

Broadview Avenue Extension Environmental Assessment

**Public Consultation Report
June 5, 2022**



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Overview

The Broadview Avenue Extension Environmental Assessment is developing, evaluating, and selecting preferred design options for the following existing and planned streets in the study area to improve connectivity; prioritize space for surface transit, pedestrians, and cyclists; allow essential auto access; create green streets, and provide space for vehicle lay-bys.

1. New extension of Broadview Avenue, between Eastern Avenue and Lake Shore Boulevard East
2. 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 under the MCEA process:

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

This study has been co-ordinated with the East Harbour Transit Hub, the East Harbour development, and several other ongoing major studies and initiatives currently underway in the area.

This report details the public consultation activities and feedback received on the preferred designs during the period of June 1 – June 24, 2022.

Notification and Consultation Activities

Notification

A variety of methods were used to notify stakeholders and members of the public about the consultation activities:

- Project Website: toronto.ca/BroadviewExtension
- Notice mailed by Canada Post to 17,349 addresses
- Email to project list of 34 contacts requesting email updates
- Email to stakeholder list of 80 contacts including resident associations, community groups, organizations, institutions, elected officials
- Email notice to Indigenous Communities: Mississaugas of the Credit First Nation, Huron-Wendat First Nation, Six Nations of the Grand River, Haudenosaunee Confederacy Chiefs Council
- Email notice to agencies and utility companies
- Twitter posts @GetInvolvedTO and @TO_Transport

Consultation Activities

Stakeholder representatives and members of the public were invited to share comments and ask questions via online and in-person events, stakeholder meetings, the online survey, and phone, email, or written letter. Feedback was received through the following activities:

- An in-person public drop-in event on June 20, 2022 from 6:30 – 8:30 p.m. at Jimmie Simpson Recreation Centre, attended by 17 people.
- A virtual online public event on June 21, 2022 from 6:30 – 8:30 p.m., attended by 44 people.
- An online survey available June 6 - 24, 2022, which received 286 responses.
- Meetings with key area stakeholders and property owners:

- Film industry stakeholders (June 3, 2022 and June 14, 2022)
- Riverside Business Improvement Area (June 10, 2022)
- Property owners: 341 Eastern Avenue (June 17, 2022), 11 & 22 Sunlight Park Road (June 8, 2022)
- Ongoing meetings between Transportation Services property owners and agencies involved in the Broadview & Eastern Flood Protection project, East Harbour Transit Hub, and the East Harbour development (WaterfrontTO, TRCA, Cadillac Fairview, Metrolinx, CreateTO)
- Comment tracking through email and telephone:
 - Direct communication was received from 9 individuals via telephone and email, in addition to formal correspondence from Indigenous Communities, agencies, and utility companies

Feedback Summary

An overall summary of what we heard from across all consultation efforts is highlighted below.

Support

- General support for the Broadview Avenue extension preferred design from Eastern Avenue to Lake Shore Boulevard, and further interest in improving the active transit network by prioritizing space for people walking, cycling and public transit with 84% of online survey respondents in agreement.
- General support for the preferred design for the New East-West Street between The Don Roadway and Booth Avenue with 67% of online survey respondents in agreement.
- Mixed support for the preferred design for the Eastern Avenue Don Valley Parkway on-ramp with 50% of online survey respondents in agreement. Some concerns expressed about traffic flow and traffic infiltration in surrounding neighbourhoods to the north and east.
- General support for the preferred improvements to the existing segment of Broadview Avenue, between Eastern Avenue and Queen Street East, with 73% of online survey respondents in agreement.
- General support for safety improvements including separated cycling infrastructure and protected intersections.
- Interest from the Riverside BIA for continued discussion about the design of the Broadview and Queen intersection.
- Support for the inclusion of vehicle lay-bys from film industry stakeholders, along with a request for the inclusion of space for potential future power drops.
- Requests for more greening along the streets, more pedestrian space and more pedestrian and cycling connections to destinations within the broader area.

Concerns

- Not enough is done for the pedestrian realm; include more pedestrian space, more greening and do more for active transit.
- Too much space for on-street vehicle lay-by spaces.
- Traffic infiltration through existing residential neighbourhoods to the north and east.
- The Eastern Avenue DVP on-ramp will create traffic backlog, either include signalised intersection or provide an on-ramp connection at Sunlight Park Road, via the Broadview Avenue Extension.

Stakeholder Meetings

Stakeholder meetings were facilitated by the Public Consultation Unit.

Film Industry

Stakeholder engagement meetings were held with key members of the film industry, and City staff from the Film and Entertainment Office and City Planning Divisions on March 16, June 3, and June 14, 2022. Feedback highlights include:

- 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 (15 metres) 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
- Provide clusters of film parking locations in the broader area to provide flexibility for potential future filming locations
- Ensure zoning supports area use for filming parked trucks and (staging)
- Filming suitability impacted by what is built on the adjacent development lands
- Information on other infrastructure initiatives underway in the surrounding area should be available in one place (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)

Riverside BIA

A stakeholder engagement meeting was also held with members of the Riverside BIA and City staff from Economic Development Division on June 10, 2022. Feedback highlights include:

- 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 is important. The following discussion points are noted:
 - Queen Street and Broadview Avenue is a key focal point for the BIA and has existing public art
 - Identifying future opportunities for public art
 - Accommodating Cycling facilities
 - Accommodating CaféTO patio spaces,
 - Location of TTC stops,.

Property Owners

341 Eastern Avenue

- Request to understand property impacts and access through the detail design stage
- Would like to ensure construction mitigation prevents disruption to business

11 & 22 Sunlight Park Road

- Reconsider the right-of-way (ROW) widths
- Reconsider the grade of Eastern Avenue Ramp as it related to Sunlight Park Road and potential access from the Eastern Avenue ramp onto Sunlight Road

Public Events

Two public events were held to provide the public with details about the planned transportation infrastructure designs and provide an opportunity to ask questions and share feedback with City staff.

An in-person event on June 20, 2022 provided an opportunity for members of the public to drop-in, view study display boards and speak with staff and consultants one-on-one about the study and proposed designs. There were 17 people that attended the event.

A virtual event on June 21, 2022 was held online. Participants received a presentation on the study and participated in a question-and-answer period. There were 44 participants in attendance.

At both events, presentation materials described the study purpose, evaluation of design options and preferred designs for each of the planned transportation infrastructure projects.

General Support and Feedback for the Project Area

- General support for the proposed new streets and road network
- Support for separated cycling infrastructure and protected intersections

General Concerns and Suggestions for the Project Area

- Reduce the number of on-street vehicle lay-by spaces
- Use bright paint to identify and beautify truck aprons – make them more visible (like Danforth)
- Relocate tree plantings to between the cycle tracks and roadway to improve physical protection buffer between cyclists and vehicle traffic
- Interest in good quality cycle tracks with connections across the Don River
- Suggested changes to help minimizing traffic infiltration in neighbourhoods east for Broadview Avenue, include adding:
 - A dedicated eastbound right-turn lane from Eastern Avenue to Broadview Ave
 - Four lanes of vehicular traffic on Broadview
 - Two south-bound left-turn lanes from Broadview Avenue to Lake Shore Road
- Questions about the number and location of right-turn or left-turn lanes
- Questions about construction timelines and phasing in of transit require follow-up communications
- Feedback opportunities on project stages and design details need to be communicated

Broadview Avenue Extension

Support

- General support for preferred design
- Support for dedicated streetcar lanes,
- Support for improved pedestrian and cycling facilities, including:
 - Protected intersections for cyclists
 - Traffic calming features and lower speed limits
 - More Greening
 - Reduce road widths

Suggestions

- Remove or reduce vehicle parking
- Include a public square
- Design Broadview Avenue and Eastern Avenue intersection to prevent vehicle traffic from entering the dedicated streetcar right-of-way to the south;
 - Use different materials to make the streetcar space distinct from the road with clear visual clues to prevent drivers from entering the streetcar lanes
- Have streetcar go underground at the rail corridor to make a direct, weather-protected, concourse-level connection with the future East Harbour Transit Hub station
- Phased in transit service during implementation

- Integrate the design of the Broadview Avenue Extension with the East Harbour Transit Station rail underpass
- Flood protection is needed for Broadview Avenue at the rail underpass where it connects with the East Harbour Transit Hub station

New East-West Street

- Concern there are too many left-turn lanes

Suggestions

- Paint truck aprons in nice patterns (like Danforth)
- Ban right turns on red light
- Place trees closer to the curb to make more visual and use as barrier between cycle tracks and vehicles
- Add bike turning boxes at New Street East and Booth Avenue intersections
- Create cycle connection to Lake Shore path at the Don Roadway

Eastern Avenue on-ramp to the Don Valley Parkway

- Support for the normalized on-ramp and improved crossing for pedestrians

Concerns

- There won't be a sufficient break in the traffic flow to make a left turn and the impact on traffic flow from cars queuing to turn
- The ramp will increase traffic along Eastern Avenue and east of Broadview Avenue
- Improved DVP access will increase traffic on the Gardiner Expressway

Suggestions

- Eliminate the on-ramp altogether and create direct access from Sunlight Park Road via the Broadview Avenue Extension
- Include a signalized intersection for Eastern Avenue DVP onramp to improve operations of westbound left-turn lane
- Extend the Eastern Avenue bike lanes to Broadview Avenue

Existing Broadview, Eastern Avenue to Queen Street East

- Suggestion to prioritize streetcar service by banning left-turns (at least during rush hour)
- Cautionary note to ensure that dedicated streetcar lanes are properly signed at the transition point so that cars do not enter the dedicated lanes

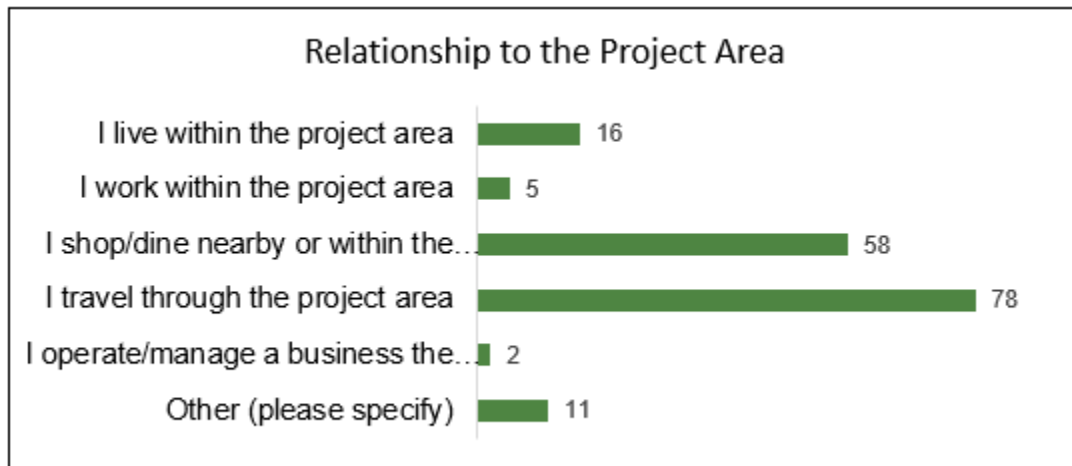
Online Survey

An online survey was available from June 6 to June 24, which received 286 complete responses. Participation was anonymous and results were reviewed for completion. Responses received to each question are described in this section.

The following questions offer insight on who has responded to the survey:

Q. What is your relationship to the area? (Check all that apply)

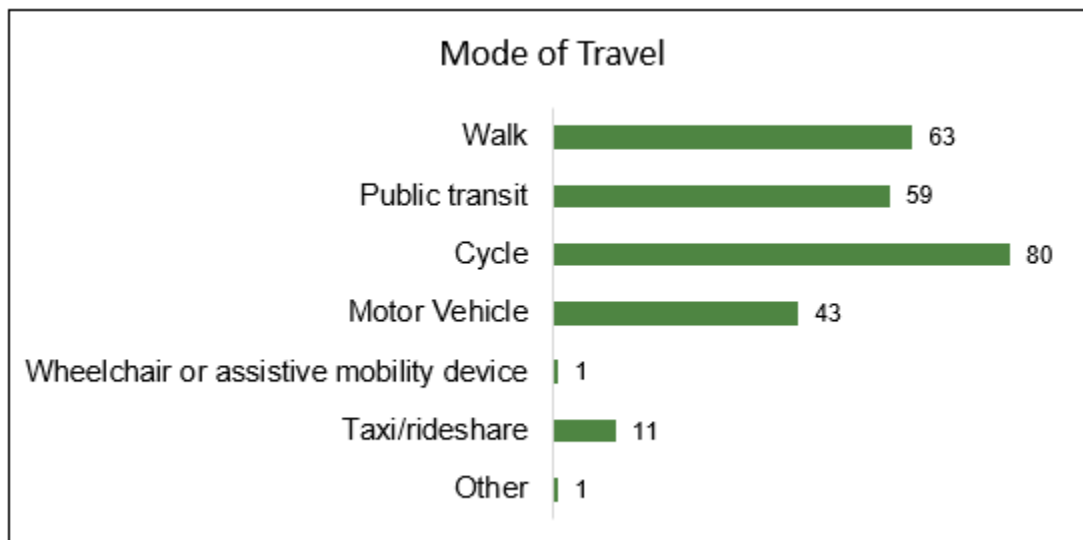
Majority of respondents travel through project areas or shop / dine nearby. Others describe their relation to the area in various way including friends or family living in the area as well as recreation and leisure. According to postal data gathered, 53 live in the M4M postal code area.



Q. How do you regularly travel within the project area? [Check all that apply.]

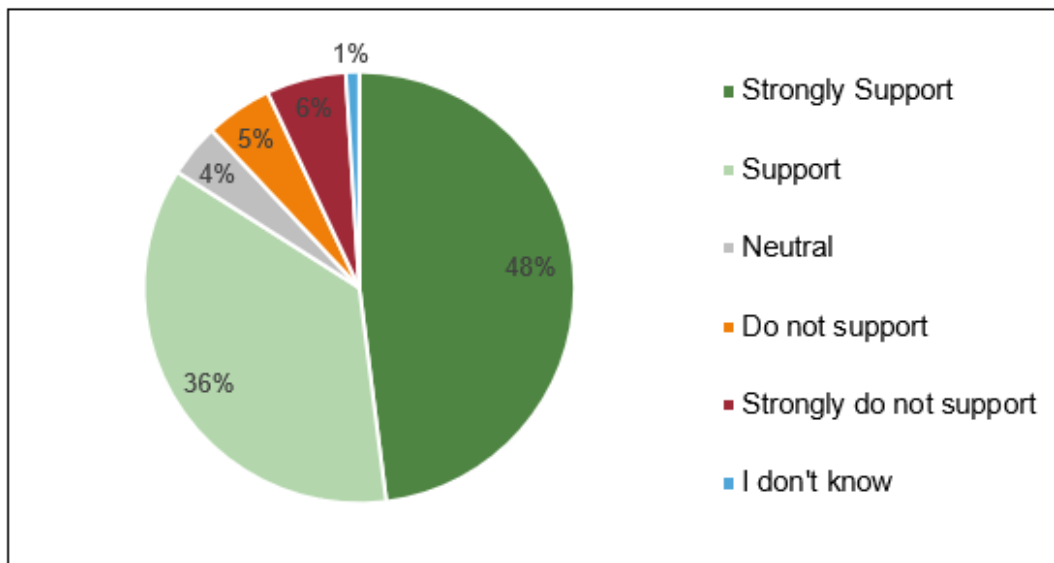
Majority of the survey respondents cycle, walk or use public transit.

The following questions were designed to gauge the level of support for the preferred design option. The survey also included optional demographic questions, in addition to a comment box.



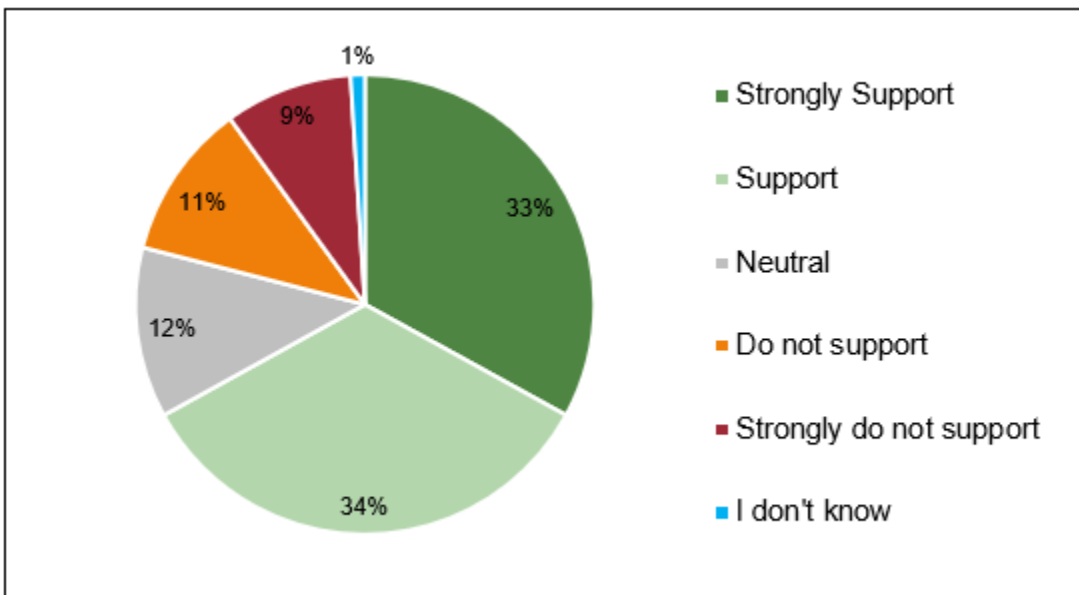
Q. How supportive are you of the preferred design for the Broadview Avenue Extension?

A majority of the respondents (84%) support or strongly support the preferred design for the new Broadview Avenue Extension.



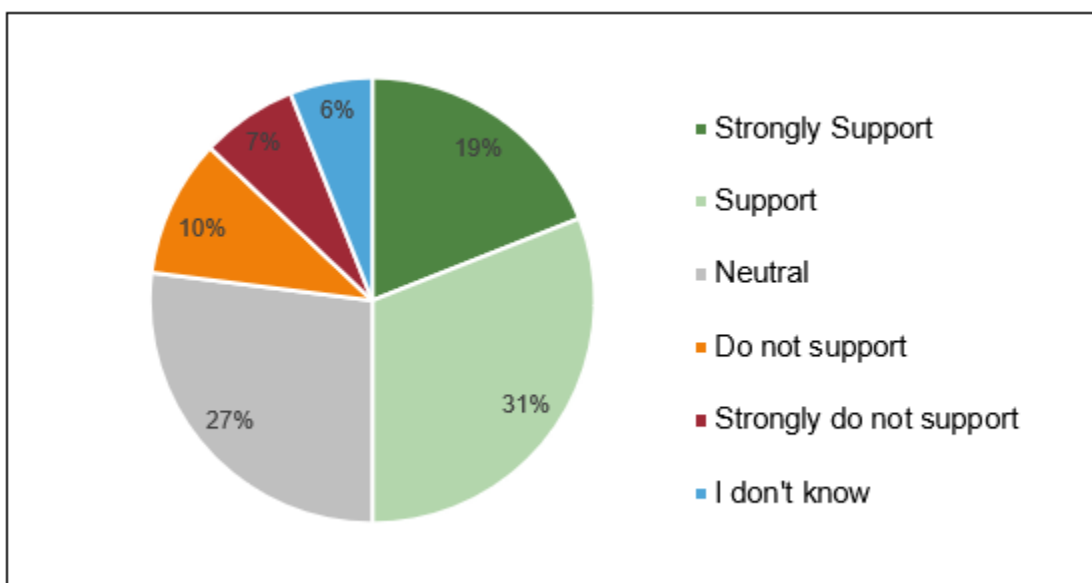
Q. How supportive are you of the preferred design for the new East-West Street?

Majority of the respondents (67%) support or strongly support proposed design for the new East-West Street.



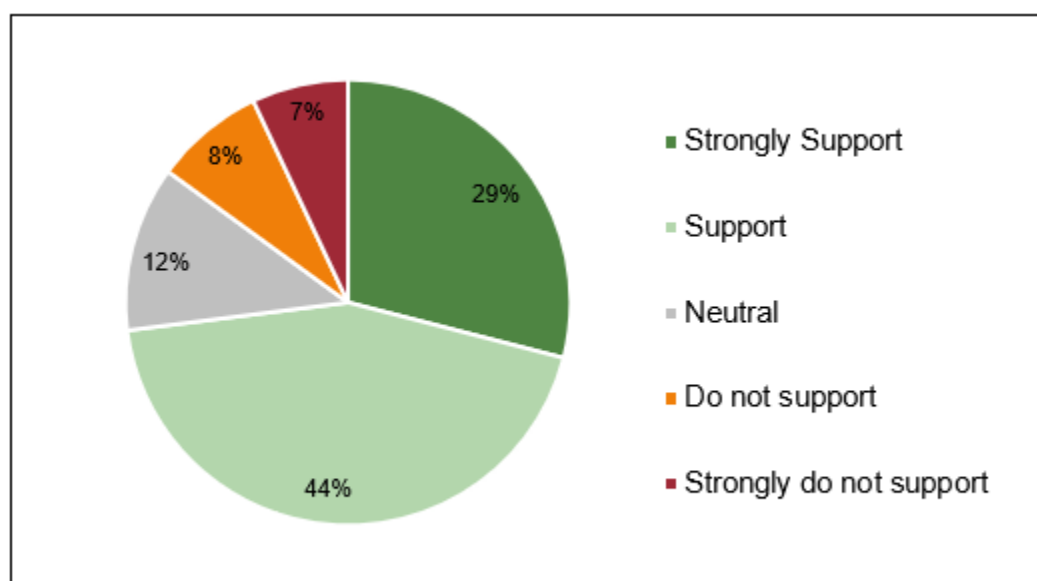
Q. How supportive are you of the preferred design for the Eastern Avenue DVP on-ramp?

Half of the respondents (50%) support or strongly support the preferred design, while over a quarter of respondents (27%) were neutral. Thirteen percent of respondents opposed to the on-ramp.



Q. How supportive are you of the preferred design for proposed improvements to the existing segment of Broadview Avenue, between Queen Street and Eastern Avenue?

Majority of the respondents (73%) support or strongly support the preferred design for the existing stretch of Broadview Avenue Queen Street to Eastern Avenue.



Additional Comments

Survey comments based on project segments or specific design elements are summarized below:

General Comments for the project area

Survey comments expressed general support for various design elements, notably:

- Separated cycle tracks
- Dedicated streetcars tracks
- Dedicated left turn lanes
- Bioswales
- Design that encourages walking and cycling

Other comments received were that the preferred designs do not do enough for Vision Zero and a Complete Streets approach. Some survey respondents encouraged the City to 'do more', noting that new streets are an opportunity to build for climate responsible active transportation. Many participants commented that too much space was given for vehicles and parking, advocating for reduced vehicle and parking space and increased space for cycle tracks, sidewalk, and public areas.

Walking and cycling

- Provide more space for sidewalks by reducing road widths and parking
- Layby parking is not necessary
- Restrict personal vehicle and provide access to delivery and service vehicles only
- Install continuous sidewalk with raised pedestrian crossing at intersections
- Install physically separated, protected cycle tracks on all streets
 - Request for physically separated include suggestions for barrier with low wall concrete barrier, bollards, or green median
 - Concern that raised cycle tracks are dangerous and make it difficult to pass other people on bike
 - Use barrier treatment that prevents vehicles from entering cycle tracks
 - Separate cycle tracks from vehicle lanes with green space median (rather than green space between cycle tracks and sidewalk)
- Increase space width of cycle tracks to minimum 2 metres and ensure enough space for those people who cycle faster to overtake those who are slower, space can widen at intervals to assist
- Ensure sufficient buffer area between the 'door zone' of cars
- Consider two-way cycle tracks on one side of the road to accommodate emergency vehicles and make it safer for people cycling
- Connect to the broader cycling network along the Danforth, Corktown Commons, Lower Don Trail, local parks and destinations
- The previous pedestrian and cycling bridge that crossed the DVP should be brought back
- Reference European and Danish models for cycle tracks and pedestrian crossing suggestions (specifically at Broadview Avenue and Queen Street)

Eastern Avenue on-ramp to Don Valley Parkway

- Support for a 'normalised' on-ramp
- Safety concerns for people walking and cycling
- Concern the road leading to the on-ramp will not accommodate the volume for westbound left-turns
- Incorporate cycling protection along Eastern Avenue and eastbound from the Underpass Park ramp
- Improve connection for people cycling

- The pedestrian crossing is a slight improvement
- Use the space inside the on-ramp for a park, pedestrian-way, or dog run

Streetcars and Transit

- Include signal priority for transit
- Consider side-running transit lanes for the streetcar adjacent to the curb (like Cherry Street)
- Add green track for streetcar (biophillic design, with greenery under the tracks)
- Consider below grade, weather protected connection at future East Harbour stations
- Create dedicated streetcar lanes from Queen Street to Eastern Avenue

Traffic

- Concern for spill over traffic in the surrounding neighbourhood
- Concern for impacts on speed and volume of traffic
 - Traffic calming needed to reduce speed limits on Eastern Avenue
 - Traffic diversion needed to reduce volume of traffic along Eastern Avenue and into the residential neighbourhood

Greening

- Prioritize greening over parking
- Install more shade regulating trees
- Include trees on both sides of the new east-west street

Email and Phone Comments

City staff received direct communication from 9 individuals about the project, summarized below:

- Install bi-directional cycling lanes which can also be used by emergency vehicles to get past the traffic congestion caused by single-occupant motor vehicles.
- Suggested use of grass on the streetcar right-of-way.
- Question on how the project will interface with City's 10-Year Cycling Network Plan
- Suggested protected intersections to address safety for people cycling and vehicles turning right at intersections.
- Concern raised for wheelchair and mobility accommodations at Eastern Avenue and the DVP on-ramp
- General interest in knowing more about the 6 signature streets as identified in the broader context for the project

Indigenous Engagement

Notification was issued to First Nations as part of the Duty to Consult. A response was received from the Huron-Wendat First Nation requesting to be informed of, and involved in, any additional archeological assessment activity during future stages of work related to this study.

Agency & Utility Notification

Notification was issued to interested agencies and utilities.

Comments were received from Hydro One to confirm the existence of a high voltage transmission underground cable within the study area and identification that any transmission line replacement or relocation will require further impact studies.

Comments received on behalf of the Toronto Port Authority (PortsToronto) identified concerns with the inclusion of two bridges across the ship channel in the presentation material. While the

bridges are not part the Broadview Extension environmental assessment, concern was raised that the depiction presumes development.

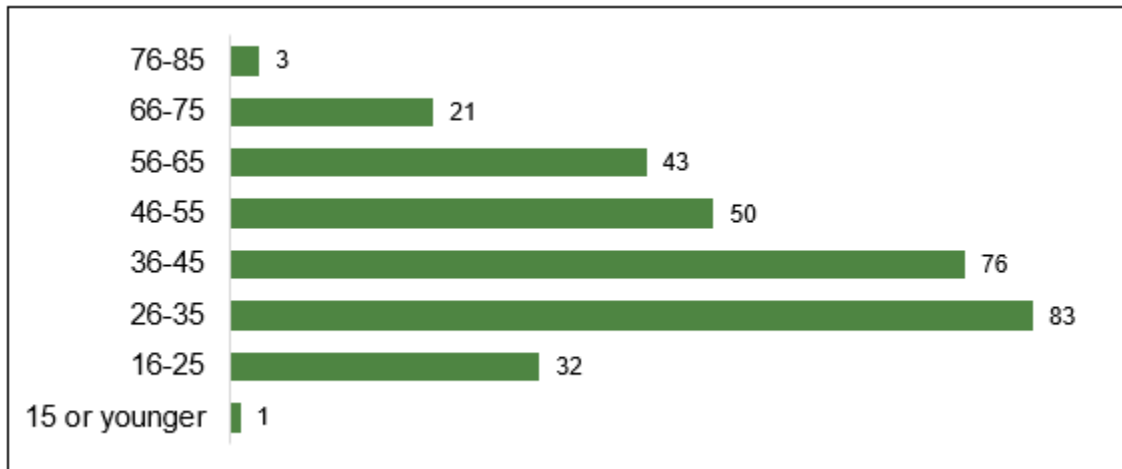
Next Steps

The feedback received during this round of public consultation will be used to inform and refine further design. A staff report will be presented to the Infrastructure and Environment Committee on July 7 and City Council at its meeting on July 19 and 20. If approved by City Council, a final study report will made available for a 30-day public comment period.

Appendix A: Survey – Demographic Information

Demographic information provides some insight into understanding who responded to the public survey. Two-hundred and eighty-six (286) people completed the survey to the end and these results have been analysed.

Age



Gender

