

## David (Transportation) Hunter

---

**From:** Alannah Slattery <Alannah.Slattery@trca.ca>  
**Sent:** February 10, 2023 3:38 PM  
**To:** David (Transportation) Hunter  
**Cc:** Sharon Lingertat; Maryam Iler  
**Subject:** City of Toronto - Broadview Avenue EA - High Level TRCA Comments

Good afternoon,

TRCA received the draft Environmental Summary Report (ESR) for the Broadview Avenue Environmental Assessment, on January 18, 2023. The City has advised that they are planning on filing the final ESR for public review within the next couple of weeks. As this is the first time materials have been provided to TRCA for review, due to time constraints, TRCA staff have not completed a comprehensive, technical review of the draft ESR. In place of a formal review, a meeting was held between the City of Toronto and TRCA staff on February 7, 2023 to discuss the project and provide feedback. Based on this meeting, TRCA staff provide the following preliminary, high-level comments. It should be noted that these comments are not comprehensive and that a formal review and response will be provided once the final ESR is available.

### Project Implementation and Flood Risk

1. Several projects (e.g., Broadview Extension, a new East-West Road, ramp reconfiguration) are proposed through the Broadview Eastern EA which cannot impact or constrain the proposed Broadview Eastern Flood Protection Landform (BEFPL) or the flood protection landform located south of the rail tracks (generally between the rail tracks and Lakeshore Boulevard). Please include a section/text within the ESR that speaks to this.
2. Please ensure the ESR speaks to timing and implementation of the EA works in relation to construction/implementation of the Flood Protection Landforms (FPLs). Staff have concerns with the timing of these projects and advise that the ESR should include some analysis on the best approach for implementation. Will the new roads be constructed prior to this area achieving full flood protection?
3. Should the Broadview Extension and associated works be completed prior to the BEFPL, further modeling assessments will be required to identify flood impacts.
4. Please update the ESR to note that further discussions around project timing and implementation in regard to flood protection in the area will be required as the project moves to detailed design.
5. Please update the ESR to clarify how the Flood Protection Landform south of the rail line and the proposed East-West Street will interface and what the process will be for developing a solution for this risk (ie, construction over the FPL). Additionally, please show on profile drawings the Regional flood elevation and proposed FPL crest elevation for the East West Street.

### Geotechnical Engineering

6. Section 11.5 – Future Geotechnical Studies: Staff advise that the scope of the future geotechnical studies provided in this section is too generic to assess the potential impacts to the FPLs, including the impacted areas within FPL footprints as well as the future tie-in areas, and to mitigate potential impacts through developing and implementing appropriate geotechnical measures. This section should specify the requirements for the geotechnical assessments for the interface of the proposed works with the FPLs, and requirements to develop all mitigative geotechnical measures where the FPLs will be impacted, to ensure the integrity and function of the FPLs. All project elements cannot impede or constrain the ability of the FPLs to act as passive flood protection landforms, on both an interim and

long-term basis.

Geotechnical studies will be required to assess the impacts of the proposed works on the FPLs and to develop and implement all measures required to mitigate negative impacts. Please add a section to the ESR which speaks to the requirement of geotechnical assessments to ensure impacts to the FPLs are avoided/mitigated.

7. The Eastern Avenue ramp will act as part of the BEFPL, as the BEFPL will need to tie into the ramp. Grading will also most likely apply more loads and result in further disturbance. No details have been provided on how this will be achieved within the ESR. This tie-in area will need to be constructed by the materials, cut-off provisions and geometry acceptable for the BEFPL to ensure the passive flood protection landform. A commitment should be included within the ESR advising that these design elements will be addressed in detailed design.
8. The FPL needs to meet certain design specifications and geometry. A commitment should be included within the ESR advising that the design interface between the FPLs and roads will be addressed at the detailed design stage.
9. Regarding the areas where the proposed works will be within the BEFPL footprint, there will be constraints in raising the grade as the native soil at this site is composed of compressible soft clay materials subject to consolidation settlement, which can lower the crest of the BEFPL in the long-term due to the loads applied by the grading of the road. This aspect may undermine the integrity of the BEFPL or function in both an interim and long-term basis. It is unknown what the impacts to the BEFPL will be as a result of the proposed works and earthworks for the road. This will need to be addressed at the project moves to detailed design. This should also be considered for any works proposed on the FPL south of the rail tracks.

TRCA staff request that this email and preliminary comments be included as an Appendix within the ESR document. Please also ensure that TRCA staff are notified once the final ESR is available for review.

Kind regards,  
Alannah

**Alannah Slattery, BES, MCC (she/her)**

Planner

Infrastructure Planning and Permits | Development and Engineering Services Division

T: +1 437-880-2386

E: [alannah.slattery@trca.ca](mailto:alannah.slattery@trca.ca)

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)





Hydro One Networks Inc.

483 Bay Street  
8th Floor South Tower  
Toronto, Ontario M5G 2P5

[HydroOne.com](http://HydroOne.com)

June 22, 2022

Re: Broadview Avenue Extension Environmental Assessment

Attention:  
Aadila Valiallah  
Senior Coordinator  
Public Consultation Unit

Thank you for sending us Public Consultation notification regarding (Broadview Avenue Extension Environmental Assessment). In our assessment, we have confirmed that Hydro One has existing high voltage Transmission Underground Cable within your study area.

Please remove road alignments that have not been confirmed and will be the subject of future EA's as per the LPAT Hydro Minutes of Settlement. This includes the Broadview extension south of lakeshore and the East-West road connecting the Don Roadway to Carlaw Ave (South of Commissioners).

With regards to Don Roadway to Booth East-West road. This will require a Property Management Proposal (PMP) to assess the feasibility of allowing this.

At this time, we do not have sufficient information to comment on the potential resulting impacts that your project may have on our infrastructure. As such, we must stay informed as more information becomes available so that we can advise if any of the alternative solutions present actual conflicts with our assets, and if so; what resulting measures and costs could be incurred by the proponent. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project.

In addition to the existing infrastructure mentioned above, the applicable transmission corridor may have provisions for future lines or already contain secondary land uses (e.g., pipelines, watermains, parking). Please take this into consideration in your planning.

Also, we would like to bring to your attention that should (Broadview Avenue Extension Environmental Assessment) result in a Hydro One station expansion or transmission line replacement and/or relocation, an Environmental Assessment (EA) will be required as described under the Class Environmental Assessment for Minor Transmission Facilities (Hydro One, 2016). This EA process would require a minimum of 6 months for a Class EA Screening Process (or up to 18 months if a Full Class EA were to be required) to be completed. Associated costs will be allocated and recovered from proponents in accordance with the Transmission System Code. If triggered, Hydro One will rely on studies completed as part of the EA you are current undertaking.

Consulting with Hydro One on such matters during your project's EA process is critical to avoiding conflicts where possible or, where not possible, to streamlining processes (e.g., ensuring study coverage of expansion/relocation areas within the current EA). Once in receipt of more specific project information regarding the potential for conflicts (e.g., siting, routing), Hydro One will be in a better position to communicate objections or not objections to alternatives proposed.

If possible at this stage, please formally confirm that Hydro One infrastructure and associated rights-of-way will be completely avoided, or if not possible, allocate appropriate lead-time in your project schedule to collaboratively work through potential conflicts with Hydro One, which ultimately could result in timelines identified above.

In planning, note that developments should not reduce line clearances or limit access to our infrastructure at any time. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.

Be advised that any changes to lot grading or drainage within, or in proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.

Please note that the proponent will be held responsible for all costs associated with modifications or relocations of Hydro One infrastructure that result from your project, as well as any added costs that may be incurred due to increased efforts to maintain said infrastructure.

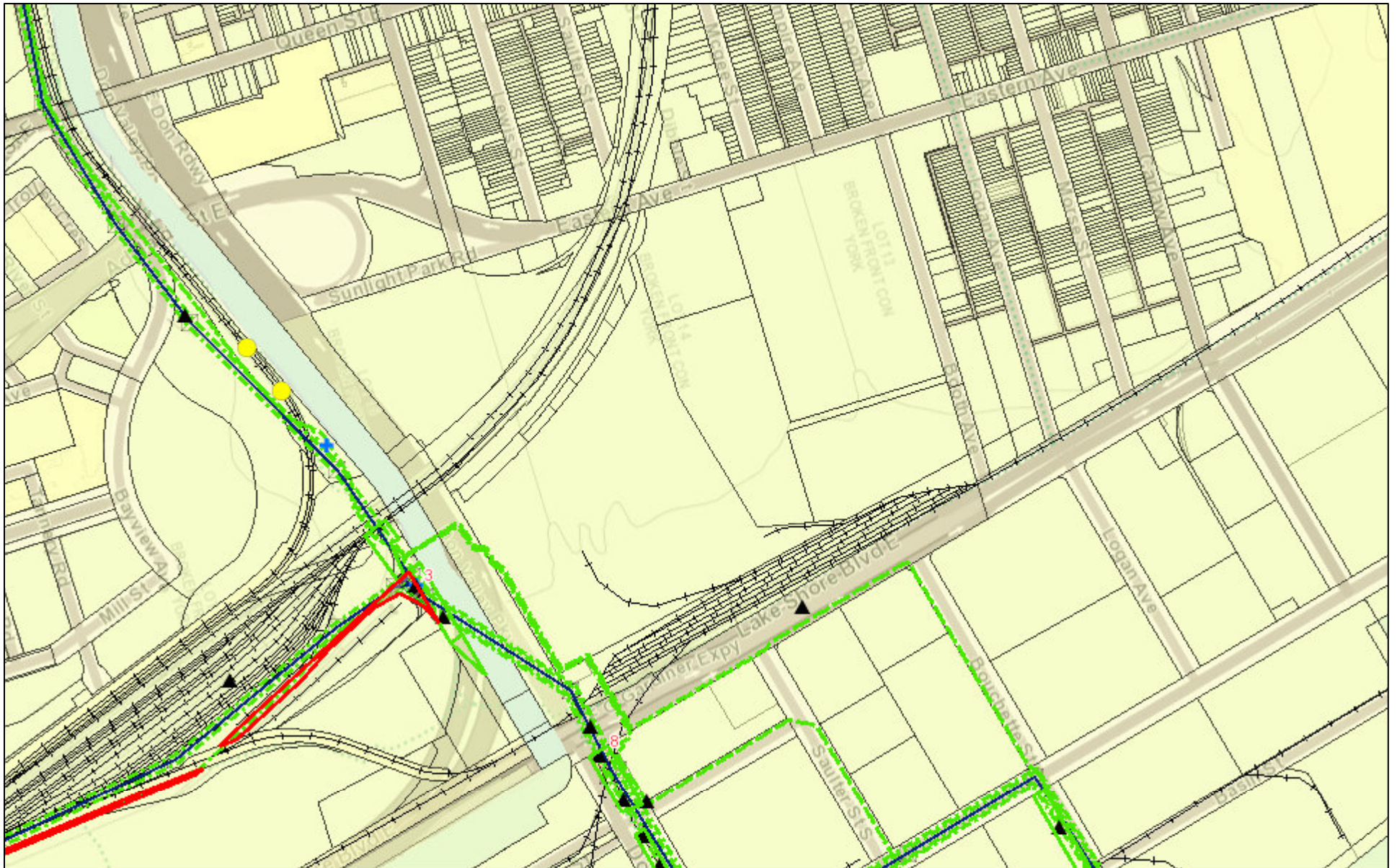
We reiterate that this message does not constitute any form of approval for your project. Please note that your project may require you to submit a Property Management Proposal (PMP) for Hydro One to fully assess the impact to our assets. To learn more about this process please visit [Secondary Land Uses \(hydroone.com\)](https://hydroone.com/secondary-land-uses)

Sent on behalf of,

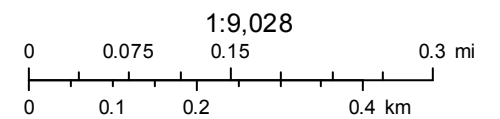
***Secondary Land Use  
Asset Optimization  
Strategy & Integrated Planning  
Hydro One Networks Inc.***



# Landscape PDF



June 22, 2022



Date	Indigenous Community Name	Method	Message	City Response
2020-11-12	Huron Wendat	Maxime Picard	Email	<p>First of all let me thank you for your email and information on the Broadview Extension Environmental Assessment. Could you please let us know if any archaeological studies are anticipated as part of the EA process ?</p> <p>Hi Maxime,</p> <p>Thank you for the reply.</p> <p>A Stage 1 archeological assessment (attached) was completed during a previous phase of the study. There are no plans to complete a Stage 2 assessment for the remaining work on the Broadview Extension EA.</p>
2020-11-18	Huron Wendat	Maxime Picard	Email	<p>We'll received and thanks Robyn.</p> <p>Please note that the Huron-Wendat Nation is requesting to be notified in the event that any additional archaeological studies are necessary as part of the future project phases.</p> <p>We will be sure to notify the Huron-Wendat Nation should any further archaeological studies be required.</p>
2020-12-09	Mississaugas of New Credit First Nation	Megan DeVries	Email	<p>The Stage 1 report that was attached to this email appears to be corrupted and will not open. Can you please resend?</p> <p>Please note that this year, in order to continue maintaining DOCA capacity for fulsome project participation, DOCA will be introducing charges for technical review of project information. In the exercise of its stewardship responsibility, DOCA seeks to work together with project proponents and their archaeological consultants to ensure that archaeological work is done properly and respectfully. DOCA has retained technical advisers with expertise in the field of archaeology. These experts will review the technical aspects and cultural appropriateness of the archaeological assessments and strategies associated with your project. Upon completion of these reviews, MCFN will identify, if necessary, mitigation measures to address any project impacts upon MCFN rights. For cultural materials and human remains, DOCA may advise that this includes ceremonies required by Anishinaabe law, as well as request adjustments to the proposed fieldwork strategy.</p> <p>The proponent is expected to pay the costs for MCFN to engage in a technical review of the project. DOCA anticipates at this time that all archaeological review will be undertaken by in-house technical experts, but will advise the proponent if an outside peer-review is required. Please find attached the agreement that covers MCFN's inhouse technical review of the archaeological assessments and strategies associated with your project(s). If you could please fill in the additional required information, highlighted in yellow, and return to us a signed copy, that would be greatly appreciated. After we have received it, we can execute the contract on our end and return the completed contract to you.</p> <p>This message is being sent in follow up regarding the Notice of Commencement for the Broadview Extension Environmental Assessment (original correspondence below).</p> <p>A Stage 1 archeological assessment (attached) was completed during a previous phase of the study. There are no plans to complete a Stage 2 assessment for the remaining work on the Broadview Extension EA.</p>
2022-06-16	Huron Wendat	Dominic Ste-Marie	Email	<p>Thank you for your email. Could you please let us know if any archaeological studies or fieldwork will be necessary as part of this project?</p> <p>Hello Dominic,</p> <p>Thank- you for your query. I would like to confirm that a Stage 1 Archeology report was shared in December 2020.</p> <p>We have noted the request from the Huron-Wendat First Nation to be notified in the event that additional archaeological studies are conducted as part of the future project phases.</p> <p>Your query has been shared with the project team for further information.</p> <p>I will provide you with an update accordingly.</p>

2022-09-19 Follow-up  
communications to  
Huron Wendat

As the project team prepares for the final stages of the EA reporting, they have provided a little more insight into the next steps for the project, and with respect to future archeological work.

The segment of Broadview this project focuses on (north of Lake Shore) does not require Stage 2 assessment or further archeological study due to historical "deep and extensive land disturbance" (Stage 1 report recommendations).

There is an area within the broader EA study area that requires Stage 2 investigation and site monitoring when the City progresses on projects further south in the Port Lands. The area is located around Unwin and is marked in Green on the figure below. As the City progresses with Port Lands redevelopment (including future Broadview extension south of Lake Shore), more archaeological work will be required that will need to be coordinated with Indigenous site monitoring. Our EA will continue to acknowledge this as future required work.

At this stage I don't have any information about

2022-10-12 Huron Wendat

Dominic Ste-Marie

Kwe Aadila,

Thank you for your reply, once the stage 2 is planned please coordinate with my colleague Thiefaine (CC'ed here) to plan our participation in fieldworks.

## Public Consultation Comment Tracking June 2023

Date Received	Affiliation/ Address	Message (full or summary)	Response (CPU, client or Cllr's Office)
09/02/2022	Carlyle communities	Do you have any documentation that would show us what the general timelines are for consultation and EA completion? Please also confirm the Adrian Tarapacky (copied) is added to the email list.	Will provide an update in a few weeks.
21/04/2022	Carlyle communities	Can you describe where the Broadview EA is in the process? The City's website indicates it will be completed in Q2 2022, which is sometime in the next 2 months however, there has been no outreach so far. Do you know when the EA for the extension south of Lakeshore is scheduled to start?	We expect to bring the project for public consultation in the next few months. Public Consultation will begin with outreach to property owners via Canada Post and to key stakeholders via email, prior to a public event. We will reach out to you at this time. As property owners receive notice via Canada Post, I would like to confirm the postal address for 685 LAKE SHORE BLVD E, referenced below. I have the address as falling within the project area. However, it is not listed as "Carlyle Properties". Are you able to confirm who the property owner is and the postal address / contact details? Regarding the extension south of Lake Shore, I have contacted the project team for information about the expected time frame of future EA phases. I will come back to you once I have an update.
22/04/2022	Carlyle communities	So... if public consultations starts around July, when would the whole process be completed? December-ish?  Our interest is as the Owners of 685 LakeShore Blvd E. Carlyle Communities jointly owns the site with Slate Asset Management, under the company name: SLH Lakeshore Inc. It would be easiest to just email [REDACTED] but, if you are required to send out hardcopy mailers, then they should be mailed to:  SLH Lakeshore Inc. c/o Carlyle Communities 476 Richmond Street West, Suite 200 Toronto, ON M5V 1Y2 [REDACTED]  and  SLH Lakeshore Inc. c/o Slate Asset Management 121 King St W, Suite 200 Toronto, ON M5H 3T9 [REDACTED]	

Public Consultation Comment Tracking June 2023

12/05/2022	Carlyle communities	Just checking back to see if you were able to find an answer to my highlighted question below? It would be very helpful for us to know when the EA process is scheduled for completion.	You should have received notification for the Public Consultation last week. Please find updated information, including the Public Notice on the project website. <a href="http://www.Toronto.ca/BroadviewExtension">www.Toronto.ca/BroadviewExtension</a>
17/06/2022		Dual direction cycling lanes could be used by emergency vehicles to get past the traffic congestion caused by single-occupant motor vehicles. Instead of single direction cycling lanes. Then grass could be used on the streetcar right-of-way.  This video shows how such a dual direction cycling lane can be use by emergency vehicles.  <a href="https://youtu.be/Mt8v3MeQBws">https://youtu.be/Mt8v3MeQBws</a>	I want to acknowledge your email and confirm that it was sent to the project team June 17, 2022, the same day it was received from you.
20/06/2022	Resident of Leslieville	Ref p.16 note potential of extending Caroline Avenue to Commissioner. Would like to be involved in any further discussion for Caroline Avenue - has some concerns.	Thank-you for your input to this project.
20/06/2022		Sorry hit send too early! A new public park within the un-used inner circle of the DVP north on-ramp as can be seen in this urban toronto link from 2014, would be a great addition as part of the City building that will be on-going with the broadview Ave extension <a href="https://urbantoronto.ca/news/2014/09/streetcars-riverside-square-transform-queen-street-east">https://urbantoronto.ca/news/2014/09/streetcars-riverside-square-transform-queen-street-east</a>	PCU standard email response.
22/06/2022		I am disabled and in a wheelchair. My concern is the access ramp from Eastern to the Don Valley Parkway. At rush hour it is not possible to cross from sidewalk to sidewalk in my manual chair ( I am to slow and unable to see on coming traffic due to my height and guard rail on Eastern abstracts view) and in my Electric chair I have to have it in the top speed setting if I want to make it in the small time gap of vehicle's coming, still having an abstraction in my view of traffic. My question is can a Cross walk or signal light be installed for us slow people and will the view of traffic still be impeded.	Your feedback has been received and is included in the feedback summary for the project. Detailed design will take place at a later stage once the Environment Assessment has been approved, for which there will be a public engagement component. We expect the Consultation Report and the final Environment Assessment impact report to be available in the coming months.
24/06/2022		Reconsidering the ROW widths and the necessity of dedicated Street Car Platforms on the Subject Lands; <input type="checkbox"/> Working with New Sunlight and BMW/Mini to address the appropriate grade of Eastern Avenue Ramp as it related to Sunlight Park Road and potential access from the Eastern Avenue ramp onto Sunlight; and <input type="checkbox"/> Working with New Sunlight and BMW/Mini to address construction staging and timing. (Full letter in project folder.)	Responded to by Project Management team.
24/06/2022	Talisker		

Public Consultation Comment Tracking June 2023

24/06/2022		<p>Thank you for the careful design and consideration put in as part of the preliminary design of this new street. I just want to ask how the Broadview Avenue cycle tracks will interface with planned cycle tracks/bike lanes along Eastern Avenue as proposed under the city's ten year cycling network plan?</p> <p>Also, regarding intersection design, will there be curbs and islands to help delineate the places for cyclists, motorists, and pedestrians. This is particularly important regarding preventing right-hook collisions where a motorist turning right collides with a cyclist going straight because the motorist cannot see the cyclist. An example of protected intersection is shown below. (Reference: <a href="https://en.m.wikipedia.org/wiki/Protected_intersection#/media/File%3AProtected_intersection_features.png">https://en.m.wikipedia.org/wiki/Protected_intersection#/media/File%3AProtected_intersection_features.png</a>).</p>	



## Property Owner Meeting – impacted property

**Date:** Friday, June 17, 2022

**Meeting Type:** WeBex

**Start time:** 2:30 pm **End Time:** 3:30 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.

The City has identified that the property at [REDACTED] would be affected by the preferred design of the Broadview Avenue Extension and would like to present the proposed design for your feedback.

### Meeting Objectives:

- Property impacts – to be discussed by Metrolinx.
- Broadview Extension proposed EA design and feedback

### Meeting Overview:

The meeting was facilitated by Aadila Valiallah. A presentation was provided by David Hunter followed by an opportunity for participants to ask (Q)uestions 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.

DS(Q): How many feet are needed?

(A): We will know exactly when the detail design is developed ROW is 35m. It looks like half therefor 15 – 16 metres. We will know this when the detail design is developed. At this stage where in the EA we are receiving feedback on the design of the street and impact of the street to property owners, flagging what we may need to consider.

(C): We pretty much knew this was coming as there have been many meetings over the past few years. We received a letter. It is nice to see how the street will be developed. We have never seen this before.

The only question we want to know is how much property is needed, but it doesn't sound like you know. If the road is 35m it looks like BMW loses half and we lose half (approximately 50/50). It look like it gets wider behind us.

## Broadview Avenue Extension EA

DH(R): We are quite constrained with the alignment of the road because it is coming down from Queen street, the locations and design is shaped by the streetcar tracks which can only handle a very gentle turn.

There will be left turn lane, access to DVP on-ramp

Recap of process, we are getting feedback on the EA assessment which looks at property impacts. We then present our preferred right of way design to council for permission to proceed which allows us to continue with detailed design. During the detailed design work there will be discussion about specific property impacts.

At this point our understanding is that Metrolinx is the entity that has been granted permission to reach out for property acquisitions.

AV(Q). Who reached out previously?

DS(C): it was Metrolinx. They requested authorization that they could do environment studies if needed.

DH(R): The purpose of having a single entity address property access is to prevent duplication in communication and follow-up. We are showing design option, Metrolinx will continue with discussion on property impacts.

CS(Q): Sunlight and Eastern avenue – are they removing the road or doing anything else over there?

DH(R): No

(Q): Are they making any other changes east or west of the road?

DH(R): The Broadview and Eastern Flood Protection project (TRCA, City, Waterfront TO) that will have impact on Sunlight Park Road (between Mini and BMW), but as far as we know they will build the street back.

We don't know if the property owners will decide to develop the property as that is a private initiative. This project is not proposing to change it.

Once there are raised tracks, vehicles will not be able to cross Broadview using Sunlight park road

DS(C): What is the timeline for work?

DH(R): Broadview needs to be constructed and operational before the subway can be constructed and other developments because it services for the buildings and subway stations, pipes etc)

- It has not yet been determined who is building the street: (The City, Metrolinx, Developers)
- Broadview detailed design is +/-18 months
- Parallel projects: Metrolinx and flood protections

Order of project implementation:

1. Flood protection
2. TTC subway stations
3. East Harbour



- Rough timeline for subway is 2027 – therefor the street needs to be in place by 2027.

(Q): When construction takes place, how will customers access the property?

( [REDACTED] )

DH(A): There will be a traffic management plan during the construction process

### Follow Up Required:

None

### Attendees

Property Owner

[REDACTED]

### City of Toronto

David Hunter, Transportation Services (DH)

Aadila Valiallah, Public Consultation Unit (AV)



# MEETING MINUTES

Subject: Meeting with TTC - Broadview Avenue Extension MCEA Phases 3+4  
 Date and Time: July 10, 2020  
 Location: Microsoft Teams  
 Our File: 191243

## Attendees

David Hunter – City of Toronto, Transportation Planning Project Manager  
 Heather Inglis Baron – City of Toronto, Transportation Services, Project Manager  
 Wai Ming Lo – City of Toronto, Transportation Services  
 Curtis Batuszkin – Toronto Transit Commission  
 A.J. Takarabe – Toronto Transit Commission  
 Laurence Lui – Toronto Transit Commission  
 Merrilees Willemse - Dillon Consulting, Project Manager  
 Chris Sidlar – LEA Consulting, Deputy Project Manager  
 Jessica Metuzals – Dillon Consulting, Project Coordinator

## Notes

Item	Discussion	Action By
1.	Overview of Broadview Extension Design Components and Scope of Work	
1.1.	<ul style="list-style-type: none"> <li>Phases 3 + 4 will achieve 10% functional design.</li> <li>Key components include: Broadview Avenue Extension; New Street E; and Eastern-DVP On-Ramp.</li> </ul>	
2.	Interim Conditions	
2.1.	<ul style="list-style-type: none"> <li>EA Scope of Work – EA Scope of work focuses on functional design of Broadview from Eastern to Lake Shore. Need to determine if an interim condition for transit service needs to be considered if Broadview is not extended south of Lake Shore in the near future.</li> </ul>	
2.2.	<ul style="list-style-type: none"> <li>Interim Streetcar Loop or Bus Service – Could run buses along Broadview for interim service or consider a streetcar loop in the southeast block of Broadview and New Street E (between New Street E and Lake Shore on east side of Broadview). Need to understand how long the “interim” condition would be. Need to understand the timing for when TTC plans on implementing full streetcar service on Broadview.</li> </ul>	TTC to discuss capital plan options and get back to EA team
2.3.	<ul style="list-style-type: none"> <li>Transit ROW consideration – EA team to confirm if there is enough space for buses to operate in the transit ROW for an interim period. This includes consideration of the location of the catenary system so that buses can fit in ROW. EA Team to consider the locations where buses could exit the ROW at various stages of construction.</li> </ul>	EA Team
2.4.	<ul style="list-style-type: none"> <li>Long-term, Systems Approach Meeting - City and TTC to coordinate a meeting about the surface transit service in the interim and long-</li> </ul>	City / TTC

	<p>term. Topics to be discussed include: impacts on service provided by TTC related to phasing and East Harbour Station Design as well as City and CF priorities related to serving the site. Also to identify when Broadview will be extended south to Commissioners and when the streetcar system will connect to the Port Lands.</p> <ul style="list-style-type: none"> <li>EA team direction – following TTC/City meeting, direction needs to be provided to EA team on what condition to design to in the EA.</li> </ul>	
3.	Catenary Poles	
3.1.	<ul style="list-style-type: none"> <li>Catenary Poles - TTC would generally prefer cantilever-style, non-center poles located in the boulevard/curbside. Preference is that there are no visual obstructions in the transit ROW. Experience from TTC is that centre catenary system can be an issue if bus service is needed in the ROW at any time.</li> </ul>	EA Team
3.2.	<ul style="list-style-type: none"> <li>Broadview Plan and Cross-Sections - EA Team to send full size drawings of Broadview cross sections and plan views to TTC. TTC to review and identify potential issues. TTC to confirm if the distance between transit ROW and potential location of poles in the boulevard is possible.</li> </ul>	EA Team / TTC
3.3.	<ul style="list-style-type: none"> <li>Location of Catenary Poles– EA team to discuss potential locations of catenary poles in the boulevard with urban design and stormwater leads.</li> </ul>	EA Team
4.	Mountable Curbs	
4.1.	<ul style="list-style-type: none"> <li>Length of Mountable Curbs – TTC would like to understand where the mountable curb will be. If full length they can be an issue for auto traffic use but TTC is open to having a discussion if mountable curbs are required for the full length of the street. If buses are an interim condition, further consideration will be required regarding the location of mountable curbs. TTC can provide comments on plans when they receive them.</li> </ul>	TTC
4.2.	Next Steps	
4.3.	<ul style="list-style-type: none"> <li>Next Steps Broadview - City to provide EA Team direction on how to design the Lake Shore transit stop (interim or long term condition).</li> </ul>	City
4.4.	<ul style="list-style-type: none"> <li>TTC recommendations - Following TTC's review of Broadview materials, a meeting with TTC may be needed to confirm mountable curbs, catenary system location and transit stop locations.</li> </ul>	EA Team

### Errors and/or Omissions

These minutes were prepared by J. Metuzals, who should be notified of any errors and/or omissions.



# MEETING MINUTES

Subject: TAC Meeting #2A – Broadview Avenue Design Options Focus  
 Broadview Avenue Extension MCEA Phases 3+4  
 Date and Time: July 20, 2020  
 Location: WebEX Meeting  
 Our File: 191243

## Attendees

David Hunter— City of Toronto, Transportation Planning, Project Manager  
 Wai Ming Lo – City of Toronto, Transportation Services  
 Anthony Kittel, City of Toronto, Community Planning  
 Carly Bowman, City of Toronto, Community Planning  
 Heather Inglis Baron, City of Toronto, Waterfront Secretariat  
 Michael Nobel, City of Toronto, Waterfront Secretariat  
 Robyn Shyllit, City of Toronto, Public Consultation  
 Trevor Greenman, City of Toronto, Transportation Planning  
 Tabassum Rafique, City of Toronto Transportation Services  
 Wai Ming Lo, City of Toronto, Transportation Services  
 Alexander Takarabe – Toronto Transit Commission  
 Anjela Salonga – Toronto Transit Commission  
 Laurence Lui – Toronto Transit Commission  
 Ken Dion – Waterfront Toronto  
 Merrilees Willemse - Dillon Consulting, Project Manager  
 Ann Joyner –Dillon Consulting, Project Director  
 Chris Sidlar – LEA Consulting, Deputy Project Manager  
 Adam Lanigan – Dillon Consulting, Transportation Modelling Lead / Strategic Advisor  
 Isabelle Hemmings – Dillon Consulting, Stormwater and Green Streets Infrastructure Lead  
 Kiran Chhiba –Dillon Consulting, Urban Design-Lead  
 Amy Lee – LEA Consulting, Transportation Design-Lead  
 Jessica Metuzals – Dillon Consulting, Project Coordinator

## Overview:

The Broadview Extension EA Team gave a presentation outlining the overall study scope, background and design options for the Broadview Avenue Extension from the rail embankment to Lake Shore Blvd. Following the presentation there was an open discussion period where TAC members and EA Team members discussed the various opportunities and issues with the options. The following minutes document the discussion during the meeting.

## Notes

Item	Discussion	Action By
Broadview Design Options		
1.	Option 1: 35m ROW	

1.1.	<ul style="list-style-type: none"> <li>Fixed Elements in 35m ROW – EA Team to consider different fixed dimensions, specifically 4m sidewalks and 2.4m tree planting zones for the 35m ROW. EA Team to create a new 35m option (Option 3).</li> </ul>	EA Team
1.2.	<ul style="list-style-type: none"> <li>Lay-Bys – City stated that lay-bys are a critical future consideration and a direct response to continuous concerns and pressure points related to one-lane travel patterns. EA Team create another 35m Option (Option 3) that uses of smaller lay-bys located on both the east and west sides of Broadview.</li> </ul>	EA Team
1.3.	<ul style="list-style-type: none"> <li>Cycling curb separation – EA Team to consider other options for the cycling buffer dimensions in the 35m ROW (Option 3).</li> </ul>	EA Team
1.4.	<ul style="list-style-type: none"> <li>Intersection width – City stated that is well established policy to extend the ROW width at intersections. For the 35m ROW Option, intersection could be greater than 35m.</li> </ul>	
1.5.	<ul style="list-style-type: none"> <li>Turning Movements – City noted that EA Team can't prohibit turning movements on the basis of vehicle class; it is an all or nothing situation. Cyclists are the exception to this.</li> </ul>	
2.	40m Broadview Option	
2.1.	<ul style="list-style-type: none"> <li>Approach to 40m ROW Meeting – EA Team/City to schedule a meeting to discuss the 40m ROW. City to provided example dimensions currently being used by the City.</li> </ul>	EA / City
Overall Comments		
3.	<ul style="list-style-type: none"> <li>LPAT Update – Non-City written witness statement submissions state that 35m for Broadview ROW is too generous. City witness statements say that 35m is an appropriate width for ROW.</li> </ul>	
4.	<ul style="list-style-type: none"> <li>Legal Team Review - City Legal Team to review Broadview Options. Cassidy Ritz to have a conversation with City Legal Team regarding Broadview Options.</li> </ul>	Cassidy Ritz
5.	<ul style="list-style-type: none"> <li>Meeting with TTC – EA Team to schedule a follow-up meeting with TTC after TAC #2C.</li> </ul>	EA Team
6.	<ul style="list-style-type: none"> <li>Turning Movements – City noted that EA Team can't prohibit turning movements on the basis of vehicle class; it is an all or nothing situation. Cyclists are the exception to this.</li> </ul>	EA Team
Next Steps		
7.	<ul style="list-style-type: none"> <li>Additional Comments - TAC Members to submit written comments to EA Team by August 5, 2020.</li> </ul>	TAC Members
8.	<ul style="list-style-type: none"> <li>Decision-making points – City to coordinate an evaluation framework for making decisions moving forward. Decisions related to the Broadview EA need to have defensible rationale (i.e. policy vs. modelling).</li> </ul>	City
9.	<ul style="list-style-type: none"> <li>Evaluation Criteria - EA Team to resend evaluation criteria memo to City for Review.</li> </ul>	EA Team
10.	<ul style="list-style-type: none"> <li>New Street E Meeting – EA Team / City to schedule an additional TAC Meeting to discuss New Street E. City PM of Gardiner EA to be included.</li> </ul>	EA Team / City

### Errors and/or Omissions

These minutes were prepared by J. Metuzals, who should be notified of any errors and/or omissions.



# MEETING MINUTES

**Subject:** TAC Meeting #2B - Broadview and Eastern Intersection & DVP Ramp Connection Focus  
 Broadview Avenue Extension MCEA Phases 3+4  
**Date and Time:** July 15, 2020  
**Location:** Microsoft Teams  
**Our File:** 191243

## Attendees

David Hunter— City of Toronto, Transportation Planning, Project Manager  
 Wai Ming Lo – City of Toronto, Transportation Services  
 Anthony Kittel, City of Toronto, Community Planning  
 Carly Bowman, City of Toronto, Community Planning  
 Dave Dunn, City of Toronto, Transportation Services  
 Heather Inglis Baron, City of Toronto, Waterfront Secretariat  
 Justin Bak, City of Toronto, Transportation Services  
 Michael Nobel, City of Toronto, Waterfront Secretariat  
 Meg St. John, Toronto Regional Conservation Authority  
 Robyn Shyllit, City of Toronto, Public Consultation  
 Tatiana Chiesa, City of Toronto, Toronto Water  
 Trevor Greenman, City of Toronto, Transportation Planning  
 Tabassum Rafique, City of Toronto Transportation Services  
 Wai Ming Lo, City of Toronto, Transportation Services  
 Merrilees Willemse - Dillon Consulting, Project Manager  
 Ann Joyner –Dillon Consulting, Project Director  
 Chris Sidlar – LEA Consulting, Deputy Project Manager  
 Adam Lanigan – Dillon Consulting, Transportation Modelling Lead / Strategic Advisor  
 Amy Lee – LEA Consulting, Transportation Design-Lead  
 Paul MacLeod – Dillon Consulting, Senior Transportation Engineer / Strategic Advisor  
 Jessica Metuzals – Dillon Consulting, Project Coordinator

## Overview:

The Broadview Extension EA Team gave a presentation outlining the overall study scope, background and design options for the Broadview and Eastern Intersection and the Eastern to DVP North ramp design. Following the presentation there was an open discussion period where TAC members and EA Team members discussed the various opportunities and issues with the options. The following minutes document the discussion during the meeting.

## Notes

Item	Discussion	Action By
Broadview and Eastern Intersection and DVP Ramp Options		
1.	Option A: Realignment ("Big Move" option)	

1.1.	<ul style="list-style-type: none"> <li>Coxwell Sewer Bypass (CSB) Construction – CSB construction to commence prior to September 2020. CSB Team stated that there will not be any opportunities to change the design of the CSB infrastructure to accommodate Option A. The Broadview EA team needs to work around the CSB design.</li> <li>The EA Team confirmed this assumption and will not be asking the CSB team to change designs that are about to be constructed.</li> </ul>	
1.2.	<ul style="list-style-type: none"> <li>CSB and EA CAD file coordination – CSB team to provide CAD file to EA team of the final design. EA team to identify if there are any conflicts that cannot be resolved. If conflicts are too extensive this will be noted in the evaluation and identified as not preferred.</li> </ul>	EA Team / CSB Team
1.3.	<ul style="list-style-type: none"> <li>Enbridge Infrastructure – EA Team to consider potential impacts of Option A on Enbridge infrastructure as well. EA team will include this in the evaluation process.</li> </ul>	EA Team
1.4.	<ul style="list-style-type: none"> <li>Transportation Planning Review of Option A - Transportation Planning approves of the design of Option A, as it simplifies that transportation network in the area. However, this is a big infrastructure move with many issues with existing infrastructure. Due to the immediate need, the cost and the magnitude of Option A, Transportation Planning prefers other options.</li> </ul>	
2.	Eastern On-Ramp Option – Potential Future Option	
2.1.	<ul style="list-style-type: none"> <li>Integration with FPL Phasing of BMW site grading – Future Eastern On-Ramp Option could be integrated with the FLP grading phase. Currently, the FPL phasing approach that include regrading much of the BMW site has no status and is an option being considered. EA Team should not let the FPL phasing limit the exploration of this option.</li> <li>City is still in the process of reviewing the implications of building the full FPL compared to a phased approach. Eastern On-Ramp Option could potentially inform FPL phasing decision.</li> </ul>	EA Team
2.2.	<ul style="list-style-type: none"> <li>Two-Way street connection to Sunlight Park Road - Transportation Planning was supportive of the proposed Eastern On-Ramp Potential Future Option, specifically creating the two way street between Eastern and Sunlight. This creates an improved block pattern with greater potential for site redevelopment. Agree that this could be accommodated in staging approach once redevelopment of the Mini site and BMW site is under review.</li> </ul>	
Overall Comments		
3.	<ul style="list-style-type: none"> <li>Transportation Planning Preferred Option – Transportation Planning noted that this EA creates a rare opportunity to make changes to the road. Their preference is a combination of options that eliminate the free turn on Broadview southbound (Option B and Option C) combined with the T-off ramp entrance Option (Sub-Option for C-D). They noted long term would like to see the two-</li> </ul>	



	<p>way street between Sunlight and Eastern reviewed with a block development plan.</p> <ul style="list-style-type: none"> <li>Transportation Planning comments will be submitted in writing to team.</li> </ul>	Trevor Greenman
3.1.	<ul style="list-style-type: none"> <li>Signalization of the DVP On-Ramp - With the options that maintain the cloverleaf configuration (i.e. Option B, Option C, Option D and Sub-Option B-D), EA team to consider a pedestrian signalization of the ramp (similar to the EB Bloor to NB DVP ramp) to provide an accessible and protected pedestrian crossing of the free flow land.</li> </ul>	EA Team
3.2.	<ul style="list-style-type: none"> <li>East Harbour Station Plans - Greg and Hans completing a joint review of the East Harbour Station Plans. Dave to follow up with Greg. EA Team to send initial comments or questions for City to share with CF team by Friday.</li> </ul>	Dave Hunter / EA Team
Next Steps		
3.3.	<ul style="list-style-type: none"> <li>Additional Comments - TAC Members to submit written comments to EA Team by August 5, 2020.</li> </ul>	TAC Members
3.4.	<ul style="list-style-type: none"> <li>MS Teams Issues – Due to technical difficulties with MS Teams, subsequent TAC #2 Meetings will be switched to Web EX.</li> </ul>	Dave Hunter

### Errors and/or Omissions

These minutes were prepared by J. Metuzals, who should be notified of any errors and/or omissions.



# MEETING MINUTES

Subject: TAC Meeting #2C  
 Broadview Avenue Extension MCEA Phases 3+4  
 Date and Time: July 22, 2020  
 Location: Microsoft Teams  
 Our File: 191243

## Attendees

David Hunter— City of Toronto, Transportation Planning, Project Manager  
 Wai Ming Lo – City of Toronto, Transportation Services  
 Anthony Kittel – City of Toronto, Community Planning  
 Cassidy Ritz – City of Toronto, City Planning  
 Dave Dunn – City of Toronto, Transportation Services  
 Michael Nobel, City of Toronto, Waterfront Secretariat  
 Trevor Greenman, City of Toronto, Transportation Planning  
 Tabassum Rafique, City of Toronto, Transportation Services  
 Alexander Takarabe – Toronto Transit Commission  
 Suma Apparao-Das—Toronto Transit Commission  
 Laurence Lui – Toronto Transit Commission  
 Vincent Teng –Toronto Transit Commission  
 Jonathon Ho – Entuitive  
 Sonja Vangjeli – Waterfront Toronto  
 Ken Dion – Waterfront Toronto  
 Merrilees Willemse - Dillon Consulting, Project Manager  
 Chris Sidlar – LEA Consulting, Deputy Project Manager  
 Paul MacLeod –Dillon Consulting, Senior Transportation Engineer / Strategic Advisor  
 Amy Lee – LEA Consulting, Transportation Design-Lead  
 Jessica Metuzals – Dillon Consulting, Project Coordinator

## Notes

Item	Discussion	Action By
1.	Overview of Broadview Extension Design Components and Scope of Work	
1.1.	<ul style="list-style-type: none"> <li>Phases 3 + 4 will achieve 10% functional design.</li> <li>Key components include: Broadview Avenue Extension; New Street E; and Eastern-DVP On-Ramp.</li> </ul>	
1.2.	East Harbour Station and Development Plans	
1.3.	<ul style="list-style-type: none"> <li>Phasing of East Harbour – Phase 1 includes the Soap Factory (2024-2025) and Broadview North of the rail embankment. Currently, only the zoning of the Soap Factory Building is approved; development</li> </ul>	

	beyond this building still requires approval. During Phase 1, access would need to be provided to the Soap Factory building.	
1.4.	<ul style="list-style-type: none"> <li>East Harbour Station Design – Previously, the higher order transit was to be constructed on rail embankment. However, with the new design plans station construction could occur pre-FPL build out.</li> </ul>	
1.5.	<ul style="list-style-type: none"> <li>East Harbour Station Design – The new design for the East Harbour Station which involves the removal of the berm. This proposed design change will still require approval from an engineering perspective, approval from the Province, as well as a new flood protection solution, and</li> </ul>	
1.6.	<ul style="list-style-type: none"> <li>East Harbour Station Design Plans - Trevor Greenman to confirm if TTC was circulated on EH design plans. If not, City to send plans to Laurence Lui from TTC.</li> </ul>	Trevor Greenman
2.	Surface Transit Access to Unilever Precinct	
2.1.	<ul style="list-style-type: none"> <li>Surface Transit Access to Unilever Precinct - TTC surface transit access operations will occur in three phases: bus services with an interim transit loop (TBC); Broadview Streetcar to extend from Queen Street; and Broadview Streetcar to extend into Port Lands.</li> </ul>	
2.2.	<ul style="list-style-type: none"> <li>Transit Loop Decision – City, TTC, and CF to have a discussion about the type of transit (i.e. streetcar or bus) loop that will be used in phasing.</li> </ul>	City / TTC
3.	Broadview – Lake Shore Intersection	
3.1.	<ul style="list-style-type: none"> <li>Future timing of BW South of LSB – City noted that the “Status of Business Implementation Plan” was supposed to outline the details related to the build out of Broadview South of LSB. However, the timing has not yet been specified. Timing is connected to servicing and other projects/plans. In addition, the City will still have to acquire/expropriate properties before Broadview can be punched through LSB. Anthony Kittel to follow-up with City Planning on timing.</li> </ul>	City / Anthony Kittel
3.2.	<ul style="list-style-type: none"> <li>Broadview and LSB intersection – Broadview EA Team to either design interim condition or the full layout as per the TSMP. City to provide direction based on timing for Broadview South of LSB build out. EA Team and City to have a discussion on next steps.</li> </ul>	EA Team / City
3.3.	<ul style="list-style-type: none"> <li>Interim and Long-term Conditions – EA Team to send follow up questions about interim and long-terms conditions to City for review and response.</li> </ul>	EA Team
3.4.	<ul style="list-style-type: none"> <li>LSB Design – LSB Design Team to send Broadview EA Team their most recent drawings, including CAD files and Profile design for grading reference. Intersection designs to be finalized by the end of August.</li> </ul>	LSB Design Team
3.5.	<ul style="list-style-type: none"> <li>Preliminary Grading of Broadview – EA Team to share preliminary grading of Broadview with LSB Design Team.</li> </ul>	EA Team

3.6.	<ul style="list-style-type: none"> <li>EA and LSB Teams Follow-up - Broadview EA Team and LSB Design Team to touch base following review of drawings, profile, and grading to confirm that they are aligned with their assumptions.</li> </ul>	LSB Design Team / EA Team
4.	Next Steps	
4.1.	<ul style="list-style-type: none"> <li>TAC Member Comments – TAC #2C attendees to provide written comments related to the interim and long-term conditions that the Broadview EA team should account for in their designs.</li> </ul>	TAC Members

#### Errors and/or Omissions

These minutes were prepared by J. Metuzals, who should be notified of any errors and/or omissions.



# MEETING MINUTES

Subject: Meeting with TTC - Broadview Avenue Extension MCEA Phases 3+4  
 Date and Time: September 21, 2020  
 Location: Web Exe  
 Our File: 191243

## Attendees

David Hunter – City of Toronto, Transportation Services Project Manager  
 Wai Ming Lo – City of Toronto, Transportation Services  
 Henry Tang – City of Toronto, Community Planning  
 Nigel Tahair – City of Toronto, Transportation Planning  
 Laurence Lui – Toronto Transit Commission  
 Kristjan Naelapea – Toronto Transit Commission  
 Anjhela Salonga – Toronto Transit Commission  
 Merrilees Willemse - Dillon Consulting, Project Manager  
 Chris Sidlar – LEA Consulting, Deputy Project Manager  
 Jessica Metuzals – Dillon Consulting, Project Coordinator

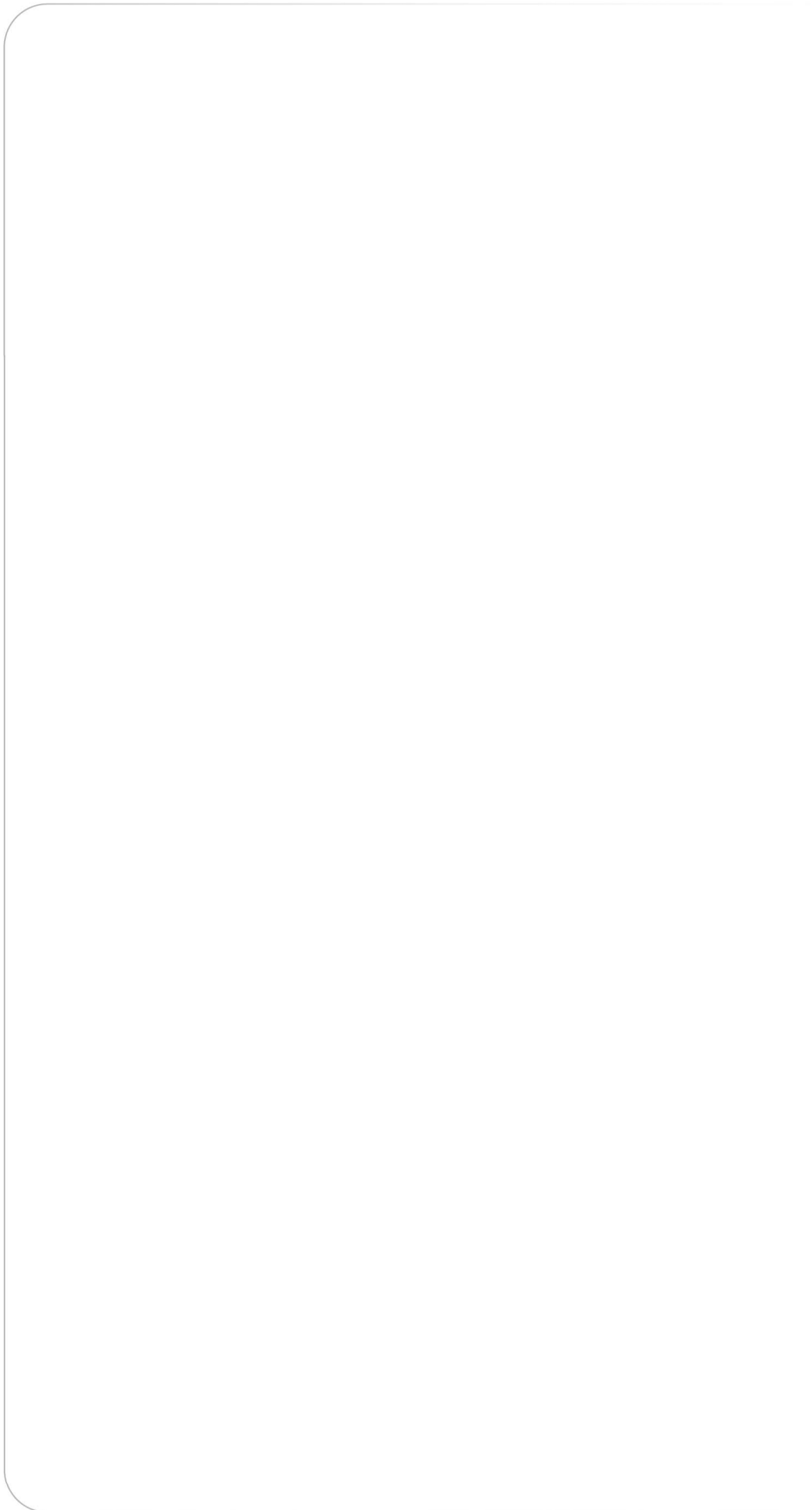
## Notes

Item	Discussion	Action By
1.	Overview of Meeting Objectives	
1.1.	<ul style="list-style-type: none"> <li>Discuss TTC's proposed interim transit service and how it influences the Broadview Avenue EA.</li> <li>Discuss key issues, including New Street E ROW lane width dimensions, New Street E and Don Roadway intersection, and location of interim transit loop routes.</li> </ul>	
2.	Proposed TTC Interim Transit Services	
2.1.	<ul style="list-style-type: none"> <li>Location of Interim Transit Services - TTC noted that they are open to moving the location of the proposed interim transit services (i.e. bus loops).</li> </ul>	
2.2.	<ul style="list-style-type: none"> <li>East Harbour Service – TTC noted that a connection from Union Station to the East Harbour site is required. Also, stated that the interim transit services will need to circulate through the East Harbour site.</li> </ul>	
2.3.	<ul style="list-style-type: none"> <li>East Harbour Station - TTC noted that the access to East Harbour site is more important than the proximity of bus route to East Harbour Station.</li> </ul>	
2.4.	<ul style="list-style-type: none"> <li>Future Design Considerations - Once the interim transit route is finalized, bus stops locations will be required as part of the detailed design process.</li> </ul>	
2.5.	New Street E Bus Loop Option	

2.6.	<ul style="list-style-type: none"> <li>New Street E Bus Loop Option – From the Don Roadway, buses would turn right on New Street E, run east on New Street E until Broadview (eventually this would become Booth Street), and then head south on Broadview until Lake Shore Boulevard. This Option would require increasing lanes to 3.3m on the eastbound side of New Street E. TTC noted that they least prefer this Option.</li> </ul>	
3.	Broadview Bus Loop Option	
3.1.	<ul style="list-style-type: none"> <li>Broadview Bus Loop Interim Condition – Bus Loop would run north on Broadview from Lake Shore Boulevard to rail corridor. At the rail corridor, buses would turn around (i.e. cul-de-sac design) and head south on Broadview to Lake Shore Boulevard.</li> </ul>	
3.2.	<ul style="list-style-type: none"> <li>Broadview Bus Loop Option Functionality – EA Team to test auto-turn bus loop on Broadview with cul-de-sac design. EA Team to confirm that this is a viable option. EA Team to use the assumption that there will be no stop on the curve. EA Team to refer to bus loop on the east end of Elsmere Road near Kingston Road as an example. Once complete, TTC to review the results.</li> </ul>	EA Team to test and confirm  TTC to review results
3.3.	<ul style="list-style-type: none"> <li>TTC internal discussion – TTC to have an internal discussion about the Broadview Bus Loop Option with Tim Lawson and follow up with EA Team.</li> </ul>	TTC Team
3.4.	<ul style="list-style-type: none"> <li>Broadview Buildout - Henry to follow up with CF regarding the buildout of Broadview to accommodate the Broadview Bus Loop Option.</li> </ul>	Henry Tang
4.	Next Steps	
4.1.	<ul style="list-style-type: none"> <li>Broadview EA Preliminary Road Network - EA Team to provide preliminary road network with lane widths and signalized intersection locations to TTC.</li> </ul>	EA Team
4.2.	<ul style="list-style-type: none"> <li>East Harbour Phasing Plans - Dave to connect with the Waterfront Secretariat about the availability of any additional information related to phasing of the East Harbour.</li> </ul>	Dave Hunter
4.3.	<ul style="list-style-type: none"> <li>Transit Service Options - TTC to sketch transit service options.</li> </ul>	TTC Team
4.4.	<ul style="list-style-type: none"> <li>Follow-up Discussions – EA Team and TTC to have a follow up discussion once there has been progress on action items from meeting.</li> </ul>	EA Team and City Team
4.5.	<ul style="list-style-type: none"> <li>Phasing and Timing – City to have internal conversation about the different levels of phasing and timing for East Harbour site (i.e. 5 to 10 years, 10 to 20 years and 20 + years).</li> </ul>	City Team
4.6.	<ul style="list-style-type: none"> <li>Follow-up with MCIC – Dave to follow-up with MCIC on the status of mapping the 4D the phasing for the Project area.</li> </ul>	Dave Hunter

### Errors and/or Omissions

These minutes were prepared by J. Metuzals, who should be notified of any errors and/or omissions.





# MEETING MINUTES

Subject: New Street E – Meeting with Transportation and Community Planning  
 Broadview Avenue Extension MCEA Phases 3+4  
 Date and Time: September 22, 2020  
 Location: Web Exe  
 Our File: 191243

## Attendees

David Hunter – City of Toronto, Transportation Services, Project Manager  
 Trevor Greenman – City of Toronto, Transportation Planning  
 Carly Bowman – City of Toronto, Community Planning  
 Henry Tang – City of Toronto, Community Planning  
 Wai Ming Lo – City of Toronto, Transportation Services  
 Merrilees Willemse – Dillon Consulting, Project Manager  
 Chris Sidlar – LEA Consulting, Deputy Project Manager  
 Jessica Metuzals – Dillon Consulting, Project Coordinator

## Notes

Item	Discussion	Action By
1.	New Street E ROW width	
1.1.	<ul style="list-style-type: none"> <li>New Street E ROW – Community Planning confirmed that no OPA would be required to increase the ROW width on New Street E Options. OPA 387 does not outline a specific ROW width for New Street E; it differs to Phases 3 and 4 and the East Harbour Plan of Subdivision. Community Planning also noted that CF has proposed a 27m ROW for New Street E.</li> </ul>	
2.	New Street E ROW	
3.	<ul style="list-style-type: none"> <li>New Street E ROW - Transportation Planning and Community Planning confirmed that EA Team could increase the New Street E ROW width. EA Team will need to justify the need and rationalize the increase in ROW in Broadview ESR.</li> </ul>	EA Team
4.	<ul style="list-style-type: none"> <li>Broadview ESR Text - EA Team to draft text to be included in the Broadview ESR explaining how New Street E Options were refined. Once complete, text to be reviewed by Trevor, Carly and Henry.</li> </ul>	EA and City Teams
4.1.	Next Steps	
4.2.	<ul style="list-style-type: none"> <li>First Gulf Phasing Plan – Trevor Greenman to send old phasing plan with cul-de-sac from First Gulf to EA Team.</li> </ul>	Trevor Greenman

## Errors and/or Omissions

These minutes were prepared by J. Metuzals, who should be notified of any errors and/or omissions.





# MEETING MINUTES

**Subject:** Broadview EA Team Meeting with Cadillac Fairview  
Broadview Avenue Extension MCEA Phases 3+4

**Date and Time:** February 7, 2020 11:30am - 1:00pm

**Location:** City Hall, East Tower, 24<sup>rd</sup> Floor

**Our File:** 191243

## Attendees

---

Riad Rahman – City of Toronto, Transportation Services, Project Manager  
Wai Ming Lo – City of Toronto, Transportation Services  
Carly Bowman – City of Toronto, Community Planning  
Kasia Kmiec – City of Toronto, Community Planning  
Nigel Tahir— City of Toronto, Transportation Planning  
Trevor Greenman – City of Toronto, Transportation Planning  
Hans Riecko — City of Toronto, Transportation Planning  
Michael Noble — City of Toronto, Waterfront Secretariat  
Ran Chen— City of Toronto, Urban Design  
[REDACTED] — Cadillac Fairview  
[REDACTED] — Cadillac Fairview  
Ben Hoff— Urban Strategies  
Tony De Franco – Urban Strategies  
Ian Clark— BA Group  
Mohammad Bari—BA Group  
Sam Nicolini— Adamson Architects  
Ann Joyner – Dillon Consulting, Project Manager  
Merrilees Willemse – Dillon Consulting, Environmental Planner  
Jessica Metuzals – Dillon Consulting, Project Coordinator  
Chris Sidlar – LEA Consulting, Deputy Project Manager  
Amy Lee, LEA Consulting, Transportation

## Meeting Purpose and Overview:

This was the first meeting of the Broadview Extension EA team and the Cadillac Fairview team, including consultants, working on the East Harbour Development Application. The purpose of the meeting was to review the EA scope of work, the Development Application progress and discuss key interests, questions and coordination needs. The Broadview EA team provided an overview of the scope of work, key design assumptions, ongoing items informing the EA, and schedule and milestones. The Cadillac Fairview team provided an overview of the East Harbour plans, timeline and key interests related to the design of Broadview. Cadillac Fairview emphasized intent to continue with the vision and plans initially proposed by First Gulf.

## Minutes:

Item	Discussion/Decision	Action
1.	Broadview design options - base option is from the TSMP and includes a 35m ROW.	
2.	Keating Rail Yard – The Broadview EA team will be examining the rail yard, function and line needs. No progress on this work yet. City Planning to coordinate a separate meeting with Cadillac Fairview, Broadview EA team, and appropriate City teams to discuss Rail study.	C. Bowman to coordinate meeting.
3.	Gardiner East EA – Integration with the design for the reconfiguration of the Gardiner and DVP ramps is required, particularly for the intersection of New Street E with the Don Roadway. The Broadview EA is only contemplating a T intersection with the Don Roadway which would allow for a right in, right out. Any other options for the intersection would need to be studied by the Cadillac Fairview team and the safety of the design in relation to the Gardiner-DVP ramps would need to be demonstrated. City Planning to coordinate a meeting with Cadillac Fairview, Gardiner East EA 30% design team and appropriate City teams to discuss.	C. Bowman to coordinate meeting.
4.	Booth Yard – CreateTO is exploring options for redevelopment of the Booth Yard. Need to confirm the assumptions for employment growth being considered in the EA. There is interest to see analysis of different growth scenarios related to function of Broadview. This includes growth being considered for East Harbour, the Booth Yard as well as for the Talisker properties north of the rail corridor. City to consider and determine next steps for Broadview EA team.	C. Bowman and R. Rahman to review employment growth assumptions and provide direction to EA team
5.	Broadview Turning Lanes – Cadillac Fairview team would like to see consideration of left and right turning lanes in the design options. Concern that traffic operations and site access will be impacted if turning lanes are not accommodated. There is also concern related to the safety and experience of pedestrians and cyclists at intersections, especially given the volume of pedestrians and transit riders projected. General concern from Cadillac Fairview with the mode share assumptions noted. EA consulting team to discuss with City and determine actions for EA considerations.	EA Team and City to consider
6.	Base Plan – EA consulting team to connect with Cadillac Fairview team regarding the location of the approved Broadview alignment and centerline from TSMP in existing CAD base plans. EA consulting team to share base plan assumptions (centerline alignment of Broadview and New Street E) with Cadillac Fairview team.	J. Metuzals to arrange files for CF Team
7.	Outstanding Data Needs - EA team still has outstanding data requests in to Cadillac Fairview. Requests to be resent. Includes environmental studies, grading plans and survey.	J. Metuzals to organize data requests
8.	Rail underpass – EA team needs more information regarding Metrolinx station design and assumptions for the rail underpass. Cadillac Fairview	Cadillac Fairview

	team to identify (in coordination with Metrolinx) assumptions related to the depth and extents of the rail underpass with EA consulting team.	
9.	Rail underpass – City confirmed that 0.1m tolerance is acceptable and should be used.	A.Lee and C.Sidlar to include in engineering plans
10.	Pumping station – EA team scope requires indicating/reporting on location and general area/size of pumping station needed at underpass. Requires direction from Cadillac Fairview team, in coordination with Metrolinx, regarding what they are considering for the pumping station location.	Cadillac Fairview
11.	Timeline – EA consulting team to create a timeline that outlines deadlines for key data needs and assumptions. EA Schedule is moving quickly and data needs are immediate. ESR is planned for completion in late June 2020 with functional design plans to be completed by September 2020.	

### Errors and/or Omissions

These minutes were prepared by Jessica Metuzals, [jmetuzals@dillon.ca](mailto:jmetuzals@dillon.ca), who should be notified of any errors and/or omissions.





# East Harbour Blvd (Street E) Design Considerations

July 14<sup>th</sup>, 2022

# Introduction

Areas of Alignment	Items for Discussion Today
1. ROW width (24-27m)	1. Layby locations and design
2. Components of the ROW	2. Left turn lanes at driveways and local streets
3. Left turn lanes at Broadview	3. Bike box design
4. Street E and Don Roadway intersection design	4. Bike lane width and buffer
	5. Traffic control at intersections
	6. Length of left turn queuing lane at Booth
	7. Lane widths

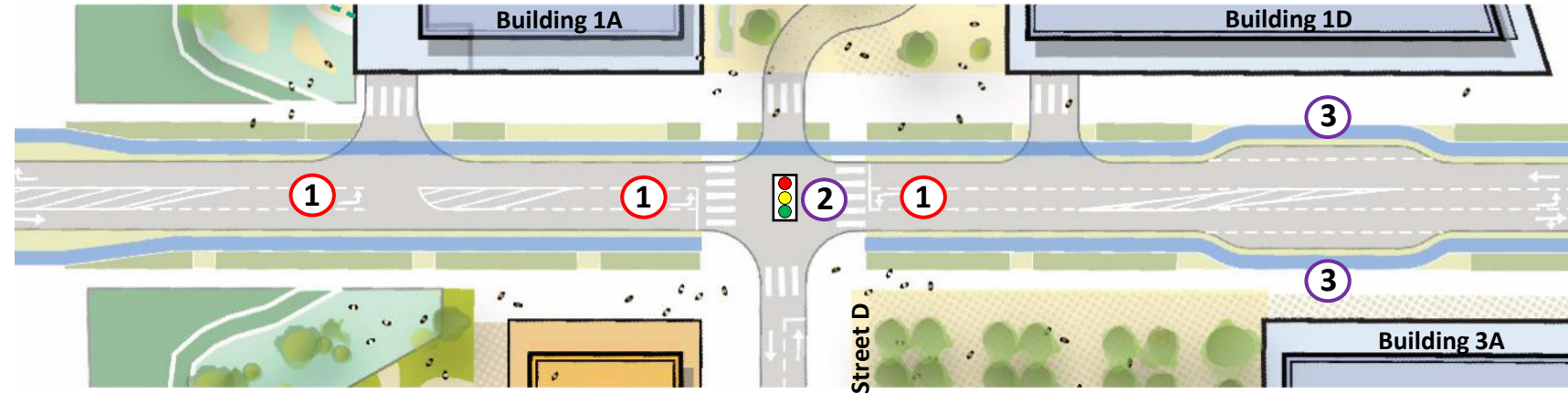


# Segment #1: Don Roadway to Broadview

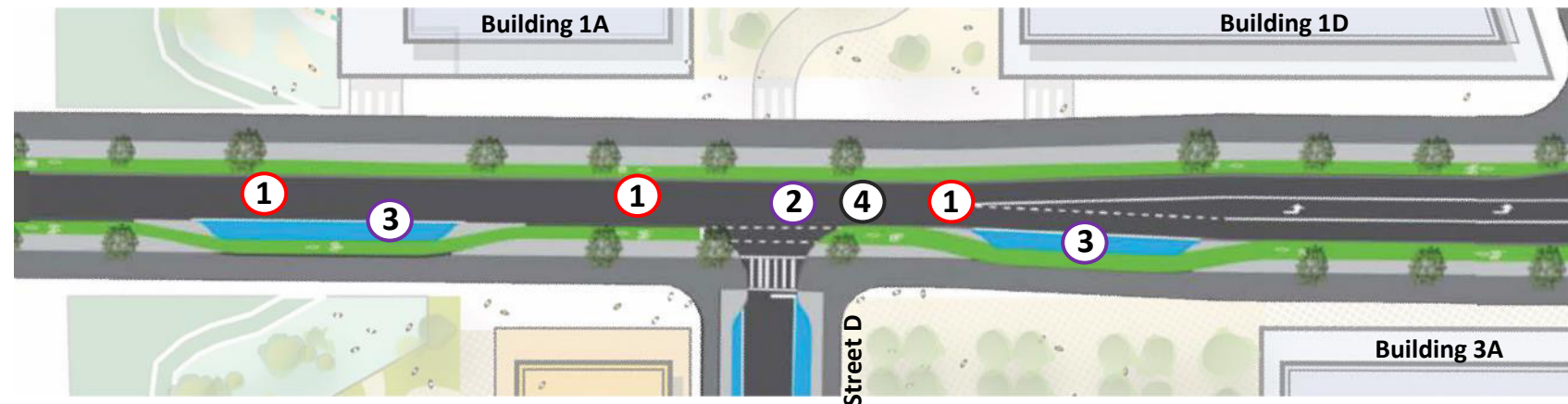
## Differences:

- ① CF version includes **left turning lanes** to support access to Street D and to nearby driveways
  - Supports critical vehicular movements and the functionality of driveways/servicing routes
  - Street D left turn lane facilitates critical network circulation and avoids unintentional access to the DVP
  - Effective traffic flow and servicing access along Street D avoids need for driveways off of Broadview Avenue
- ② CF version includes a **signalized intersection** at Street D
- ③ CF version locates **laybys** at building frontages/entrances to support pick-up and drop-off activities
- ④ City version **tapers** the ROW to 24m in some areas, while CF's version is consistently 27m

## CF Version



## City Version (with framework plan overlay)

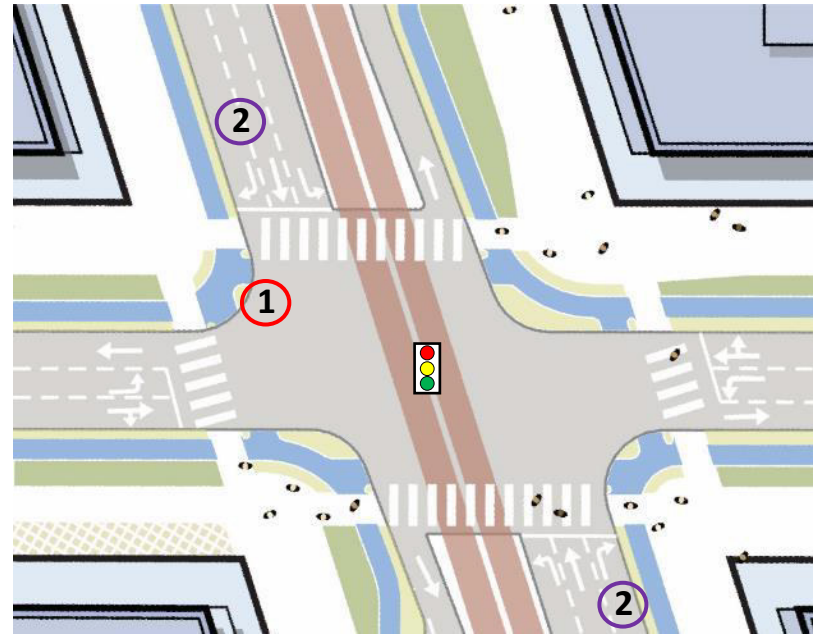


# Segment #2: Broadview Intersection

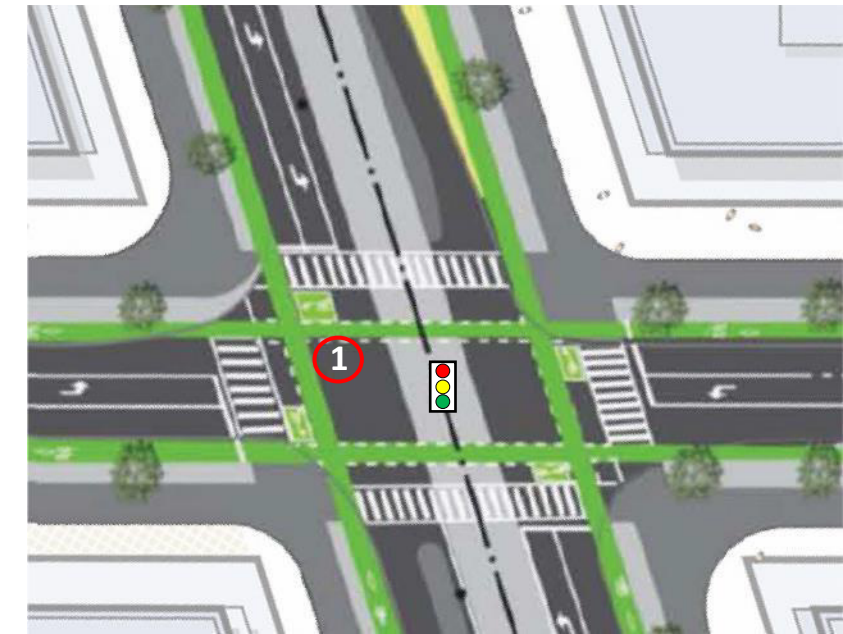
## Differences:

- ① CF version integrates Dutch-style protected **bike turning boxes** on curbs rather than on-street bike boxes in front of car traffic
  - This version is regarded as safer for cyclists, as it clears cyclists out of the intersection and avoids conflict with vehicles
- ② CF version includes **right turning lanes** along Broadview onto Street E

## CF Version



## City Version (overlay) –



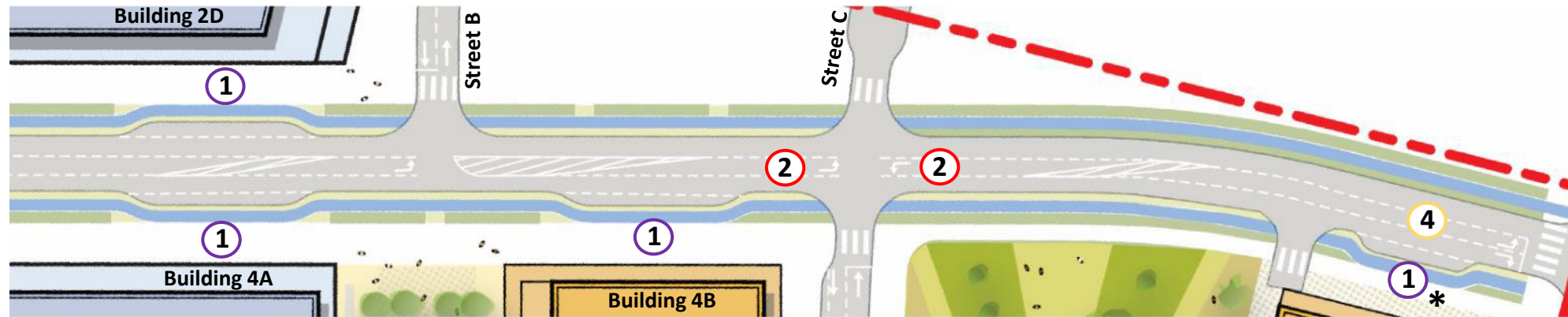


# Segment #3: Broadview to Booth

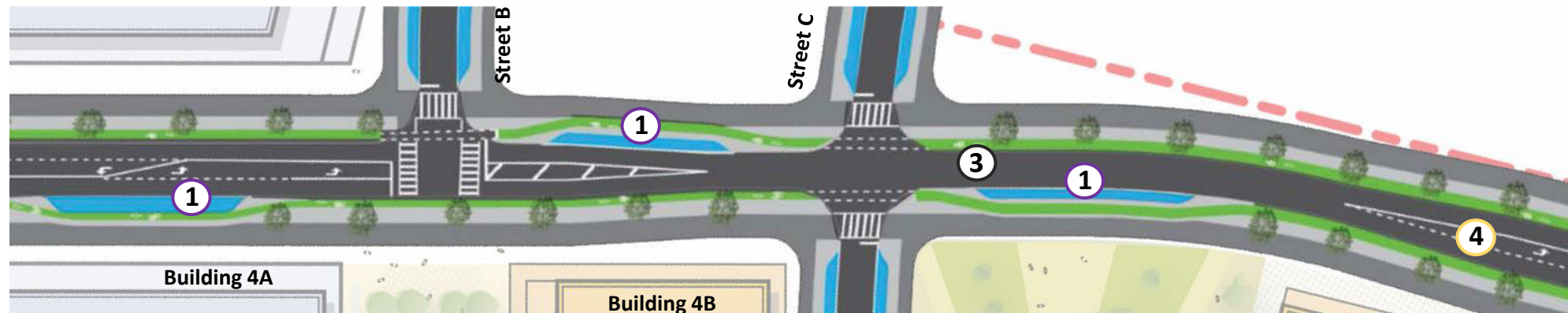
## Differences:

- ① CF version locates **laybys** at building frontages/entrances to support pick-up and drop off activities
  - Laybys at Buildings 2D and 4A are most critical
  - Potential to shift eastern layby further east
- ② CF version includes **left turning lanes** at Street C
  - Not critical for CF, but recommend protecting for left turn lane in future
- ③ City version **tapers** the ROW to 24m in some areas, while CF's version is consistently 27m
- ④ Adjustment to eastbound left turn **queuing lane** onto Booth can be accommodated

## CF Version



## City Version (overlay)



Building 4D + Community Center



# Cross-Section with Laybys

## Differences:

- 2.5m **layby** to accommodate film production trucks vs 2.0m shown in the City version

## CF Version with Layby

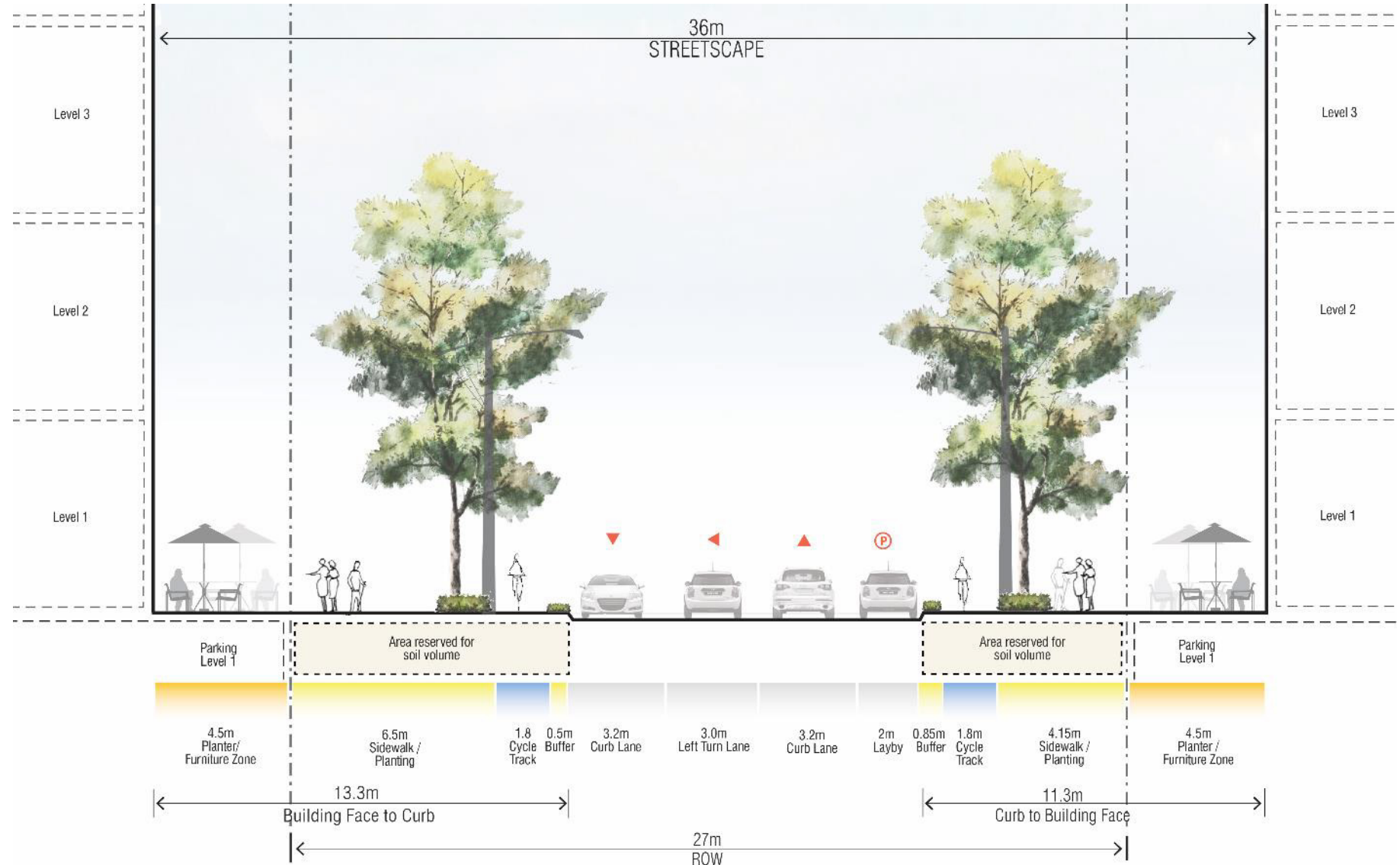


# Cross-Section with Laybys

## Differences:

- 2.5m **layby** to accommodate film production trucks vs 2.0m shown in the City version

## City Version with Layby



# Cross-Section without Laybys

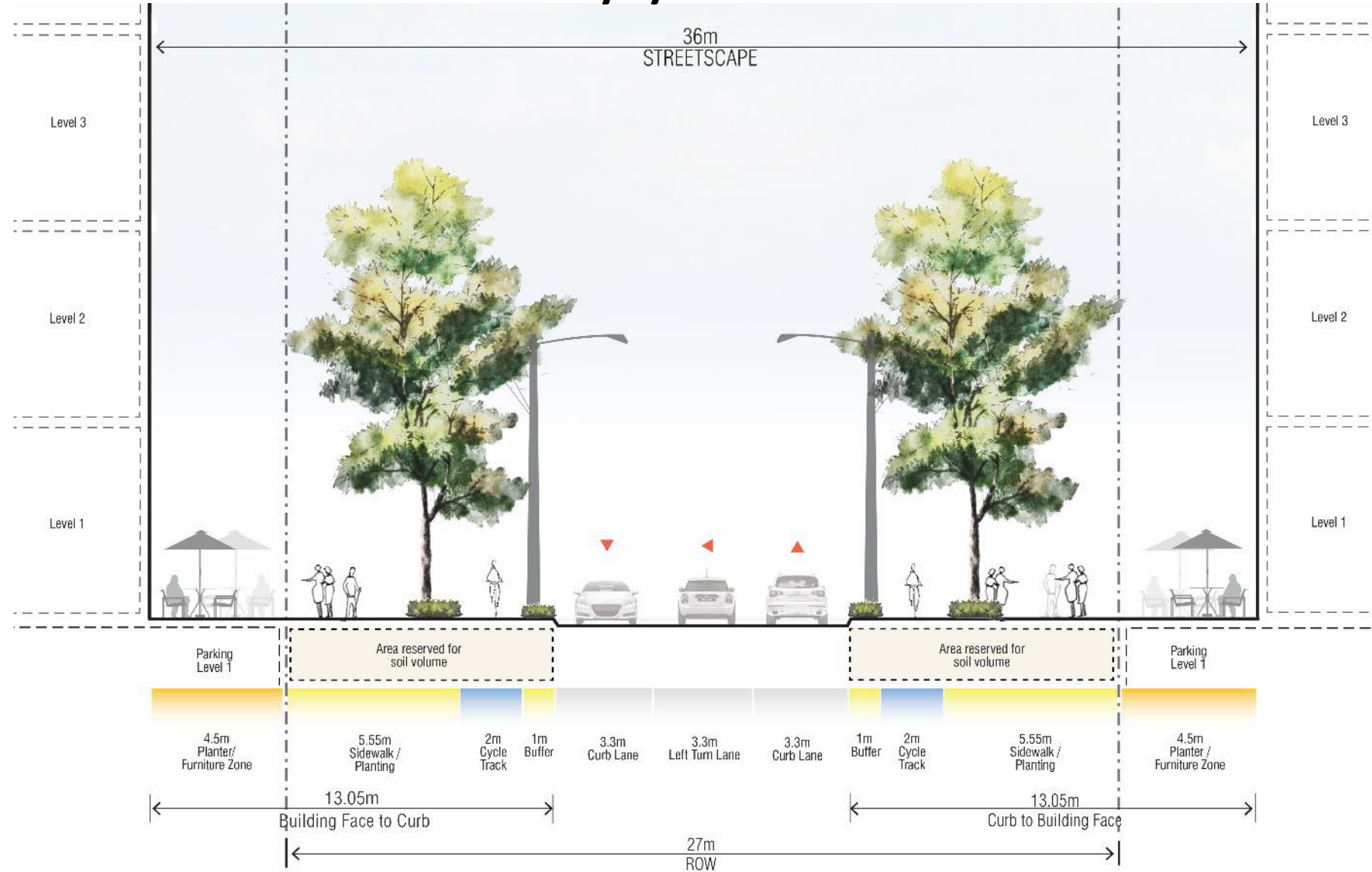
## Differences:

- 3.3m **driving lanes** vs the City's 3.2m
- 3.3m **turning lanes** vs the City's 3.0m

## Bike Lanes & Buffer - Clarification Required

- 2.0m **bike lane** plus 1.0m **buffer** vs City version which includes a 1.8m bike lane and 0.5m/0.85m buffer

## CF Version without Layby



# Cross-Section without Laybys

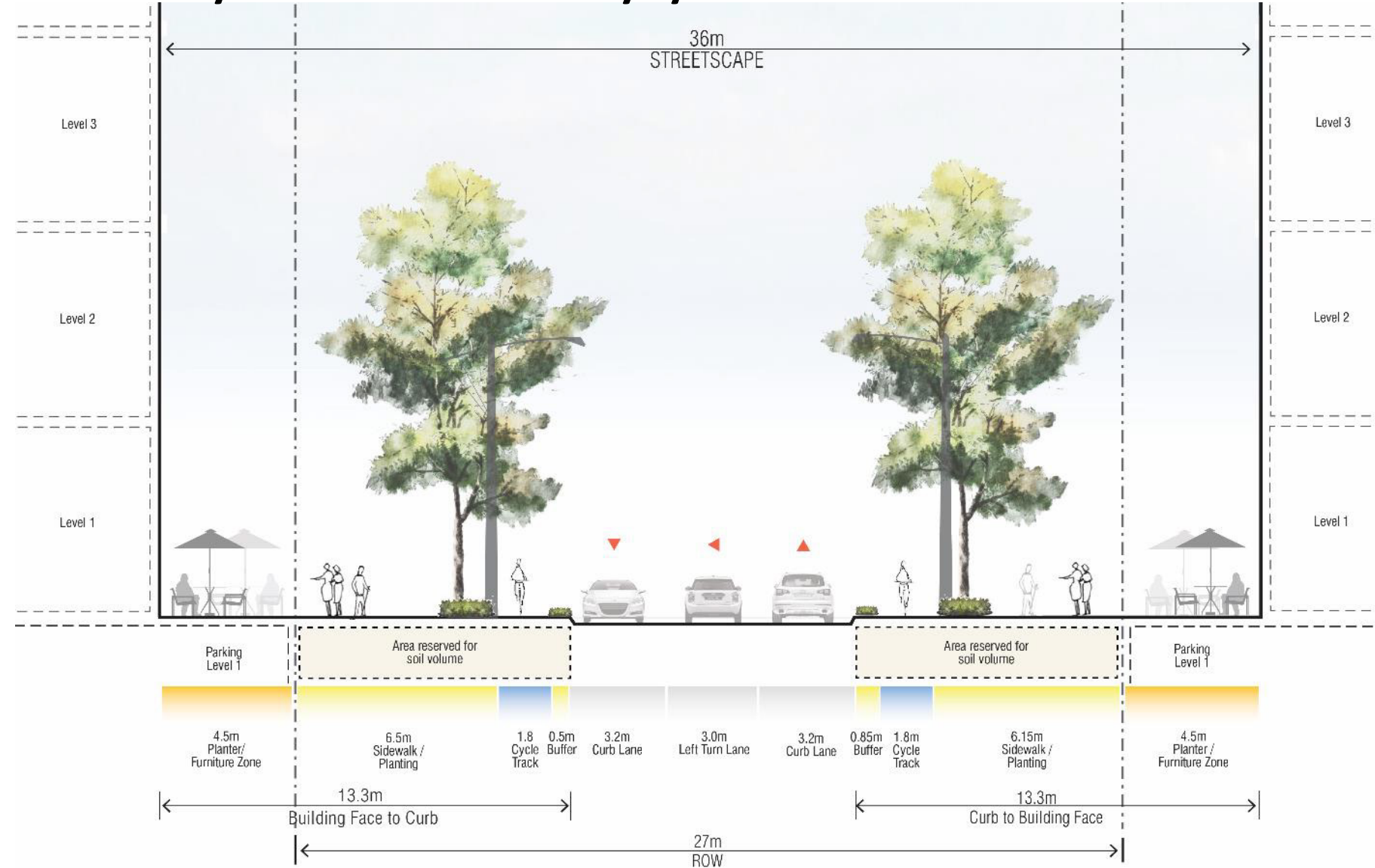
## Differences:

- 3.3m **driving lanes** vs the City's 3.2m
- 3.3m **turning lanes** vs the City's 3.0m

## Bike Lanes & Buffer - Clarification Required

- 2.0m **bike lane** plus 1.0m **buffer** vs City version which includes a 1.8m bike lane and 0.5m/0.85m buffer

## City Version without Layby



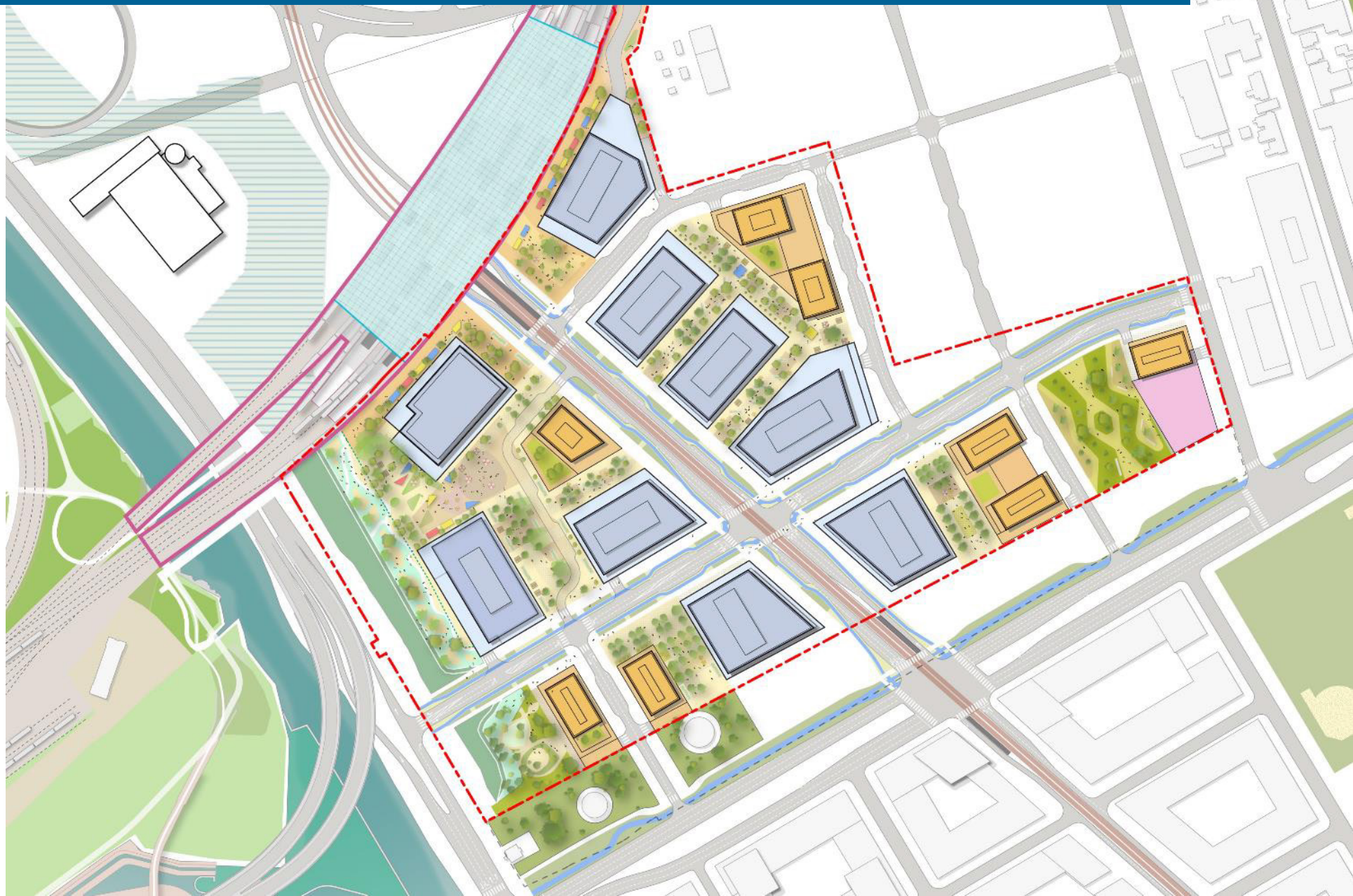
# Introduction

Areas of Alignment	Items for Discussion Today
1. ROW width (24-27m)	1. Layby locations and design
2. Components of the ROW	2. Left turn lanes at driveways and local streets
3. Left turn lanes at Broadview	3. Bike box design
4. Street E and Don Roadway intersection design	4. Bike lane width and buffer
	5. Traffic control at intersections
	6. Length of left turn queuing lane at Booth
	7. Lane widths



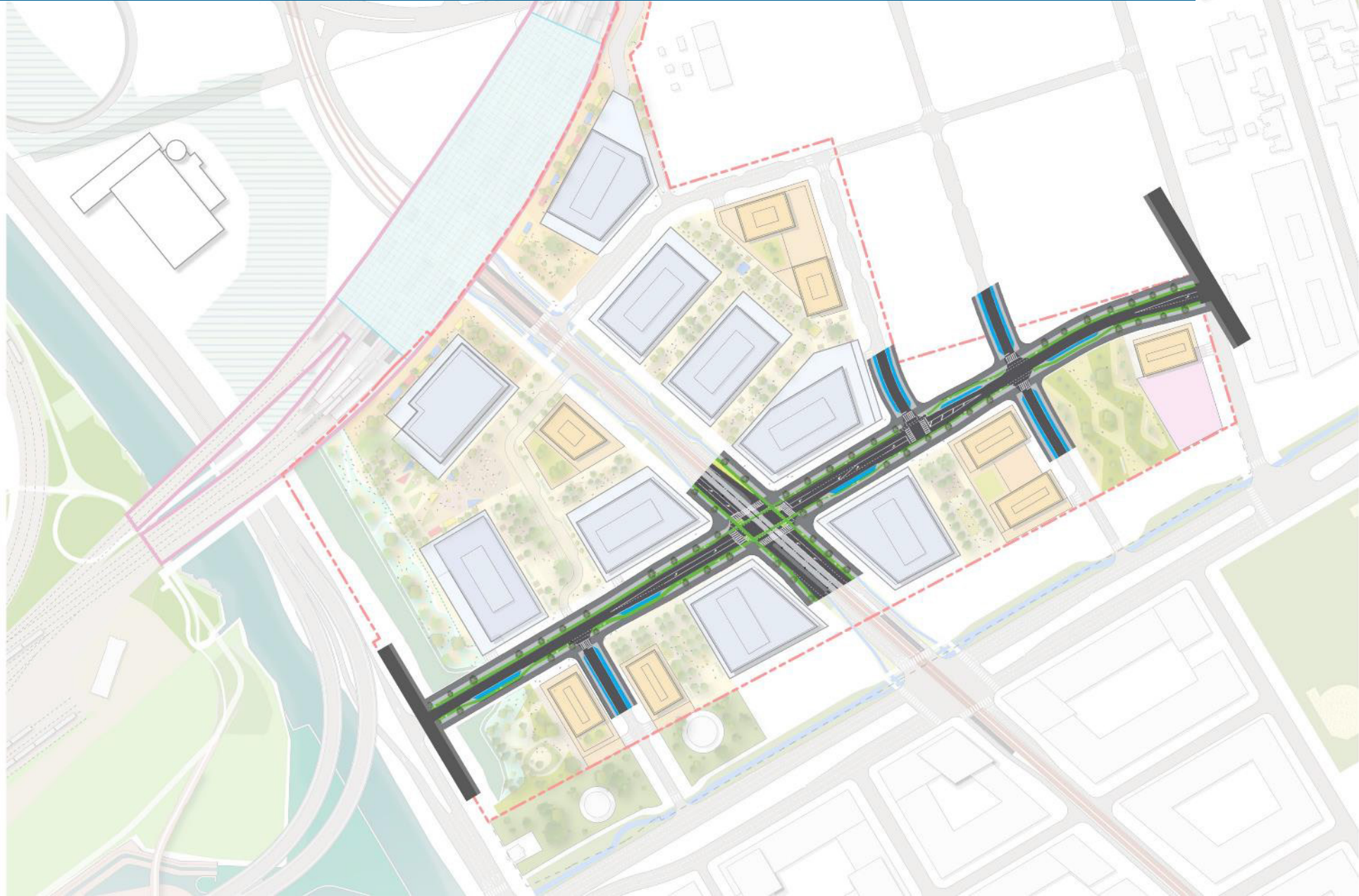
# **APPENDIX – FRAMEWORK DRAWINGS**

# East Harbour Framework Plan

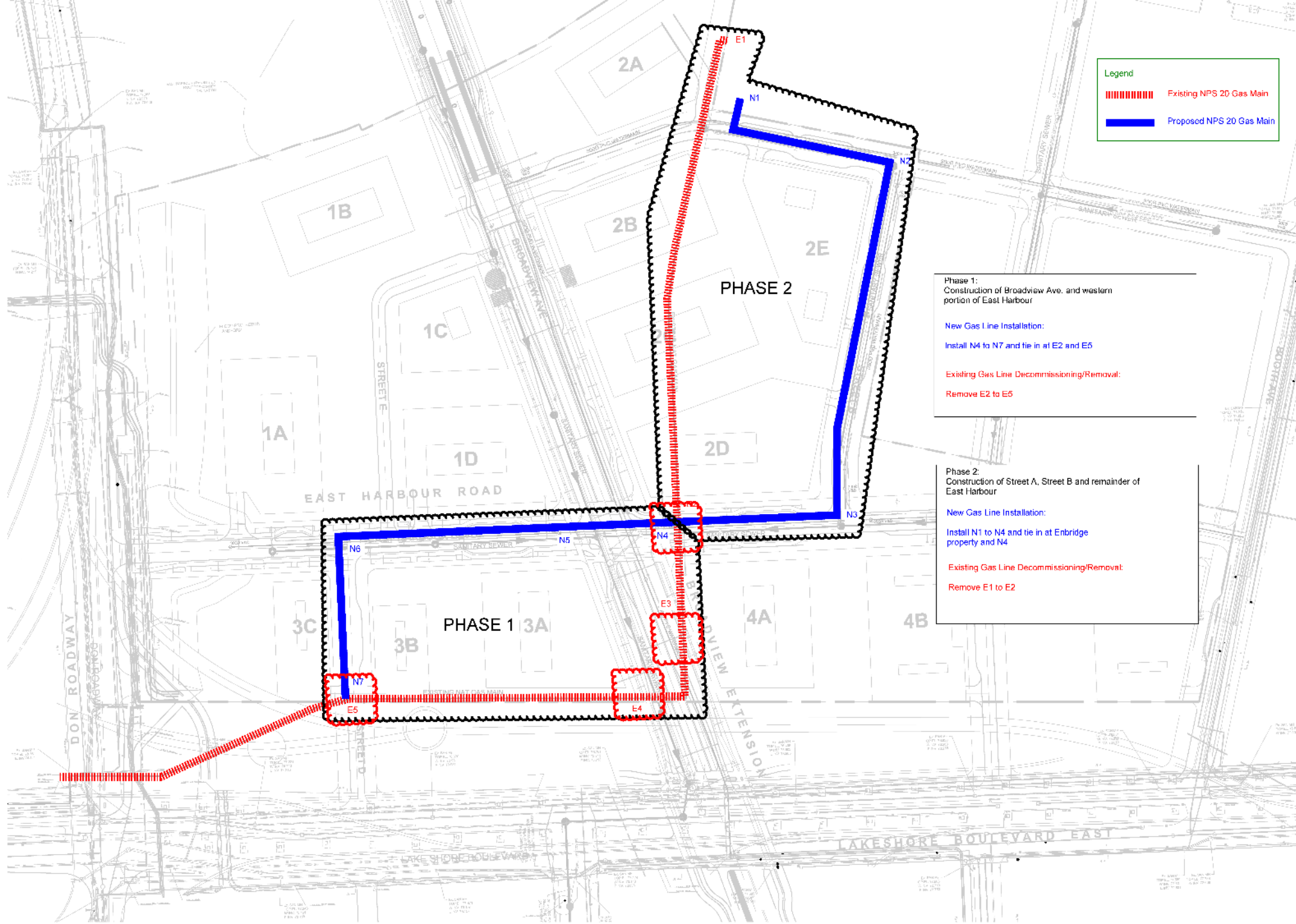




# City of Toronto Street E Design Overlay



# **APPENDIX – ENBRIDGE GAS MAIN DRAWINGS**



Legend

Existing NPS 20 Gas Main

Proposed NPS 20 Gas Main

Phase 1:  
Construction of Broadview Ave. and western portion of East Harbour

New Gas Line Installation:  
Install N4 to N7 and tie in at E2 and E5

Existing Gas Line Decommissioning/Removal:  
Remove E2 to E5

Phase 2:  
Construction of Street A, Street B and remainder of East Harbour

New Gas Line Installation:  
Install N1 to N4 and tie in at Enbridge property and N4

Existing Gas Line Decommissioning/Removal:  
Remove E1 to E2

NO. 1	NO. 2	NO. 3	NO. 4	NO. 5	NO. 6	NO. 7	NO. 8	NO. 9	NO. 10	NO. 11	NO. 12	NO. 13	NO. 14	NO. 15	NO. 16	NO. 17	NO. 18	NO. 19	NO. 20	NO. 21	NO. 22	NO. 23	NO. 24	NO. 25	NO. 26	NO. 27	NO. 28	NO. 29	NO. 30	NO. 31	NO. 32	NO. 33	NO. 34	NO. 35	NO. 36	NO. 37	NO. 38	NO. 39	NO. 40	NO. 41	NO. 42	NO. 43	NO. 44	NO. 45	NO. 46	NO. 47	NO. 48	NO. 49	NO. 50	NO. 51	NO. 52	NO. 53	NO. 54	NO. 55	NO. 56	NO. 57	NO. 58	NO. 59	NO. 60	NO. 61	NO. 62	NO. 63	NO. 64	NO. 65	NO. 66	NO. 67	NO. 68	NO. 69	NO. 70	NO. 71	NO. 72	NO. 73	NO. 74	NO. 75	NO. 76	NO. 77	NO. 78	NO. 79	NO. 80	NO. 81	NO. 82	NO. 83	NO. 84	NO. 85	NO. 86	NO. 87	NO. 88	NO. 89	NO. 90	NO. 91	NO. 92	NO. 93	NO. 94	NO. 95	NO. 96	NO. 97	NO. 98	NO. 99	NO. 100
-------	-------	-------	-------	-------	-------	-------	-------	-------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	---------



