

## Meeting Summary

### Broadview Extension EA and East Harbour Development Team Meeting

August 12, 2021, 2-5pm

WebEx Meeting

#### Attendees

City of Toronto: Eric Mann, Cassidy Ritz, Riad Rahman, Trevor Greenman, Hans Riekko, Brett Howell, Tayo Apampa, Tom Schwerdtfeger, Ran Chen, Matthew Davis, Wai Ming Lo, Brano Satkunathan, Garvin Tom,

TTC: A.J. Takarabe

Metrolinx & Consultants: Rohit Gupta, Adriana Alvares

CreateTO: Tina Panagoulia

Cadillac Fairview: [REDACTED]

BA Group: Tim Arnott, Ian Clark

Urban Strategies: Ben Hoff, Tony De Franco, Sam Lozeau, Stuart Dow

Adamson Associates: Sam Nicolini

WSP: Shawn Walters

Dillon Consulting: Merrilees Willemse, Christopher Johnson

Lea Consulting: Chris Sidlar

#### Meeting Purpose

The purpose of this meeting was to discuss the Broadview Extension Environmental Assessment (EA), review design options for Broadview and identify coordination needed between the EA team and the Cadillac Fairview East Harbour Development team.

#### Agenda

1. Broadview EA – Overview of Process, Approach and Objectives
2. EA Progress Update
3. Precinct Road Network
  - a. Updated alignments and intersections
4. Broadview Design Options
  - a. Broadview Design Assumptions
  - b. Broadview Options and Preliminary Preferred
5. Discussion
6. Next Steps and Future Meetings

The meeting opened with introductions followed by a presentation from Dillon on the EA work completed in 2020 and preliminary preferred design. Presentation materials are provided in **Attachment 1** to this meeting summary.

### Meeting Summary – Actions and Decisions

The following summary provides documentation of discussion topics and the actions and/or decisions that were determined at the meeting. The summary does not include documentation of detailed discussion. Following the meeting, it is anticipated that the Cadillac Fairview East Harbour Development Team will submit formal written comments to the EA team on the Broadview EA design options once the revised EA plans and sections are provided for review.

Item	Discussion/Action/Decision	Responsible Person/Party
1.	<p>Review of Precinct road network:</p> <ul style="list-style-type: none"> <li>EA Team identified modifications to the road network that are present in the revised Cadillac Fairview (CF) Master Plan</li> <li><b>Action:</b> City is still reviewing the CF Master Plan application and needs to provide comments on the transportation network changes.</li> <li><b>Action:</b> EA team will adjust the Broadview centreline alignment to match what is showing in the CF Master Plan. Slight modification is needed south Street E to align with centreline planned south of Lake Shore Blvd.</li> <li>Street A location is shifted south from previous plan. The new location of Street A provides space for the transition of grading needed in relation to the underpass and station design. <b>Action:</b> City reviewing and to provide direction to EA team on adjusting Street A location.</li> <li>Street C alignment adjusted to be located further west of previous plan. New alignment would not match the Lake Shore Blvd design. City needs to review and provide direction on Street C alignment. May be looked at in the development approval rather than EA phase. "Future Bouchette"/Street C location and alignment to be confirmed at a later time. <b>Action:</b> City to confirm if EA team should proceed using the CF Master Plan Street C alignment.</li> <li>Street E alignment has been modified to intersect at Booth at 90 degrees. EA team and City agree with this adjustment. <b>Action:</b> EA team will update the plan to reflect change.</li> </ul>	<p>Trevor Greenman</p> <p>Chris Sidlar</p> <p>Riad Rahman / Trevor Greenman</p> <p>Riad Rahman / Trevor Greenman</p> <p>Chris Sidlar</p>
2.	<p>Introduction of Signalized Intersection at Street A:</p> <ul style="list-style-type: none"> <li>CF Master Plan includes a signal on Broadview at Street A that is premised on providing a westbound left turn from Street A onto Broadview for around the block circulation and to provide better pedestrian crossing option. Accessibility drop-off area for the station is on the north side of Street A and circulation of those vehicles needs consideration. Master Plan identifies the signal as a better option to address traffic movements related to the station.</li> <li>CF Master Plan team confirmed that adding a signal at Street A would not include the provision for a southbound left turning lane on Broadview in this location.</li> <li>Broadview EA team and TTC are concerned with the addition of a left turn off Street A onto Broadview:</li> </ul>	

	<ul style="list-style-type: none"> <li>○ This could result in traffic blocking the streetcar</li> <li>○ Signal time would delay streetcar operations – TTC would like to mitigate against potential signal delays as there will be time delays added with left turns. Broadview should be a transit priority street.</li> <li>○ Want to reduce left turns at pedestrian crossings – Vision zero principles as it relates to potential conflicts</li> <li>○ Do not want to add more traffic to Broadview; Streets B &amp; C can be used for circulation.</li> <li>○ TTC recognizes importance of the Accessibility drop-off on Street A. Need to consider circulation for Accessibility vehicles but it is likely that right-in/right-out from Street A to Broadview will work as there are other routes that support broader circulation (Eastern, Street B, Street C, Booth, etc.).</li> <li>● <b>Action:</b> City will be providing comments to the CF Master Plan team regarding transportation network shown, including Street A signal. City to consider plans and input from all parties, including in relation to Accessibility drop-off area for the Station, and provide guidance to the EA team on how to proceed for design options.</li> </ul>	Riad Rahman / Trevor Greenman
3.	<p>Transit Station Underpass design:</p> <ul style="list-style-type: none"> <li>● <b>Action:</b> Broadview EA has not progressed the design at the underpass and needs to update the plan based on input from Metrolinx (MX), TTC and the City: <ol style="list-style-type: none"> <li>1. Update platforms to 70m length (direction from TTC).</li> <li>2. Update cross section based on columns/piers at the rail deck and safety requirements for design (direction from MX).</li> <li>3. Team is meeting with MX tomorrow (Friday August 13) to get more information on underpass design.</li> </ol> </li> </ul>	Chris Sidlar / Merrilees Willemse
4.	<p>Quadrant 1 driveways:</p> <ul style="list-style-type: none"> <li>● Surface driveway through Quadrant 1 has been realigned in Master Plan based on new building layout.</li> <li>● Surface driveway will be one-way, entrance off Street E, exit on Broadview southbound. <ul style="list-style-type: none"> <li>○ Driveway is intended to serve a portion of pick-up and drop-off and deliveries needed to buildings. The below-grade facilities will provide the main delivery location but the driveway and laybys need to be considered to accommodate daily interactions related to curbside activity that will not be accommodated on Broadview.</li> <li>○ Movements permitted via the driveway are critical for leasing the employment buildings and to allow for event type vehicles such a food trucks to be accommodated when programming the plaza area.</li> </ul> </li> </ul>	

	<ul style="list-style-type: none"> <li>○ Driveway will be pedestrian focused, recognizing the pedestrian activity in the area. Design has not been planned to prioritize peak periods, rather it models daily traffic expectations for curbside activity.</li> <li>• EA team also notes that a new driveway entrance has been added on Street E in the revised CF Master Plan to provide a direct underground access to build 1D. This is adjacent to the surface driveway entrance and is in addition to the underground parking entrance included for building 1A on Street E.</li> <li>• <b>Action:</b> City planning team and EA Team to review driveway locations and designs for Quadrant 1 and provide comments related to potential impacts or issues associated with design of Broadview and design of Street E.</li> </ul>	Trevor Greenman / Merrilees W. / Chris Sidlar
5.	Broadview Extension Plan and Sections – EA and CF Team design comparison and discussion:	
5.1	<p>General Items to note:</p> <ul style="list-style-type: none"> <li>• EA has asymmetrical design in preliminary preferred, selected to accommodate the rain garden on east side of the street.</li> <li>• EA shows catenary system on the side of the transit ROW to reflect feedback from TTC.</li> <li>• EA plan layout for preliminary preferred needs to be updated (materials shown are from 2020 and do not reflect modifications that the team has discussed). Will be adjusted to make a consistent 37.5 ROW.</li> <li>• Segment of Broadview between Street E and Lake Shore Blvd has not been advanced by EA team at this time. That effort will be part of next steps, including intersection design for Broadview and Lake Shore Blvd.</li> </ul>	
5.2	<p>Single through lane and Mountable Curbs:</p> <ul style="list-style-type: none"> <li>• EA design: Streetcar ROW will have mountable curbs to provide space for EMS and, when necessary, for through traffic to pass around a stalled vehicle.</li> <li>• CF team identified concerns with how traffic will operate with a single through lane and limited mountable curb space if cars block the through lane. A blocked lane may arise either because of an accident, stalled vehicle or bad driver behaviour (e.g., car stopping to drop someone off).</li> <li>• Three key areas of concern were identified regarding the EA design that shows a single through lane from Eastern Avenue to Street E. Concerns relate to the potential for vehicles to get caught/stuck on Broadview without an ability to pass if a vehicle is blocking the way. The circumstances when this may happen include: <ul style="list-style-type: none"> <li>○ Emergency response – EA team has met with EMS and TTC to discuss EMS use of transit ROW via a mountable curb that would allow EMS vehicles to go around if needed.</li> </ul> </li> </ul>	

	<ul style="list-style-type: none"> <li>○ Stalled vehicle or accident – EA has identified a mountable curb on the transit ROW to allow for vehicles to pass in critical circumstances where the through lane is blocked.</li> <li>○ Bad driver behaviours – EA team is not designing the road for this. Do not want to allow for bad driver behaviour.</li> <li>● CF team identified a larger curb separation between the transit ROW and the traffic lane to allow for vehicles to bypass when needed. CF concerned that the EA design will result in stopped traffic on Broadview when the through lane is blocked.</li> <li>● <b>Action:</b> EA team to provide more detail and information on the design and size of the mountable curbs, including the extents of the segments where mountable curbs would be needed/used.</li> <li>● <b>Action:</b> EA team to follow-up with TTC on design of mountable curbs for the transit ROW to be used by through traffic/EMS in critical circumstances.</li> </ul>	<p>Merrilees W. / Chris Sidlar</p> <p>Riad Rahman / Merrilees W.</p>
5.3	<p>Laybys:</p> <ul style="list-style-type: none"> <li>● CF would like to confirm the space for the laybys on Broadview. Laybys are critical for leasing office/commercial space in order to provide curbside activity that tenants expect.</li> <li>● Recent 2021 direction to the EA team is that at least 1 layby on Broadview needs to be able to accommodate 1 primary media/film truck; minimum length for the layby would be 45m.</li> <li>● EA team concerned that multiple laybys will compromise space for green street elements such as bioswales and rain gardens.</li> <li>● <b>Action:</b> Riad to provide information to CF team regarding the laybys and required length for film/media truck.</li> <li>● <b>Action:</b> EA team to update Broadview design with revised layby designs based on revised location of Street A, revised location of Quadrant 1 driveway and revised 45 m length for 1 layby to host film/media truck.</li> </ul>	<p>Riad Rahman</p> <p>Merrilees W. / Chris Sidlar</p>
5.4	<p>Broadview right turn lanes at Street E:</p> <ul style="list-style-type: none"> <li>● EA design does not include dedicated right turn lanes on Broadview at Street E. EA design includes left turn lanes and combined through/right lanes (both northbound and southbound).</li> <li>● CF team concerned that right turn lane is combined with through lane in the EA design. CF team would like to see a right turn lane for the following reasons: <ul style="list-style-type: none"> <li>○ Need for southbound traffic on Broadview to access the buildings in Quadrant 1 by turning right onto Street E.</li> <li>○ Concern that through traffic will get blocked on Broadview due to the queue of right turn vehicles at Street E.</li> <li>○ Concern for pedestrian safety as vehicles may try to turn right at Street E without proper pedestrian space given that right turn vehicles may experience pressure to move from the vehicles queued behind that are trying to pass through the intersection. Right turn lane may provide comfort for</li> </ul> </li> </ul>	

	<p>vehicles to wait for the proper moment to turn once pedestrians have cleared.</p> <ul style="list-style-type: none"> <li>EA team concerned that adding a separate right turn lane would: <ul style="list-style-type: none"> <li>Be overdesigning for the right turn movement given that 90% of visitors to area should be coming via transit/bike/foot.</li> <li>Would increase the crossing distance for pedestrians.</li> <li>Would pose greater risk of cycling/pedestrian conflicts with turning vehicles if vehicles are given dedicated turning space.</li> <li>EA and City does not want to design the road to encourage driving.</li> <li>May need to implement restrictions for large trucks to make southbound right turns from Broadview onto Street E given the angle of the intersection. EA team reviewing with City. Current EA design would allow for a garbage truck to make the right turn.</li> <li>EA team has also added a new DVP northbound access for westbound traffic on Eastern Avenue in order to reduce the number of vehicles trying to access the DVP from Street E which should further reduce the demand for southbound right turns onto Street E from Broadview.</li> </ul> </li> <li>City concerned with adding right turn lanes as this is not standard for a downtown condition which is what Broadview should be designed for.</li> <li>City has agreed to widen Booth Street and wants teams to consider the Precinct traffic flow as a whole in terms of how traffic will use connecting roadways and can use a variety of local streets to access different blocks within the Precinct.</li> <li>All teams agree that vulnerable road users are a priority and that pedestrian safety is top consideration in designs but there is disagreement on the need and extent of right turn lanes on Broadview.</li> <li><b>Action:</b> EA team will continue to review the need for and potential of right turn lanes on Broadview at Street E.</li> </ul>	<p>Merrilees W. / Chris Sidlar</p>
6.	<p>Cycle track design at intersection of Broadview and Street E:</p> <ul style="list-style-type: none"> <li>EA Team has not advanced the cycle track design at the intersection. EA team to meet with City Cycling team to workshop the configuration of cycling at the intersection. Also include review of Lake Shore Blvd intersection and design integration with Lake Shore Blvd cycling connections.</li> <li>Recognition of the design challenges given the angle of the Broadview and Street E intersection.</li> <li><b>Action:</b> EA team to share intersection configuration details after meeting with the City's Cycling team.</li> </ul>	<p>Merrilees W. / Chris Sidlar</p>
7.	<p>Next Steps:</p>	

	<ul style="list-style-type: none"> <li>• EA team, City and CF team have a meeting with Metrolinx on Friday August 13 to discuss underpass design. Input from that meeting will inform EA work on Broadview. EA team will need to revise base plan and Broadview design once team receives underpass design parameters (grading and vertical clearance) and CAD files.</li> <li>• EA team to confirm base plan updates to be made with City and to complete those modifications noted.</li> <li>• EA team to revise Broadview plan and sections to reflect modifications and edits noted.</li> <li>• EA team to share materials with CF Master Plan team for detailed review and comment.</li> <li>• CF Master Plan team to provide written comments to EA team on revised materials once received.</li> <li>• Follow-up meeting needs to be scheduled with CF Master Plan team to review Street E design options and Lake Shore Blvd intersection design.</li> <li>• <b>Action:</b> City to arrange follow-up meetings needed in September and October – one for Street E design options and Lake Shore intersection discussion, and one for Broadview design revisions once the EA team has prepared those materials.</li> </ul>	<p>Riad Rahman / Eric Mann</p>
--	---	------------------------------------

**Date:** Friday, June 3, 2022

**Meeting Type:** WeBex

**Start time:** 11:30 am **End Time:** 12:30 pm

## Project Overview:

The Broadview Avenue Extension Environmental Assessment study is developing, evaluating and selecting preferred design options for the following existing and planned streets in the study area:

- Broadview Avenue Extension between Eastern Avenue and Lake Shore Boulevard East
  - New East-West Street, between Don Roadway and Booth Avenue
  - Reconfiguration of existing Eastern Avenue on-ramp to the Don Valley Parkway
- The City is also examining potential improvements to the existing segment of Broadview Avenue between Eastern Avenue and Queen Street East, to accommodate streetcars in mixed traffic.

## Meeting Objectives:

- To present the study design options to representatives from the film industry
- Receive feedback on the design options and needs of the film industry

## Meeting Overview:

The meeting was facilitated by Aadila Valiallah, Public Consultation Unit. A presentation was provided by Dave Hunter, Transportation Services outlining each of the design options and City's preferred design based on an evaluation of criteria. Participants were then given opportunity to ask questions and provide comments.

Councillor Fletcher provided opening remarks outlining the importance of meeting with the film industry and getting their feedback to ensure that the designs meet the interests of the industry.

## Discussion

Following the presentation, there was an opportunity for comments and discussion. Below is a record of key points, concerns and follow up. The discussion captured is summarized below: **Q:** Question/ **A:** Answer/ **C:** Comment/ **Action:** Action items, along with the attendees initials.

**Q:** Electrical power is one of the most important items on the list for the film industry. It needs to be addressed early on as it requires time and an important item to be assessed early on in the planning process.

**C:** The City has recently incorporated power drops in Park locations. This project gives us an opportunity to incorporate within street locations.

**A:** Agree, it would be helpful to have early discussions with Toronto Hydro.



**Q:** Film location managers would have the best insights on the suitability of the laybys.

**A:** Staff will reach out to film location managers about the space requirements and locations.

**C:** Flagging that the length of laybys should be reviewed in review of the sizing of the trucks or trailers used as well as clustering the lay-bys. Crews may also need to run cords over cycling lanes based on the location of the power source location. This should also be considered.

**A:** The City will review the length of the laybys and their locations. We are looking for your input on both.

**Q:** It would be helpful for the industry to have a central City staff point of contact to speak to about what is happening in the area and its effects, for example, this project along with others such as East Harbour and revitalization of the mouth of the Don River. It is hard to understand what is happening in the area and how they effect on the area.

**A:** The City has established a Construction Hub for the area, similar to what was set-up at Yonge-Eglinton, where there are multiple projects taking place. The Construction Hub project manager is Nathan Sham and he is engaged with each of the projects. The City will share Nathan's contact information.

**Q:** Is the film industry interested in details about construction only or a better understanding of all of the projects being planned?

**A:** We're interested in both aspects. Studios are selling Toronto for the next year and need to know what is planned for future years and also need to know how things are affected in terms of routes blocked or affected by construction.

**C:** The Film Office has a heat map that shows where units typically locate that can give an indication of historical use.

**Q:** Is development proposal information available?

**A:** The City will take a further look at the relationship between street elements and proposed built form on land adjacent to the street and share this information.

**Q:** Is it possible to include further phases of the Broadview Avenue Extension or Port Lands work? How far out are these plans?

**A:** The Broadview Avenue Extension further south is still a ways out but there are other streets in the Port Lands being delivered by Waterfront Toronto.

**C:** It would be helpful to have further information on this and to have it addressed during the Film, Television and Digital Media Advisory Board meeting on Monday during staff updates.

**C:** Interested to see if the City can improve Bouchette Street by making some improvements with repaving or adding crosswalks. It is not a friendly environment to travel on.

## Follow Up Required:

1. Film Office to provide Transportation Services with more information on the power drops installed in City Park locations.
2. City staff to meet with film location managers to discuss space requirements and location of laybys.
3. Film Office to share information on staff contact for Construction Hub.
4. Film Office to work with City Planning to identify a contact and information that helps to identify future planning efforts in the area.
5. Film Office to include the items discussed today in the staff update for Monday's meeting with the Film, Television and Digital Media Advisory Board.

## Attendees

[REDACTED] Free Society  
[REDACTED], Pinewood Studios  
[REDACTED], Pinewood Studios  
[REDACTED], Film Ontario  
[REDACTED] SmartCentres  
[REDACTED] Cinespace  
[REDACTED], Urban Strategies on behalf Pinewood Studios  
[REDACTED] SmartCentres

### Councillor Office:

Councillor Paula Fletcher

Susan Serran, Councillor Fletcher's Office

### City of Toronto:

David Hunter, Transportation Services

Cassidy Ritz, Transportation Services

Wai Ming Lo, Transportation Services

Collin Joseph, Film Office

Marguerite Pigott, Film Commissioner

Anthony Kittel, City Planning

Chris Sidlar, LEA Consulting

**Film Industry locations managers and permitting**

**Date:** Tuesday, June 14, 2022

**Meeting Type:** WeBex

**Organised by the Film Office**

**Start time:** 11:00 am **End Time:** 12:30 pm

**Meeting Objectives:**

- In follow-up to the Film Industry meeting 2 weeks prior, the Toronto Film Office arranged a meeting with location managers and permitting, as they have a better idea of required road conditions for film-making

**Meeting Overview:**

The meeting was facilitated by Collin Joseph of the Film Office with a presentation by Dave Hunter, Transportation Services outlining each of the design options and City's preferred design based on an evaluation of criteria. Aadila Valiallah, Public Consultation Unit attended as part of consultation process.

Participants were given opportunity to ask questions and provide comments.

**Discussion**

Following the presentation, there was an opportunity for comments and discussion. Below is a record of key points, concerns and follow up. The discussion captured is summarized below: **Q:** Question/ **A:** Answer/ **C:** Comment/ **Action:** Action items, along with the attendees initials.

Noes below are according theme:

**Parking**

- In the trade-off between space allocation, parking is the most important determinant, parking for trucks, for crews that is adjacent to filming site
- Green space not as important. in many film shoots we are mimicking big American cities where there are no trees.
- Parking on side streets where filming isn't taking place is important

**Timeline**

Q. What is timeline?

A: Goal 2027, Broadview and new East west is City led, goal is for the opening of the Ontario Line in 2027

Additional side streets are part of new (private) development application, we cant confirm the timeline.

**Cycle tracks**

- Safe way of pushing equipment across bike lanes is needed
- Bike lanes are a challenge for running cables, cover plates / mats cannot be used, they are a hazard

R: Cycle tracks are physically separated, at grade with sidewalk

## Discussion and Considerations:

- gaps in the separation to assist in getting equipment across
- recessed channels for cables (12" wide X 6" deep)

## Electrical power drops

- Sets require more power than the trucks
- Power needs to move both ways
- Biggest issues is getting power cables (or anything) across bike lanes

## Discussion and Considerations:

- Either next to the road, or adjacent to the street scape (difficult to determine both useful)
- Allocation of space difficult to determine as we don't know what the streetscape will look like in +/- 7 years
- Focus on creating mouse holes / space for future use

## Zoning

- important to determine as it impacts where filming can take place, residential much more restricted
- pointless including power drops in residential zoning as conflict of use limits filming (less ROI for cost and provision)

## Lay-by space

- In broad strokes without knowing purpose (and 7+ years out) clustering is preferable
- Length 50 ft / 15 meters is minimal (multiples of 15metres works best)
- Proximity to filming location - East-west preferable to Broadview (filming on Broadview is difficult because of street cars)

## Follow Up Required:

1. Feedback from participants
2. Ongoing dialogue through phases and information share

## Attendees

██████████ helps issue permits for on-site work  
██████████: film permit coordinator works with ██████████  
██████████ locations manager, directors guild, location guild,  
██████████ locations manager works with Bobby and locations managers

## City of Toronto:

David Hunter, Transportation Services  
Collin Joseph, Film Office  
Aadila Valiallah, Public consultation Unit

## Stakeholder meeting with Riverside BIA

**Date:** Friday, June 10, 2022

**Meeting Type:** WebEx

**Start time:** 11:00 am **End Time:** 12:00 pm

### Project Overview:

The City is undertaking the Broadview Avenue Extension Environmental Assessment (EA) Study, which 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.

### Meeting Objectives:

- Introduce details about the plan's objectives, challenges and opportunities, 'toolbox' of strategies and study process
- Provide BIA members an opportunity to ask questions and provide feedback
- Hear from businesses within the study area for improvements and types of improvements they would like to see

### Meeting Overview:

The meeting was facilitated by Aadila Valiallah, Senior Public Consultation Coordinator. A presentation was provided by David Hunter, Senior Project Manager of Major Projects, Transportation Services followed by opportunity for participants to ask questions and hear responses from City staff.

### Discussion

Following the presentation, there was an opportunity for comments and discussion. Below is a record of key points, concerns and follow up. The discussion captured is summarized below: **Q:** Question/ **A:** Answer/ **C:** Comment/ **Action:** Action items, along with the attendees initials.

Q: Will more public art be part of this all? What are some of the opportunities for art?

A: When the city has a capital project, public art is part of those capital projects and there is opportunity for us to talk about how art will be part of those improvements.

Q: At what stage do we get to discuss public art?

A: Not at this current stage. Once council has made the decision of what they want to do with the project, then the EA documentation would be finalized and then detail design will come into play. If everything goes accordingly with current timelines, this could begin later this year. This is for the detail design on the Broadview extension; however, the section between Eastern and Queen does not have to happen at the same time as the extension portion. There is no clear timeline for detail design for this section yet. The Broadview extension portion has a more definitive timeline because it needs to be ready for the transit station to be open. There are different set of timelines and at this time there isn't a set date that for that section to start, the EA for the rest of Broadview

still needs to be completed, but we will make a note that public art needs to be discussed and this will definitely be a future conversation with the BIA when we are ready to undertake detailed design work.

Q: In terms of Broadview at Queen what kind of feedback are you looking for?

A: At this point we are looking at feedback regarding all of the pieces of infrastructure and design that you have been presented so far.

Q: Going back to the changes that will be made on Queen by adding bicycle lanes, and changes in the street. What is the timeline on those plans?

A: What is presented on the slides is the amount of detail that the plan has so far, we haven't done any detailed planning here yet. These are just ideas that are thought to carry forward from the design work that is happening south and see what that would look like as it transitions into this area. There is still a lot of work that needs to happen before anything can be built, we are trying to understand how this piece of Broadview fits with the other parts of Broadview that are happening further south in a more accelerated timeline.

Q: What are the red areas that are shown on this diagram? (Referring to Broadview at Queen Map)

A: These are potential streetcar platforms. These are raised stops and are sometimes used in the city to level the street at the streetcar stop and allows for people to get off the streetcar without having to jump off onto the pavement. This will help with accessibility at these stops and create more clarity for cyclists on how to navigate these areas. These are platforms that are built out into the street to occupy part of that traffic lane, this allows the streetcar to stop in its tracks and people can get on/off directly from that platform.

Q: Taking a look at the diagram, I don't believe there are stops where these platforms are placed. Right now at Queen and Broadview there are some cafes in these specific areas, I'm not sure how this layout considers the CafeTO layout.

A: Yes, the CafeTO initiative is already using some of that curved lane for café space and there are probably some parking spaces that are being used for deliveries occasionally. This is an ongoing conversation that will continue to be discussed how bike lanes will work with CafeTO. There is still a bit of time for some of these details in design stage, but it is definitely a point that needs to be highlighted. There are some differences in the project, the Broadview extension itself, further south, is further along in the design stage and it is further advanced. This area is on a different timeline and hasn't advanced in the same way. We are still in a concept stage where the other areas are in the design stages.

We didn't expect that Queen and Broadview would be the area of most interest so early on, it is the beginning of where your interests are but it is also in the end of the extension. We are earlier in the planning process, so let's have these conversations now and continue to have them for when the detailed design work occurs we have a good understanding of what the priorities and needs from the BIA's perspective.

Q: The sidewalks along Queen are particularly narrow, as you are thinking about all of this, anything that can better provide space for different uses is good as long as it is flexible.

A: A good example is the King pilot, it is a similar idea of dealing with a constraint of space without widening any of this streets. Instead we must think of how we can use this space efficiently to achieve many objectives. Queen Street has many objectives that include pedestrian, streetcar, vehicle, café, loading and delivery needs.


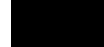
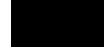
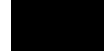

C: We have a streetscape master plan that we have helped developed with the city and consultants that we are more than happy to share. I think it would also be great to schedule a walk on site to see how the sidewalks are and the BIA branding.

## Follow Up Required:

- Incorporation of public art to project design
- CafeTO layout

## Attendees

Riverside BIA:

 Riverside BIA  
 Riverside BIA  
 the Opera House  
 Tabule restaurant  
 Hallmark has buildings on Broadview

Laura Anonen, Councillor Fletcher's office  
Sandi Koitsis-Zigomanis, BIA office

City of Toronto:

David Hunter, Transportation Services  
Aadila Valiallah, Public Consultation Unit  
Daniela Castellanos Forero, Public Consultation Unit



October 27, 2023

David Hunter  
Senior Project Manager, City of Toronto, Major Projects  
Toronto City Hall  
22<sup>nd</sup> floor East, 100 Queen Street West  
Toronto, ON M5H 2N2

**RE: BROADVIEW AVENUE EXTENSION - FUNCTIONAL DESIGN AND UNIFORMITY WITH THE BROADVIEW EA 10-PERCENT ROAD PLAN DESIGN**

Dear Mr. Hunter,

This letter is intended to provide the Broadview Environmental Assessment (EA) team with confirmation that the proposed East Harbour Functional Road Plan, prepared by BA Group and advanced by Cadillac Fairview through the current Draft Plan of Subdivision and Detailed Engineering Design processes aligns with the 10-percent design road plan advanced by the EA team, with regards to:

- Broadview Avenue (extension) and Street E roadway geometry and configuration (location of curbs, travel lanes, turn lanes, etc...);
- Broadview Avenue (extension) and Street E right-of-way width and location; and
- Street E centreline, and – generally - the Broadview Avenue (extension) centreline. We note a minor discrepancy between the EA 10-percent design Broadview Avenue centreline and BA Group Functional Road Plan Broadview Avenue centreline – of approximately 32 millimetres.

Any minor inconsistencies remaining between the aforementioned road plans, can be addressed or refined through detailed Engineering Submissions, and would not require adjustments to the Environmental Assessment. For all intensive purposes, the proposed East Harbour Functional Road Plan seeks to achieve and conform with the design direction advanced by the EA team.

The following sections provide a summary of the consultation processes and issues resolution advanced between the City of Toronto Broadview EA Team and Cadillac Fairview.

## **City of Toronto – Cadillac Fairview Consultation**

Several Design Workshops were held between City of Toronto Staff and the proponent in 2023, which were intended to seek resolution on discrepancies in the design of transportation elements of the East Harbour plan as sought by the proponent and City Transportation Staff. Consultation sessions generally included City of Toronto Transportation Planning Staff and the Broadview EA team. In-person and on-line consultation sessions were held on:



1. January 19<sup>th</sup>, 2023 (Road plan discussion without City Broadview EA Team);
2. April 20<sup>th</sup>, 2023;
3. May 5<sup>th</sup>, 2023;
4. June 9<sup>th</sup>, 2023 (Broadview Transit Right-of-Way discussion with TTC Staff);
5. July 10<sup>th</sup>, 2023; and
6. October 5<sup>th</sup>, 2023.

## Transportation Issues

Collectively, the aforementioned consultation sessions addressed a breadth of transportation design issues related to i) functional design, ii) right-of-way dimensions, and iii) detailed design that considered the overall transportation network and multi-modal mobility. Issues discussed include:

- Development phasing;
- Quadrant 1 access and circulation;
- Vehicle layby locations and design;
- Street E alignment;
- Broadview Avenue centreline;
- Broadview Avenue / Street E functional roadway design;
- Broadview Avenue / Street E cycle track and boulevard treatment;
- Broadview Avenue / Street E right-of-way dimensions;
- Private property corner rounding radii;
- Broadview Avenue / Street E intersection cycle infrastructure design;
- Lake Shore Boulevard right-of-way;
- Street C Environmental Assessment considerations;
- Broadview Avenue transit right-of-way design, phasing, and delivery; and
- Roadway median design / treatment.

## Issues Resolution

### July 2023 Broadview EA Road Plan Design

The Broadview EA team advanced a 10-percent design for the planned Broadview Avenue extension and Street E (East Harbour Boulevard), which had been shared with CF on July 6, 2023. The 10-percent design was an update to an earlier version prepared and circulated to CF in March 2023.

Cadillac Fairview provided a summary of the key discrepancies between the City's 10-percent design road plan and the functional road plan proposed by CF, for the portion of Broadview Avenue south of the Lakeshore East GO Transit rail corridor and for Street E. These discrepancies, and their resolution / direction are itemized in the following.

**Item 1: *Separate Eastbound Left-turn Lane on Street E at Building 1A Driveway.*** The CF road plan includes a separate eastbound left-turn traffic lane on Street E at the East Harbour Block 1A driveway. The roadway and right-of-way widens east of Don Roadway to accommodate this turn lane. Street E, in this location, is set within a 27.0 m wide right-of-way.

The City's 10-percent design plan does not include a separate eastbound left-turn lane on Street E at the East Harbour Building 1A driveway. At this location, the current 10-percent design plan illustrates a basic two-lane roadway within a 24.0 m wide right-of-way.

**Resolution:** Based on discussions held with City Staff on July 10, 2023 (Broadview EA Workshop Session), the City would update its 10-percent design drawing to illustrate the separate eastbound left-turn lane as shown on the CF functional road plan.

**Item 2: *Separate Eastbound Left-turn Lane on Street E at Street D.*** The CF road plan includes a separate eastbound left-turn traffic lane on Street E at Street D. The roadway, in this location, is set within a 27.0 m wide right-of-way.

The City's 10-percent design plan does not include a separate eastbound left-turn lane on Street E at Street D. At this location, the current 10-percent design plan illustrates a stripped out center median lane within a 27.0 m wide right-of-way.

**Resolution:** Both options, presented by CF and the City, can be accommodated within the planned municipal right-of-way. The ultimate design configuration (curbs, signage, permissions) can be addressed through detailed design.

**Item 3: *Street E Concrete Median East of Street D.*** The CF road plan includes a center concrete median east of Street D to restrict left-turn movements at the proposed East Harbour Building 1D driveway.

The City's 10-percent design plan does not include provision of a concrete median in this location. A striped median / left-turn lanes are currently configured.

**Resolution:** Both options, presented by CF and the City, can be accommodated within the planned municipal right-of-way. The ultimate design configuration (curbs, signage, permissions) can be addressed through detailed design.

**Item 4: *Street E Right-of-Way Adjustments.*** The CF road plan widens and narrows the Street E municipal right-of-way from the centerline of the road when transitioning between 24.0 m to 27.0 m. This results in equal travel lane deflection for eastbound and westbound movements (traffic lanes and cycling infrastructure).

The City's 10-percent design widens and narrows the Street E municipal right-of-way by adjusting the north right-of-way property line (off-set adjustment) when transitioning between 24.0 m to 27.0 m. This results in greater travel lane deflection for westbound movements and no deflection for eastbound movements (traffic lanes and cycling infrastructure).

**Resolution:** Based on discussions held with City Staff on July 10, 2023 (Broadview EA Workshop Session), the City 10-percent design is intended to widen / narrow the right-of-way "on-center" when transitioning between 27.0m and 24.0m right-of-way width. It is requested that the City update its 10-percent EA design accordingly.

It should be noted that there is a discrepancy in the location of the Street E centerline between the City 10-percent design and CF functional road plan (City centerline is 1.5m south of the CF road plan centerline along western sections of Street E). The CF road plan illustrates the centerline being effectively the center of the municipal right-of-way and Street E roadway.

**Item 5: *Broadview Avenue ROW Width at Street E.*** The CF road plan illustrates Broadview Avenue with a municipal right-of-way width of 39.1 m north of Street E and 40.5 m south of Street E.

The City's 10-percent design illustrates Broadview Avenue with a municipal right-of-way width of 40.5 m north of Street E and 43.1 m south of Street E.

**Resolution:** This discrepancy is brought about by the difference in proposed cycling infrastructure at the Broadview / Street E intersection (discussed further in Item 6), and the inclusion of landscape area in proximity to the intersection illustrated within the City 10-percent design plan. The CF functional road plan does not make provision for separated landscape area within the Broadview Avenue boulevard in proximity of Street E. Additional roadway and cycling space are to be delivered constraining landscape opportunities in this zone.

**Item 6: Broadview Avenue / Street E Intersection Protected Cycling Infrastructure.** The CF road plan illustrates typical “protected” bicycle infrastructure design for the Broadview Avenue / Street E intersection. Typical 2.0 m wide protected cycling lanes are provided on each corner of the intersection, separated by the roadway by curbed medians and truck aprons. The proposed configuration allows for standard private property corner radii of 6.0m for the northeast and southwest corners and 8.0m for the northwest and southeast corners of the Broadview Avenue / Street E intersection – as per City of Toronto Guidelines for Private Property Corner Requirements at Intersections (February 2013).

The City’s 10-percent design road plan illustrates a different configuration for bicycle infrastructure at the Broadview Avenue / Street E intersection. Two separate bicycle lanes for through / right-turns and left-turns are provided at all four corners of the intersection. The bike lane infrastructure at each corner is approximately 6.0m wide. The City’s 10-percent design road plan illustrates private property corner radii of 24.0m for the northeast and southwest corners and 8.0m for the northwest and southeast corners of the Broadview Avenue / Street E intersection.

**Resolution:** The cycling configuration proposed by the City is, in approach, similar to that proposed by the CF functional road plan. Both plans attempt to achieve “protected” cycling infrastructure. However, there is a notable difference in the municipal right-of-way resulting in property implications for East Harbour Quadrants 2 and 3.

The configuration proposed within the City 10-percent design includes substantial private property radii within the southwest and northeast corners of the intersection that has private property implications. It is unclear whether the large radii illustrated on the plan are required, warranted and desirable from a safety perspective, to accommodate the proposed cycling infrastructure. Furthermore, is it unclear whether a 6.0 m wide protected dual lane cycle facility is required to accommodate cyclists or whether a lesser dimension is achievable to accommodate the through cycle movement (where queuing is not anticipated).

The proponent requests that private property corner radii conform with City of Toronto Guidelines for Private Property Corner Requirements at Intersections (February 2013).

**Item 7: Broadview Avenue / Street A Intersection Cycling Infrastructure.** The CF road plan designates space for east-west cycling movements across the intersection. These spaces are intended to support southbound to eastbound and westbound to southbound cycling movements at the intersection.

The City’s 10-percent design does not illustrate the designated space for cyclists shown in the CF road plan.

**Resolution:** Accommodation of southbound to eastbound and westbound to southbound cycling movements at the intersection can be addressed through detailed design.

#### **August 2023 Broadview EA Road Plan Design**

The City of Toronto circulated an updated Broadview EA road plan via email on August 24, 2023, which included updates to the Street E centreline and design of cycling infrastructure at the Broadview / Street E intersection.

Further, in their review, Cadillac Fairview noted there continued to be minor discrepancies in municipal right-of-way width, specifically in the following locations:

- Broadview Avenue, between Street E and Lake Shore Boulevard;
- Broadview Avenue, north of Street E (northwest quadrant of the intersection);
- Street E, east of Broadview Avenue, in areas where the right-of-way transitions from 24.0m to 27.0m; and
- Private property corner rounding on at street intersection

In all instances, the proposed right-of-way dimensions illustrated in the Broadview EA 10% road plan design required additional private property conveyances relative to the proposed Cadillac Fairview road plan. Relative to the Cadillac

Fairview road plan, additional right-of-way dimensions illustrated in the Broadview EA 10% road plan design are generally provided to accommodate landscape in proximity to intersections.

Following this review, Cadillac Fairview proposed to adopt the right-of-way dimensions illustrated in the Broadview EA 10% road plan design.

Understanding best efforts to reconcile the two road plans, Cadillac Fairview sought clarification on two items:

1. A slight discrepancy in the location of the Broadview Avenue centreline between the CF road plan and Broadview EA 10% road plan design (up to a 31mm offset). The slight discrepancy is likely unintentional and may reflect inconsistencies in survey information.
2. The Cadillac Fairview road plan, being advanced in support of a Draft Plan of Subdivision resubmission, may propose in-boulevard conditions different than those illustrated in the Broadview EA 10% road plan design.

City of Toronto Staff acknowledged these outstanding discrepancies, and further informed Cadillac Fairview of on-going efforts to establish an appropriate width and location of the Street C municipal right-of-way as part of a separate Environmental Assessment process. **City approval of the Street C municipal right-of-way is to be addressed through Draft Plan Conditions** in support of the Draft Plan registration.

With regards to Broadview Avenue and Street E, City of Toronto Staff requested confirmation of consistent right-of-way widths. Staff also noted that the allocation and configuration of space within the boulevard areas of the right-of-way should be consistent with Broadview EA 10% road plan design and that approval will be provided through detail design (Engineering) submissions.

In response to this City direction, Cadillac Fairview provided a soft-resubmission of the East Harbour street plan, that included a landscape plan and memo, functional engineering plan, and an updated functional road plan design and overlay with the Broadview EA 10% road plan design to confirm right-of-way consistencies.

**Any minor deviations in right-of-way dimensions or flaring are minor in nature and can be resolved through the pending Draft Plan of Subdivision submission. Any further deviations in road plan design related to curb locations / design / radii, vehicle turn-lane dimensions (lengths and tapers), median treatments, protected cycling infrastructure, intersection design, pavement marking and signage, materiality, buffer treatments, layby locations and lengths, and / or active transportation crossing treatments can be finalized through detailed design (Engineering Submissions) given the established right-of-way envelope and roadway design direction provided by the Broadview EA 10-percent road design.**

\* \* \* \* \*

We trust this letter provides information and clarification regarding vehicle parking for the proposed development. The proponent seeks to confirm staff direction on this matter.

Please do not hesitate to contact us should you have any questions or concerns.

Sincerely,

**BA Consulting Group Ltd.**



cc. [REDACTED], BA Consulting Group Ltd.  
[REDACTED], Cadillac Fairview  
[REDACTED], Cadillac Fairview