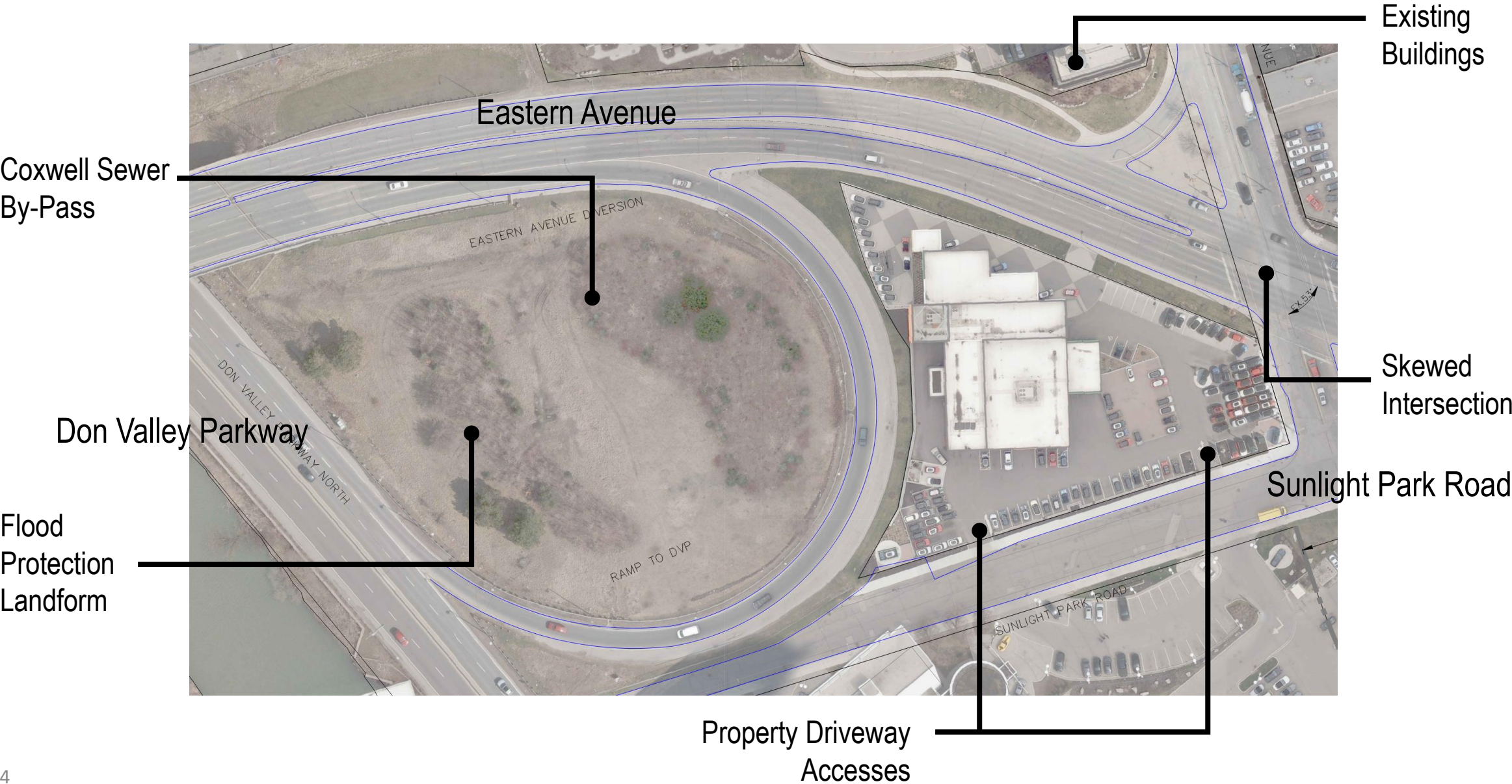
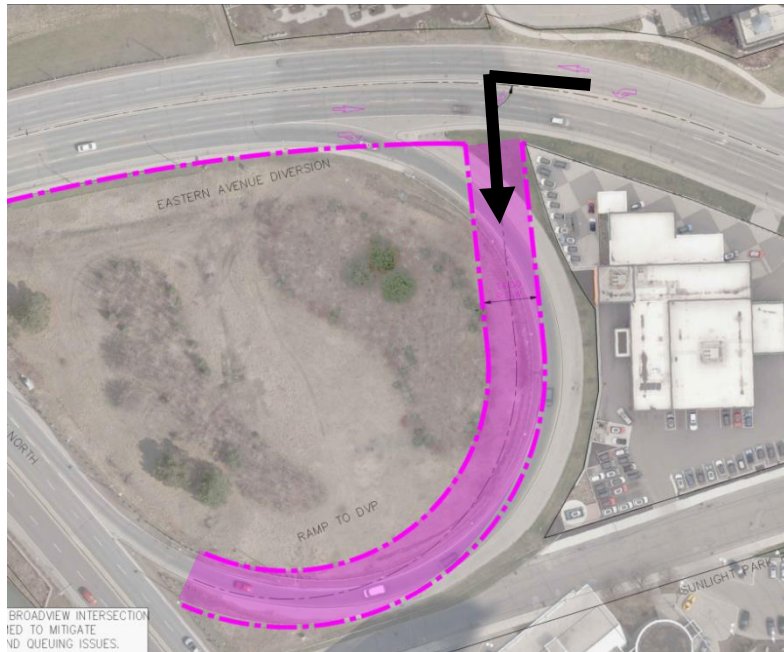


EASTERN AVENUE ON-RAMP TO DVP



PREFERRED

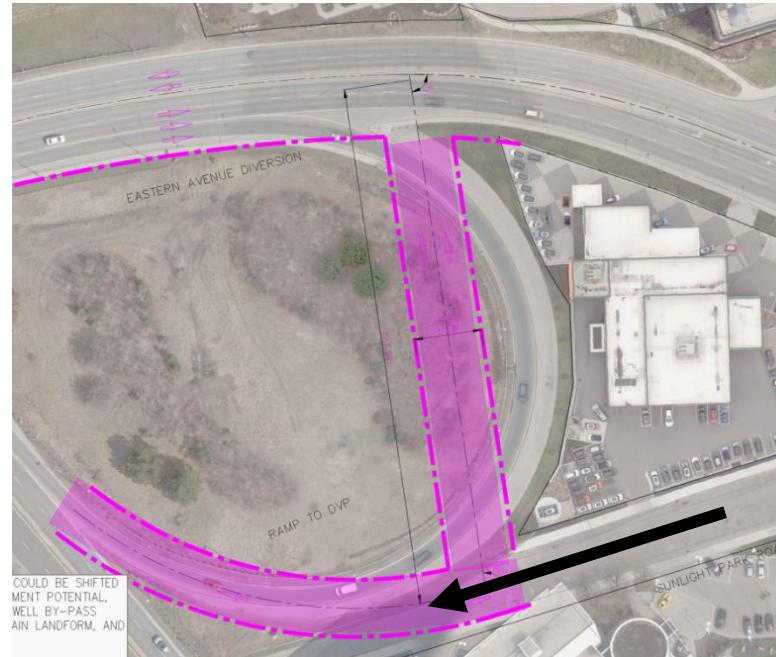
OPTION 1 NEW WB LEFT-TURN LANE FROM EASTERN AVENUE



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

OPTION 2

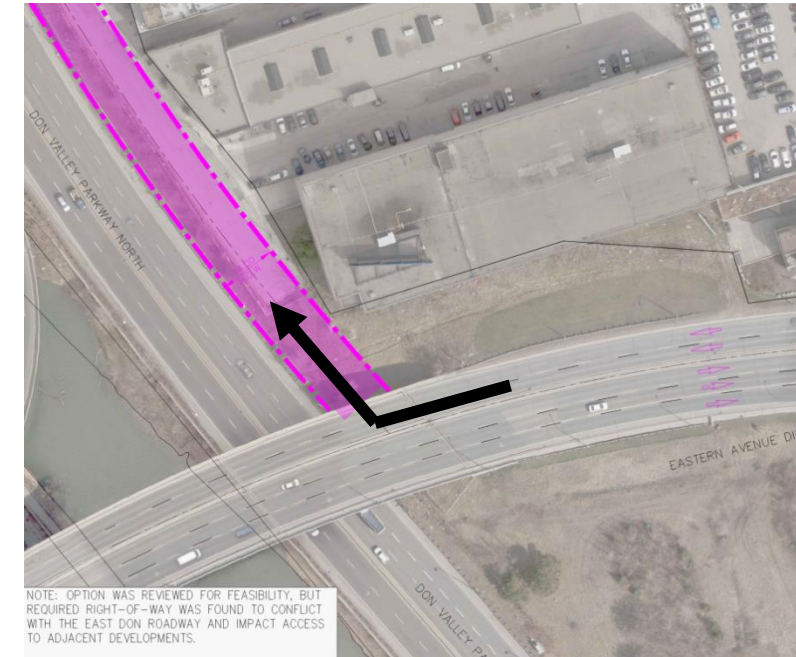
CONNECT TO SUNLIGHT PARK ROAD, VIA BROADVIEW AVE



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

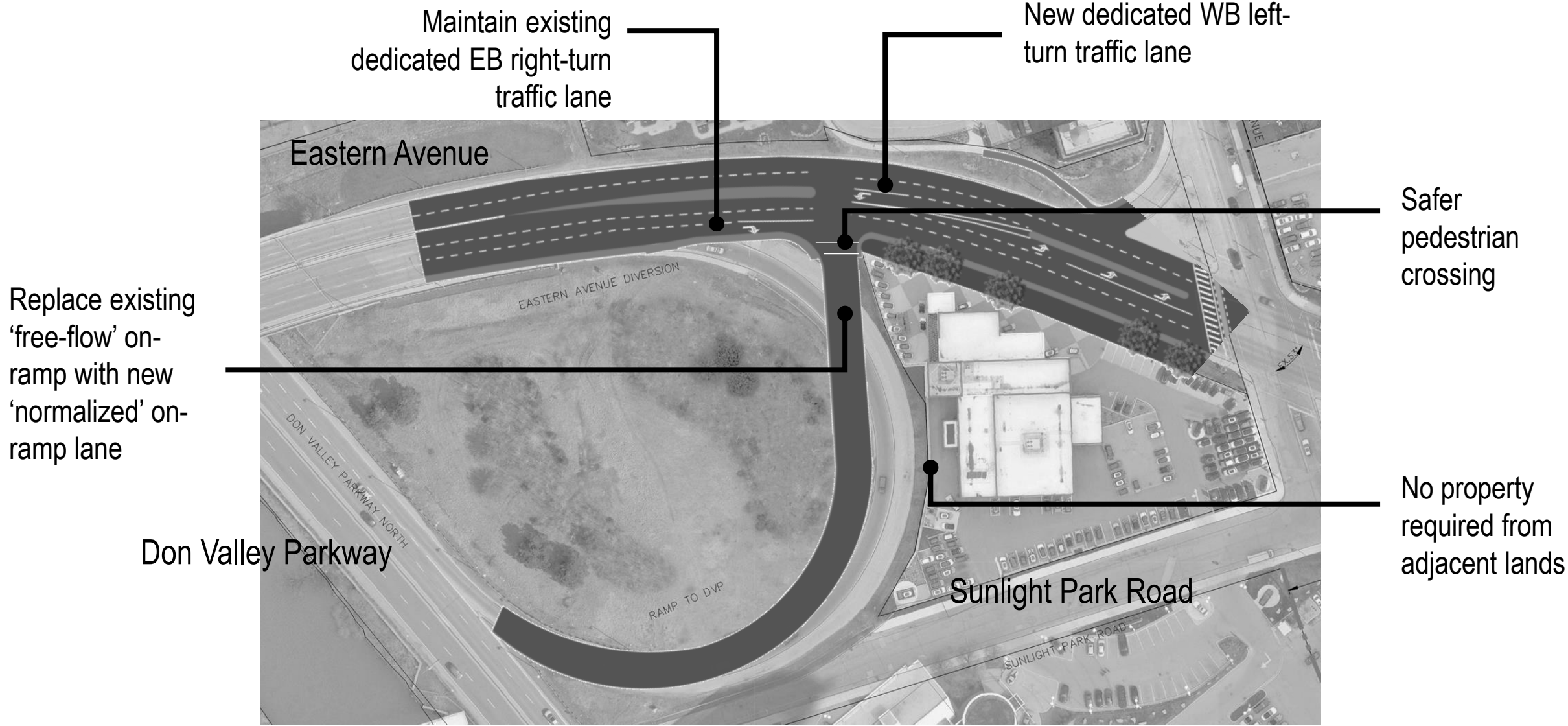
OPTION 3

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



- Insufficient property available to accommodate slip lane

PREFERRED DESIGN CONCEPT



IMPROVEMENTS TO BROADVIEW AVENUE
EASTERN AVENUE TO QUEEN STREET EAST

KEY DESIGN OBJECTIVES

Existing Broadview Ave

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

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



WIDER SIDEWALKS



**RAISED AND
SEPARATED CYCLE
TRACKS**



**TREE PLANTINGS
& PUBLIC REALM**

**ON-STREET
PARKING**



OPTION 1



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

OPTION 2



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

OPTION 3



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

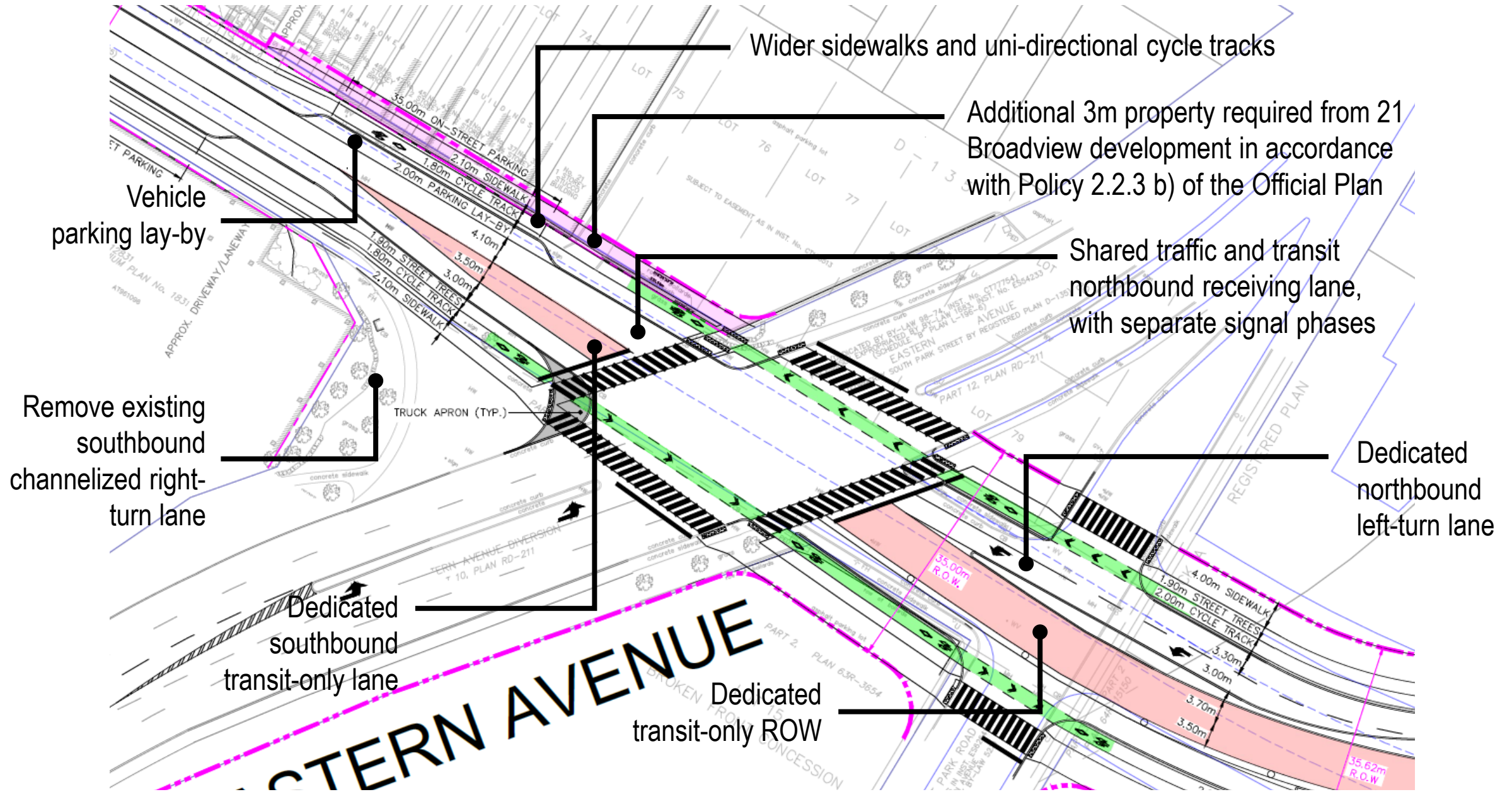
PREFERRED

OPTION 4

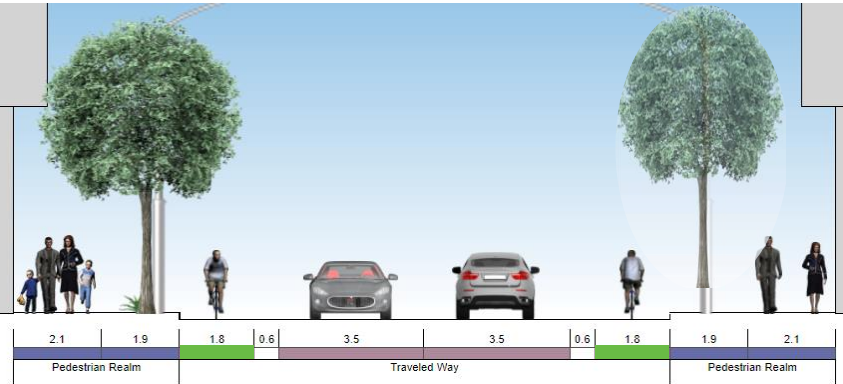


- Dedicated transit ROW south side
- NB left turn lane
- SB transit-only lane on north side
- 23m ROW

Existing Broadview Ave

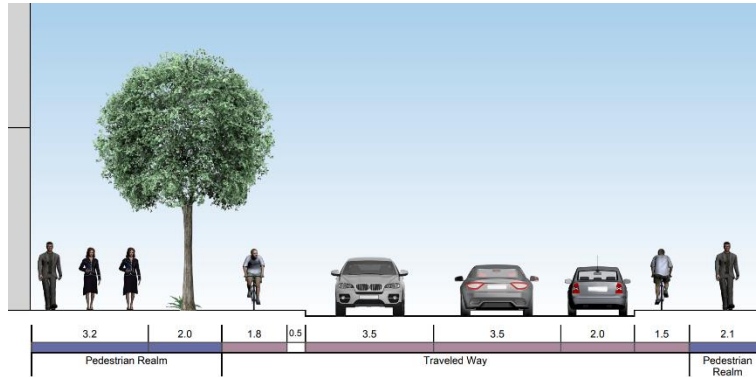


OPTION 1



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

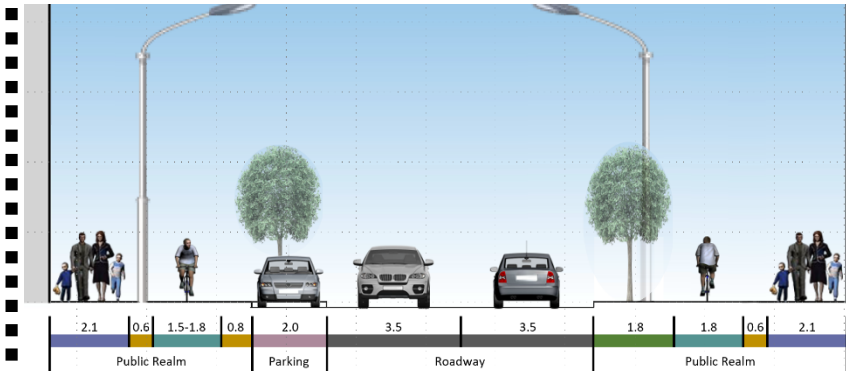
OPTION 2



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

PREFERRED

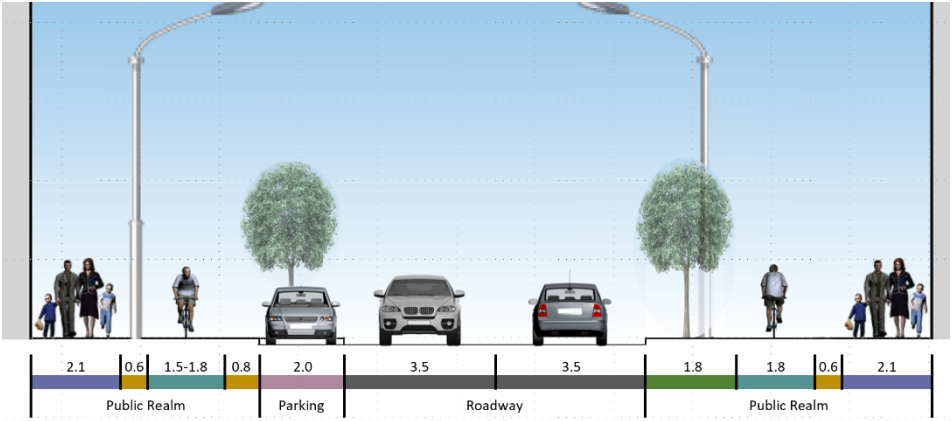
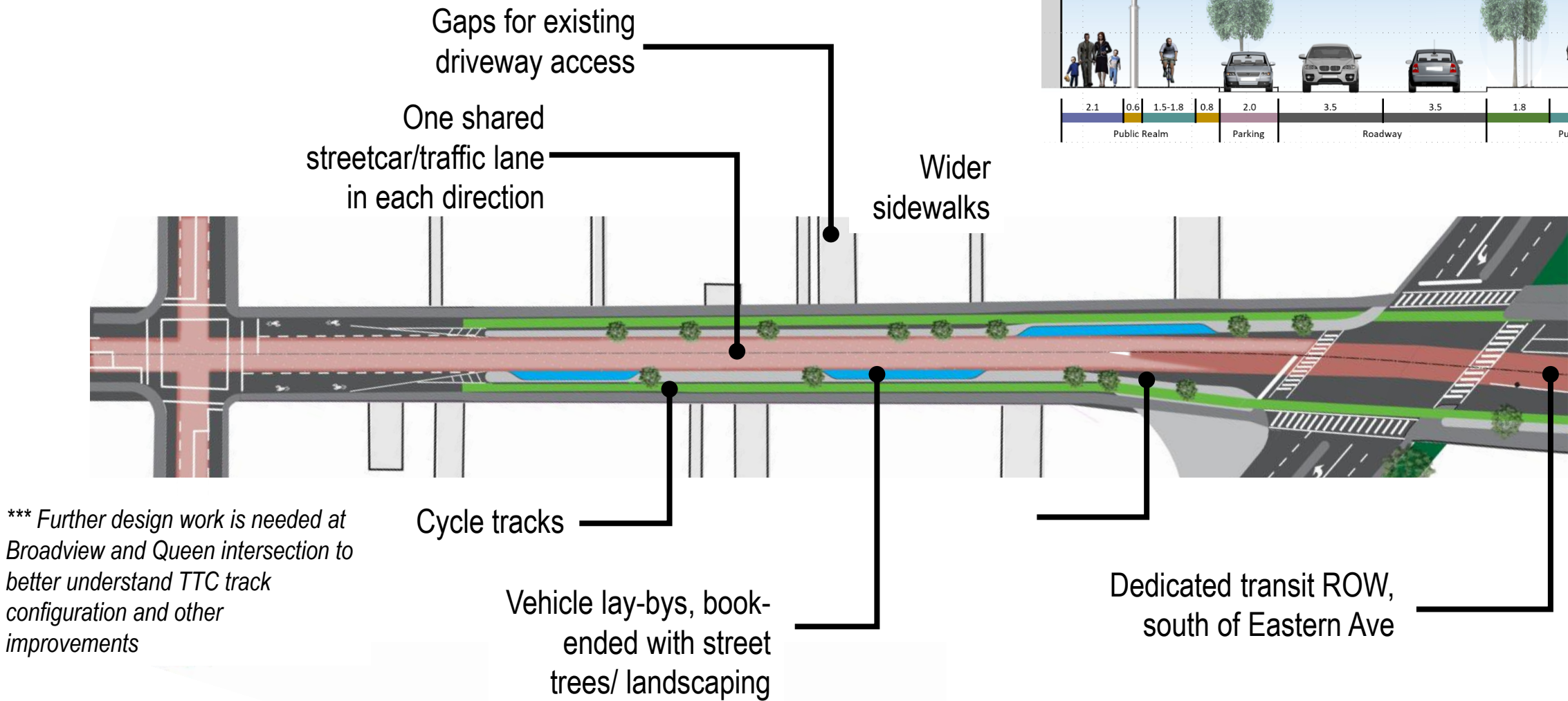
OPTION 3



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

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

Existing Broadview Ave

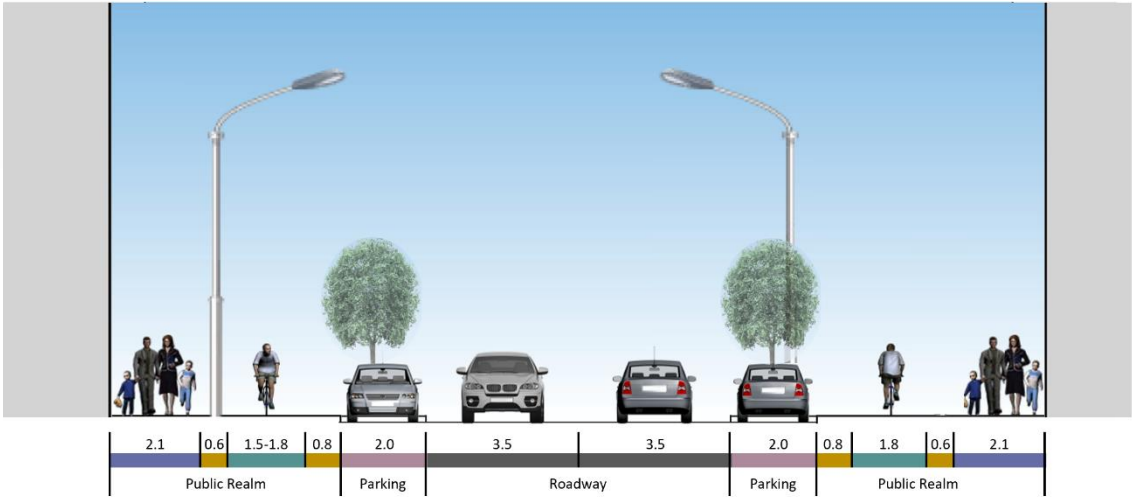


*** Further design work is needed at Broadview and Queen intersection to better understand TTC track configuration and other improvements

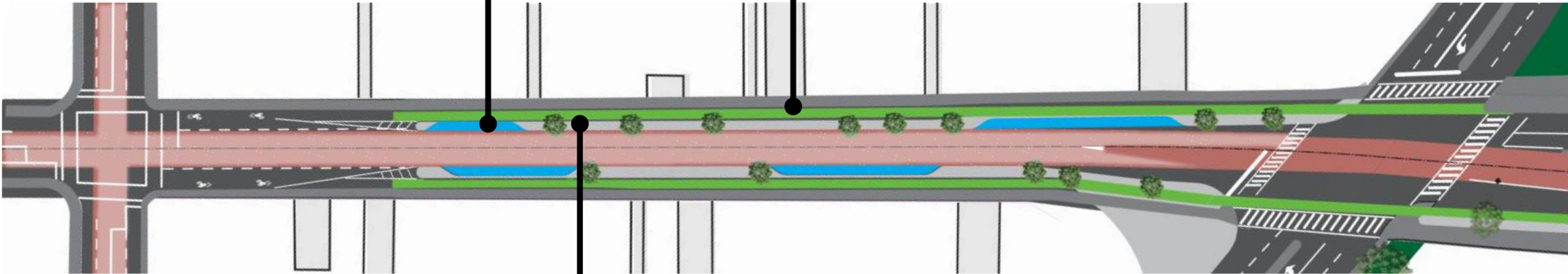
PREFERRED DESIGN: MID-BLOCK (ULTIMATE FUTURE 23m ROW)

Existing Broadview Ave

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

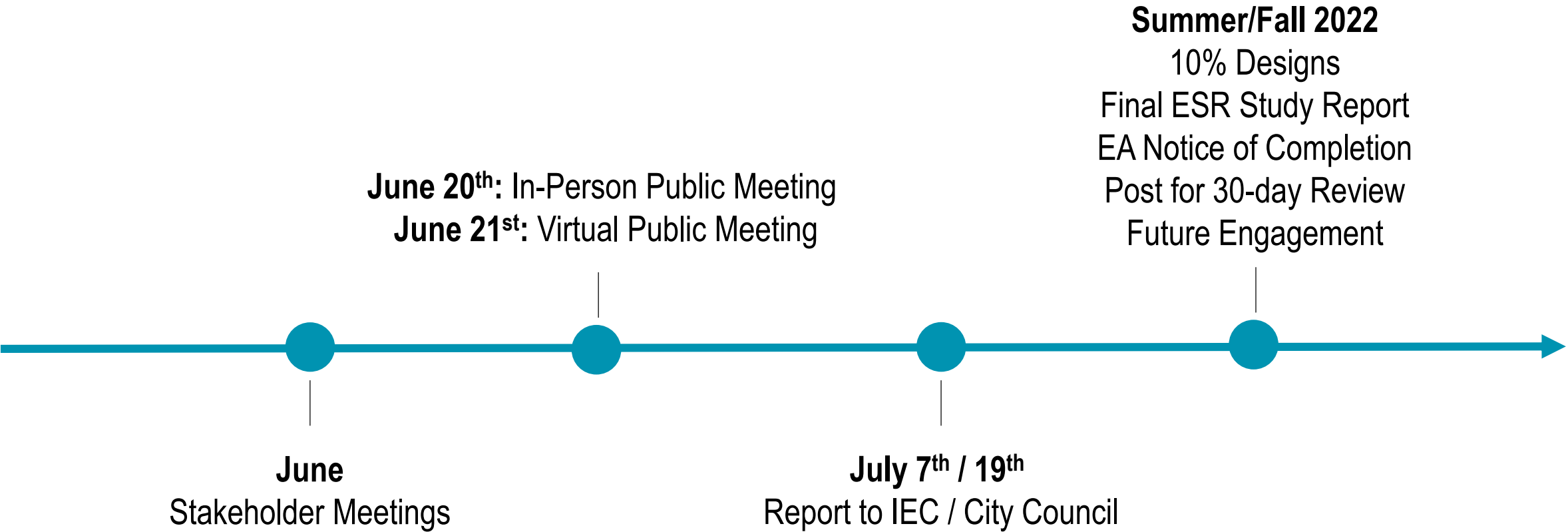


Potential additional vehicle lay-by spaces on east side



Wider Landscaping/
Street Tree zone

NEXT STEPS



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

|
toronto.ca/BroadviewExtension

Aadila Valiallah, Senior Coordinator
Public Consultation Unit, City of Toronto
aadila.valiallah@toronto.ca
City of Toronto Metro Hall, 19th Floor
55 John Street Toronto, ON. M5V 3C6

Broadview Avenue Extension Environmental Assessment

**Public Consultation Report
June 5, 2022**



Contents

Overview	3
Notification and Consultation Activities.....	3
Notification.....	3
Consultation Activities	3
Feedback Summary	4
Stakeholder Meetings	4
Public Events	5
Online Survey	7
Additional Comments	11
Email and Phone Comments	12
Indigenous Engagement	12
Agency & Utility Notification	12
Next Steps	13
Appendix A: Survey – Demographic Information.....	14

For questions about this report, please contact:

Aadila Valiallah
Senior Public Consultation Coordinator
Public Consultation Unit
Aadila.Valiallah@toronto.ca
416-338-2985

Overview

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

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

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

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

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

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

Notification and Consultation Activities

Notification

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

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

Consultation Activities

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

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

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

Feedback Summary

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

Support

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

Concerns

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

Stakeholder Meetings

Stakeholder meetings were facilitated by the Public Consultation Unit.

Film Industry

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

- The Broadview Avenue Extension EA Study should be informed by previous engagement with the film industry undertaken as part of the Core Urban Design Guidelines for Designing Film-Friendly Streets in 2020
- Provide on-street vehicle lay-by spaces of sufficient minimum length (15 metres) to accommodate film vehicle parking during film shoots
- Minimize conflicts between on-street parking lay-bys and cycling infrastructure
- Provide electrical power drops, cable channels, and clear pathways across cycling facilities to move equipment
- Provide clusters of film parking locations in the broader area to provide flexibility for potential future filming locations
- Ensure zoning supports area use for filming parked trucks and (staging)
- Filming suitability impacted by what is built on the adjacent development lands
- Information on other infrastructure initiatives underway in the surrounding area should be available in one place (Gardiner Expressway & Lake Shore Boulevard East re-configuration, Ontario Line transit corridor, connectivity with surrounding cycling network routes, phasing and implementation of area streetcar routes)

Riverside BIA

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

- Clarifying the anticipated timing for implementation of improvements for the existing segment of Broadview Avenue, between Eastern Avenue and Queen Street East; and
- Need for further discussion and engagement with the BIA about potential improvements is important. The following discussion points are noted:
 - Queen Street and Broadview Avenue is a key focal point for the BIA and has existing public art
 - Identifying future opportunities for public art
 - Accommodating Cycling facilities
 - Accommodating CaféTO patio spaces,
 - Location of TTC stops,.

Property Owners

341 Eastern Avenue

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

11 & 22 Sunlight Park Road

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

Public Events

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

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

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

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

General Support and Feedback for the Project Area

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

General Concerns and Suggestions for the Project Area

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

Broadview Avenue Extension

Support

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

Suggestions

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

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

New East-West Street

- Concern there are too many left-turn lanes

Suggestions

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

Eastern Avenue on-ramp to the Don Valley Parkway

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

Concerns

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

Suggestions

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

Existing Broadview, Eastern Avenue to Queen Street East

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

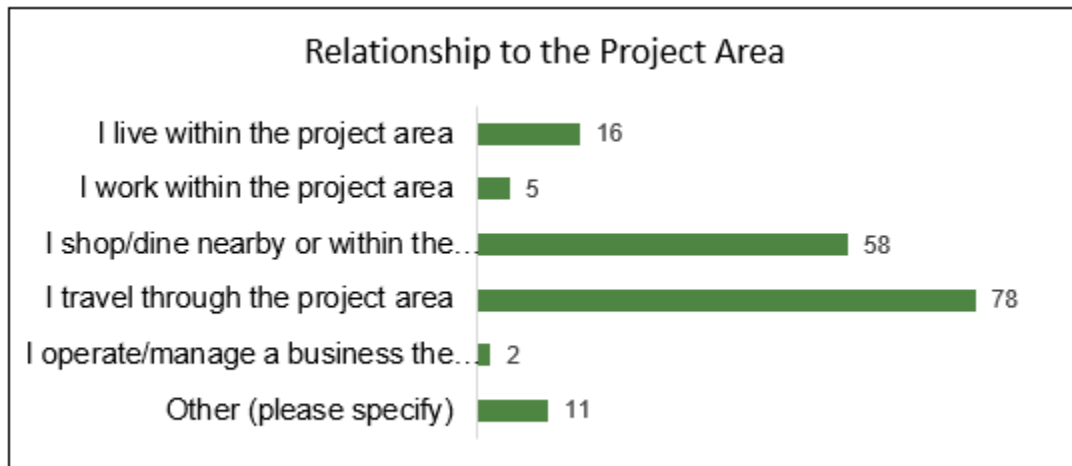
Online Survey

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

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

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

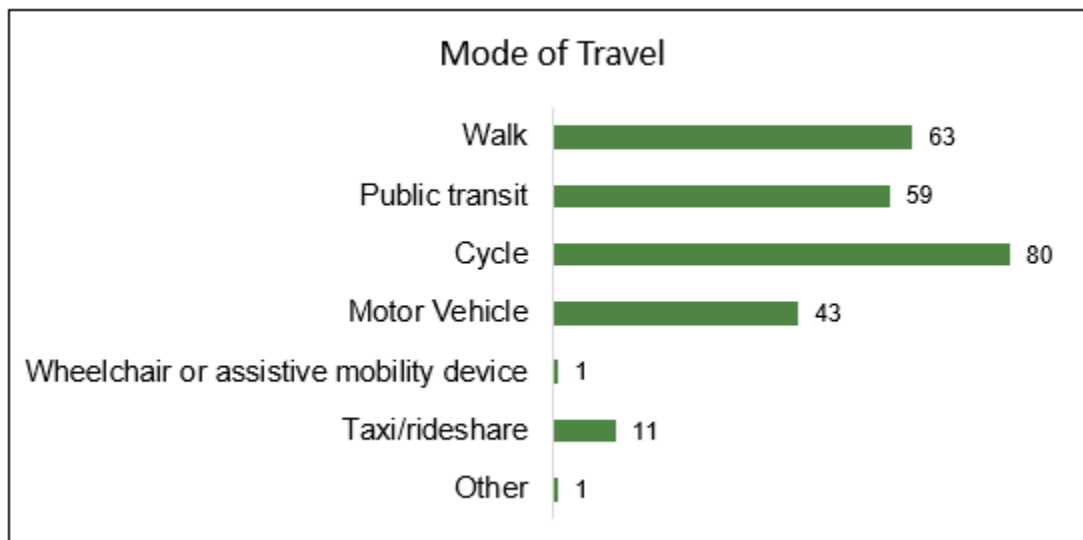
Majority of respondents travel through project areas or shop / dine nearby. Others describe their relation to the area in various way including friends or family living in the area as well as recreation and leisure. According to postal data gathered, 53 live in the M4M postal code area.



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

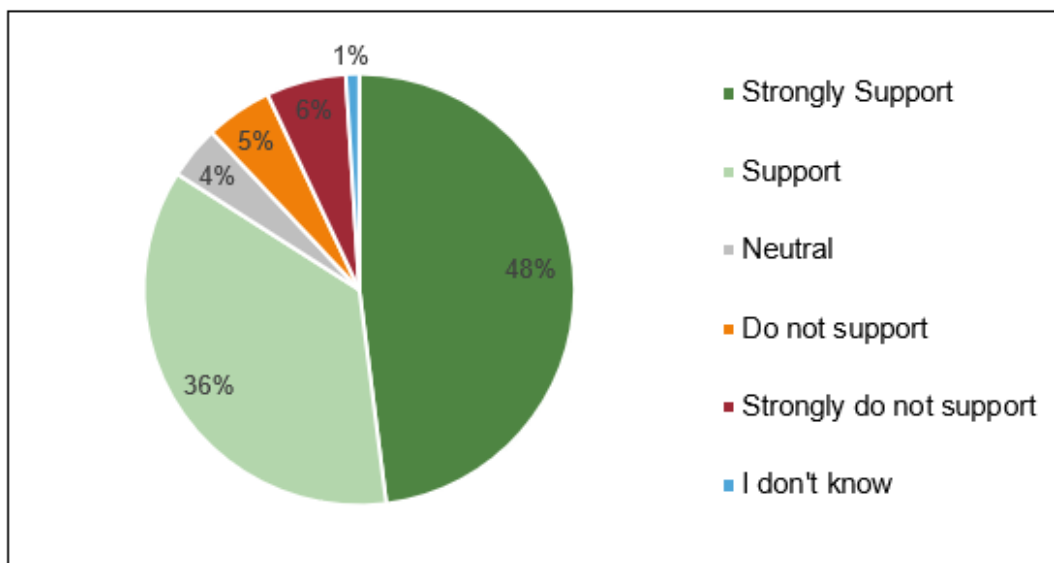
Majority of the survey respondents cycle, walk or use public transit.

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



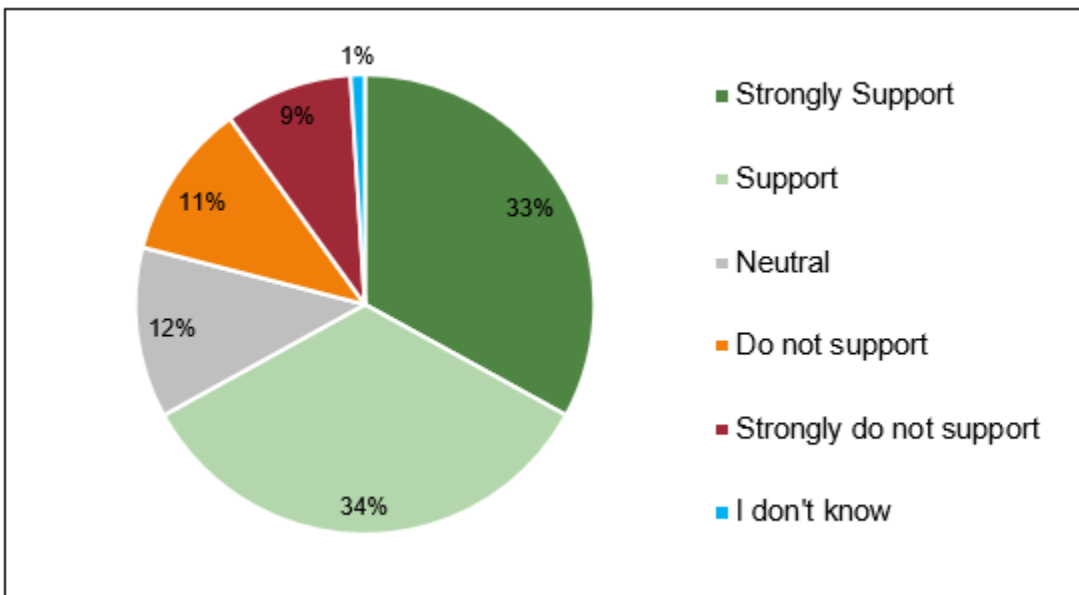
Q. How supportive are you of the preferred design for the Broadview Avenue Extension?

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



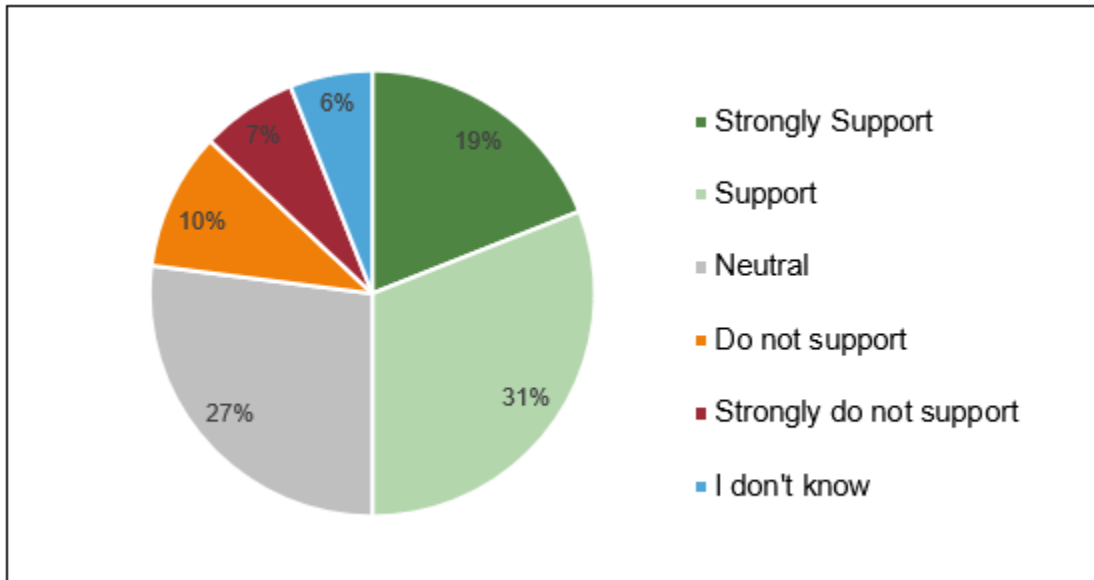
Q. How supportive are you of the preferred design for the new East-West Street?

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



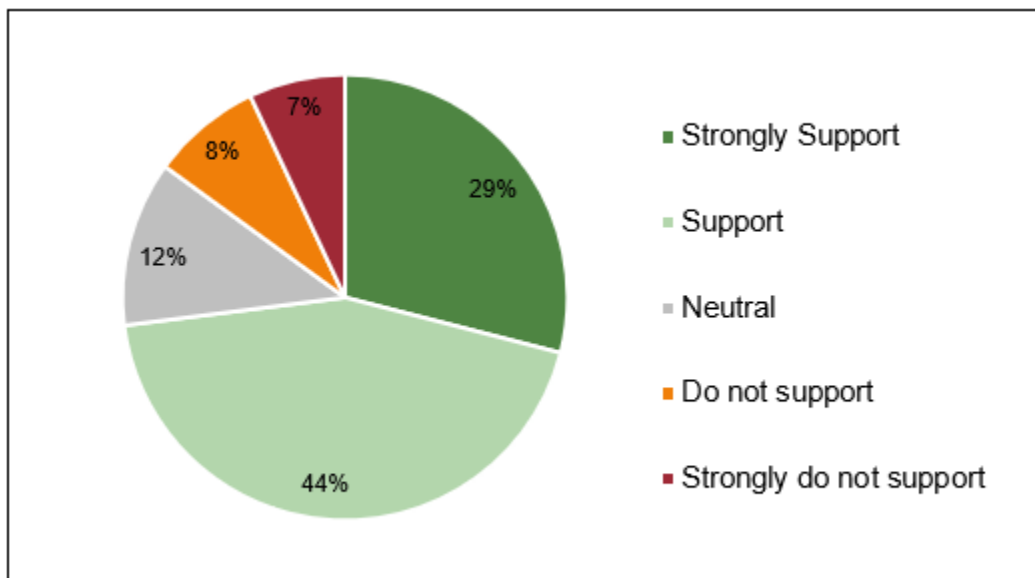
Q. How supportive are you of the preferred design for the Eastern Avenue DVP on-ramp?

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



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

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



Additional Comments

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

General Comments for the project area

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

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

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

Walking and cycling

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

Eastern Avenue on-ramp to Don Valley Parkway

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

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

Streetcars and Transit

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

Traffic

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

Greening

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

Email and Phone Comments

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

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

Indigenous Engagement

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

Agency & Utility Notification

Notification was issued to interested agencies and utilities.

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

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

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

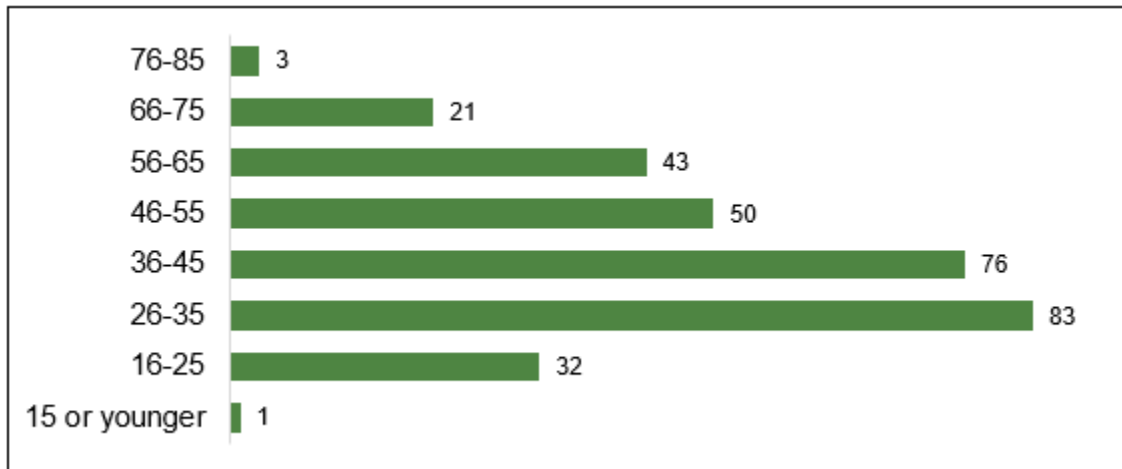
Next Steps

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

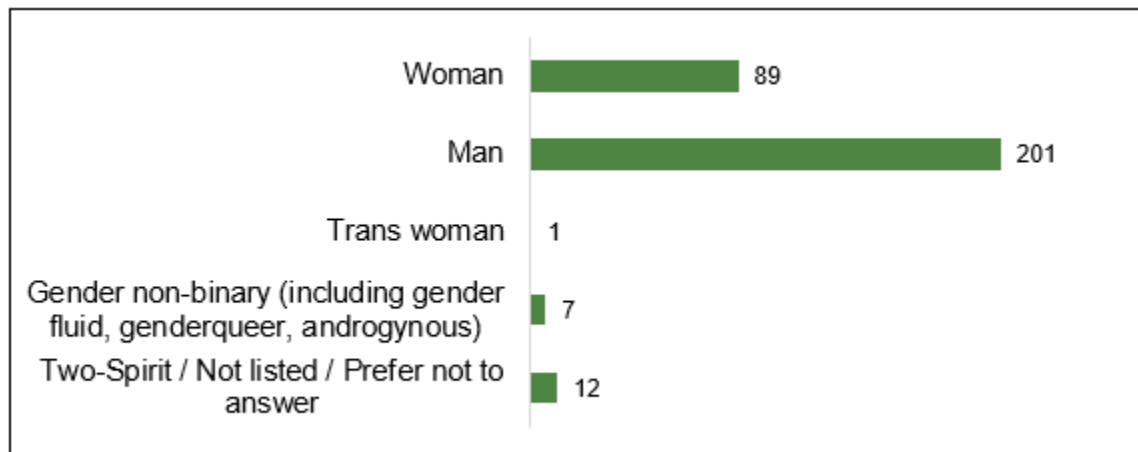
Appendix A: Survey – Demographic Information

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

Age



Gender



April 17, 2020

Riad Rahman
Project Manager, Transportation Services
Toronto City Hall
100 Queen Street West, 22nd Floor E
Toronto ON M5H 2N2
Riad.Rahman@toronto.ca

RE: East Harbour Lands Transportation Network

Dear Mr. Rahman:

This letter is being provided as a follow-up to a meeting held with the City's TSMP EA team on February 7, 2020. We are concerned that the TSMP EA process is being advanced without appropriate consideration for fundamental issues which have been consistently brought forward to the City throughout the planning process for the Unilever Precinct. These concerns relate to the assumptions and modelling used to develop the base TSMP street network and the 35-metre Broadview right-of-way; the need for further consideration of the improvements to the road network which BA Group has recommended be incorporated into Phases 3 and 4 of the TSMP; and the limited acknowledgement being given to future development within and around the precinct that is anticipated given the significant transit, flood protection and infrastructure investments underway.

In submitting this letter, we are seeking to re-engage collaboratively with the TSMP EA Team. We are eager to ensure that the road network that emerges through Phases 3 and 4 of the TSMP process is robust, resilient, and designed with sufficient capacity and public right-of-way design elements to meet the long-term multi-modal demand anticipated for the precinct.

KEY THEMES

The following themes underpin the applicant's position and are further detailed in the body of this letter.

1. Making Sure Broadview Works Well for All Users is in the Public Interest

The proposed extension of Broadview Avenue through the East Harbour precinct will serve as a dynamic main street and provide vital multi-modal connections linking the district, the future transit hub, and the surrounding communities together. It is essential that the ultimate configuration of the Broadview right-of-way is designed with sufficient capacity, functionality, and operational flexibility to support all travel modes, to accommodate the long-term multi-modal needs of the precinct and surrounding communities, and is able to support the tens of thousands of future employees, residents, and visitors that the existing planning framework directs to the area. In addition, significant public investment is being made in transit, subway expansion, flood protection, and road and servicing infrastructure. The design of Broadview Avenue needs to support these infrastructure investments and be designed to accommodate significant long-term growth that is anticipated and necessary to leverage these substantial public investments.



**MOVEMENT
IN URBAN
ENVIRONMENTS**

**URBAN
STRATEGIES
INC.**

2. The Approved Provincial Policy Framework Supports Significant Intensification

The in-force City-initiated Unilever Precinct Secondary Plan sets out a long-range vision for the development of the precinct into a vibrant high-density office and commercial node over a 20-year horizon. The Secondary Plan and implementing Zoning By-law approved by Council includes permissions for development accommodating 50,000 employees within the East Harbour lands. In doing so, the Secondary Plan also establishes a land use and density pattern for the broader precinct.

Following the approval of the Secondary Plan, the Provincial government has advanced the planning and design for the proposed Ontario Line, including a proposed station at the Broadview Transit Hub. The Province has demonstrated a desire to leverage newly constructed transit infrastructure to support transit-oriented development (TOD) and increased densities.

Importantly, the long-term densities already approved by Council in the Secondary Plan and anticipated in the broader 80-acre precinct are significantly higher than the 23,000 employees modelled in the Phase 1 and 2 EA. This target population should be updated to reflect the 50,000 employees in the East Harbour lands as well as anticipated long-term densities that will likely result from the following city-led initiatives:

The City has initiated an Environmental Assessment for the Flood Protection Landform (FPL) north of the rail corridor, which if secured, could unlock the lands immediately north of the transit station for high density office development consistent with the East Harbour permissions.

CreateTO has advanced development concepts for both the city-owned Booth Works Yard and the Keating lands, which are also likely to accommodate high density uses.

Taken together, these city-led initiatives and the Provincial government's mandate to leverage transit infrastructure to support higher-density development anticipate much higher densities than approved in the Secondary Plan, and even greater densities than were considered in the Phase 1 and 2 EA. The more realistic development potential of the precinct is upwards of 15 to 20 million square feet of office development. This translates to between 75,000 to 100,000 employees, potentially triple that which was modelled in the Phase 1 and 2 EA.

3. A 35m Broadview Right-of-Way Design is Inadequate to Support Long-Term Growth

As noted above, the fundamental assumptions which have underpinned the TSMP EA are outdated, and do not reflect the approved densities and city-initiated long-term objectives for the broader precinct. The proposed 35m ROW design of Broadview Avenue is believed to be insufficient to meet the projected and long-term future growth of the precinct.

The preliminary transportation modelling presented within this letter indicates that the 35m Broadview ROW design, presuming one vehicle lane in either direction as imagined within the TSMP EA, functions poorly under anticipated growth conditions. Moreover, the 35m ROW design does not consider the long-term resilience of the street network or allow space for future growth to be accommodated, jeopardizing the City's vision for an efficient multi-modal transportation network within the precinct.



By carrying forward the Phase 1 and 2 proposed Broadview Avenue design, the TSMP process is also not taking into consideration the series of workshops that were held between the applicant and City staff, in which a collaborative process was employed that helped refine the technical details of the proposed street network, including potential refinements to the street design that were intended to address the shortcomings of the proposed Broadview design within a 35m ROW.

4. Recommended Approach

Based on the issues identified above, this memo advances an alternative approach for the East Harbour street network that can appropriately accommodate the long-term vision and growth anticipated for the precinct. Specifically, this memo recommends seven key changes to the proposed network contemplated by the TSMP EA:

1. The introduction of a 40.0 metre municipal right-of-way to accommodate the extension of Broadview Avenue and associated introduction of selected ancillary turn lanes;
2. The introduction of a new traffic signal to permit all traffic movements at the intersection of Don Roadway and East Harbour Boulevard;
3. The introduction of an additional left-turn lane in the southbound direction at the intersection of Don Roadway and Lake Shore Boulevard East;
4. A revision of the planned Broadview Avenue and Street A intersection to permit westbound left-turn movements;
5. The reconfiguration of the Eastern Avenue and Don Valley Parkway interchange to permit westbound to northbound traffic movements;
6. The introduction of a new traffic signal to permit all traffic movements at the intersection of Booth Avenue and Lake Shore Boulevard; and
7. The introduction of a separate northbound left-turn lane at the intersection of Booth Avenue and Eastern Avenue.

These recommendations were initially outlined in the submission materials in support of the 2018 development approvals. They were further discussed as part of the ongoing workshop process that has occurred between the applicant and City staff, including working sessions held on May 28, 2019 and July 26, 2019, which focused on the Broadview right-of-way. These workshops resulted in agreement to proceed with two of the identified improvements, items 6 and 7 above, with the commitment to ongoing discussion on the remaining items.

We request that the City and the TSMP EA team take into consideration the above recommendations to help ensure that a resilient multi-modal transportation network is achieved for East Harbour and the wider precinct.



5. Collaborative Approach to Moving Forward

Until recently, the applicant and City staff have made progress on a variety of key issues pertaining to the East Harbour street network and Broadview ROW through a collaborative process. The two workshops held in 2019 enabled mutual objectives to be advanced and facilitated issues resolution. Our goal is to continue working in this manner to resolve any outstanding items and to build on the collaborative relationship that was fostered previously, including by:

- Re-establishing the workshop approach to identify issues and to address them; and
- Providing additional support to the TSMP EA team including collaboration on modelling, functional design, and density assumptions.

THE RECOMMENDED FUNCTIONAL STREET PLAN

A Proposed Functional Street Plan was prepared as part of the draft plan of subdivision application reflecting the arrangement of the proposed new municipal and private streets, planned municipal street widening and realignments, and other transportation related infrastructure.

A reduced scale copy of the Proposed Functional Street Plan is illustrated in the **Attachment** for reference purposes.

Recommended Functional Street Plan Improvements and TSMP Street Plan

The TSMP established the transportation framework for the East Harbour Master Plan Lands, the Port Lands, and South of Eastern Precinct through transportation analysis prepared in support of the Port Lands EA. As noted above, the premise of the analyses underlying the base TSMP street network was a development intensity across the East Harbour precinct of less than half of that now approved in the Secondary Plan and zoning permissions associated with the East Harbour lands. As a result of the transportation modelling undertaken by BA Group in support of the East Harbour Master Plan, several deviations from the base TSMP street network plan were recommended to better accommodate the East Harbour Master Plan and the now approved development levels across the East Harbour lands.

Seven specific modifications to the base TSMP street network were recommended, as outlined above. These proposed modifications, when considered on a collective basis, will lead to significant improvements in network efficiency, redundancy, flexibility, and resiliency for all modes.

The modifications being proposed further accommodate mobility choice in the area, provide for an enhanced public ROW including its component active transportation elements, as well as an improved relationship to the built-form and intensity contemplated for the Broadview Avenue corridor.

Traffic Considerations

The seven proposed changes to the TSMP street plan comprising the Recommended Functional Street Plan are not intended to incur or induce additional traffic within the precinct, but are positioned to mitigate specific operational limitations observed through traffic modelling undertaken in concert with City staff, and to accommodate the functional demands of motorists and delivery / servicing vehicles.



Through the East Harbour rezoning and draft plan of subdivision processes, the proposed network modifications were shown to provide tangible benefits. In effect, the proposed modifications improve corridor travel times for new streets within the precinct and key corridors in the site vicinity (Queen Street East, Eastern Avenue, Lake Shore Boulevard, Cherry Street, etc.). Overall benefits, including substantially reduced travel times for vehicular traffic bypassing or traversing the site, are evident with the implementation of the modifications contained within the Recommended Functional Street Network Plan in comparison to the TSMP Network. Reduced travel times result in reduced idling / congestion impacts along key street corridors, reduce unnecessary use of busy corridor movements and mitigate queue conditions and associated impacts within and around the precinct, adding robustness and resiliency to the public street network. Along the Broadview Avenue corridor, the introduction of right-turn lanes in specific locations are intended to accommodate right-turn vehicles in circumstances where limited right-turn gaps are present given anticipated pedestrian crossing volumes.

The modifications in the Recommended Functional Street Network Plan resulted in substantially improved public street network operations, not just for the East Harbour precinct traffic needs, but for the broader study area, relative to the TSMP street plan. In light of the more realistic development potential of the precinct being upwards of 15 to 20 million square feet of office development (translating to between 75,000 to 100,000 employees, potentially triple that which was modelled in the Phase 1 and 2 EA), a public street network that exhibits the network efficiency, redundancy, flexibility, and resiliency for all modes is a more prudent and preferred approach to long-range transportation planning.

Consultation with City Staff

As a result of workshops held between the City and EA team members and then East Harbour consulting team members, the Recommended Street Network Plan elements were further refined to reduce/minimize physical characteristics of the recommended modifications (e.g., lane widths, curb radii, elimination of selected right turn lanes, etc.) marking a continued refinement and collaborative effort to achieve as compact a public street network as possible while retaining the clear advantages of the key recommendations made within the Recommended Street Network Plan.

These refinements were undertaken recognizing the functional and operational needs of the future public street system including the active transportation needs within the resulting 40 metre right-of-way along Broadview.

PHASE 3 / 4 TSMP EA CONSIDERATIONS

Further to Item 5 above, the applicant has engaged with City staff effectively to address a number of issues, and anticipate continuing this relationship to resolve outstanding issues related to the design and delivery of Broadview Avenue.

A number of items and details are still to be considered and should be collaboratively addressed as part of the ongoing TSMP planning process.

BA Group and Urban Strategies prepared a comprehensive list of items for the TSMP EA Team to consider as part of forthcoming Phase 3 / 4 work. This list was circulated to Carly Bowman (City of Toronto) on July 4th, 2019, and outlined a number of items and assumptions the proponent's consulting team thought prudent



to include in forthcoming Phase 3 / 4 analysis given changes in the development context and transportation network since the initial Phase 1 / 2 TSMP analyses and the extent of detail pursued by the proponent in terms of modelling analysis and functional street design.

Below is the list of items previously circulated to the City, which are considered vital for the TSMP EA Team to consider in their forthcoming analyses:

- East Harbour Master Plan area employment population: 50,000 employees (Cadillac Fairview and City-owned lands);
- East Harbour Master Plan development vehicle site access locations, per the general access locations illustrated in the representative plans prepared in conjunction with the April 2018 TIS submission;
- Additional considerable employment population associated with Talisker Lands;
- Additional considerable employment population associated with City-owned lands as issued by Create TO;
- East Harbour Station served by GO Transit / SmartTrack;
- An East Harbour Station on the proposed Ontario Line;
- Westbound to northbound access to DVP from Eastern Ave;
- All-movement traffic signal control at the Lake Shore Boulevard / Booth Avenue intersection; and,
- Consideration of pedestrian and cycling travel demands on the street network.

The aforementioned e-mail also outlined other items the TSMP EA Team should consider in their analyses:

- Right-turn lanes on Broadview Avenue extension as identified in East Harbour Proposed Street Network Plan as refined through the aforementioned workshop process;
- Full-movement signalized intersection of East Harbour Boulevard (Street E) and Don Roadway as identified in East Harbour Proposed Street Network Plan;
- Introduction of a second southbound left-turn lane (dual left-turn lanes) southbound from Don Roadway to Lake Shore Boulevard as identified in East Harbour Proposed Street Network Plan;
- Signalization and westbound to southbound traffic movement at the Broadview Avenue / Street A intersection as identified in East Harbour Proposed Street Network Plan; and,
- A separate northbound left-turn lane at the Eastern Avenue / Booth Avenue intersection as identified in East Harbour Proposed Street Network Plan.



It is our understanding, in consultation with the City and TSMP EA Team that a number of these items will not be considered as part of the TSMP EA Phases 3 / 4 analyses, including changes to the development program, or improvements to the TSMP street network as proposed through the East Harbour Rezoning and Draft Plan of Subdivision processes.

We believe that this does not represent an appropriate approach to conducting the long range transportation planning analyses that should be an integral component of the Environmental Assessment process. This is especially the case given:

- The Council-approved Secondary Plan that sets out a long-range vision for the development of the precinct into a vibrant high-density office and commercial node over a 20-year horizon; and,
- The Provincial government's mandate to leverage transit infrastructure to support higher-density development anticipated to be much higher densities than what was originally approved in the Secondary Plan, and even greater densities than were considered in the Phase 1 and 2 EA.

The applicant's consulting team has further advanced design through input from City Staff as part of City-proponent workshops, Metrolinx and the Ontario Line team. These efforts have led to the identification of further details that are prudent to consider as part of TSMP EA Phase 3 / 4 functional design work. These items include:

- Gardiner East EA design and associated impacts to East Harbour Station (GO and Ontario Line) and rail overpass above the Don Valley Parkway and Don Roadway;
- Low-impact development (LID) options in municipal street boulevards;
- Transit stop width locations (adequate space for waiting, boarding and alighting);
- Structure under rail overpass and Ontario Line overpass;
- Design vehicle assumptions and truck restrictions understanding the need for larger vehicles to route to loading access ramps proposed along East Harbour Boulevard and Eastern Avenue (and potential temporary ramp extending from Broadview Avenue);
- Input from City Forestry and Urban Design considering landscaping requirements; and,
- Pedestrian model impacts (pedestrian crossing volumes and impact on vehicle turning capacity, pedestrian corner waiting area and pedestrian crossing distance and associated signal timing impacts).

We trust that these design and modelling attributes are understood and will be accounted for in TSMP EA Phases 3 / 4 analyses and design.



* * * * *

Sincerely,

Urban Strategies Inc.
BA Consulting Group Ltd.

cc. Carly Bowman, Senior Planner, City of Toronto
Rory MacCleod, Senior Vice President, Development, Cadillac Fairview
Benjamin Hoff, Partner, USI
Antonio De Franco, Senior Associate, USI
Timothy Arnott, Principle, BA Group
Ian Clark, Associate, BA Group



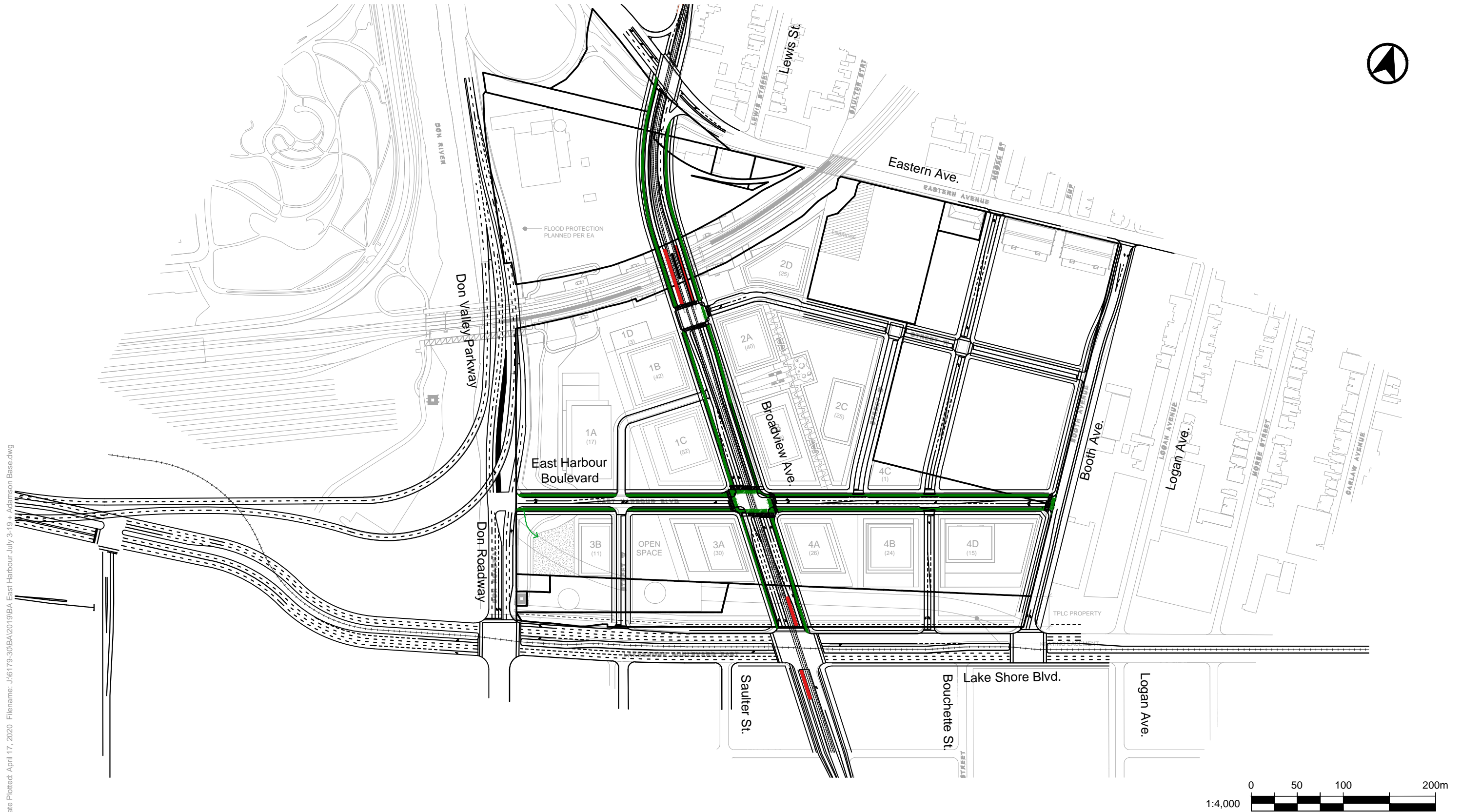
MOVEMENT
IN URBAN
ENVIRONMENTS

URBAN
STRATEGIES
INC .

Attachment:
Recommended Functional Street Plan



Date Plotted: April 17, 2020 Filename: J:\6179-30\BA\2019\BA East Harbour July 3-19-4-Anderson Base.dwg



East Harbour
Proposed East Harbour Master Plan Street Network

Ministry of the Environment,
Conservation and Parks

Environmental Assessment Branch

1st Floor
135 St. Clair Avenue W
Toronto [ON M4V 1P5](#)
Tel.: 416 314-8001
Fax.: 416 314-8452

Ministère de l'Environnement, de la
Protection de la nature et des Parcs

*Direction des évaluations
environnementales*

Rez-de-chaussée
135, avenue St. Clair Ouest
Toronto [ON M4V 1P5](#)
Tél. : 416 314-8001
Téléc. : 416 314-8452



November 18, 2020

File No.: EA 01-06-05

Robyn Shyllit
Senior Coordinator, Public Consultation Unit
City of Toronto
55 John Street, Metro Hall, 19th Floor
Toronto, Ontario M5V 3C6
Email: Robyn.Shyllit@toronto.ca

Re: **Broadview Extension
City of Toronto
Municipal Class Environment Assessment
Response to Notice of Commencement**

Dear Ms. Shyllit,

This letter is in response to the Notice of Commencement for the above noted project. The Ministry of the Environment, Conservation and Parks (MECP) acknowledges that the City of Toronto has indicated that the study is following the approved environmental planning process for a Schedule C project under the Municipal Class Environmental Assessment (Class EA).

The **updated** attached "Areas of Interest" document provides guidance regarding the ministry's interests with respect to the Class EA process. Please identify the areas of interest which are applicable to the project and ensure they are addressed. Proponents who address all the applicable areas of interest can minimize potential delays to the project schedule. **Further information is provided at the end of the Areas of Interest document relating to recent changes to the Environmental Assessment Act through Bill 197, Covid-19 Economic Recovery Act 2020.**

Considering that the proposed activities from this project will have potential impacts on the nearby sensitive receptors, an Air Quality Impact Assessment (AQIA) is required as part of the decision-making process for the preferred alternative to address all potential air quality impacts to sensitive receptors. This AQIA should include at a minimum the predicted traffic flows and the current and future emissions estimates, as well as any required mitigation measures. General guidance regarding the scope of AQIA requirements for Schedule C road improvement Municipal Class EA is attached to this letter for your reference.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge, real or constructive, of the existence or potential existence of an Aboriginal or treaty right and contemplates conduct that may adversely impact that right. Before authorizing this project, the Crown must ensure that its duty to consult has been fulfilled, where such a duty is triggered. Although the duty to consult with Aboriginal peoples is a duty of the Crown, the Crown may delegate procedural aspects of this duty to project proponents while retaining oversight of the consultation process.

The proposed project may have the potential to affect Aboriginal or treaty rights protected under Section 35 of Canada's *Constitution Act* 1982. Where the Crown's duty to consult is triggered in relation to the proposed project, **the MECP is delegating the procedural aspects of rights-based consultation to the proponent through this letter.** The Crown intends to rely on the delegated consultation process in discharging its duty to consult and maintains the right to participate in the consultation process as it sees fit.

Based on information provided to date and the Crown's preliminary assessment the proponent is required to consult with the following communities who have been identified as potentially affected by the proposed project:

- Mississaugas of the Credit First Nation
- Six Nations of the Grand River as represented by the Six Nations Elected Council and the Haudenosaunee Confederacy Chiefs Council (contact both).
- Huron-Wendat Nation (only if there are potential archeological impacts)

Steps that the proponent may need to take in relation to Aboriginal consultation for the proposed project are outlined in the "[Code of Practice for Consultation in Ontario's Environmental Assessment Process](#)". Additional information related to Ontario's Environmental Assessment Act is available online at: www.ontario.ca/environmentalassessments.

Please also refer to the attached document "A Proponent's Introduction to the Delegation of Procedural Aspects of consultation with Aboriginal Communities" for further information.

The proponent must contact the Director of Environmental Assessment Branch (EABDirector@ontario.ca) under the following circumstances subsequent to initial discussions with the communities identified by MECP:

- Aboriginal or treaty rights impacts are identified to you by the communities
- You have reason to believe that your proposed project may adversely affect an Aboriginal or treaty right
- Consultation with Indigenous communities or other stakeholders has reached an impasse
- A Part II Order request is expected on the basis of impacts to Aboriginal or treaty rights

The MECP will then assess the extent of any Crown duty to consult for the circumstances and will consider whether additional steps should be taken, including what role you will be asked to play should additional steps and activities be required.

A draft copy of the report should be sent directly to me prior to the filing of the final report, allowing a minimum of 30 days for the ministry's technical reviewers to provide comments.

Please also ensure a copy of the final notice is sent to the ministry's Central Region EA notification email account (eanotification.cregion@ontario.ca) after the draft report is reviewed and finalized.

Should you or any members of your project team have any questions regarding the material above, please contact me at chunmei.liu@ontario.ca.

Yours truly,



Chunmei Liu
Regional Environmental Assessment Coordinator – Central Region

cc Agni Papageorgiou, Supervisor, Environmental Assessment Services, MECP
Jimena Caicedo, Manager, Toronto District Office, MECP

Attach: Areas of Interest
Air Quality Impact Assessment Guidance for Schedule C Municipal Road Class EAs
A Proponent's Introduction to the Delegation of Procedural Aspects of Consultation with
Aboriginal Communities

AREAS OF INTEREST

It is suggested that you check off each applicable area after you have considered / addressed it.

☐ **Species at Risk**

- The Ministry of the Environment, Conservation and Parks has now assumed responsibility of Ontario's Species at Risk program. For any questions related to subsequent permit requirements, please contact SAROntario@ontario.ca.

☐ **Excess Materials Management**

- In December 2019, MECP released a new regulation under the Environmental Protection Act, titled "On-Site and Excess Soil Management" (O. Reg. 406/19) to support improved management of excess construction soil. This regulation is a key step to support proper management of excess soils, ensuring valuable resources don't go to waste and to provide clear rules on managing and reusing excess soil. New risk-based standards referenced by this regulation help to facilitate local beneficial reuse which in turn will reduce greenhouse gas emissions from soil transportation, while ensuring strong protection of human health and the environment. The new regulation is being phased in over time, with the first phase set to come into effect on January 1, 2021. Please visit <https://www.ontario.ca/page/handling-excess-soil>.
- Activities involving the management of excess soil should be completed in accordance with O. Reg. 406/19 and the MECP's current guidance document titled "[Management of Excess Soil – A Guide for Best Management Practices](#)" (2014).
- All waste generated during construction must be disposed of in accordance with ministry requirements

☐ **Planning and Policy**

- Parts of the study area may be subject to the [A Place to Grow: Growth Plan for the Greater Golden Horseshoe \(2020\)](#), [Oak Ridges Moraine Conservation Plan \(2017\)](#), [Niagara Escarpment Plan \(2017\)](#), [Greenbelt Plan \(2017\)](#) or [Lake Simcoe Protection Plan \(2014\)](#). Applicable policies

should be referenced in the report, and the proponent should describe how the proposed project adheres to the relevant policies in these plans.

- Additionally, if the project is located within the boundaries of the Lake Simcoe Protection Plan, we also strongly recommend that the project team review the information and resources available on the province's website related to protecting Lake Simcoe found here: <https://www.ontario.ca/page/protecting-lake-simcoe>, including the Lake Simcoe phosphorus reduction strategy.
- The **Provincial Policy Statement (2020)** contains policies that protect Ontario's natural heritage and water resources. Applicable policies should be referenced in the report, and the proponent should describe how the proposed project is consistent with these policies.

☐ **Source Water Protection (all projects)**

The *Clean Water Act*, 2006 (CWA) aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas have been delineated around surface water intakes and wellheads for every municipal residential drinking water system that is located in a source protection area. These vulnerable areas are known as a Wellhead Protection Areas (WHPAs) and surface water Intake Protection Zones (IPZs). Other vulnerable areas that have been delineated under the CWA include Highly Vulnerable Aquifers (HVAs), Significant Groundwater Recharge Areas (SGRAs), Event-based modelling areas (EBAs), and Issues Contributing Areas (ICAs). Source protection plans have been developed that include policies to address existing and future risks to sources of municipal drinking water within these vulnerable areas.

Projects that are subject to the Environmental Assessment Act that fall under a Class EA, or one of the Regulations, have the potential to impact sources of drinking water if they occur in designated vulnerable areas or in the vicinity of other at-risk drinking water systems (i.e. systems that are not municipal residential systems). MEA Class EA projects may include activities that, if located in a vulnerable area, could be a threat to sources of drinking water (i.e. have the potential to adversely affect the quality or quantity of drinking water sources) and the activity could therefore be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. Policies may prohibit certain activities, or they may require risk management measures for these activities. Municipal Official Plans, planning decisions, Class EA projects (where the project includes an activity that is a threat to drinking water) and prescribed instruments must conform with policies that address significant risks to drinking water and must have regard for policies that address moderate or low risks.

- In October 2015, the MEA Parent Class EA document was amended to include reference to the Clean Water Act (Section A.2.10.6) and indicates that proponents undertaking a Municipal Class EA project must identify early in their process whether a project is or could potentially be occurring with a vulnerable area. **Given this requirement, please include a section in the report on source water protection.**
 - The proponent should identify the source protection area and should clearly document how the proximity of the project to sources of drinking water (municipal or other) and any delineated vulnerable areas was considered and assessed. Specifically, the report should discuss whether or not the project is located in a vulnerable area and provide applicable details about the area.
 - If located in a vulnerable area, proponents should document whether any project activities are prescribed drinking water threats and thus pose a risk to drinking water (this should be consulted on with the appropriate Source Protection Authority). Where an activity poses a risk to drinking water, the proponent must document and discuss in the report how the

project adheres to or has regard to applicable policies in the local source protection plan. This section should then be used to inform and be reflected in other sections of the report, such as the identification of net positive/negative effects of alternatives, mitigation measures, evaluation of alternatives etc.

- While most source protection plans focused on including policies for significant drinking water threats in the WHPAs and IPZs it should be noted that even though source protection plan policies may not apply in HVAs, these are areas where aquifers are sensitive and at risk to impacts and within these areas, activities may impact the quality of sources of drinking water for systems other than municipal residential systems.
- In order to determine if this project is occurring within a vulnerable area, proponents can use this mapping tool: <http://www.applications.ene.gov.on.ca/swp/en/index.php>. The mapping tool will also provide a link to the appropriate source protection plan in order to identify what policies may be applicable in the vulnerable area.
- For further information on the maps or source protection plan policies which may relate to their project, proponents must contact the appropriate source protection authority. **Please consult with the local source protection authority to discuss potential impacts on drinking water. Please document the results of that consultation within the report and include all communication documents/correspondence.**

More Information

For more information on the *Clean Water Act*, source protection areas and plans, including specific information on the vulnerable areas and drinking water threats, please refer to [Conservation Ontario's website](#) where you will also find links to the local source protection plan/assessment report.

A list of the prescribed drinking water threats can be found in [section 1.1 of Ontario Regulation 287/07](#) made under the *Clean Water Act*. In addition to prescribed drinking water threats, some source protection plans may include policies to address additional "local" threat activities, as approved by the MECP.

☐ **Climate Change**

Ontario is leading the fight against climate change through the [Climate Change Action Plan](#). Recently released, the plan lays out the specific actions Ontario will take in the next five years to meet its 2020 greenhouse gas reduction targets and establishes the framework necessary to meet its long-term targets. As a commitment of the action plan, **the province has now finalized a guide, "[Considering Climate Change in the Environmental Assessment Process](#)" (Guide).**

The Guide is now a part of the Environmental Assessment program's Guides and Codes of Practice. The Guide sets out the MECP's expectation for considering climate change in the preparation, execution and documentation of environmental assessment studies and processes. The guide provides examples, approaches, resources, and references to assist proponents with consideration of climate change in EA. **Proponents should review this Guide in detail.**

- The MECP expects proponents to:
 1. Consider during the assessment of alternative solutions and alternative designs, the following:
 - a. the project's expected production of greenhouse gas emissions and impacts on carbon sinks (climate change mitigation); and
 - b. resilience or vulnerability of the undertaking to changing climatic conditions (climate change adaptation).

2. Include a discrete section in the report detailing how climate change was considered in the EA.

How climate change is considered can be qualitative or quantitative in nature and should be scaled to the project's level of environmental effect. In all instances, both a project's impacts on climate change (mitigation) and impacts of climate change on a project (adaptation) should be considered.

- The MECP has also prepared another guide to support provincial land use planning direction related to the completion of energy and emission plans. The "[Community Emissions Reduction Planning: A Guide for Municipalities](#)" document is designed to educate stakeholders on the municipal opportunities to reduce energy and greenhouse gas emissions, and to provide guidance on methods and techniques to incorporate consideration of energy and greenhouse gas emissions into municipal activities of all types. We encourage you to review the Guide for information.

☐ **Air Quality, Dust and Noise**

- If there are sensitive receptors in the surrounding area of this project, an air quality/odour impact assessment will be useful to evaluate alternatives, determine impacts and identify appropriate mitigation measures. The scope of the assessment can be determined based on the potential effects of the proposed alternatives, and typically includes source and receptor characterization and a quantification of local air quality impacts on the sensitive receptors and the environment in the study area. The assessment will compare to all applicable standards or guidelines for all contaminants of concern. **Please contact this office for further consultation on the level of Air Quality Impact Assessment required for this project if not already advised.**
- **If a quantitative Air Quality Impact Assessment is not required for the project, the report should still contain:**
 - A discussion of local air quality including existing activities/sources that significantly impact local air quality and how the project may impact existing conditions;
 - A discussion of the nearby sensitive receptors and the project's potential air quality impacts on present and future sensitive receptors;
 - A discussion of local air quality impacts that could arise from this project during both construction and operation; and
 - A discussion of potential mitigation measures.
- As a common practice, "air quality" should be used as an evaluation criterion for all road projects.
- Dust and noise control measures should be addressed and included in the construction plans to ensure that nearby residential and other sensitive land uses within the study area are not adversely affected during construction activities.
- The MECP recommends that non-chloride dust-suppressants be applied. For a comprehensive list of fugitive dust prevention and control measures that could be applied, refer to [Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities](#). report prepared for Environment Canada. March 2005.
- The report should consider the potential impacts of increased noise levels during the operation of the completed project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

☐ **Ecosystem Protection and Restoration**

- Any impacts to ecosystem form and function must be avoided where possible. The report should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.
- All natural heritage features should be identified and described in detail to assess potential impacts and to develop appropriate mitigation measures. The following sensitive environmental features may be located within or adjacent to the study area:
 - Areas of Natural and Scientific Interest (ANSIs)
 - Rare Species of flora or fauna
 - Watercourses
 - Wetlands
 - Woodlots

We recommend consulting with the Ministry of Natural Resources and Forestry (MNRF), Fisheries and Oceans Canada (DFO) and your local conservation authority to determine if special measures or additional studies will be necessary to preserve and protect these sensitive features. In addition, you may consider the provisions of the Rouge Park Management Plan if applicable.

□ **Surface Water**

- The report must include enough information to demonstrate that there will be no negative impacts on the natural features or ecological functions of any watercourses within the study area. Measures should be included in the planning and design process to ensure that any impacts to watercourses from construction or operational activities (e.g. spills, erosion, pollution) are mitigated as part of the proposed undertaking.
- Additional stormwater runoff from new pavement can impact receiving watercourses and flood conditions. Quality and quantity control measures to treat stormwater runoff should be considered for all new impervious areas and, where possible, existing surfaces. The ministry's [Stormwater Management Planning and Design Manual \(2003\)](#) should be referenced in the report and utilized when designing stormwater control methods. **A Stormwater Management Plan should be prepared as part of the Class EA process** that includes:
 - Strategies to address potential water quantity and erosion impacts related to stormwater draining into streams or other sensitive environmental features, and to ensure that adequate (enhanced) water quality is maintained
 - Watershed information, drainage conditions, and other relevant background information
 - Future drainage conditions, stormwater management options, information on erosion and sediment control during construction, and other details of the proposed works
 - Information on maintenance and monitoring commitments.
- Ontario Regulation 60/08 under the *Ontario Water Resources Act* (OWRA) applies to the Lake Simcoe Basin, which encompasses Lake Simcoe and the lands from which surface water drains into Lake Simcoe. If the proposed sewage treatment plant is listed in Table 1 of the regulation, the report should describe how the proposed project and its mitigation measures are consistent with the requirements of this regulation and the OWRA.
- Any potential approval requirements for surface water taking or discharge should be identified in the report. A Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, except for certain water taking activities that have been

prescribed by the Water Taking EASR Regulation – O. Reg. 63/16. These prescribed water-taking activities require registration in the EASR instead of a PTTW. Please review the [Water Taking User Guide for EASR](#) for more information. Additionally, an Environmental Compliance Approval under the OWRA is required for municipal stormwater management works.

☐ **Groundwater**

- The status of, and potential impacts to any well water supplies should be addressed. If the project involves groundwater takings or changes to drainage patterns, the quantity and quality of groundwater may be affected due to drawdown effects or the redirection of existing contamination flows. In addition, project activities may infringe on existing wells such that they must be reconstructed or sealed and abandoned. Appropriate information to define existing groundwater conditions should be included in the report.
- If the potential construction or decommissioning of water wells is identified as an issue, the report should refer to Ontario Regulation 903, Wells, under the OWRA.
- Potential impacts to groundwater-dependent natural features should be addressed. Any changes to groundwater flow or quality from groundwater taking may interfere with the ecological processes of streams, wetlands or other surficial features. In addition, discharging contaminated or high volumes of groundwater to these features may have direct impacts on their function. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.
- Any potential approval requirements for groundwater taking or discharge should be identified in the report. A Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, with the exception of certain water taking activities that have been prescribed by the Water Taking EASR Regulation – O. Reg. 63/16. These prescribed water-taking activities require registration in the EASR instead of a PTTW. Please review the [Water Taking User Guide for EASR](#) for more information.

☐ **Contaminated Soils**

- Since the removal or movement of soils may be required, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with *Part XV.1 of the Environmental Protection Act* (EPA) and Ontario Regulation 153/04, Records of Site Condition, which details the new requirements related to site assessment and clean up. Please contact the appropriate MECP District Office for further consultation if contaminated sites are present.
- Any current or historical waste disposal sites should be identified in the report. The status of these sites should be determined to confirm whether approval pursuant to Section 46 of the EPA may be required for land uses on former disposal sites.
- The location of any underground storage tanks should be investigated in the report. Measures should be identified to ensure the integrity of these tanks and to ensure an appropriate response in the event of a spill. The ministry's Spills Action Centre must be contacted in such an event.

- The report should identify any underground transmission lines in the study area. The owners should be consulted to avoid impacts to this infrastructure, including potential spills.

□ **Servicing and Facilities**

- Any facility that releases emissions to the atmosphere, discharges contaminants to ground or surface water, provides potable water supplies, or stores, transports or disposes of waste must have an Environmental Compliance Approval (ECA) before it can operate lawfully. Please consult with the Environmental Permissions Branch to determine whether a new or amended ECA will be required for any proposed infrastructure.
- We recommend referring to the ministry's [environmental land use planning guides](#) to ensure that any potential land use conflicts are considered when planning for any infrastructure or facilities related to wastewater, pipelines, landfills or industrial uses.

□ **Mitigation and Monitoring**

- Contractors must be made aware of all environmental considerations so that all environmental standards and commitments for both construction and operation are met. Mitigation measures should be clearly referenced in the report and regularly monitored during the construction stage of the project. In addition, we encourage proponents to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly.
- Design and construction reports and plans should be based on a best management approach that centres on the prevention of impacts, protection of the existing environment, and opportunities for rehabilitation and enhancement of any impacted areas.
- The proponent's construction and post-construction monitoring plans must be documented in the report, as outlined in Section A.2.5 and A.4.1 of the MEA Class EA parent document.

□ **Consultation**

- The report must demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all stakeholder consultation efforts undertaken during the planning process. This includes a discussion in the report that identifies concerns that were raised and **describes how they have been addressed by the proponent** throughout the planning process. The report should also include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments (as directed by the Class EA to include full documentation).

□ **Class EA Process**

- If this project is a Master Plan: there are several different approaches that can be used to conduct a Master Plan, examples of which are outlined in Appendix 4 of the Class EA. **The Master Plan should clearly indicate the selected approach for conducting the plan**, by identifying whether the levels of assessment, consultation and documentation are sufficient to fulfill the requirements for Schedule B or C projects. Please note that any Schedule B or C projects identified in the plan would be subject to Part II Order Requests under the Environmental Assessment Act, although the plan itself would not be. **Please include a description of the approach being undertaken (use Appendix 4 as a reference).**

- If this project is a Master Plan: Any identified projects should also include information on the MCEA schedule associated with the project.
- The report should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making.
- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment (including planning, natural, social, cultural, economic, technical). The report should include a level of detail (e.g. hydrogeological investigations, terrestrial and aquatic assessments, cultural heritage assessments) such that all potential impacts can be identified, and appropriate mitigation measures can be developed. Any supporting studies conducted during the Class EA process should be referenced and included as part of the report.
- Please include in the report a list of all subsequent permits or approvals that may be required for the implementation of the preferred alternative, including but not limited to, MECP's PTTW, EASR Registrations and ECAs, conservation authority permits, species at risk permits, and approvals under the *Impact Assessment Act*, 2019.
- Ministry guidelines and other information related to the issues above are available at <http://www.ontario.ca/environment-and-energy/environment-and-energy>. We encourage you to review all the available guides and to reference any relevant information in the report.

Amendments to the EAA through the Covid-19 Economic Recovery Act, 2020

Once the EA Report is finalized, the proponent must issue a Notice of Completion providing a minimum 30-day period during which documentation may be reviewed and comment and input can be submitted to the Proponent. The Notice of Completion must be sent to the appropriate MECP Regional Office email address (eanotification.cregion@ontario.ca).

Please ensure that the Notice of Completion advises that outstanding concerns are to be directed to the proponent for a response, and that in the event there are outstanding concerns regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, Part II Order requests on those matters should be addressed in writing to:

Minister Jeff Yurek
Ministry of Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto ON M7A 2J3
minister.mecp@ontario.ca

and

Director, Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Ave. W, 1st Floor
Toronto ON, M4V 1P5
EABDirector@ontario.ca

Please note the proponent cannot proceed with the project until at least 30 days after the end of the comment period provided for in the Notice of Completion.

Further, the proponent may not proceed after this time if:

- a Part II Order request has been submitted to the ministry regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, or
- the Director has issued a Notice of Proposed order regarding the project.

The public has the ability to request a higher level of assessment on a project if they are concerned about potential adverse impacts to constitutionally protected Aboriginal and treaty rights. In addition, the Minister may issue an order on his or her own initiative within a specified time period. The Director will issue a Notice of Proposed Order to the proponent if the Minister is considering an order for the project within 30 days after the conclusion of the comment period on the Notice of Completion. At this time, the Director may request additional information from the proponent. Once the requested information has been received, the Minister will have 30 days within which to make a decision or impose conditions on your project.

AIR QUALITY IMPACT ASSESSMENT GUIDANCE FOR SCHEDULE C MUNICIPAL ROAD CLASS EAs

1. Study Area

The scope of the Air Quality Impact Assessment (AQIA) should be determined by the proponent and clearly outlined in the AQIA document based on the number and nature of scenarios/alternatives being considered, for example, the routes under consideration.

The focus should be on defining the “worst case scenario”, whether it is the length of roadway with the highest traffic volumes near sensitive receptors or sections of roadways with on and off ramps and overpasses. The result should be a defined study area.

2. List of Parameters

The list of parameters should focus mainly on the key pollutants released from mobile sources such as, but not limited to, the following:

- CO
- NO_x (with a focus on NO and NO₂)
- TSP
- PM₁₀
- PM_{2.5}
- Selected VOCs (benzene, 1-3 Butadiene, formaldehyde, acetaldehyde and acrolein)
- Benzo(a)pyrene – as a surrogate for PAHs

All averaging periods for which there is a corresponding standard or guideline should be assessed.

3. Background Data

Background data representative of the study area is generally summarized for the most recent 5 years from the nearest or most representative MECP AQHI and/or NAPS stations. The 90th percentile should be used when assessing combined air quality concentrations for comparison against applicable standards and guidelines.

4. Emission Estimates

Emission estimates are based on current and proposed future traffic counts where MOVES is used to generate emission factors.

5. Traffic Data

Traffic data including fleet distribution and characteristics, road type, traffic signals, idling conditions, or roundabouts/stop signs may be considered or incorporated into the assessment.

6. Dispersion Modelling and Meteorological Data

Dispersion modelling, typically using CAL3QHCR or AERMOD, is conducted to determine maximum pollutant concentrations resulting from implementation of the project and the resulting air quality impacts at the most impacted sensitive receptors for the different scenarios. At a minimum, two modelling scenarios are to be conducted to determine the incremental difference between the current conditions (base case) and future scenario. The timing of the future scenario should be defined and take into consideration projected population growth and traffic/emissions impacts.

According to the Ministry of Transportations' *Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects* (June, 2012), "...local air quality impacts are assumed to be limited to a distance of approximately 500 m from the transportation facility, in each direction." Therefore, the Cartesian grid system used to easily model concentrations at each receptor typically has a grid limit of approximately 500 m from the edge of the subject road.

The five most recent years of meteorological data should be used for dispersion modelling. However, under certain conditions, one year of continuous data may be sufficient. Surface data can be obtained from facilities such as Pearson International Airport, Toronto Island, Buttonville or site-specific and upper air data obtained from Buffalo, New York.

All supporting documentation and assumptions that are inputted into the models should be summarized as appendices. A sample of the electronic dispersion model input and output files must be submitted for the ministry's review.

7. Sensitive Receptors

All key and potentially sensitive receptors located in the surrounding area must be identified and included in the model. Sensitive receptors include but are not limited to residences, schools, health care facilities and daycare centers. Future sensitive receptors should also be included in the assessment.

8. Combined Effects

In order to assess the combined effects at nearby sensitive receptors, the AQIA should sum the maximum modelled concentrations with the 90th percentile background concentrations for comparison against applicable standards and guidelines.

If exceedances or non-conformances are predicted, a discussion of possible mitigation measures should be included.

9. Applicable Guidelines

Applicable standards and guidelines may include:

- MECP Ambient Air Quality Criteria (AAQCs)
- Canadian Ambient Air Quality Standards (CAAQs)

10. Results

The predicted results obtained from the dispersion modelling exercise are to be presented in detail in the AQIA and summarized in the ESR. This should include an analysis and discussion of the results and potential air quality impacts of the project.

Results for each contaminant should be discussed separately and should depict predicted maximum concentrations at the most impacted sensitive receptor(s), the overall maximum predicted concentrations and the combined concentrations, for each averaging period assessed. It may also be relevant to discuss receptor specific results.

11. Climate Change and Regional Impacts

The AQIA should consider climate change and regional air quality impacts when assessing the project's potential impacts and possible mitigation measures. This may include comparing impacts from the proposed undertaking with the provincial greenhouse gas totals reported by Environment Canada.

12. Summary and Mitigation Measures

The AQIA and ESR should summarize the key conclusions of the study based on the results as provided. In addition, general mitigation measures should be discussed, including those mitigation measures that will be implemented during construction to minimize off-site impacts.

For example, best management practices should be applied to mitigate any air quality impacts caused by construction dust. Please note that the ministry recommends that non-chloride dust suppressants be applied.

For a comprehensive list of fugitive dust prevention and control measures, please refer to *Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities*. Report prepared for Environment Canada. March 2005.
<http://www.bv.transports.gouv.qc.ca/mono/1173259.pdf>

13. Cumulative Impacts

The ministry is currently preparing draft guidance documents to address cumulative effects in EAs. In the interim, please use the following federal EA resources as references for addressing cumulative effects:

- Cumulative Effects Assessment Practitioners' Guide
<https://www.ceaa-acee.gc.ca/default.asp?lang=En&n=43952694-%201&offset=&toc=hide>
- Reference Guide: Addressing Cumulative Environmental Effects
<https://www.ceaa-acee.gc.ca/default.asp?lang=En&n=9742C481-%201&offset=&toc=hide>

14. Further Guidance

For further guidance, including additional references and information such as prediction of emissions from re-entrained road dust and silt loading factors, please refer to the Ministry of Transportations' *Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects* (June, 2012) or any subsequent version.

<http://www.raqs.mb.gov.on.ca/techpubs/eps.nsf/0/24FE4BB174A2AF7085257AA9006558F4?opendocument>

A PROPONENT'S INTRODUCTION TO THE DELEGATION OF PROCEDURAL ASPECTS OF CONSULTATION WITH ABORIGINAL COMMUNITIES

DEFINITIONS

The following definitions are specific to this document and may not apply in other contexts:

Aboriginal communities – the First Nation or Métis communities identified by the Crown for the purpose of consultation.

Consultation – the Crown's legal obligation to consult when the Crown has knowledge of an established or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. This is the type of consultation required pursuant to s. 35 of the *Constitution Act, 1982*. Note that this definition does not include consultation with Aboriginal communities for other reasons, such as regulatory requirements.

Crown – the Ontario Crown, acting through a particular ministry or ministries.

Procedural aspects of consultation – those portions of consultation related to the process of consultation, such as notifying an Aboriginal community about a project, providing information about the potential impacts of a project, responding to concerns raised by an Aboriginal community and proposing changes to the project to avoid negative impacts.

Proponent – the person or entity that wants to undertake a project and requires an Ontario Crown decision or approval for the project.

I. PURPOSE

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that may adversely impact that right. In outlining a framework for the duty to consult, the Supreme Court of Canada has stated that the Crown may delegate procedural aspects of consultation to third parties. This document provides general information about the Ontario Crown's approach to delegation of the procedural aspects of consultation to proponents.

This document is not intended to instruct a proponent about an individual project, and it does not constitute legal advice.

II. WHY IS IT NECESSARY TO CONSULT WITH ABORIGINAL COMMUNITIES?

The objective of the modern law of Aboriginal and treaty rights is the *reconciliation* of Aboriginal peoples and non-Aboriginal peoples and their respective rights, claims and interests. Consultation is an important component of the reconciliation process.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. For example, the Crown's duty to consult is triggered when it considers issuing a permit, authorization or approval for a project which has the potential to adversely impact an Aboriginal right, such as the right to hunt, fish, or trap in a particular area.

The scope of consultation required in particular circumstances ranges across a spectrum depending on both the nature of the asserted or established right and the seriousness of the potential adverse impacts on that right.

Depending on the particular circumstances, the Crown may also need to take steps to accommodate the potentially impacted Aboriginal or treaty right. For example, the Crown may be required to avoid or minimize the potential adverse impacts of the project.

III. THE CROWN'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS

The Crown has the responsibility for ensuring that the duty to consult, and accommodate where appropriate, is met. However, the Crown may delegate the procedural aspects of consultation to a proponent.

There are different ways in which the Crown may delegate the procedural aspects of consultation to a proponent, including through a letter, a memorandum of understanding, legislation, regulation, policy and codes of practice.

If the Crown decides to delegate procedural aspects of consultation, the Crown will generally:

- Ensure that the delegation of procedural aspects of consultation and the responsibilities of the proponent are clearly communicated to the proponent;
- Identify which Aboriginal communities must be consulted;
- Provide contact information for the Aboriginal communities;
- Revise, as necessary, the list of Aboriginal communities to be consulted as new information becomes available and is assessed by the Crown;
- Assess the scope of consultation owed to the Aboriginal communities;
- Maintain appropriate oversight of the actions taken by the proponent in fulfilling the procedural aspects of consultation;
- Assess the adequacy of consultation that is undertaken and any accommodation that may be required;
- Provide a contact within any responsible ministry in case issues arise that require direction from the Crown; and
- Participate in the consultation process as necessary and as determined by the Crown.

IV. THE PROPONENT'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS

Where aspects of the consultation process have been delegated to a proponent, the Crown, in meeting its duty to consult, will rely on the proponent's consultation activities and documentation of those activities. The consultation process informs the Crown's decision of whether or not to approve a proposed project or activity.

A proponent's role and responsibilities will vary depending on a variety of factors including the extent of consultation required in the circumstance and the procedural aspects of consultation the Crown has delegated to it. Proponents are often in a better position than the Crown to discuss a project and its potential impacts with Aboriginal communities and to determine ways to avoid or minimize the adverse impacts of a project.

A proponent can raise issues or questions with the Crown at any time during the consultation process. If issues or concerns arise during the consultation that cannot be addressed by the proponent, the proponent should contact the Crown.

a) What might a proponent be required to do in carrying out the procedural aspects of consultation?

Where the Crown delegates procedural aspects of consultation, it is often the proponent's responsibility to provide notice of the proposed project to the identified Aboriginal communities. The notice should indicate that the Crown has delegated the procedural aspects of consultation to the proponent and should include the following information:

- a description of the proposed project or activity;
- mapping;
- proposed timelines;
- details regarding anticipated environmental and other impacts;
- details regarding opportunities to comment; and
- any changes to the proposed project that have been made for seasonal conditions or other factors, where relevant.

Proponents should provide enough information and time to allow Aboriginal communities to provide meaningful feedback regarding the potential impacts of the project. Depending on the nature of consultation required for a project, a proponent also may be required to:

- provide the Crown with copies of any consultation plans prepared and an opportunity to review and comment;
- ensure that any necessary follow-up discussions with Aboriginal communities take place in a timely manner, including to confirm receipt of information, share and update information and to address questions or concerns that may arise;
- as appropriate, discuss with Aboriginal communities potential mitigation measures and/or changes to the project in response to concerns raised by Aboriginal communities;
- use language that is accessible and not overly technical, and translate material into Aboriginal languages where requested or appropriate;
- bear the reasonable costs associated with the consultation process such as, but not limited to, meeting hall rental, meal costs, document translation(s), or to address technical & capacity issues;
- provide the Crown with all the details about potential impacts on established or asserted Aboriginal or treaty rights, how these concerns have been considered and addressed by

the proponent and the Aboriginal communities and any steps taken to mitigate the potential impacts;

- provide the Crown with complete and accurate documentation from these meetings and communications; and
- notify the Crown immediately if an Aboriginal community not identified by the Crown approaches the proponent seeking consultation opportunities.

b) What documentation and reporting does the Crown need from the proponent?

Proponents should keep records of all communications with the Aboriginal communities involved in the consultation process and any information provided to these Aboriginal communities.

As the Crown is required to assess the adequacy of consultation, it needs documentation to satisfy itself that the proponent has fulfilled the procedural aspects of consultation delegated to it. The documentation required would typically include:

- the date of meetings, the agendas, any materials distributed, those in attendance and copies of any minutes prepared;
- the description of the proposed project that was shared at the meeting;
- any and all concerns or other feedback provided by the communities;
- any information that was shared by a community in relation to its asserted or established Aboriginal or treaty rights and any potential adverse impacts of the proposed activity, approval or disposition on such rights;
- any proposed project changes or mitigation measures that were discussed, and feedback from Aboriginal communities about the proposed changes and measures;
- any commitments made by the proponent in response to any concerns raised, and feedback from Aboriginal communities on those commitments;
- copies of correspondence to or from Aboriginal communities, and any materials distributed electronically or by mail;
- information regarding any financial assistance provided by the proponent to enable participation by Aboriginal communities in the consultation;
- periodic consultation progress reports or copies of meeting notes if requested by the Crown;
- a summary of how the delegated aspects of consultation were carried out and the results; and
- a summary of issues raised by the Aboriginal communities, how the issues were addressed and any outstanding issues.

In certain circumstances, the Crown may share and discuss the proponent's consultation record with an Aboriginal community to ensure that it is an accurate reflection of the consultation process.

c) Will the Crown require a proponent to provide information about its commercial arrangements with Aboriginal communities?

The Crown may require a proponent to share information about aspects of commercial arrangements between the proponent and Aboriginal communities where the arrangements:

- include elements that are directed at mitigating or otherwise addressing impacts of the project;
- include securing an Aboriginal community's support for the project; or
- may potentially affect the obligations of the Crown to the Aboriginal communities.

The proponent should make every reasonable effort to exempt the Crown from confidentiality provisions in commercial arrangements with Aboriginal communities to the extent necessary to allow this information to be shared with the Crown.

The Crown cannot guarantee that information shared with the Crown will remain confidential. Confidential commercial information should not be provided to the Crown as part of the consultation record if it is not relevant to the duty to consult or otherwise required to be submitted to the Crown as part of the regulatory process.

V. WHAT ARE THE ROLES AND RESPONSIBILITIES OF ABORIGINAL COMMUNITIES' IN THE CONSULTATION PROCESS?

Like the Crown, Aboriginal communities are expected to engage in consultation in good faith. This includes:

- responding to the consultation notice;
- engaging in the proposed consultation process;
- providing relevant documentation;
- clearly articulating the potential impacts of the proposed project on Aboriginal or treaty rights; and
- discussing ways to mitigate any adverse impacts.

Some Aboriginal communities have developed tools, such as consultation protocols, policies or processes that provide guidance on how they would prefer to be consulted. Although not legally binding, proponents are encouraged to respect these community processes where it is reasonable to do so. Please note that there is no obligation for a proponent to pay a fee to an Aboriginal community in order to enter into a consultation process.

To ensure that the Crown is aware of existing community consultation protocols, proponents should contact the relevant Crown ministry when presented with a consultation protocol by an Aboriginal community or anyone purporting to be a representative of an Aboriginal community.

VI. WHAT IF MORE THAN ONE PROVINCIAL CROWN MINISTRY IS INVOLVED IN APPROVING A PROPONENT'S PROJECT?

Depending on the project and the required permits or approvals, one or more ministries may delegate procedural aspects of the Crown's duty to consult to the proponent. The proponent may contact individual ministries for guidance related to the delegation of procedural aspects of consultation for ministry-specific permits/approvals required for the project in question. Proponents are encouraged to seek input from all involved Crown ministries sooner rather than later.

Technical Team Meeting: Broadview EA
Questions & Coordination Items
from Cadillac Fairview East Harbour Development Team
August 5, 2021 Meeting

[The following list outlines the key Broadview EA items of interest that Cadillac Fairview and their consultants would like to resolve through consultation.]

PRIORITY ITEMS TO RESOLVE

1. Broadview & Street E ROW Design

- Resolution of ROW design
 - a. Streetcar ROW allowances and platform allowances
 - b. Driving lanes widths
 - i. Allowances for buffers to maintain a 5.0m space between travel lane curbs
 - c. Turning lanes
 - i. Inclusion of right turn lanes (SB and NB at Street E, SB at Lake Shore Blvd.)
 - d. Laybys – locations and design characteristics
 - e. Cycle track width and elevation
 - f. Cycle track buffer widths
 - g. Protected cycling facilities or mixing zones at intersections
 - h. LID/Green infrastructure
 - i. Pedestrian & landscape zone
- Lane configuration
- Insight from ROW design alternatives from December 2020

2. Street A & Broadview Intersection

- Resolution of westbound left-turn movement
- Lay-by locations and design on Street A, including Accessible Lay-by facilities
- Proposed private ownership of the west portion of Street A

SECONDARY ITEMS TO RESOLVE

3. Broadview & Lake Shore Blvd. Intersection

- Coordination of geometric design
- Treatment of cycling and pedestrian facilities
- Confirmation of removal of rail line within Lake Shore Blvd. ROW.

4. Intersection Operations

- Turning restrictions for large vehicles or geometric design accommodations

5. Modelling

- CF Team/BA Group seeking to coordinate modelling updates with City
- Integration of 13 million of GFA
- Integration of Ontario Line
- Implications of updated modelling on road design and turning lane configuration
- Coordination with Gardiner EA modelling

6. Gardiner EA - Geometric Design

Coordination of Don Roadway geometric design with Street E and with Lake Shore Blvd. intersections

STATION AND UNDERPASS DESIGN INTEGRATION

7. Transit Hub Design Integration and Grading

- Grade review, including at the underpass
- Review of streetcar allowance widths at the EHTH underpass and at a typical Broadview section (south of Street A)
- Consideration of reduced platform widths to accommodate for structure beneath the rail corridor
- Reconfirm relation of 7m with adjacent street elevation and relationship with passenger platforms
- TTC to confirm clearance requirement at underside of EHTH



Borden Ladner Gervais LLP
Bay Adelaide Centre, East Tower
22 Adelaide Street West
Toronto, ON, Canada M5H 4E3
T 416.367.6000
F 416.367.6749
blg.com



File No. 037500/000002

June 26, 2022

Delivered by Email (Aadila.Valiallah@toronto.ca)

Aadila Valiallah
Sr. Coordinator, Public Consultation Unit
Policy, Planning, Finance & Administration
City of Toronto
100 Queen Street West
Toronto, ON M5H 2N2

Dear Ms. Valiallah:

**Re: Broadview and Eastern Municipal Class Environmental Assessment
Flood Protection Project**

Borden Ladner Gervais LLP submits this correspondence on behalf of New Sunlight LP (“**New Sunlight**”), the registered owners of lands located at 11 & 20 Sunlight Park Road (the “**Subject Lands**”). The purpose of this letter is to comment on the Broadview Avenue Extension Environmental Assessment (EA) Study.

The Subject Lands is currently improved by a highly profitable and busy BMW Dealership which we understand is a flagship store for BMW Canada. Similarly the lands immediately north of the BMW Dealership are currently improved by a Mini Dealership which operates in a manner which utilizes the site in the most efficient format possible.

At this time, the Subject Lands are at the intersection of numerous large public works projects that are at various phases of planning, including: construction of the Ontario Line station, the East Harbour regional transit Hub and East Harbour GO, the Coxwell Sewer Bypass, and the Flood Protection Landform proposed by TRCA and Waterfront Toronto.

My client met with representatives from the City of Toronto on June 8, 2022. From that meeting, we understand some of the impacts associated with preferred approach of the Broadview Extension EA as those impacts relate to the Subject Lands, as follows:

- Bifurcates the Subject Lands;
- Will have a maximum right of way width of 43m and a minimum width of 35m on the Subject Lands;
- Includes a dedicated transit ROW south of Eastern Avenue and specifically on the Subject Lands;
- Includes a dedicated streetcar platform south of Eastern Avenue but on the Subject Lands;
- Will potentially change the grade of the Eastern Avenue Ramp; and

- Will impact the operation and use of the Mini dealership site.

It is possible that the extension of Broadview through the Subject Lands will impact BMW and/or Mini's operations in a manner that they can no longer operate. The financial impact of that result, to both New Sunlight and BMW/Mini, would be extraordinarily high in respect of business loss and loss of rent. As such, we would ask that the City work with New Sunlight and BMW/Mini to reduce impacts to operations to the extent possible through:

- Reconsidering the ROW widths and the necessity of dedicated Street Car Platforms on the Subject Lands;
- 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
- Working with New Sunlight and BMW/Mini to address construction staging and timing.

Moreover the Subject Lands have high redevelopment potential. Provincial policy places an emphasis on directing growth that will optimize infrastructure investments, with regard to areas along transit corridors, particularly within a Major Transit Station Area (MTSA), in order to support the achievement of complete communities through a more compact built-form and a mix of uses. A mixed-use development that contains a similar amount of jobs in an office/retail form would provide a compatible, compact, transit-supportive and pedestrian accessible development that will contribute to attracting jobs and talent, while also aiding in the creation of a complete community and offer residents the ability to live, work and play in the same area.

The Subject Lands are adjacent to a planned station along the proposed Ontario Line corridor. The Subject Lands are designated employment but are sandwiched between a residential area to the north and a mixed-use area directly south (the East Harbour MZO) and as such have the potential for a future mixed-use site, which would increase density and also the actual employment yield possible on Subject Lands, while providing residential housing, retail and jobs, and a more cohesive and complete transit-oriented community.

In those circumstances, it is incumbent on the City of Toronto to consider design alternatives that would reduce the impact on the redevelopment potential to the extent possible in particular because of the magnitude of costs of expropriating a large area of land which has significant redevelopment potential and a highly profitable existing tenant.

We would be pleased to discuss these concerns with you and remain available for further dialogue.

Yours very truly,

BORDEN LADNER GERVAIS LLP



From: [Dominic Ste-Marie](#)
To: [Aadila Valiallah](#)
Cc: [Naomi Leduc](#); [Lori-Jeanne Bolduc](#); [Thiefaine Terrier](#)
Subject: RE: Public Consultation - Broadview Avenue Extension Environmental Assessment (EA)
Date: October 12, 2022 10:04:59 AM
Attachments: [image004.jpg](#)
[image005.jpg](#)
[image006.png](#)
[image007.jpg](#)
[image008.png](#)

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.

Tiawenhk chia' önenh

Dominic Ste-Marie



De : Aadila Valiallah <Aadila.Valiallah@toronto.ca>

Envoyé : 19 septembre 2022 17:49

À : Dominic Ste-Marie <Dominic.Sainte-Marie@wendake.ca>

Cc : Mario Gros Louis <Mario.GrosLouis@wendake.ca>; Lori-Jeanne Bolduc <Lori-Jeanne.Bolduc@wendake.ca>

Objet : RE: Public Consultation - Broadview Avenue Extension Environmental Assessment (EA)

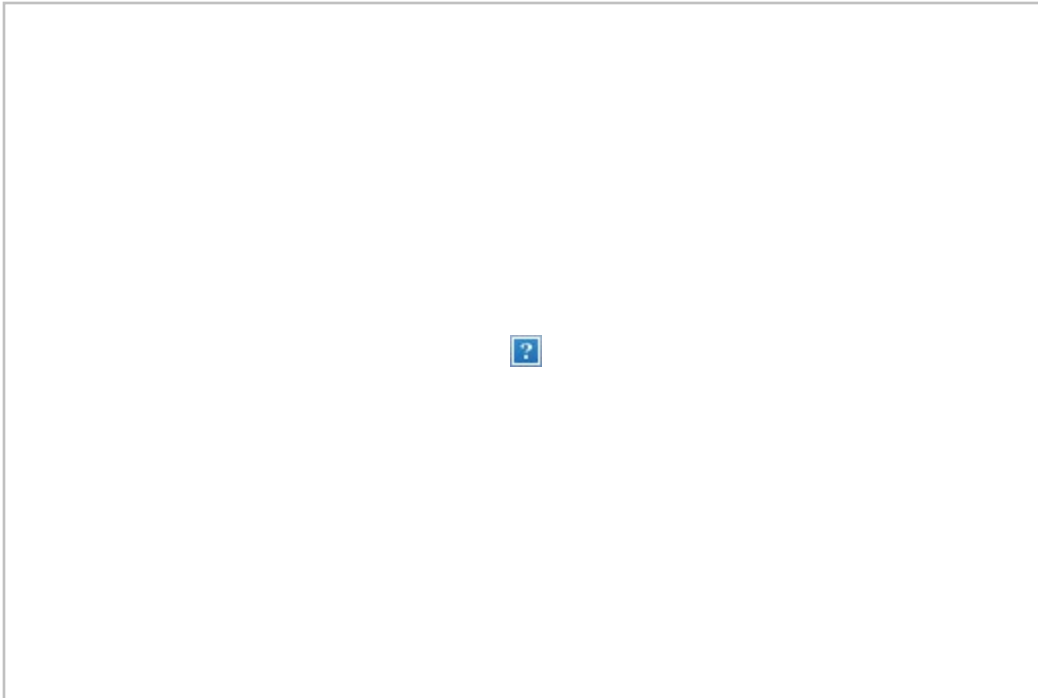
Certaines personnes qui ont reçu ce courrier ne reçoivent pas souvent du courrier de la part de aadila.valiallah@toronto.ca. [Découvrez pourquoi cela est important](#)

Dear Dominic,

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. According to the project team, the segment of Broadview north of Lakeshore that this project

focuses on does not require Stage 2 assessment or further archeological study due to historical "deep and extensive land disturbance" (ref. 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. The EA will continue to acknowledge this as future required work.



At this stage I don't have any information about timelines for work or consultation on the projects farther south.

Kind Regards,

Aadila Valiallah (she/her)

Sr. Coordinator, Public Consultation Unit

Policy, Planning, Finance & Administration

[City of Toronto](#)

416-338-2985

aadila.valiallah@toronto.ca



From: Dominic Ste-Marie <Dominic.Sainte-Marie@wendake.ca>

Sent: June 16, 2022 9:22 AM

To: Aadila Valiallah <Aadila.Valiallah@toronto.ca>

Cc: Mario Gros Louis <Mario.GrosLouis@wendake.ca>; Lori-Jeanne Bolduc <Lori-Jeanne.Bolduc@wendake.ca>

Subject: RE: Public Consultation - Broadview Avenue Extension Environmental Assessment (EA)

Ndio Aadila,

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?

Tiawenhk chia' önenh
Dominic Ste-Marie



De : Aadila Valiallah <Aadila.Valiallah@toronto.ca>

Envoyé : 7 juin 2022 07:48

À : Maxime Picard <Maxime.Picard@wendake.ca>

Objet : Public Consultation - Broadview Avenue Extension Environmental Assessment (EA)

Nation Huronne-Wendat

Dear Maxime Picard,

The City of Toronto is launching consultation for the Broadview Avenue Extension Environmental Assessment (EA).

The comment period is June 6, 2022– June 24, 2022.

Comments may be submitted by phone, email or through the on-line survey.

Visit the [Broadview EA webpage](#) for study details, opportunities for feedback and engagement, and presentation material.

The Public Notice is attached.

toronto.ca/BroadviewExtension

Very Best,

Aadila Valiallah (she/her)

Sr. Coordinator, Public Consultation Unit

Policy, Planning, Finance & Administration

[City of Toronto](#)

416-338-2985

aadila.valiallah@toronto.ca





Bennett Jones LLP
3400 One First Canadian Place, P.O. Box 130
Toronto, Ontario, M5X 1A4 Canada
T: 416.863.1200
F: 416.863.1716

July 7, 2022

VIA ELECTRONIC MAIL – Aadila.Valiallah@toronto.ca

Aadila Valiallah
Sr. Coordinator, Public Consultation Unit
Policy, Planning, Finance & Administration
City of Toronto
Metro Hall, 19th Floor
55 John Street
Toronto, ON
M5V 3C6

Dear Ms. Valiallah:

**Re: Broadview Avenue Extension Environmental Assessment
Comments by Toronto Port Authority**

We act as legal counsel for the Toronto Port Authority ("**PortsToronto**") the regulatory authority for the Port of Toronto and the owner of significant property just outside the Broadview Environmental Assessment area. PortsToronto has been monitoring the Broadview Environmental Assessment, including through attendance of their advisors at the virtual public meeting on June 21st, 2022.

Concern with the Context Plans that underline the Broadview Environmental Assessment

Our client does not have concerns with the current extent of the area being studied under the Broadview Environmental Assessment.

However, PortsToronto is very concerned with what is outlined in the Broader Context plans shown as part of the Environmental Assessment. In particular, the Broader Context demonstrates not one, but two proposed roadways (a Don Roadway and Broadview extension) running over the ship channel, which currently operates as an active commercial shipping channel, subject to the ownership and jurisdiction of PortsToronto. While we understand that neither of these bridges over the ship channel form part of the Broadview Environmental Assessment, our client is concerned that their inclusion has been shown in such a way as to presume the development of at least one, if not both bridges.

To the extent that it may be applicable to a determination in the Broadview Environmental Assessment, we want to make it clear for the record that at this time neither bridge has been agreed

- 2 -

to or authorized by PortsToronto and that no bridge might ever be so approved (and therefore, no bridge might ever be constructed).

In this regard, PortsToronto is always available to discuss this and any other matter with the City as it relates to the Port Lands. We would encourage the City to reach out to PortsToronto at any time.

Please add both PortsToronto ([REDACTED])
[REDACTED] and Bennett Jones LLP [REDACTED]
[REDACTED] to the project mailing list so we can be informed of the progress of the Broadview Environmental Assessment.

Yours truly,

[REDACTED]

From: [REDACTED]
Sent: September 13, 2022 4:09 PM
To: Aadila Valiallah
Subject: RE: Inquiry - Broadview EA Process

Great, thanks Aadila, appreciate the quick update.

Our property is 685 Lake Shore Blvd. E.

[REDACTED]
[REDACTED]
[REDACTED]
slateam.com

From: Aadila Valiallah <Aadila.Valiallah@toronto.ca>
Sent: Tuesday, September 13, 2022 3:33 PM
To: [REDACTED]
Subject: RE: Inquiry - Broadview EA Process

Hi [REDACTED],

There are no updates since the July Council meeting.

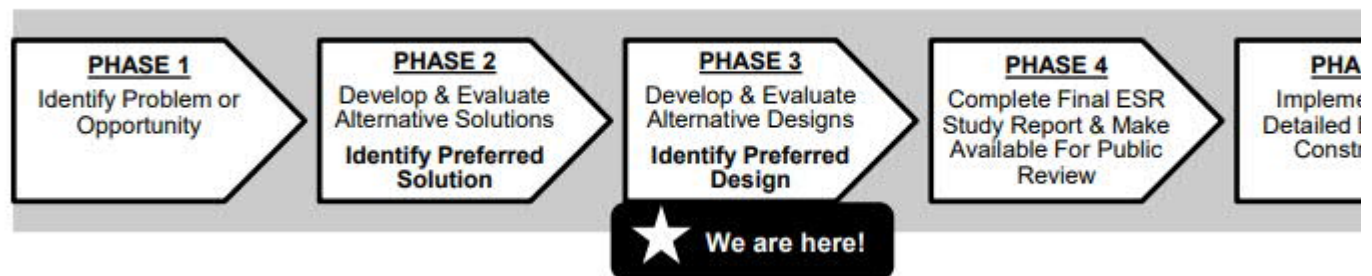
The next step in the EA process is to publish the Environmental Study Report and allow for a 30 day review period.

I've added your email address to our study email list and will send notice once the report is published.

I've also attached the Public Notice from this past June as it provides some information on the EA Study process. Project Updates will be updated on the website accordingly.

I do not have information as yet on the timeframes for detailed design or activity south of Lakeshore.

Do you mind sending me the street address for the property(ies) you are looking after.



Very Best,
Aadila Valiallah (she/her)
Sr. Coordinator, Public Consultation Unit
Policy, Planning, Finance & Administration
City of Toronto

416-338-2985
aadila.valiallah@toronto.ca



From: [REDACTED]
Sent: September 13, 2022 11:52 AM
To: Aadila Valiallah <Aadila.Valiallah@toronto.ca>
Subject: Inquiry - Broadview EA Process

Hi Aadila,

I hope this finds you well. I'd like to be added to the list of interested parties for the Broadview EA process; can you please keep me apprised of all relevant information? We are the owners of a nearby property.

I have a couple questions in the interim:

- Have there been any updates or progress since the July Council meeting?
- When will the final road design be available?
- When does the EA for the section of Broadview south of Lakeshore start?

Thanks in advance,

■

[REDACTED]

The information in this email message including any attachments is intended only for the named recipient(s) above and may contain privileged or confidential information and is intended only for the individuals or entities named above and any others who have been specifically authorized to receive it. If you have received this message in error, or are not the named recipient(s), please do not read, copy, use or disclose to others the contents of this communication.

Please notify the sender that you have received this email in error by replying to this email. Nothing contained in this disclaimer shall be constructed in any way to grant permission to transmit confidential information via this firm's email system or as a waiver of any confidentiality or privilege.

From: Megan DeVries <Megan.DeVries@mncfn.ca>
Sent: December 9, 2020 1:09 PM
To: Robyn Shyllit
Cc: Mark LaForme; Fawn Sault
Subject: RE: follow up RE: Broadview Extension Environmental Assessment, Notice of Commencement
Attachments: DOCA Archaeological Review Agreement [2020].docx; MCFN Standards and Guidelines for Archaeology [2020].pdf
Categories: Urgent

Good afternoon,

The Stage 1 report that was attached to this email appears to be corrupted and will not open. Can you please resend?

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.

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.

Sincerely,
Megan.

Megan DeVries, M.A.
Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA)
Mississaugas of the Credit First Nation (MCFN)
4065 Highway 6 North, Hagersville, ON N0A 1H0
P: 905-768-4260 | M: 289-527-2763
<http://www.mncfn.ca>

HOLIDAY ALERT: Please note that MCFN-DOCA will be closed from December 19th until January 3rd.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited. Please note that any views or opinions presented in this email are solely those of the author and do not necessarily represent those of the Mississaugas of the Credit First Nation.

From: Robyn Shyllit
Sent: Wednesday, December 9, 2020 10:40 AM
To: Chief, R Stacey Laforme ; Mark LaForme ; Fawn Sault ; DOCA ; Darin Wybenga ; Megan DeVries
Subject: follow up RE: Broadview Extension Environmental Assessment, Notice of Commencement

Hello,

This message is being sent in follow up regarding the Notice of Commencement for the Broadview Extension Environmental Assessment (original correspondence below).

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.

Best regards

--

Robyn Shyllit
Senior Coordinator, Public Consultation Unit
Robyn.Shyllit@toronto.ca
416-392-3358

City of Toronto
Metro Hall, 55 John Street. 19th Floor.
Toronto, ON. M5V 3C6

,

From: Robyn Shyllit
Sent: November 10, 2020 5:51 PM
To: 'Stacey.LaForme@mncfn.ca' <Stacey.LaForme@mncfn.ca>; 'Mark.LaForme@mncfn.ca' <Mark.LaForme@mncfn.ca>; 'Fawn.Sault@mncfn.ca' <Fawn.Sault@mncfn.ca>; 'doca@mncfn.ca' <doca@mncfn.ca>; 'Darin.Wybenga@mncfn.ca' <Darin.Wybenga@mncfn.ca>; 'Megan.DeVries@mncfn.ca' <Megan.DeVries@mncfn.ca>
Subject: Broadview Extension Environmental Assessment, Notice of Commencement

Dear Chief R. Stacey LaForme, Mark LaForme & Fawn Sault,

<< File: 2020-11-12-MCFN-BroadviewEA-NOC.PDF >> The City of Toronto is carrying out a Municipal Class Environmental Assessment Study (Schedule C) for the Broadview Extension Environmental Assessment.

The Study continues work completed in the 2017 Port Lands Transportation and Servicing Master Plan (TSMP), which satisfied Phases 1 and 2 of the Municipal Class EA process. The Broadview Extension EA will complete Phases 3 and 4 of the Municipal Class EA process, including developing conceptual designs and recommendations for:

- Broadview Avenue extension, south between Eastern Avenue and Lake Shore Boulevard
- New East-West Street, between Don Roadway and Booth Avenue in the Unilever Precinct

The project is also developing and evaluating alternative solutions for the design of the Eastern Avenue on-ramp to the Don Valley Parkway north and will consider options to improve access to the Don Valley Parkway.

All stakeholders will be provided with opportunity to review, comment on, and discuss options.

For your reference, we have enclosed a copy of the Notice of Commencement. Comments can be submitted via mail, email, or phone.

More detail can be found at www.toronto.ca/broadviewextension

The City of Toronto will continue to notify you about the study as it progresses.

Your input is important. Should you require additional information or if you would like to discuss this project further, please contact me at your earliest convenience.

--

Robyn Shyllit
Senior Coordinator, Public Consultation Unit
Robyn.Shyllit@toronto.ca
416-392-3358

City of Toronto
Metro Hall, 55 John Street. 19th Floor.
Toronto, ON. M5V 3C6

Barbara Gray
General Manager
Transportation Services Division

**Transportation Services
Division**
City Hall, 22nd Floor East
100 Queen Street West
Toronto, Ontario M5H 2N2

Reply to: Aadila Valiallah, Senior
Public Consultation Coordinator
Tel: 416-338-2985
AadilaValiallah@toronto.ca
toronto.ca/BroadviewExtension

December 6, 2022

To: **Susan Sun**
Secondary Land Use
Asset Optimization
Strategy & Integrated Planning
Hydro One Networks Inc.
483 Bay Street
8th Floor South Tower
Toronto, Ontario M5G 2P5

Delivered by email to:
Susan.Sun@HydroOne.com
Renee.Pettigrew@HydroOne.com
Laura.Dimand@HydroOne.com
Matey.Matev@HydroOne.com
Department.SecondaryLandUse@hydroone.com

Dear Susan,

Thank you for your letter regarding the Broadview Avenue Extension EA Study, dated June 22, 2022.

This EA Study is completing Phases 3 and 4 of the MCEA process for two projects identified in the previously-approved Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP):

- a new east-west street between The Don Roadway and Booth Avenue, and
- the segment of the Broadview Avenue Extension between Eastern Avenue and Lake Shore Boulevard East

The two other street segments referred to in your letter (an east-west street further south, between The Don Roadway and Carlaw Avenue and the segment of the Broadview Avenue Extension further south of Lake Shore Boulevard East) were also identified in the Port Lands TSMP, but they are not included as part of this Broadview Avenue Extension EA Study.

Regarding the existing Hydro One underground transmission cable in the vicinity of The Don Roadway and the proposed east-west street between The Don Roadway and Booth Avenue, at this stage the City does not anticipate a need for Hydro One facilities to be relocated.

The City intends to continue to meet with Hydro One for further discussions about this underground transmission cable as the new east-west street continues through the detailed design process being undertaken by Cadillac Fairview as part of their East Harbour development application.

We look forward to continuing to work together as these important infrastructure projects in the Port Lands are advanced.

Best regards,

Cassidy Ritz
Manager, Major Projects
Transportation Services

cc. David Hunter, Senior Project Manager, Transportation Services
Aadila Valiallah, Senior Public Consultation Coordinator, Public Consultation Unit

Barbara Gray
General Manager
Transportation Services Division

**Transportation Services
Division**
City Hall, 22nd Floor East
100 Queen Street West
Toronto, Ontario M5H 2N2

Reply to: Aadila Valiallah, Senior
Public Consultation Coordinator
Tel: 416-338-2985
AadilaValiallah@toronto.ca
toronto.ca/BroadviewExtension

December 6, 2022

To: [REDACTED]
Borden Ladner Gervais LLP
Bay Adelaide Centre, East Tower
22 Adelaide Street West
Toronto, ON, Canada M5H 4E3

Delivered by email ([REDACTED])

Dear [REDACTED],

Thank you for your letter regarding the Broadview Avenue Extension EA Study, dated June 26, 2022, sent on behalf of New Sunlight LP (New Sunlight), otherwise referred to as the Talisker lands.

To clarify a bullet point raised in your letter, the Preferred Design being recommended in the Broadview Avenue Extension EA does not propose a streetcar stop platform south of Eastern Avenue on Talisker lands.

There are streetcar stops being proposed further north at Queen Street East and also further south at the new East Harbour Transit Hub station, under the rail corridor.

The City of Toronto will continue to consult with you about the EA Study and as the detailed design for these projects continue to advance.

Best regards,

Cassidy Ritz
Manager, Major Projects
Transportation Services

cc. David Hunter, Senior Project Manager, Transportation Services
Aadila Valiallah, Senior Public Consultation Coordinator, Public Consultation Unit

Barbara Gray
General Manager
Transportation Services Division

**Transportation Services
Division**
City Hall, 22nd Floor East
100 Queen Street West
Toronto, Ontario M5H 2N2

Reply to: Aadila Valiallah, Senior
Public Consultation Coordinator
Tel: 416-338-2985
AadilaValiallah@toronto.ca
toronto.ca/BroadviewExtension

March 1, 2023

To: [REDACTED]
Borden Ladner Gervais LLP
Bay Adelaide Centre, East Tower
22 Adelaide Street West
Toronto, ON, Canada M5H 4E3
Delivered by email ([REDACTED])

Dear [REDACTED],

Thank you for your letter regarding the Broadview Avenue Extension EA Study, dated June 26, 2022, sent on behalf of New Sunlight LP (New Sunlight), otherwise referred to as the Talisker lands.

Efforts have been made to take your feedback into consideration as part of the EA process.

The Preferred Design of the segment of the Broadview Avenue Extension between the rail corridor north to Eastern Avenue has been refined to transition from a 43m right-of-way width at the rail corridor (which is required to accommodate additional space for the rail underpass bridge structural support columns, streetcar platforms, and roadway/TTC streetcar track geometry) to a 35m right-of-way width at the Eastern Avenue intersection, rather than the 37.5m right-of-way width for the typical mid-block Preferred Design.

The proposed 35m right-of-way width at Eastern Avenue reflects the currently in-force planned width in the City's Official Plan, which was enacted when Official Plan Amendment (OPA) 387 was adopted by City Council in 2018.

To clarify a bullet point raised in your letter, the Preferred Design for the Broadview Avenue Extension does not propose a streetcar stop platform south of Eastern Avenue on Talisker lands. Streetcar stops are proposed further north at Queen Street East and also further south at the new East Harbour Transit Hub station, under the rail corridor.

The City of Toronto will continue to consult with you as the detailed design for this project advances.

Best regards,

Cassidy Ritz
Manager, Major Projects
Transportation Services

cc. David Hunter, Senior Project Manager, Transportation Services
Aadila Valiallah, Senior Public Consultation Coordinator, Public Consultation Unit

Memorandum

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

20 Queen Street West,
Toronto, Ontario,
M5H 3R4

cc. [REDACTED]

FROM:

[REDACTED]

PROJECT:

6598-36
East Harbour

DATE:

June 19, 2023

SUBJECT: BROADVIEW AVENUE ENVIRONMENTAL ASSESSMENT

MAY 5, 2023 WORKSHOP, CITY OF TORONTO SUMMARY

Cadillac Fairview (the proponent) and their consulting team took part in a meeting with City of Toronto Planning and Transportation Staff on May 5th, 2023. The purpose of the meeting was to discuss and workshop differences between the functional road plan developed by the proponent for the East Harbour development, and the 10 percent Environmental Assessment design developed by the City for Broadview Avenue and Street E.

City of Toronto staff prepared a summary of this workshop session, which was circulated to Cadillac Fairview on June 14, 2023. This summary is included in the **Attachment**.

BA Group has reviewed the document prepared by the City, and generally concur with its summary. However, a few minor notations and concerns are identified, which are *redlined* in the **Attachment**, and are discussed in the following.

The notations made by BA Group, as *redlined* in the **Attachment**, reflect:

- 1) Typos or incorrect references;
- 2) Items that need to be resolved to establish municipal right-of-way widths for purposes of the Draft Plan; and
- 3) Items requested by the City that will need to be confirmed through detailed design.

Issue 1, Street E between Don Road and Street D

The proponent concurs with City Staff that a separate eastbound left-turn lane on Street E at Street D is not required to accommodate anticipated traffic volumes or general traffic routing.

However, the design of the intersection, and inclusion of a green median instead of the subject left-turn lane, will need to be scoped through detailed design. Excluding the left-turn lane, and associated traffic prohibitions / permissions, and their resulting impact on intersection design, will need to be coordinated with City Engineering and Planning, which should inform whether the green median concept preferred by City Staff is feasible.

This design should be advanced to accommodate detailed design, though it is not anticipated to have any impact on the planned municipal right-of-way width, and thus should not impact Draft Plan approval.

Issue 3, Street E between Broadview Ave and Booth

It should be noted that the City's 10 percent EA design illustrates an "off-centre" widening of Street E east of Street B, from 24.0m to 27.0m, rather than an "on-centre" widening.

Issue 5, Broadview at Street E intersection

It is noted that additional right-of-way width is proposed by the proponent to accommodate separate right-turn lanes on Broadview Avenue at Street E, as well as a southbound *in median* temporary bus stop platform and southbound vehicle layby.

The additional right-of-way, required to accommodate the aforementioned elements, will need to be finalized for the purposes of the Draft Plan and advancement of detailed design. The City and proponent are required to coordinate on finalizing the municipal right-of-way width in this location.

Issue 6, Broadview between Street E and LSBE

It should be noted that the "City" 10 percent design, rather than "CF" functional road plan has illustrated a longer separate right-turn lane on Broadview Avenue at Lake Shore Boulevard East.

BA Group concurs that adjustments to the Broadview Avenue design between Street E and Lake Shore Boulevard East can be accommodated through detailed design; however, additional right-of-way required to accommodate the road plan adjustments in this area will need to be finalized for the purposes of the Draft Plan and advancement of detailed design. The City and proponent are required to coordinate on finalizing the municipal right-of-way width in this location.

Attachment:

Redlined City of Toronto Meeting Summary Document



Broadview Avenue Extension EA
Summary Issue Table from workshop with CF
Workshop Date: May 5, 2023

Issue	Description	Resolution Discussed During Meeting	Action Items / Next Steps to Reflect Resolutions From Meeting
1. Street E between Don Roadway and Street D EB left-turn onto private laneway to be replaced with centre landscape median. Not sure this is appropriate, but will be determined through detailed design. Does not impact ROW width.	<ul style="list-style-type: none"> CF design accommodates truck turns for an HSU at Don Roadway with a centre left-turn lane between Don Roadway and Street D, resulting in a 27m ROW. CF design also proposes an EBL turn lane at a proposed driveway west of Street D. City EA design accommodates truck turns for an MSU using truck turning aprons and larger corner radii, resulting in a 24m ROW that widens to a 27m ROW at Street D. No EBL left turn lane is provided at proposed driveway west of Street D. 	<ul style="list-style-type: none"> CF (BA Group) to update Don Roadway intersection design to include truck aprons and radii for truck design vehicles (HSU vs MSU). Resulting ROW width at the intersection could be wider than 24m and less than 27m, if required. EB left turn lane at proposed driveway west of Street D is acceptable, resulting in a 27m ROW. EB left turn lane at Street D is not required. Very low volumes. Replace with a concrete / planted median (post meeting note: can be GI medians – City has standards). General resolution for all of Street E: Concrete / planted medians (post meeting note: can be GI medians – City has standards) to be provided between left turn lanes, instead of just painted markings. WB turn lane at Street D/Private Driveway signalized intersection is acceptable, see median treatment above. 	<ul style="list-style-type: none"> Broadview ESR to reflect potential for wider than 24m and less than 27m at the Don Roadway to accommodate turn lane and truck turns Broadview ESR will reflect opportunity to provide an EBL and wider 27m ROW at the proposed driveway west of Street D. <ul style="list-style-type: none"> Block 1A to be noted as the <u>exception to rule</u> of left-turn lanes only provided at signalized intersections along Street E CF/BA Group to revise proposed driveway to Building 1A to accommodate truck turns, CF/BA Group to revise Street E to include concrete / planted median (can be GI) between left turn lanes, instead of just painted markings. Design to be finalized through detailed design process as part of subdivision
2. Street E between Street D and Broadview	<ul style="list-style-type: none"> CF design has lay-bys on both sides of the street City design has lay-bys on south side only 	<ul style="list-style-type: none"> Quad 1 has opportunity for vehicle lay-bys on internal private driveway and on west side of Broadview General resolution for all of Street E: No overlapping vehicle lay-bys (i.e. in same location on both sides of the street). Providing overlapping vehicle lay-bys on Street E eliminates street tree plantings 	<ul style="list-style-type: none"> Broadview ESR will identify Street E between Street D and Broadview will have a ROW width of 27m Broadview ESR will reflect that vehicle lay-bys will only be provided on one side of Street E per block segment, in order to be able to provide adequate street tree plantings along the corridor. There can be slight overlaps at the ends of the lay-bys potential subject to design process/review by City CF to revise detailed design drawings to reflect EA designs for lay-bys on one side of Street E per block
3. Street E between Broadview Ave and Booth City design includes an "off-centre" widening resulting in the ROW being located further south.	<ul style="list-style-type: none"> CF road plan includes a centre median left turn lane on Street E between Broadview and Street C, a separate eastbound left-turn lane at Street B, and a 27m ROW for the entire segment City EA design does not include a centre median; left-turn lanes are provided at signalized intersections only City EA design ROW is within a 24m ROW, which widens to 27m at Broadview and Street C to accommodate westbound and eastbound left-turn lanes at these intersections, respectively City EA design has 27m ROW "on centre" resulting in a ROW limit that is more south compared to the CF road plan on either side of Street C 	<ul style="list-style-type: none"> Left-turn lane to be provided westbound at Broadview, eastbound and westbound at Street C, and eastbound at Booth Avenue Left turn lanes at Street B to be removed from CF design as pedestrians are prioritized. 24m ROW to be maintained at Street B City agreed to change EA design to shift "up" to match the CF road plan between Street C and Booth to address property concerns to the municipal park planned south of Street E in this location Physical barrier (eg, concrete planter island) to be provided where there are no back-to-back left turn lanes, not just painted lines 	<ul style="list-style-type: none"> Broadview EA design to be included in ESR to reflect that left turn lanes only to be provided at signalized intersections (with the exception of proposed EBL turn lane at Quad 1 western-most driveway agreed to in CF design workshop). Broadview EA design to be included in ESR to reflect alignment shift to match the CF road plan ROW limits between Street C and Booth Vehicle lay-bys to be determined through EH development detailed design, subject to meeting EA design guidance of lay-bys only on one side of the street per block per the above

Issue	Description	Resolution Discussed During Meeting	Action Items / Next Steps to Reflect Resolutions From Meeting
4. Broadview north of Street A	<ul style="list-style-type: none"> CF road plan was showing a 40.0m ROW at the underpass. CF/BA Group team acknowledged this needed to be updated. EA design is set within a 43.0m ROW beneath the rail corridor and has been coordinated with Mx/EHTH CF road plan begins widening of ROW from 37.5m to 40.0m beginning north of the Broadview and Street A intersection; City EA design begins widening at southern portion of the intersection 	<ul style="list-style-type: none"> City can accept updating the EA design to generally reflect narrowing north of Street A with a 43.0m ROW 	<ul style="list-style-type: none"> Broadview EA design to be included in ESR to be updated to generally match the CF road plan narrowing north of Street A with a 43.0m ROW
5. Broadview at Street E intersection	<ul style="list-style-type: none"> CF road plan includes a southbound and northbound right-turn lane on Broadview at Street E within a 38.75m ROW City EA design does not include separate NB and SB right-turn lanes at Street E and is set within a 37.5m ROW <p>BA proposes ROW of approx. 39m north of Street E, and 40.1m south of Street E (to accommodate right turn lane and bus pad noted below). Establish ROW for Draft Plan.</p>	<ul style="list-style-type: none"> Northbound and southbound right-turn lanes can be acceptable to City, pending inclusion of following items to maintain EA design objectives: <ul style="list-style-type: none"> Cycle track setback per OTM Book 18 (City noted an issue with current City design based on experience elsewhere in the City and is moving to the OTM Book 18 approach) Green infrastructure to be provided adjacent to curb No right-turn on red Additional ROW to be conveyed to the City Reduced length of right-turn lanes shown by CF road plan 	<ul style="list-style-type: none"> Broadview EA design to be included in ESR will continue to identify 37.5m ROW width and opportunity for a wider ROW to provide additional turn lanes in ESR, including design requirements to maintain EA design objectives, as listed and the need to revisit the cycle tracks per OTM Book 18 LEA to prepare a sketch for a potential intersection redesign as per design notations that reflects wider ROW width for inclusion in the ESR CF to continue to refine intersection design through detailed design process, which will determine final ROW width required on Broadview to accommodate turn lanes and other EA design objectives. Minor adjustments of final ROW width related to operational matters during detailed design would not trigger an EA addendum
6. Broadview between Street E and LSBE	<ul style="list-style-type: none"> CF design is generally a 37.5m ROW between Street E and LSB and also includes vehicle lay-by on west side City EA design widens to 40.5m ROW south of Street E to accommodate a SB streetcar platform just south of Street E and to maintain public realm elements with turning lanes <p>"City" road plan</p>	<ul style="list-style-type: none"> TTC platform is required to accommodate TTC interim bus service, prior to streetcar operation and extension of Broadview further south of Lake Shore Southbound right-turn lane length at Lake Shore shown in CF road plan to be reduced Potential for future lay-by on west side of Broadview is acceptable to the City with a wider ROW (lands conveyed to the City) is required to: <ul style="list-style-type: none"> Provide sidewalk, cycle track, and green infrastructure requirements within the blvd. This would benefit CF as it accommodates a straight property line At LSB, the EA design reflects the Issued For Construction drawings from Waterfront Toronto (i.e. what is currently being built). CF road plan to be updated to reflect City design at intersection and IFC drawings from Waterfront Toronto 	<ul style="list-style-type: none"> No changes to EA 10% design to be undertaken as final right-turn lane length, geometry etc. to be resolved during detailed design. ESR will note the potential for minor additional right-of-way width to accommodate a vehicle lay-by and accommodate wide sidewalk, cycle track and green infrastructure CF/BA Group to advance design to be finalized through detailed design process <p>and bus stop platform</p> <p>Impacts ROW width. A shorter right-turn lane can reduce ROW requirement. However, adding a layby results in a wider ROW that would work with a longer right-turn lane. Establish ROW for Draft Plan.</p>
Additional Items Not Discussed In Workshop			
7. Vertical Profile	<ul style="list-style-type: none"> EA vertical profile can be modified after the 70m streetcar platform to more quickly tie into the CF 	<ul style="list-style-type: none"> N/A – not discussed during workshop 	<ul style="list-style-type: none"> EA 10% design to align with CF road plan and profile after the streetcar platform location

Issue	Description	Resolution Discussed During Meeting	Action Items / Next Steps to Reflect Resolutions From Meeting
	profile. It is also understood that there is a potential that the streetcar profile may be separate from the roadway, subject to detailed design.	<ul style="list-style-type: none">EA design to be updated to more quickly tie into the CF road plan and profile	<ul style="list-style-type: none">Any outstanding design items to be finalized through detailed design process and coordination with Metrolinx/TTC
8. Transit Corridor Design	<ul style="list-style-type: none">The general cross-section dimensions have been confirmed with the TTC for the transit right-of-way. During detailed design, the layout of the streetcar design will be developed in coordination with the TTC designers.	<ul style="list-style-type: none">N/A – not discussed during workshopNo further EA action required	<ul style="list-style-type: none">Design to be finalized through detailed design process and through coordination with the TTC

SED
REET
A)



PROPOSED
LOCAL STREET
(STREET A)

