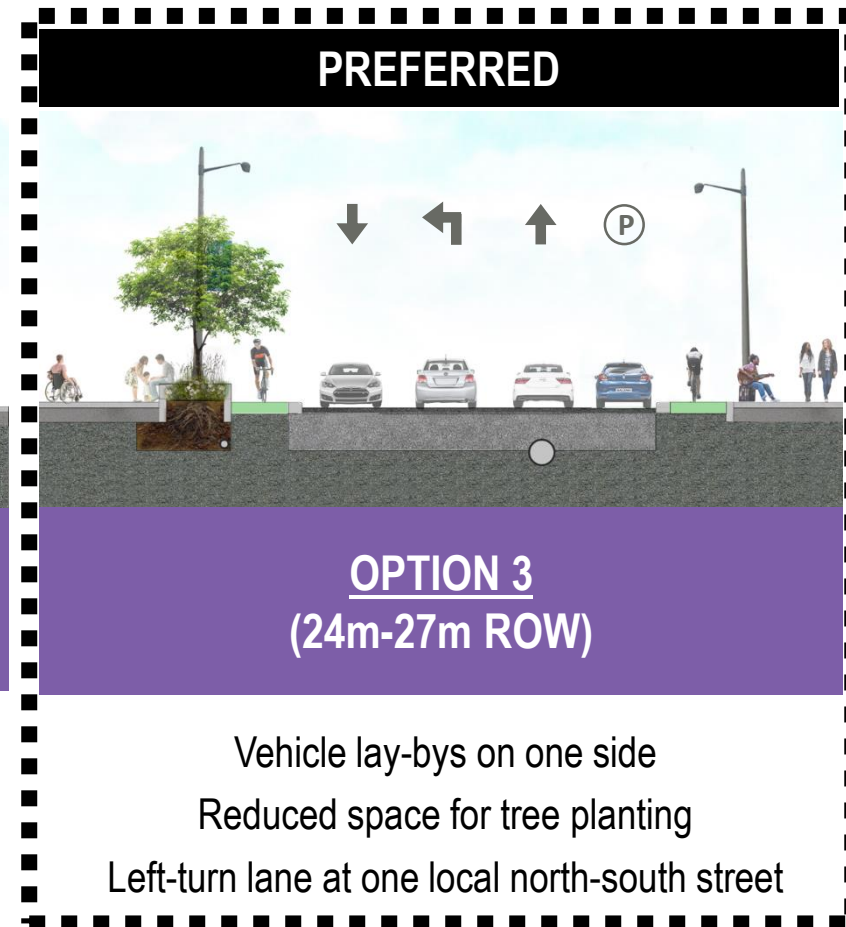
OPTION 1
(24m ROW)

No vehicle lay-bys
No additional left turn lanes



OPTION 2
(27m ROW)






















No vehicle lay-bys
Left-turn lane at all local north-south streets



PREFERRED

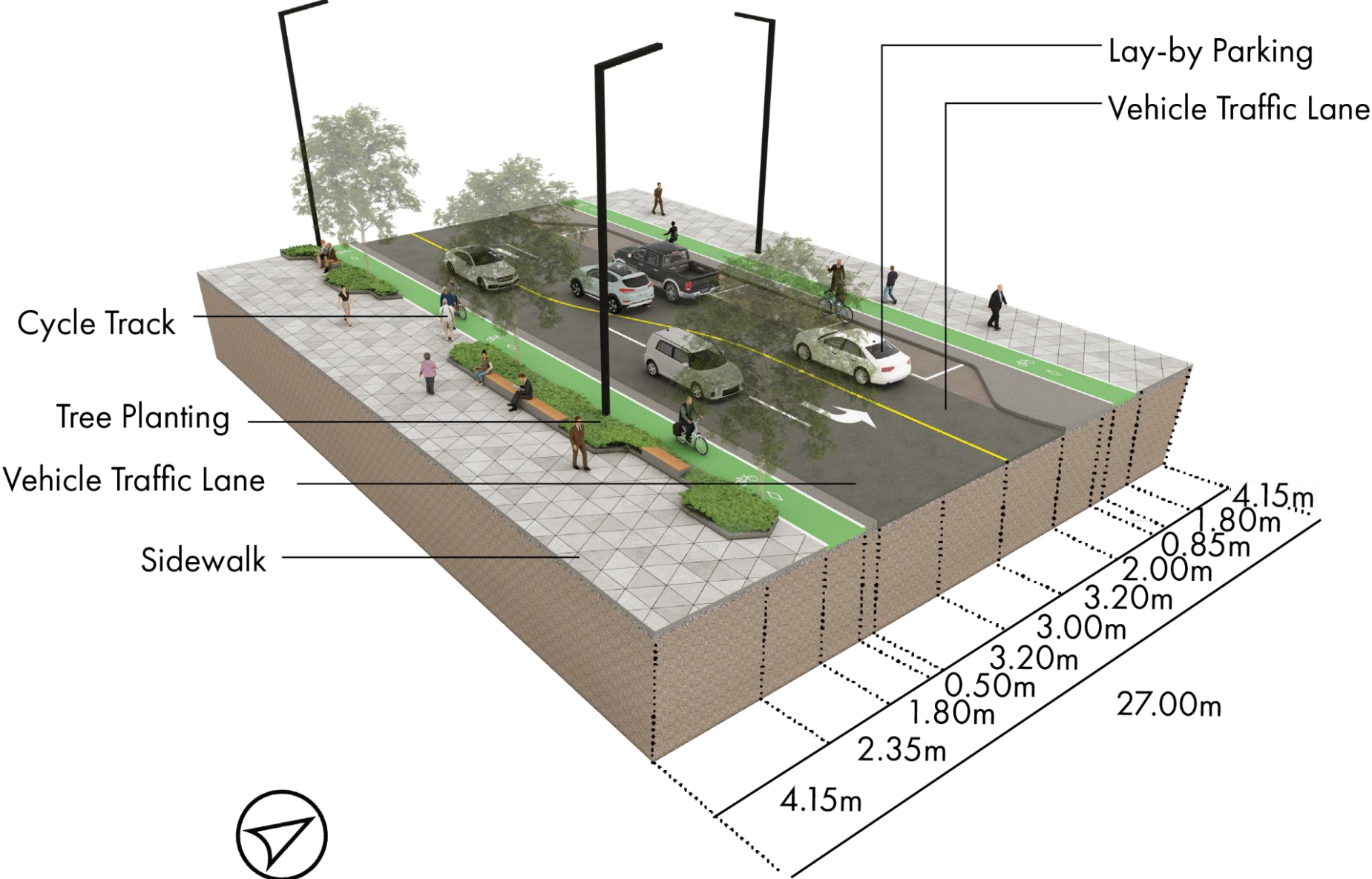
OPTION 3
(24m-27m ROW)

Vehicle lay-bys on one side
Reduced space for tree planting
Left-turn lane at one local north-south street

OBJECTIVE	OPTION 1 24m ROW	OPTION 2 24m-27m ROW	OPTION 3 24m-27m ROW
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 assets			
Provide flexibility and certainty in implementation			
			PREFERRED

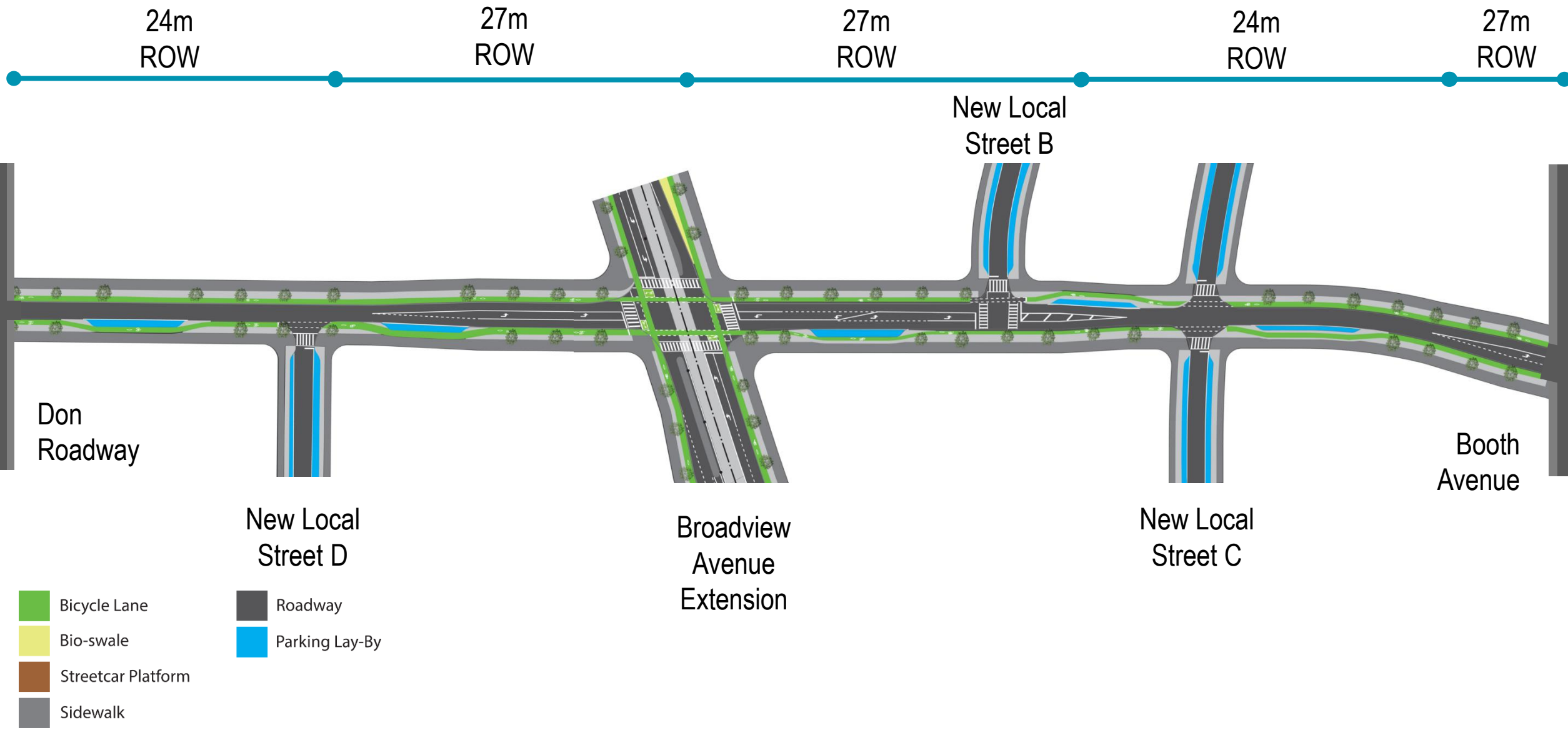
PREFERRED DESIGN: TYPICAL MID-BLOCK

New East-West Street

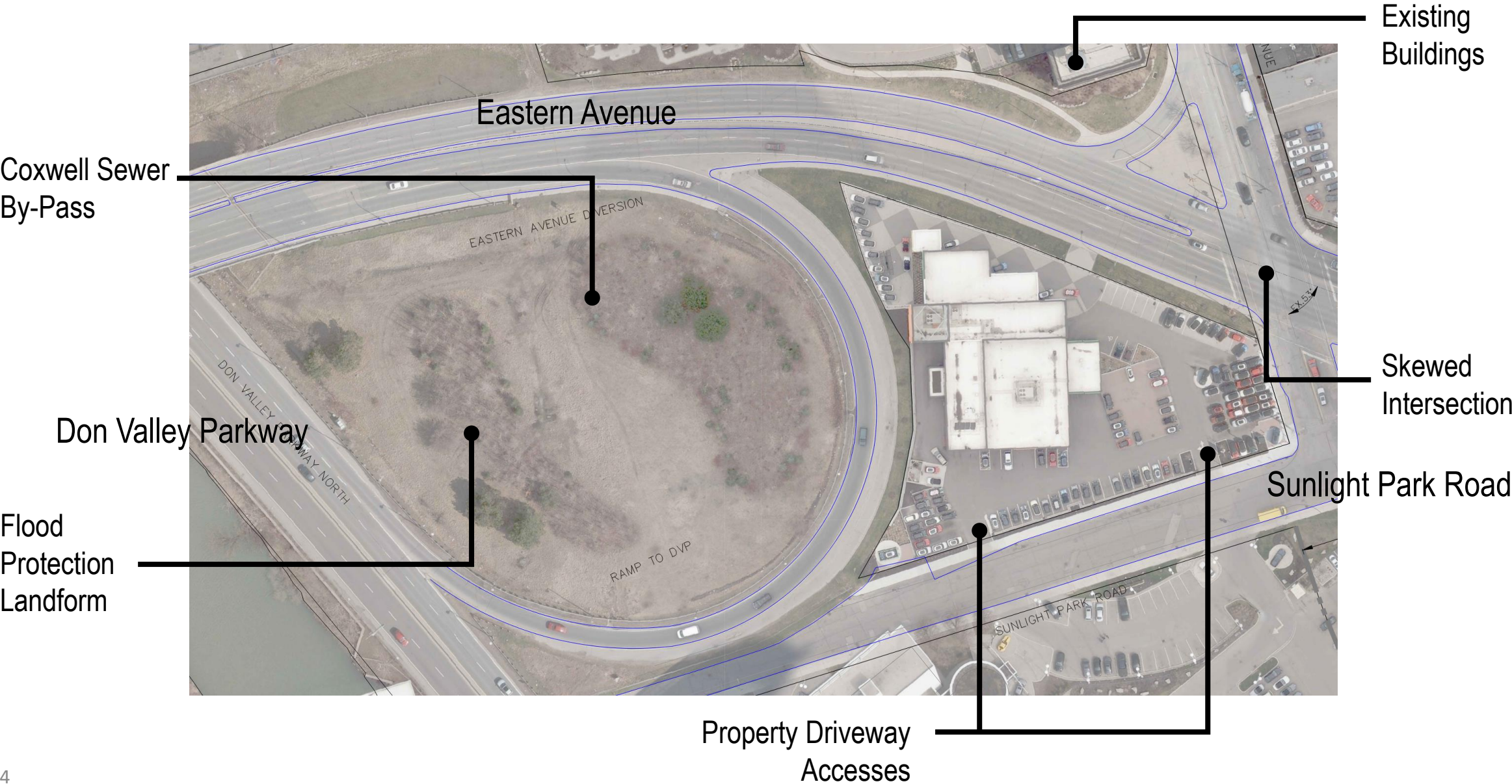


PREFERRED DESIGN: CORRIDOR

New East-West Street

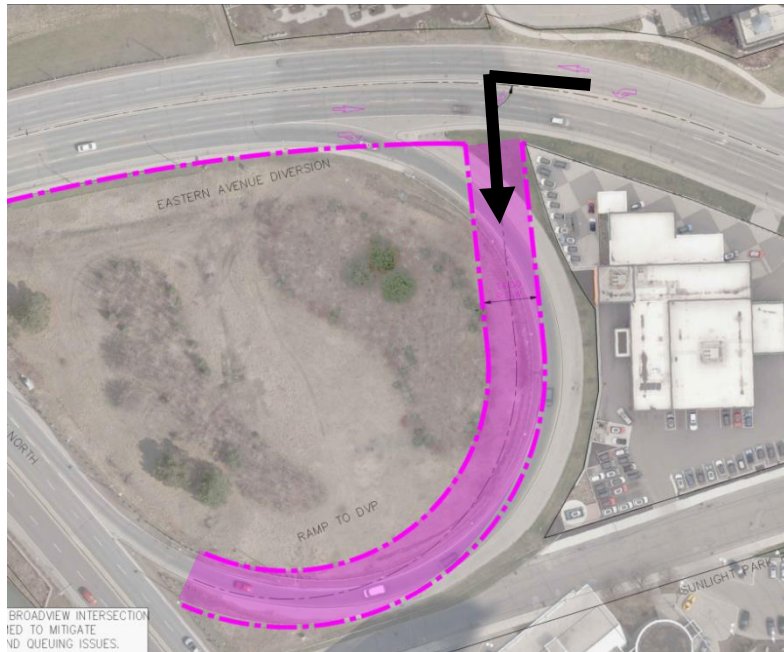


EASTERN AVENUE ON-RAMP TO DVP



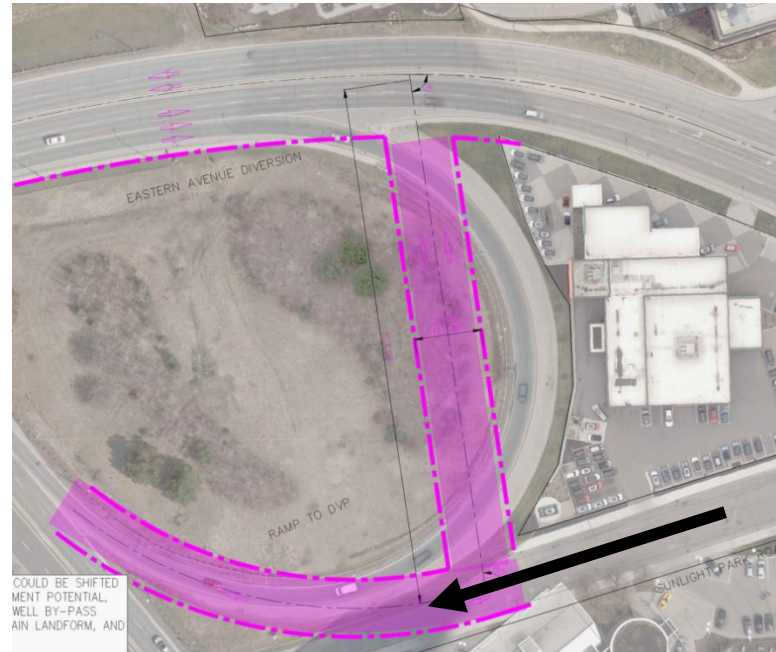
PREFERRED

OPTION 1 NEW WB LEFT-TURN LANE FROM EASTERN AVENUE



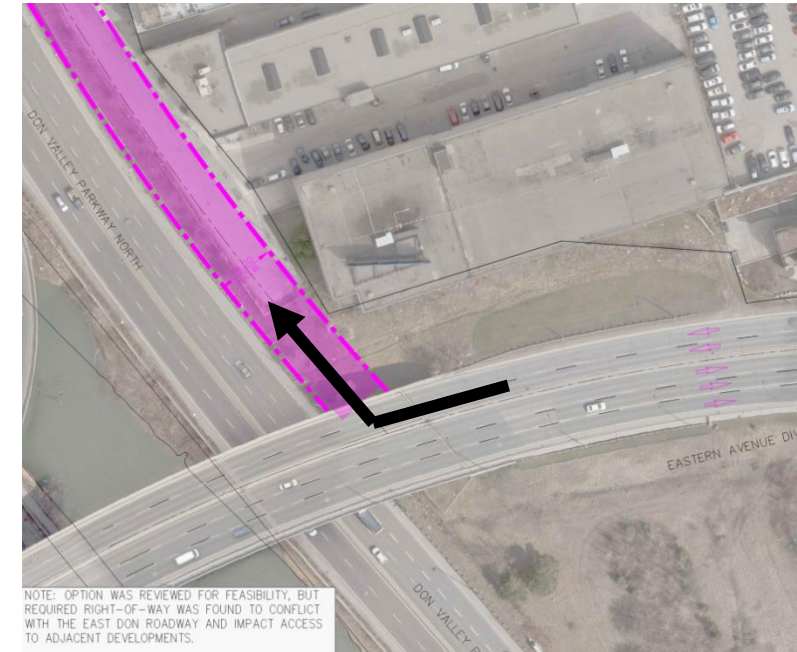
- Direct access from Eastern Avenue
- Minimal cost and construction complexity
- Allows for potential future connection to Sunlight Park Road

OPTION 2 CONNECT TO SUNLIGHT PARK ROAD, VIA BROADVIEW AVE



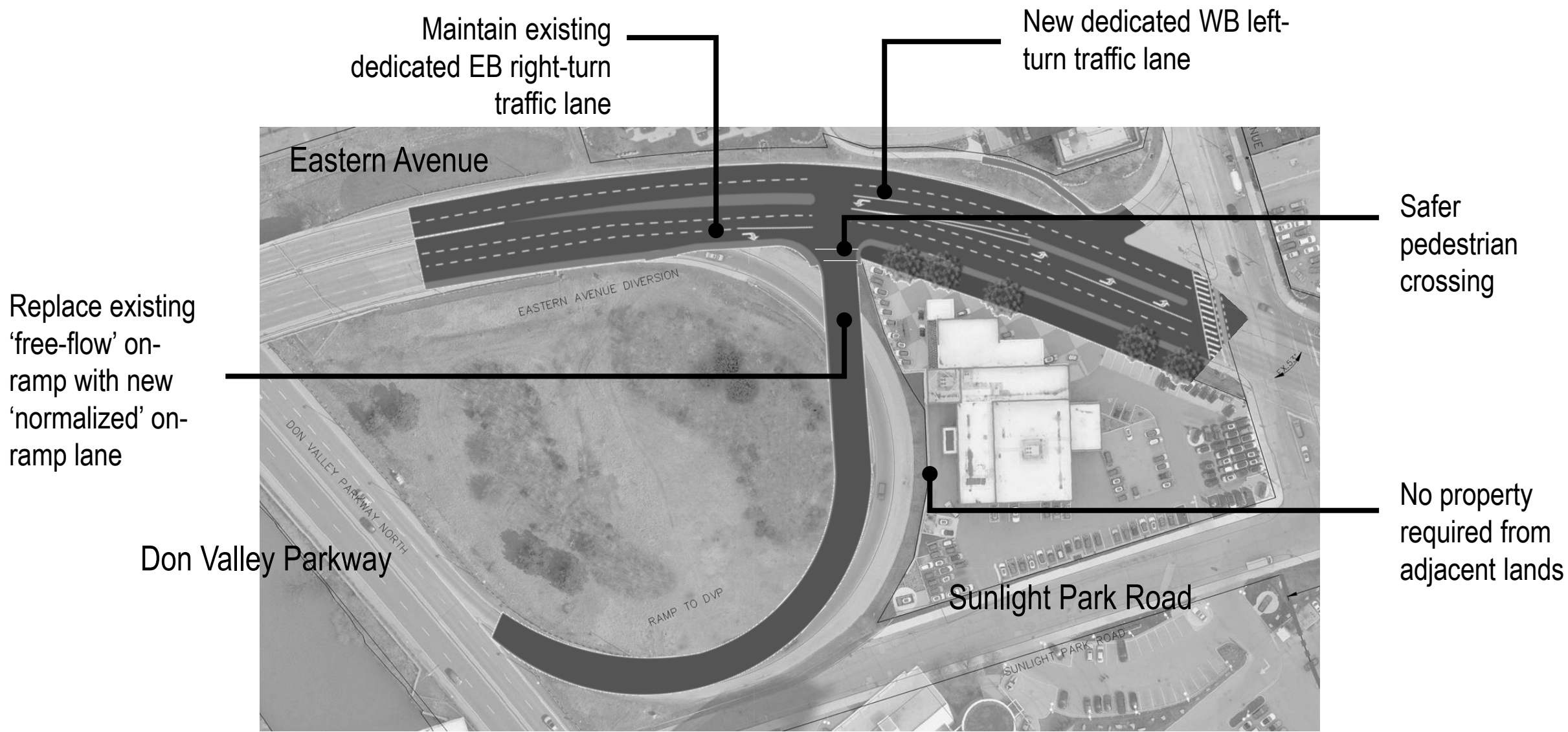
- Traffic coming from the east must use Broadview and Eastern intersection to access the DVP ramp
- Provides opportunity for development access or further extension

OPTION 3 NEW WB RIGHT TURN LANE AND SLIP LANE NORTH OF EASTERN AVENUE



- Insufficient property available to accommodate slip lane

PREFERRED DESIGN CONCEPT



IMPROVEMENTS TO BROADVIEW AVENUE
EASTERN AVENUE TO QUEEN STREET EAST

KEY DESIGN OBJECTIVES

Existing Broadview Ave

Transition from streetcars operating in dedicated transit ROW at Eastern Avenue to streetcars operating in mixed traffic, north to Queen Street East.

**STREETCARS IN MIXED
TRAFFIC & ONE TRAFFIC
LANE IN EACH DIRECTION**



WIDER SIDEWALKS



**RAISED AND
SEPARATED CYCLE
TRACKS**



**TREE PLANTINGS
& PUBLIC REALM**

**ON-STREET
PARKING**



OPTION 1



- Dedicated transit ROW south side
- Dedicated NB left turn lane
- Dedicated transit lanes on north side
- 23m ROW

OPTION 2



- Shared NB left turn lane/streetcar lane on south side
- Mixed-traffic lanes on north side
- 23m ROW

OPTION 3



- Dedicated transit ROW south side
- No NB left turn lane
- SB transit-only lane on north side
- 23m ROW

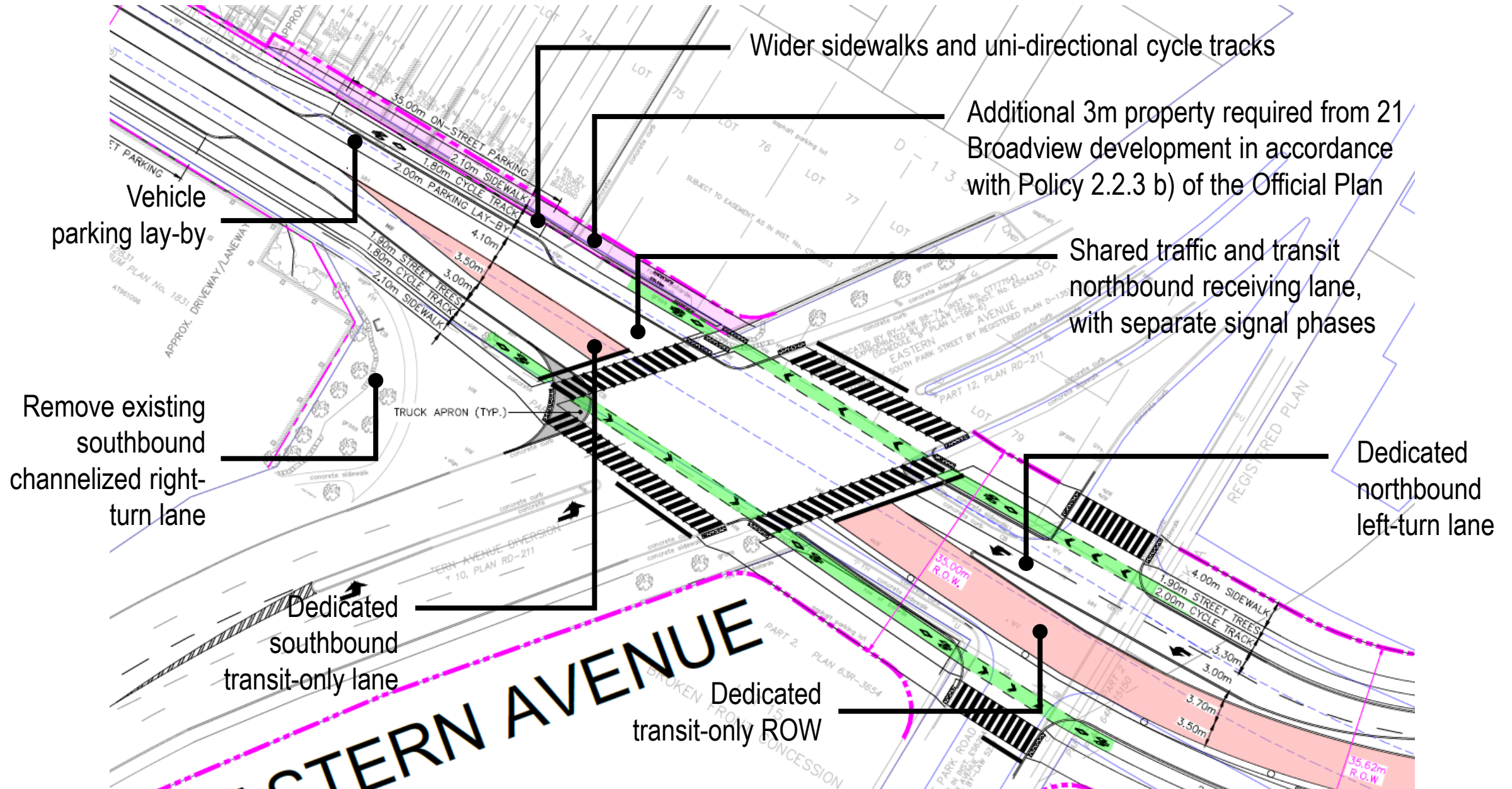
PREFERRED

OPTION 4

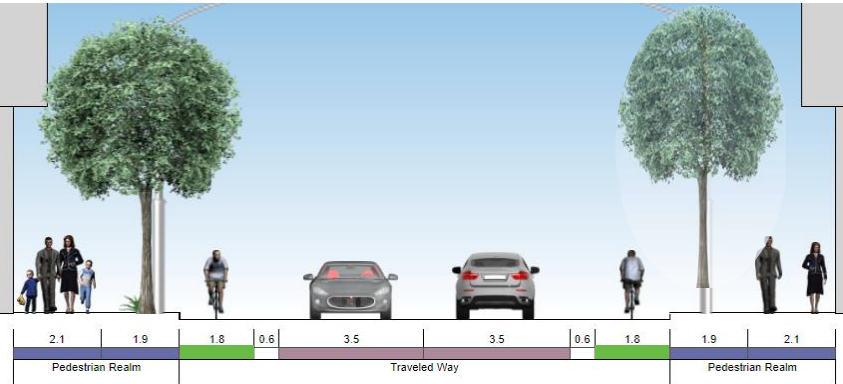


- Dedicated transit ROW south side
- NB left turn lane
- SB transit-only lane on north side
- 23m ROW

Existing Broadview Ave

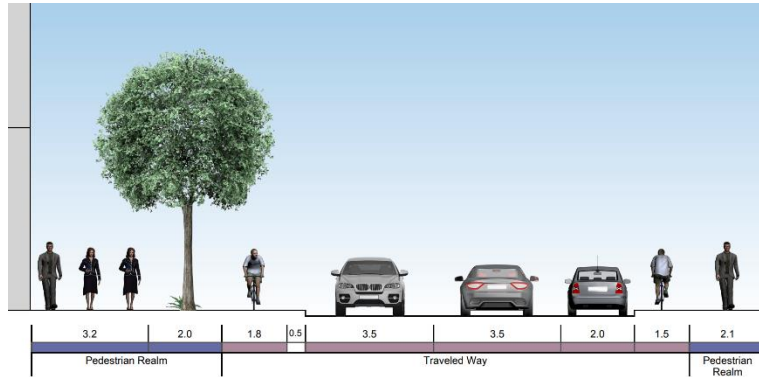


OPTION 1



- No vehicle parking lay-bys
- Street trees on both sides
- Cycle tracks on both sides

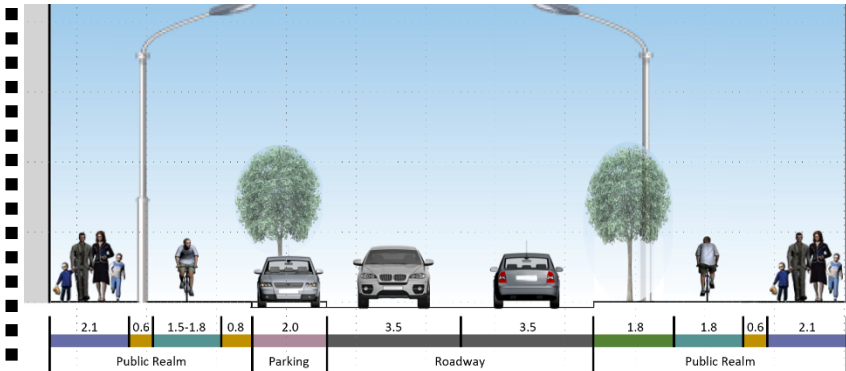
OPTION 2



- Vehicle parking lay-bys on east side
- Reduced cycle track width on east side
- Street trees on west side

PREFERRED

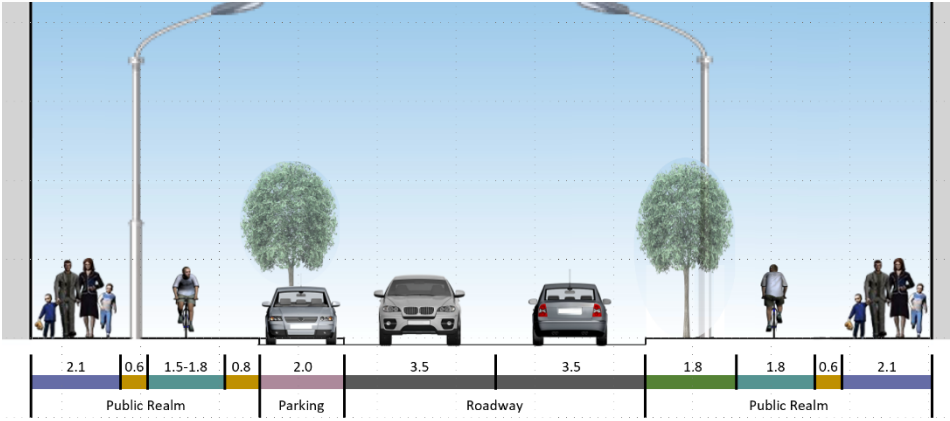
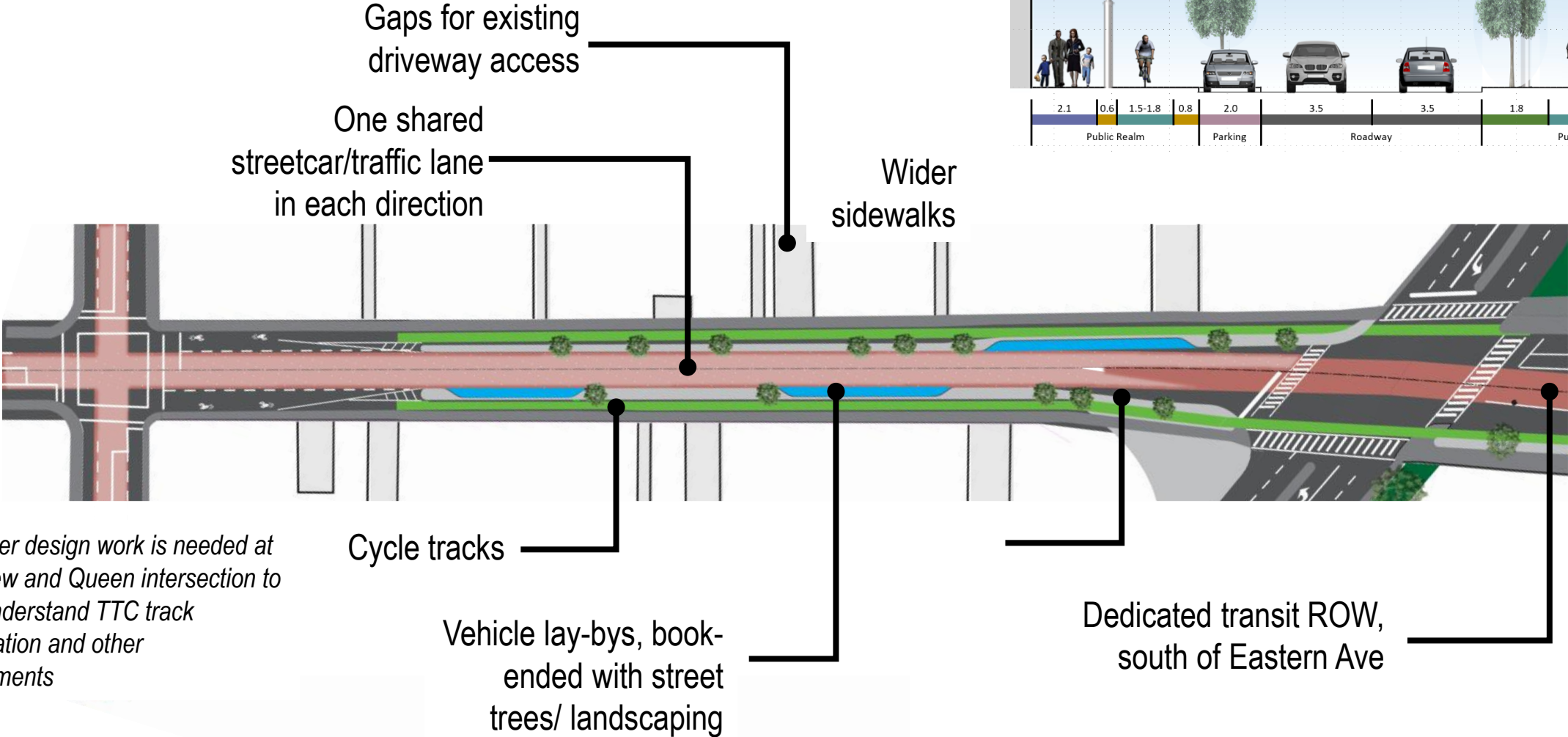
OPTION 3



- Vehicle parking lay-bys on west side, bookended with street trees/landscaping
- Reduced cycle track width at vehicle lay-by locations
- Street trees on east side

PREFERRED DESIGN: MID-BLOCK (INTERIM 20m ROW)

Existing Broadview Ave

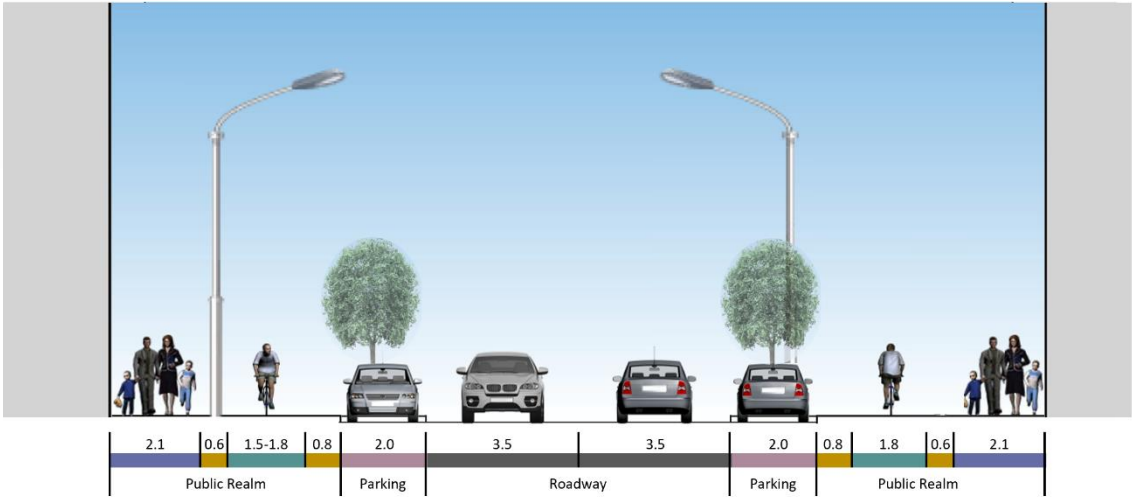


*** Further design work is needed at Broadview and Queen intersection to better understand TTC track configuration and other improvements

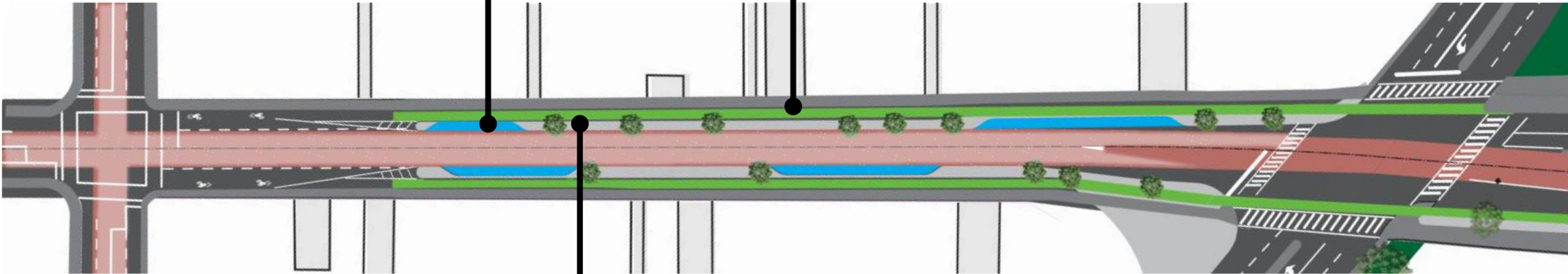
PREFERRED DESIGN: MID-BLOCK (ULTIMATE FUTURE 23m ROW)

Existing Broadview Ave

Official Plan Amendment to Map 3 for additional 3m of ROW width needed on east side to create wider sidewalks, more street trees, and wider cycling facilities

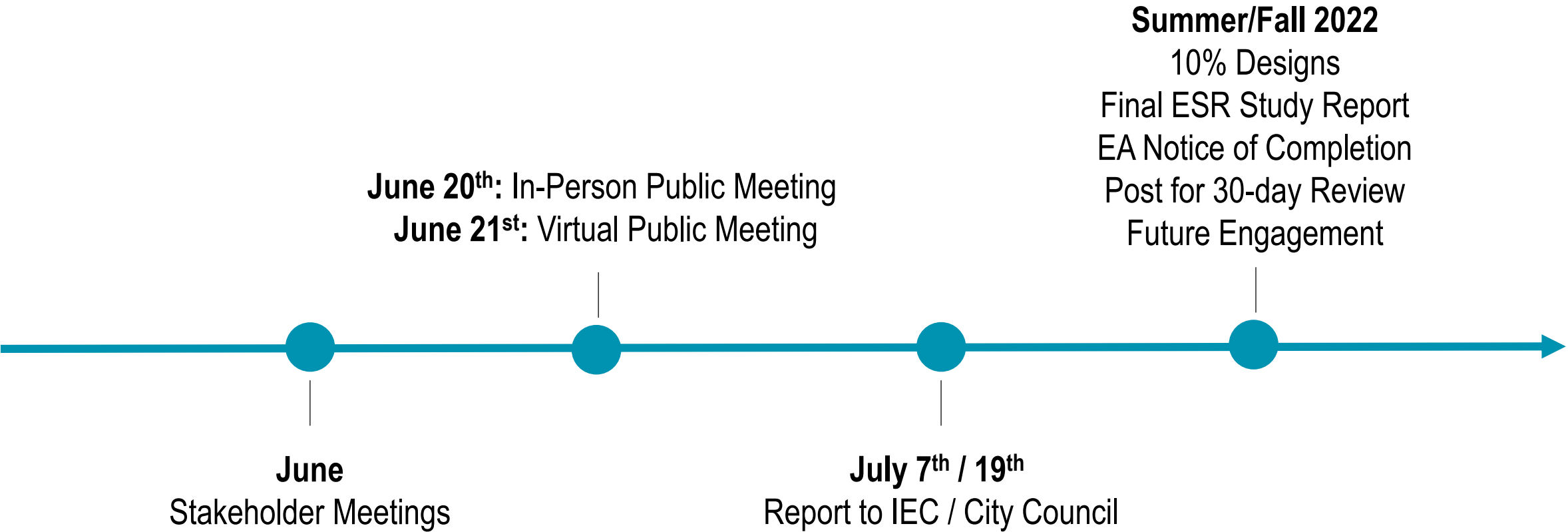


Potential additional vehicle lay-by spaces on east side



Wider Landscaping/
Street Tree zone

NEXT STEPS



Please provide feedback by email, phone or via the online feedback form by June 24, 2022.

|
toronto.ca/BroadviewExtension

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