

**Broadview Avenue Planning Study - City-Initiated
Official Plan Amendment, Urban Design Guidelines and
Heritage Inventory - Final Report**

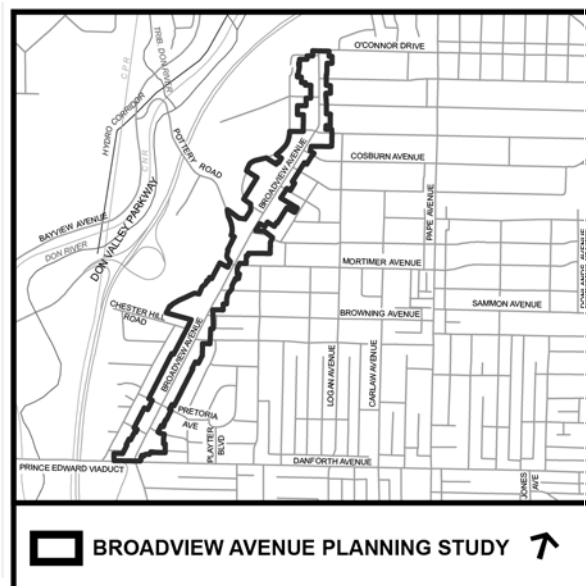
Date:	April 22, 2016
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 29 – Toronto-Danforth
Reference Number:	14-134157 STE 29 OZ

SUMMARY

In November 2013, City Council directed the City Planning Division to commence a study on Broadview Avenue, between Danforth Avenue and O’Connor Drive in consultation with the Ward Councillor and the local community. This report summarizes the outcome of the Broadview Avenue Planning Study; provides an Official Plan Amendment (OPA) via a Site and Area Specific Policy (SASP) to guide development in the study area and brings forward recommended area-specific Urban Design Guidelines.

The recommended OPA and Urban Design Guidelines provide for the following:

- protect views to the Don Valley and redesignates Gamble Parkette;
- define the existing character elements of the street that should be reinforced and enhanced, along with direction for areas of the street that can accommodate change;
- links between Toronto's indigenous history and early industrial era with Broadview Avenue and the Don Valley;



- recognize the diverse character of the street and the existing permissions while providing emphasis on the retail/commercial character, mitigating transportation impacts of new development and transition of new development to adjacent residential areas;
- a maximum recommended mid rise building height of 20 metres (six storeys). A variety of streetwall heights ranging from 14 to 16 metres with appropriate stepbacks are also recommended; and
- the identification of properties with historic attributes and the inclusion of these properties in the City of Toronto Heritage Register.

It is estimated that approximately 500 new residential units will be introduced in the study area over a period of 10 to 20 years. New tall buildings are not envisioned in the Policy Area.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan, for the lands fronting on Broadview Avenue between Danforth Avenue and O'Connor Drive substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 7 to the report dated April 18, 2016, from the Director, Community Planning, Toronto and East York District.
2. City Council adopt the Urban Design Guidelines attached as Attachment No. 8 to the report April 18, 2016, from the Director, Community Planning, Toronto and East York District.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment as may be required
4. City Council direct the Manager, Heritage Preservation Services, to report to the Toronto Preservation Board and Toronto and East York Community Council on the heritage attributes, and options for inclusion on the City's heritage inventory, of the properties identified in Urban Design Guidelines attached to this report.
5. City Council direct the General Manager of Transportation Services to undertake a review of the potential to implement a pedestrian crossing on the north leg of the intersection of Broadview Avenue and Chester Hill Road, and report to Public Works and Infrastructure Committee by the fourth quarter of 2016.

Financial Impact

The recommendations in this report have no financial impact.

BACKGROUND

Directions to initiate the Study

At the City Council meeting held on November 13, 14, 15 and 18, 2013, City Council adopted a motion that directed City Planning staff to:

- a. commence a planning study in 2014, on the portion of Broadview Avenue which is identified as an *Avenue*, that will address how new development will complement the existing built form, identify opportunities for public realm improvements, and plan for the transportation impacts of new development; and
- b. report back on the findings of the study to Toronto and East York Community Council.

The City Council decision is available at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.TE27.67>

Reasons for the Study

Broadview Avenue north of Danforth Avenue has faced increasing pressure for redevelopment with a recent increase in planning applications and pre-application consultations. The area has a diverse built form context and variety of lots with development potential. The community has expressed concerns with traffic congestion and operations in the area. Insufficient on-street parking, vehicular and pedestrian conflicts are some of the issues identified by the community. There are concerns that new development will exacerbate the aforementioned problems and potentially be out of keeping with important attributes of local character.

The study outcomes incorporate City and community objectives and seek to provide clarity for the community and potential developers regarding the appropriate type of development in the area.

ISSUE BACKGROUND

Study Website

The study website contains detailed background information about the Broadview Avenue Planning Study including: background documents, presentations, information panels and meeting summaries. The study website can be found at this link: <http://www.toronto.ca/broadviewstudy>.

Site and Surrounding Area

The Study Area includes all properties fronting on Broadview Avenue, between Danforth Avenue and O'Connor Drive. Broadview Avenue within the Study Area has a length of approximately 1.5 km and gently slopes downwards from north to south. The existing width of the Broadview right-of-way is uneven, but it is predominantly 20 metres. The Study Area is surrounded by neighbourhoods with the Don Valley located to the west. Danforth Avenue and Pape Avenue, which are both main streets are in close proximity. *Apartment Neighbourhoods* are located west adjacent to the Don Valley and to the northeast along Cosburn Avenue. TTC's Broadview Station which provides subway, bus and street car services, is located in the Study Area.

The area between Danforth Avenue and Chester Hill Road on the west; and Browning Avenue on the east is predominantly a mixed use area with non-residential uses at grade, residential use above and parking on the street or in the rear of buildings. The type of buildings in this area includes 1 to 2 storeys, 3 to 4 storeys, and 5 storeys. There are a number of high rise apartment

buildings adjacent to the Don Valley on the west side of Broadview between Chester Hill Road and Hillside Avenue. The areas north of Hillside Avenue and Bater Avenue are predominantly residential areas with single detached dwellings and low-scale two to three storey apartment buildings with a few corner stores.

The variety of lot sizes and patterns also contribute to the area's unique character. The lot fabric consists of two storey buildings on small lots, while 3-5 storey buildings occupy medium size lots and tall buildings between 15-24 storeys occupying large lots.

History and Heritage

The history of Broadview Avenue can be traced back to the 1700's when aboriginal encampments and trails were located in the area. Broadview Avenue was originally called the Mill Road and subsequently Don Mills Road. The villages of Todmorden and Chester developed around Broadview Avenue in the mid-to late-1800s. The area experienced significant residential growth after the Second World War resulting in the demolition of several historic buildings.

As part of the study, Heritage Preservation Services staff undertook a review of properties in the study area. The map attached to the draft Design Guidelines shows properties currently listed on the City of Toronto Heritage Register. The map also identifies properties that require further study for listing on the City of Toronto Heritage Register or for designation under Parts IV and V of the Ontario Heritage Act. It is anticipated that with the identification of these potential heritage properties, important parts of the City's 18th to mid-20th Century cultural heritage resources will be evaluated for listing or designation and will be protected and conserved in a manner consistent with established heritage policies. In addition, new development adjacent to these heritage properties will retain the integrity of the heritage property's cultural heritage value and attributes.

POLICY FRAMEWORK

The Planning Act

The *Planning Act* gives the City of Toronto the responsibility to ensure that provincial interests are met. Studies, such as the Broadview Avenue Study and Official Plan Policies resulting from this study, are two of the tools the City uses to ensure the above noted matters are adequately addressed.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key objectives include: building strong, healthy communities; wise use and management of resources; and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of

conservation. City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The City of Toronto's Official Plan provides a vision for a successful city, by directing growth into strategic areas, setting infrastructure priorities, and identifying implementation strategies. The vision of the Plan is about creating an attractive and safe City that evokes pride, passion and a sense of belonging to a city where people of all ages and abilities can enjoy a good quality of life.

Avenues in the City's Urban Structure

Portions of the study area are located within an *Avenue* on the Urban Structure Map (Map 2) in the City of Toronto Official Plan. Policy 2.2(2) directs growth to the Centres, Avenues, Employment Districts and the Downtown in order to efficiently use municipal infrastructure while protecting *Neighbourhoods*.

The *Avenues* designation recognizes opportunities to intensify and reurbanize existing arterial corridors as a way to manage the City's growth. *Avenues* are "important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities, while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents", according to Section 2.2.3 of the Plan.

The Official Plan also notes that not all Avenues are the same. "Each Avenue is different in terms of lot sizes and configurations, street width, existing uses, neighbouring uses, transit service and streetscape potential. There is no "one size fits all" program for reurbanizing the Avenues". The *Avenues* will be transformed incrementally. They will change building-by-building over a number of years. The framework for new development on each *Avenue* will be established through an Avenue Study, resulting in appropriate zoning and/or design guidelines created in consultation with the local community.

The Official Plan anticipates the creation and adoption of area-specific urban design guidelines to implement the Plan's objectives. Urban design guidelines provide guidance for built form, public realm improvements and other local matters that are consistent with the policies of the Official Plan.

Mixed Use Areas

The majority of the lands within the study area are designated as a *Mixed Use Area* in the Official Plan. Section 4.5 of the Official Plan contains policies on *Mixed Use Areas* in the Official Plan (Attachment No.1). The *Mixed Use Area* designation permits a broad range of commercial, residential and institutional uses and includes policies and development criteria to guide development and its transition between areas of different development intensity and scale. Not all Mixed Use Areas will experience the same scale or intensity of development.

Neighbourhoods

Some of the lands within the Study Area are designated as *Neighbourhoods*. The Official Plan establishes that *Neighbourhoods* are not growth designations (Attachment No.1). Physical change in *Neighbourhoods* is to be sensitive, gradual and generally 'fit' the existing physical

character, with new development respecting and reinforcing the general physical patterns in a neighbourhood. Section 2.3.1 requires new development in *Mixed Use Areas* that are adjacent to *Neighbourhoods* to provide a transition in scale and density towards the *Neighbourhoods*. Section 4.1 of the Plan contains general policies regarding permitted uses in *Neighbourhoods*, as well as development criteria policies.

Zoning

The lands in the Study Area fall within three different zoning regimes. The former Borough of East York Zoning By-law 6752 and the former City of Toronto Zoning By-law 438-86, as amended, are in force. The new Toronto Zoning By-law 569-2013 applies to all the lands in the study area (Attachment Nos. 2, 3 and 4); it is under appeal.

Mid-rise Guidelines and Avenues

Toronto City Council, at its meeting of July 8, 2010, adopted the recommendations contained in the staff report prepared by City Planning entitled *Avenues and Mid-Rise Buildings Study and Action Plan*, with modifications. The main objective of this citywide study is to encourage future intensification along Toronto's *Avenues* that is compatible with the adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings. The *Avenues and Mid-rise Buildings Study* identifies a list of best practices, categorizes the *Avenues* based on historic, cultural and built form characteristics, establishes a set of performance standards for new mid-rise buildings and identifies areas where the performance standards should be applied.

The Performance Standards are intended to be used as tools to implement both the Official Plan's *Avenues* and *Neighbourhoods* policies, maintaining a balance between reurbanization and stability. The Performance Standards provide guidance pertaining to size, shape and quality of mid-rise buildings and are intended to implement Section 2.3.1 of the Official Plan.

In July 2010, Council directed that, City staff report to the Planning and Growth Management Committee on the effectiveness of the Performance Standards and potential implementation measures, prior to the end of the monitoring period. Council extended the monitoring period to the end of 2014 to allow City staff to complete consultations on the effectiveness of the Mid-Rise Building Performance Standards and to direct the Chief Planner and Executive Director, to report to the Planning and Growth Management Committee at the conclusion of the monitoring period regarding any modifications to the Performance Standards. A staff report, entitled *Mid-Rise Building Performance Standards Monitoring* (March 11, 2016), will be considered by Planning and Growth Management Committee at the May 11, 2016 meeting. The report includes recommended updates to the 2010 approved Performance Standards, as well as a commitment to develop new draft policies for mid-rise buildings as part of the Five Year Official Plan Review.

This study builds on the *Avenues and Mid-rise Buildings Study* by developing a set of design guidelines that reflect the character and context of Broadview Avenue; and updates the vision, goals and priorities for the study area. The *Avenues and Mid-rise Buildings Study* applies only to the portion of the study area which is an Avenue, whereas the *Urban Design Guidelines* recommended by this report apply to the entire study area.

Community Consultation

The local community provided substantial input and feedback during the study. Four community meetings as well as four Stakeholder Advisory Committee meetings were held during the

duration of the study. The meetings were well attended by 180 to 200 people. The feedback from the community meetings have been a major contributor in shaping the proposed Site and Area Specific Policies (Attachment 6) and Urban Design Guidelines (Attachment 7).

The City retained the services of an Independent Facilitator (Lura Consulting) who led the community and stakeholder meetings associated with this study.

The following key input and feedback emerged from the community meetings:

1. Most participants identified the natural and cultural heritage of the area (the Don Valley, the indigenous history and Toronto's early industrial era) as important, character-defining elements of the Street. Many participants were of the view that the narrative around the natural and cultural heritage has been "buried" and should be brought to the fore as the primary anchor of the vision for the study area.
2. A widely held view at the meetings is that Broadview is eclectic and maintaining this eclecticism is important to the vision for the street. Broadview contains different character areas, places of interest, destinations, and many participants felt that this was a valued characteristic.
3. Most participants were of the view that new development should respect the predominant low-scale context of Broadview Avenue. Citing concerns about the proposed heights, scale of uses, and design of recent development proposals in the area, participants felt that the vision for the street should respect and take cues from the existing context.
4. Many participants also identified the small-scale and independent retail as an important part of the street's character however, consideration for a large retail store such as the grocery store at 1015 Broadview Avenue which presently serves the area, should be maintained in the event that the site is redeveloped.
5. Most participants identified an increase in green spaces, wider sidewalks, greenery and landscaping as priority public realm improvements.
6. Most of the resident identified traffic and parking as problems in the area and that new development should provide sufficient vehicular and bicycle parking onsite. In addition, parking enforcement should be a priority as well as the provision of commercial parking spaces to support businesses on Broadview Avenue.
7. Some participants do not support future development on the southwest and northwest corners of Pottery Road and Broadview Avenue and instead recommend preserving these sites as public parkland (not privately-owned publicly accessible space).
8. Several participants requested that the City undertake a comprehensive transportation study of the area. Concerns were raised regarding TTC ridership increasing beyond capacity, implications of the Relief Line, the need for improvements to signalized intersections and unsafe pedestrian and cyclist experiences.

Stakeholder Advisory Committee (SAC)

The SAC for the study consisted of 20 members that were selected by the independent facilitator in consultation with the Ward Councillor. The SAC included interested and affected residents, members of stakeholder organizations and businesses. Some of the SAC members were also local professionals with skills/experience in urban planning, urban design or architecture. The SAC meetings were held in advance of all the community meetings. The SAC meetings were a forum for discussing various aspects of the study. The members provided constructive feedback that resulted in revisions to the presentations that were given at the community meetings.

Agency Circulation

The proposed Draft Official Plan Amendment and Urban Design Guidelines were developed in consultation with other City Divisions. City staff from Toronto Parking Authority, Heritage Preservation Services, Toronto and Region Conservation Authority, Transportation Services, Urban Design, Transportation Planning, Engineering & Construction Services, Parks Forestry & Recreation, and Legal Services have provided comments that have informed the Draft Official Plan Amendment.

COMMENTS

The City Council direction for the planning study called for a determination of how new development will complement the existing built form, identify opportunities for public realm improvements, and plan for the transportation impacts of new development. The draft SASP is based on the review of the built form and land uses, existing policy framework, the physical character and context of the study area, comments from the community and feedback from other City departments.

The policy reflects community comments to preserve and improve the character of street, including existing uses, heritage, and built form (in terms of architecture, size, height, and articulation). New development will build upon and be compatible with the existing residential and pedestrian retail character. This will allow for the continued organic evolution of the street in accordance with the area-specific policy. This policy anticipates mid-rise infill development on a number of sites that are large enough to accommodate up to 6-storey mid-rise building envelopes.

Provincial Policy Statement and Provincial Plans

The proposed amendments to the Official Plan to preserve views to the Don Valley, redesignation of Gamble Parkette and Area-Specific Official Plan policy No. 509 described in this report are consistent with the PPS, 2014. The proposed policies conform and do not conflict with the Growth Plan for the Greater Golden Horseshoe.

Guiding Principles and Vision for Broadview Avenue

The community during the consultation meetings identified guiding principles and ingredients that constitute the vision for the study area. City Planning staff incorporated the guiding principles and vision ingredients for Broadview into the draft Urban Design Guidelines (Attachment No. 8).

Site and Area Specific Policy (SASP) for Broadview Avenue General Policies and Principles

The Official Plan states that not all Avenues are the same and there is no 'one size fits all' solution for the Avenues. As such, the local context and existing character are important factors when reviewing whether a development proposal is appropriate for the area. As the study progressed, City Planning staff determined that an area-specific Official Plan policy would provide clarity regarding how the Official Plan applies to Broadview Avenue.

The policies in the SASP implement a vision for Broadview Avenue according to the following principles: establishing green connections between the Don Valley and the study area, heritage conservation, creating a network of green and open spaces, area-appropriate built form and use; reinforcing of existing scale and character, improving the public realm and planning for the transportation impacts of new development. This area is not intended to experience significant wholesale intensification. The policies establish a vision for Broadview Avenue that generally maintains the existing fine-grained and low-scale character of the street and identifies heritage conservation and public realm improvements as priorities.

New development is directed to appropriate locations in the study area and on other sites where the lot size is generally larger than other parts of Broadview Avenue. Retail/commercial areas are identified that front onto Broadview Avenue and are designated as *Mixed Use Areas*. These areas have a fine grain of pedestrian-oriented commercial, retail or service uses on the ground floor with residential uses above.

Character Areas

The proposed Urban Design Guidelines and Official Plan direction for Broadview Avenue creates 5 Character Areas (Attachment No. 6), the boundaries of which are based on existing patterns of land use, built form and on the future vision for the area. The Character Areas were an analytical tool to examine and articulate the physical character of Broadview Avenue and the ways that the character is both consistent and variable across the study area.

Development Policies

The intent of the policies is to support and reinforce the Study Area as a place for people to live, work and shop. This will improve walkability and cycling conditions and create attractive community-based neighbourhoods that become gathering places. The emphasis is on maintaining small-scale grade related retail uses on the ground floor of any new building with residential uses above. New development should not negatively impact the surrounding *Neighbourhoods*.

Heritage

Properties identified on the map in the attached draft Urban Design Guidelines as having potential cultural heritage value or interest will be evaluated for possible inclusion on the Heritage Register.

Properties currently listed on the City of Toronto Heritage Register will be conserved in accordance with relevant legislation, including the Official Plan's heritage conservation policies, the *Ontario Heritage Act*, and the Provincial Policy Statement, and with regard to the Standard and Guidelines for the Conservation of Historic Places in Canada. New development or

alterations within the study area will respect, conserve and maintain the integrity of existing and potential cultural heritage properties. Heritage Impact Assessments will be required for development applications that affect existing and potential heritage properties within the study area. In addition, areas identified as having archaeological potential in the City of Toronto Archaeological Master Plan will require, at minimum, a Stage 1 Archaeological Resource Assessment as part of any planning application. Based on the heritage analysis conducted as part of the Study, the addition of individual properties to the City's Heritage Register was determined to be the most appropriate policy framework for heritage conservation in the study area instead of a Heritage Conservation District.

Public Realm/Open Space/Parkland

The emphasis in these policies is on creating a green, comfortable and attractive public realm, exploring opportunities for new public and private (but publicly accessible) open spaces, and improving existing parks. Charles Sauriol Parkette was recently upgraded with section 37 funds generated from the Minto Skyy development at 1048 Broadview Avenue. Other parks in the area such as the Gamble Parkette and Playter Gardens may also benefit from improvements. Gamble Parkette is currently designated in the Official Plan as *Neighbourhoods*. This study recommends redesignating Gamble Parkette as a *Parks and Open Space Areas – Parks*. Opportunities to create new parks on the properties at 1015 and 1099 will be pursued when redevelopment occurs. In addition, a network of parks and open spaces is recommended.

Through redevelopment, the widening of the sidewalks and the planting of street trees along Broadview where possible is a priority. Public realm improvements will include transit infrastructure on Broadview, including seating areas and weather protection at transit stops.

Built Form

Mid-rise development with maximum building heights of 6 storeys is generally recommended in the study area. However, modified mid-rise buildings with heights less than or more than 6 storeys can be accommodated in certain areas of Broadview. New development will occur as appropriate on lots with sufficient width, depth and appropriate access for parking and servicing. New tall buildings were deemed to be inappropriate for the area. A twenty metre height limit will accommodate incremental intensification along Broadview Avenue, distributing density along the street that would be in good built-form proportion to the street's uneven right-of-way width. The height limit with associated setbacks and stepbacks will set a benchmark for a cohesive built form as the street evolves and reurbanizes in a manner that is compatible with the existing form of development.

There are a variety of building types in the study area (described as a "hodge-podge" in community meetings). Five character areas were identified in the study area. The existing buildings on the street which are reflected in the 5 character areas identified, range from 1 to 2 storeys, 3 to 4 storeys, 5 storeys and 15 to 24 storeys in height. The buildings have a fine-grain building rhythm and retail uses at grade in certain character areas. Many of the buildings are constructed with brick and stone, some with recessed entrances, and art/murals on the main walls. Although new development having a maximum height of 6 storeys is recommended in the study area, there will be differences in height in various character areas due to existing lot conditions. New development should complement the existing built form, and maintaining the small-town feel and walkability along Broadview Avenue. As a result, a variety of street wall heights that correspond with the different character areas have been identified. The study recommends streetwall heights range from 4 to 5 storeys with façade articulation that reflects the

rhythm and prominent ground floor uses. New development will also be encouraged to use the prevailing building materials of the area.

Transportation

The Broadview corridor is identified as an *Avenue*, and is typical of many main streets in Toronto which experience peak conditions during certain times of the day. The study area is generally pedestrian-friendly and walkable but there is an opportunity for overall public realm improvements. Traffic flows and parking issues on the main street, on the east/west residential streets and on some north/south streets adjacent to the study area remain a concern for many community members. In addition, the community expressed concerns with the potential impact of additional vehicles from new development.

The character zones will have a variety of built form based on the existing uses and vision of the area along the corridor. The recommended changes in built form will have a minimal influence on all modes of travel in the area. The land use and transportation relationship and the findings are documented in this section, but the study also looked beyond this scope to address a range of short, medium and long-term issues, some of which arose during the course of the study.

Trip Generation and Local Traffic

Based on the vision and recommendations for the built form, it is estimated that less than 100 net new automobile trips (A.M. Peak hour) would be added to the area as a result of the study direction. These numbers are based on approximately 500 additional residential units related to the vision. These less than 100 trips would be spread over a distance of approximately one kilometre, and may gradually be built out over the next 10 to 20 years. This amount of traffic does not create a significant level of change to the study area. This study also considered historical and current trends, and automobile traffic on Broadview Avenue has been relatively stable for the past decade.

The City is continually investigating ways to address congestion through curbside management of illegal parking and loading activity, time-based strategies to better organize travel (example turn restrictions and parking restrictions), improvements to traffic signal timing to accommodate peak flows and transit vehicle priority, and physical and regulatory changes to improve safety for all road users. These are all tools aimed at improving the efficiency of the existing road network given the right-of-way conditions.

The study team has consulted with staff in Transportation Services. There are no specific changes to Broadview Avenue that are underway at this time. It is, however, recommended that a review be undertaken at Broadview Avenue and Chester Hill Road to determine the feasibility of introducing a pedestrian crossing on the north leg of the intersection. This will improve the wait time for pedestrians and improve the access to the TTC bus stop on the northeast corner, but may impact the eastbound flow of traffic to northbound Broadview Avenue.

Cycling

There has also been ongoing coordination with the City's Cycling Infrastructure and Program section in conjunction with the current work to develop a 10 year cycling network plan for improving cycling in the city. This work includes an analysis of demand, population and employment, network coverage, barriers, safety and other factors. There has also been ongoing public consultation and interim reporting on network planning. Various potential cycling

improvements have been identified during the Broadview study, including on-street bicycle lanes, sharrows, separated bikeways within the street right-of-way and connections to adjacent streets such as Chester Hill Road. These potential improvements must all be considered within the broad network scope of the Cycling Plan.

Optimizing the right-of-way

The public realm plan identifies a range of streetscape and pedestrian improvements along Broadview Avenue, including sidewalk widening, tree planting, street furniture, and bike parking. At the present time, Broadview Avenue from Danforth Avenue to O'Connor Drive is scheduled for resurfacing work in 2016 following the completion of utility upgrades. This work includes the replacement of asphalt surface, transit shelter installations, and repairs of utility cuts, damaged sidewalks and curbs.

Although Broadview Avenue is not scheduled for complete reconstruction, the study team presented a tool box of potential redesign ideas including options for a mix of bus lanes, bike lanes, lay-by parking, on-street parking, and sidewalk/boulevard widening. This toolbox of options is based on the core principle of the City's on-going work to develop a Complete Streets Guideline, which is to balance the essential needs of all road users. Broadview Avenue is challenged, like many other streets, by the need to accommodate pedestrians, public realm space, cyclists, transit use and automobiles. The tool box of options is useful as a starting point for future discussions when Broadview Avenue is considered for reconstruction.

Transit & Relief Line

City staff are working jointly with the TTC on a project assessment study to determine a preferred alignment for a subway relief line connecting Downtown Toronto and the Danforth Subway east of the Don River. The transit team has studied a number of corridor connections to Line 2, including Broadview Station and Pape Station. The Relief Line Project Assessment study is ongoing and has recommended a preferred corridor connecting Pape Station to the Downtown via Queen Street corridor. Regardless of the outcome of this study, Broadview Station will be an important streetcar connection, and Broadview Avenue north of Danforth will continue to be an important bus corridor connection to the subway station, and will be a key consideration in any future plans for the redesign of the street.

Broadview Extension

The Central Waterfront Secondary Plan (2003) includes an extension of Broadview Avenue south from Eastern Avenue, under the Lake Shore East rail corridor and connecting south of Lake Shore Boulevard into the Port Lands. This extension would include streetcars operating in an exclusive transit right-of-way. The planned extension of Broadview Avenue is currently included in Environmental Assessment Master Plan study for the South of Eastern Employment Lands and Port Lands. Changes to the transit network operating on Broadview Avenue could potentially impact the operations at Broadview subway station, and will have to be considered in the context of future transit planning work.

Parking

There are several types of parking in the Broadview study area serving the various land uses. In Character Zone A (and parts of Character Zone B and C) land use is mixed commercial-retail, and the on-street parking along Broadview Avenue in this zone provides short term off-peak parking to those visiting its local restaurants, offices, and retail shops. Located immediately outside Character Zone A, there is a Green P surface public parking lot containing 93 parking

spaces at the corner of Erindale Avenue and Ellerbeck Street. Character Zone B mainly consist of single family dwellings, with some properties having front-yard parking. Character Zone C is predominantly multi-story residential buildings with parking available on-site to residents and visitors. Finally, Character Zone D has a mix of residential and retail-commercial use, with some private parking and a few commercial properties providing customer parking on-site.

The Toronto Parking Authority has conducted studies which indicate that the Green P lot is well utilized. As demand for public parking increases, it is important that the current public parking supply is maintained, monitored and controlled so that the needs of short-term visitor parking are addressed. Both on-street and off-street public parking supply and usage impacts each other. In conjunction with any future street improvements, opportunities to improve public parking strategically (both on- and off-street) is necessary as options are reviewed. Existing surface lot owners are encouraged to apply the strategies and measures detailed in *The Design Guidelines for 'Greening' Surface Parking Lots* to improve the design and environment challenges of their carpark. Opportunities for shared parking between various parking users are supported, with the appropriate mechanisms in place to facilitate each user.

The draft Urban Design Guidelines will require parking and servicing to be accessed on secondary streets at the rear of properties or underground where possible. In addition, vehicular curb cuts on Broadview will be minimised in order to preserve the pedestrian and public realm environment, and also to maintain overall traffic safety and efficiency. While parking standards may vary on a site-specific basis, this study does not alter the existing zoning standards for parking. Shared parking is encouraged between users with different peak characteristics in new developments or on existing parking facilities and the zoning by-law also provides regulation on this.

Community Services and Facilities

Community Services and Facilities are important to creating well functioning and liveable communities. As new residents move to the area, review and evaluation of community services and facilities will be done through the requirement for studies completed in support of development applications. The guidelines rely on the existing policies in the Official Plan which call for preserving and improving existing community services and facilities and ensuring that an appropriate range of services and facilities are provided in areas of incremental growth.

As a result, City Staff will consider the City's capital budget and section 37 contributions to either support new and existing facilities and/or programs. The community raised certain issues that could not be addressed as part of this planning study. Concerns were expressed regarding the capacity of local schools to support population growth and the lack of affordable housing. The school boards are notified when applications are submitted to the City and they provide advice regarding existing capacity and alternative arrangements in the event that children cannot be accommodated in local schools. A strategy for ensuring that future school age children can be accommodated is usually considered by both the Toronto District School Board and the Toronto Catholic District School Board as development proceeds.

Affordable housing policy and implementation is being addressed through a variety of initiatives within City Planning. These initiatives include: the Affordable Housing Open Door Program, which pursues a multi-Divisional approach to increase the production of new affordable housing the City; finalizing a new definition for Affordable Homeownership which will broaden the spectrum of affordable housing supported by the Official Plan; consulting with the Province to

provide input on the forthcoming inclusionary zoning legislation in order to establish a successful planning framework and implementation program for affordable housing across the City; and examining the issue of housing affordability for larger family sized units in condominium developments through the Growing Up: Planning for Children in New Vertical Communities study.

Municipal Infrastructure

Municipal infrastructure including the water distribution system, sanitary sewers and storm sewers are essential in maintaining the quality of life in the study area. Servicing infrastructure is also central to efforts to building a sustainable community by ensuring management of Toronto's water resources and protecting water quality.

The City requires new development applications to be supported by reports (servicing and stormwater management) that demonstrate that there is sufficient infrastructure capacity and that the proposed development will not negatively impact the area. The types of studies required to support development applications are listed in the City of Toronto Development Guide. In the event that there is insufficient infrastructure capacity to support development, the cost of upgrades to infrastructure will be borne by developers.

CONCLUSION

The proposed site and area specific policy for Broadview Avenue emphasize that the existing scale, lot pattern, and mix of uses that are currently found in the study area should be complemented and influenced by any new redevelopment on the street. Conservation of heritage and improvements to the public realm will occur incrementally resulting in wider sidewalks on some parts of the street with street trees and new parks and open spaces. The street will accommodate all modes of transportation that balances the needs of pedestrians, cyclists, vehicles and transit users. Staff recommend the adoption of the Official Plan Amendment and Urban Design Guidelines to shape further change on Broadview Avenue.

CONTACT

Francis Kwashie, Senior Planner
Tel. No. 416-392-1306
Fax No. 416-392-1330
E-mail: fkwashi@toronto.ca

SIGNATURE

Gregg Lintern, MCIP, RPP
Director, Community Planning
Toronto and East York District

(P:\2016\Cluster B\pln\TEYCC\12566809029.doc) - smc

ATTACHMENTS

Attachment 1: Official Plan

Attachment 2: Zoning - Land Use

Attachment 3: Zoning - Land Use

Attachment 4: Zoning - Land Use

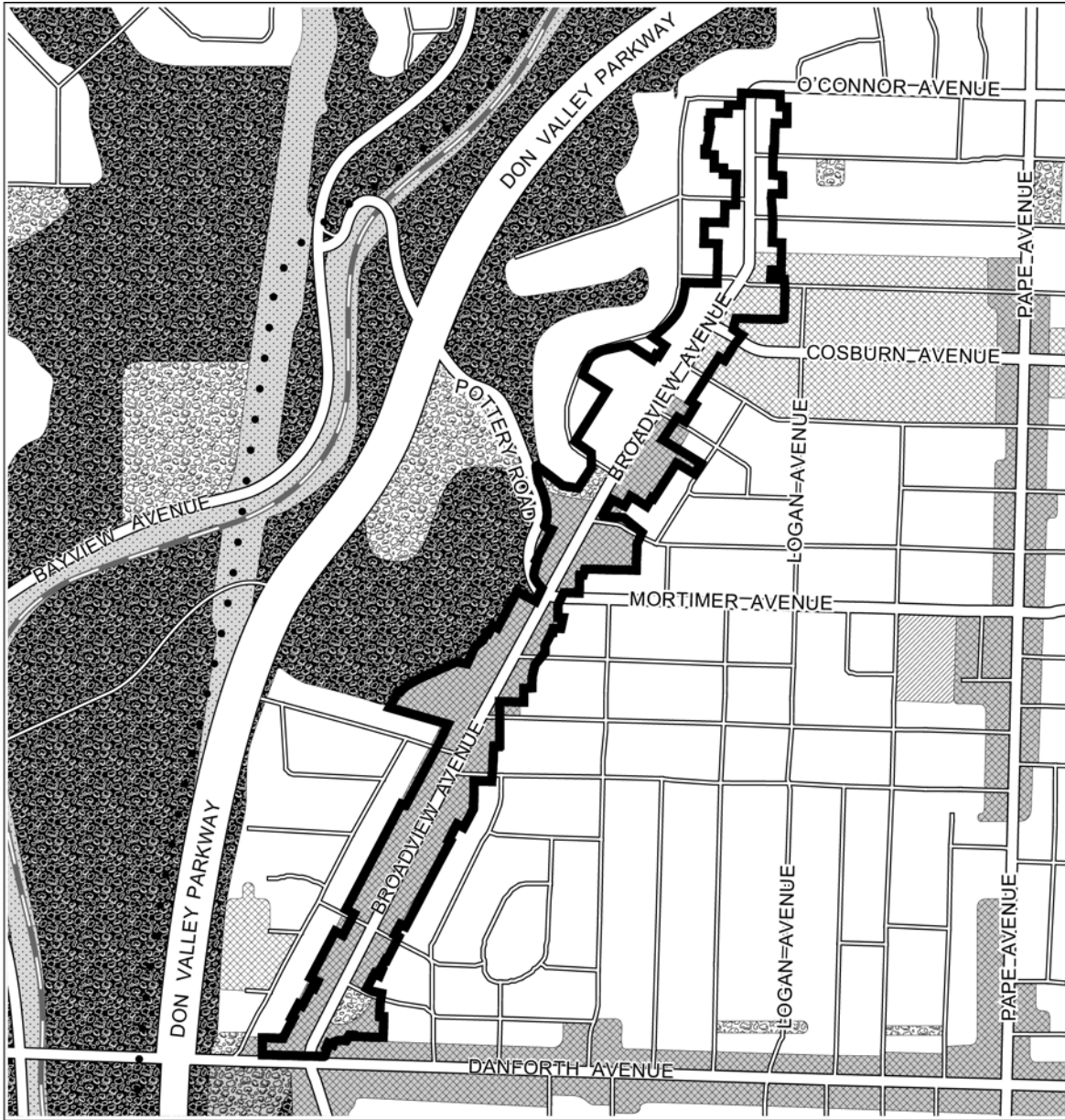
Attachment 5: Zoning - Height

Attachment 6: Character Areas

Attachment 7: Draft Official Plan Amendment (Area-Specific Policy No. 509)

Attachment 8: Draft Urban Design Guidelines

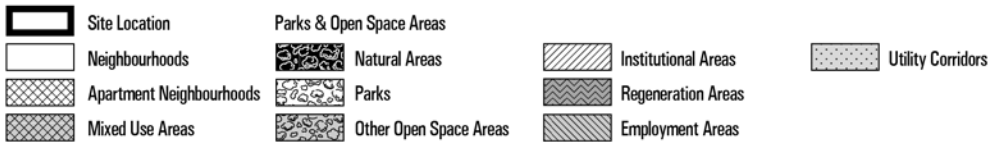
Attachment 1: Official Plan



Broadview Avenue Planning Study

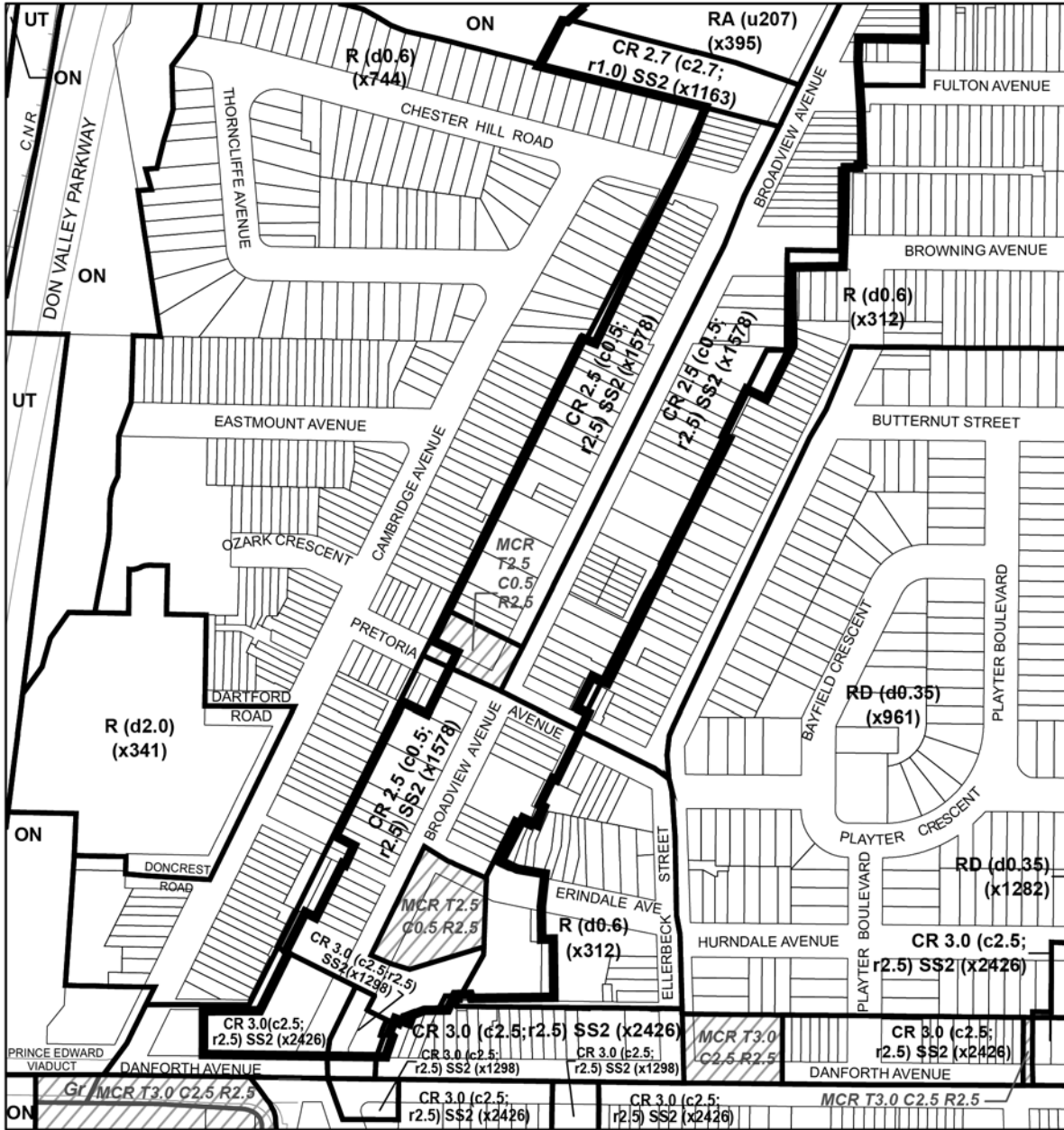
Official Plan

File # 14 134157_STE 29 02



↑
Not to Scale
03/08/2016

Attachment 2: Zoning - Land Use



Zoning By-Law No. 569-2013 - (Map 1 of 3)

Broadview Avenue Planning Study

File # 14 134157 STE 29 OZ

Location of Application

See Former City of Toronto By-Law No. 438-86

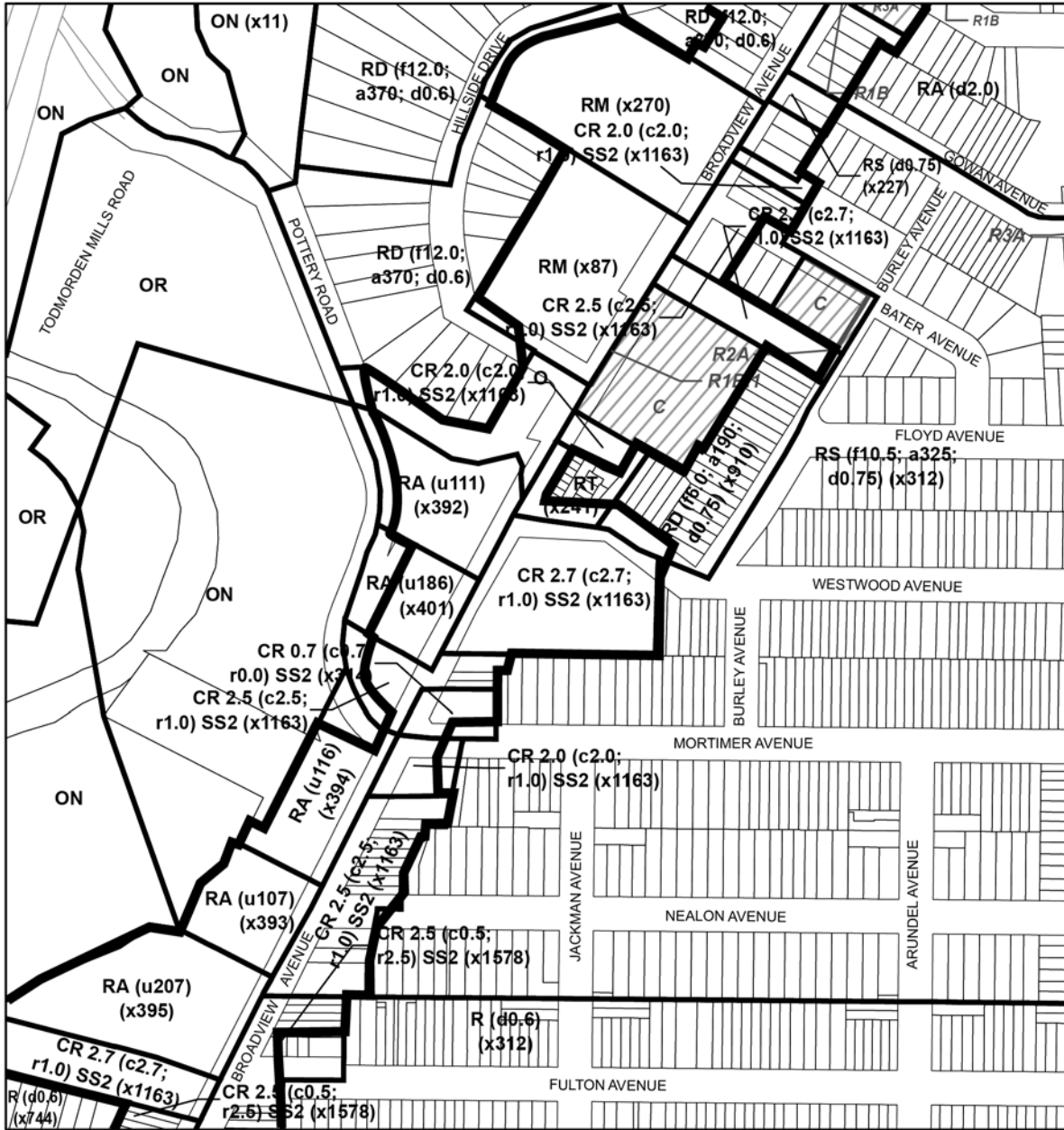
- | | |
|---------------------------------|--------------------------------------|
| R Residential | CR Commercial Residential |
| RD Residential Detached | ON Open Space Natural |
| RA Residential Apartment | UT Utility and Transportation |

- | |
|-------------------------------|
| MCR Mixed-Use District |
| G Parks District |
| Gr Parks District |



Not to Scale
Extracted: 03/09/2016

Attachment 3: Zoning - Land Use



Zoning By-Law No. 569-2013 - (Map 2 of 3)

Broadview Avenue Planning Study

File # 14 134157 STE 29 0Z

Location of Application

See Former Borough of East York By-Law No. 6752

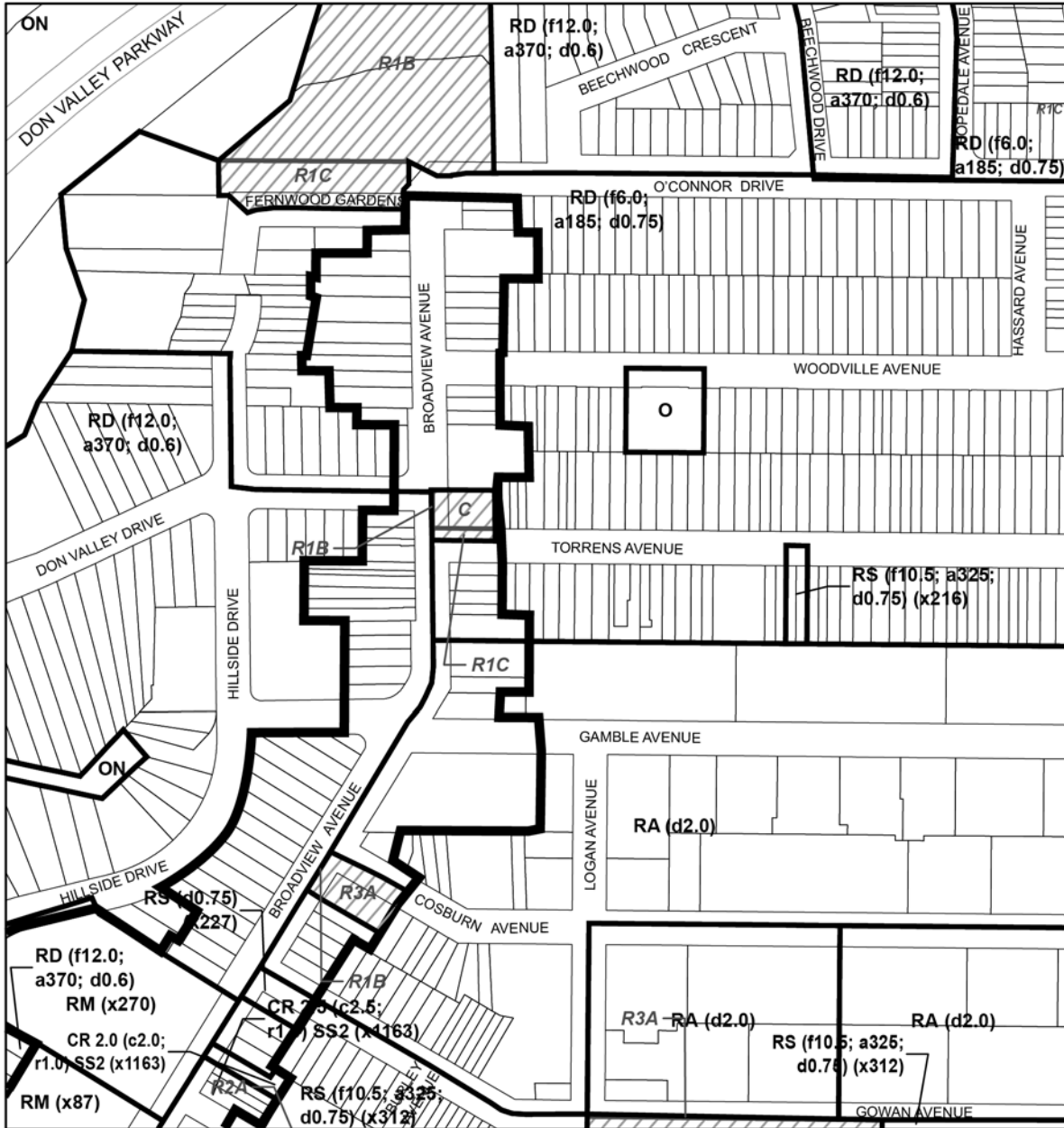
- R Residential
- RD Residential Detached
- RS Residential Semi-Detached
- RT Residential Townhouse
- RM Residential Multiple
- RA Residential Apartment
- CR Commercial Residential
- O Open Space
- ON Open Space Natural
- OR Open Space Recreation

- R1B Low Density Residential
- R2A Medium Density Residential
- R3A High Density Residential
- C Commercial



Not to Scale
Extracted: 03/09/2016

Attachment 4: Zoning - Land Use



Zoning By-Law No. 569-2013 - (Map 3 of 3)

Broadview Avenue Planning Study

File # 14 134157 STE 29 0Z

Location of Application

RD Residential Detached
RS Residential Semi-Detached
RM Residential Multiple

RA Residential Apartment
CR Commercial Residential
O Open Space
ON Open Space Natural

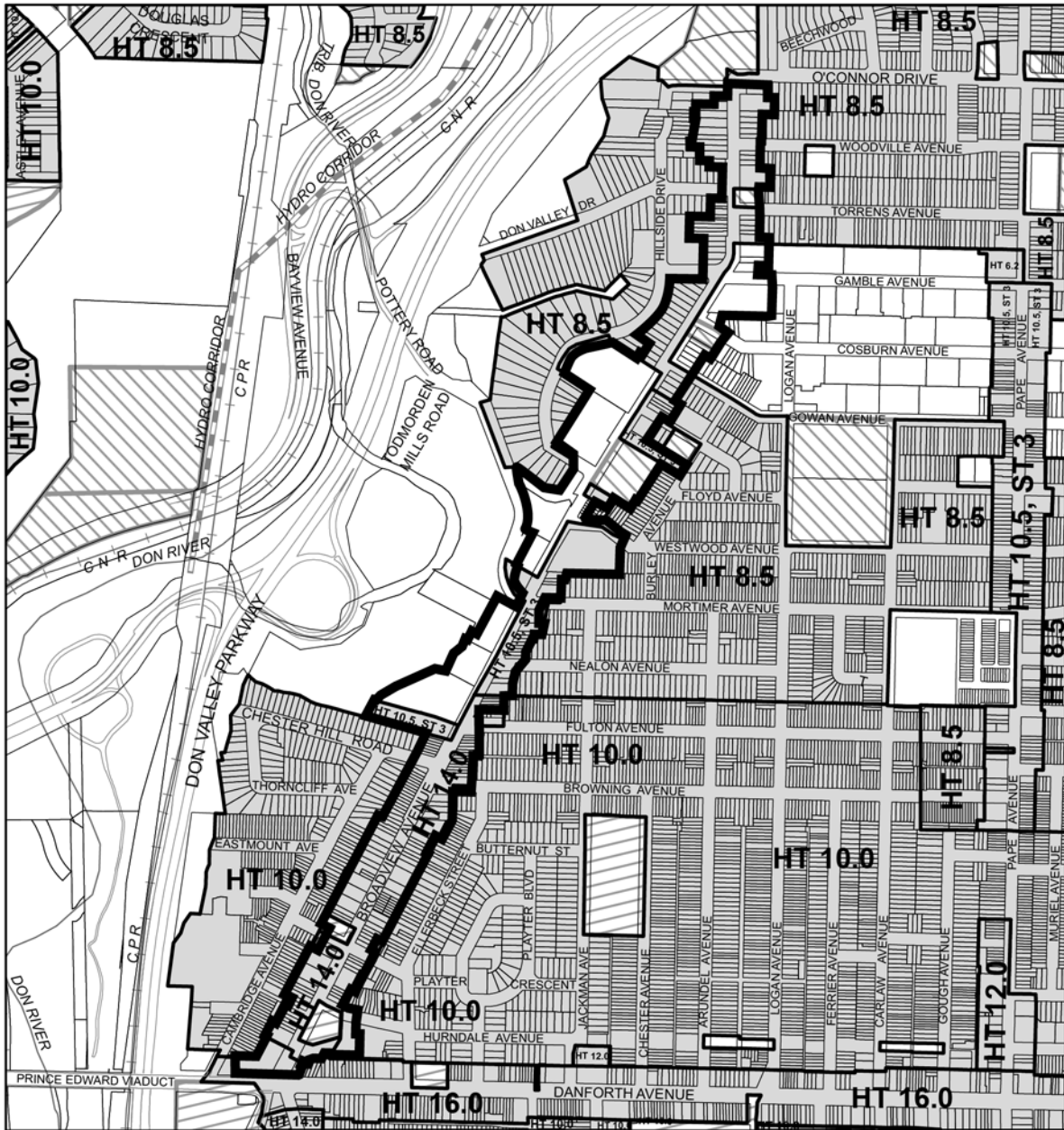
See Former Borough of East York By-Law No. 6752

R1B Low Density Residential
R1C Low Density Residential
R2A Medium Density Residential
R3A High Density Residential
C Commercial



Not to Scale
Extracted: 03/09/2016

Attachment 5: Zoning - Height



Zoning By-Law No. 569-2013
Height Overlay

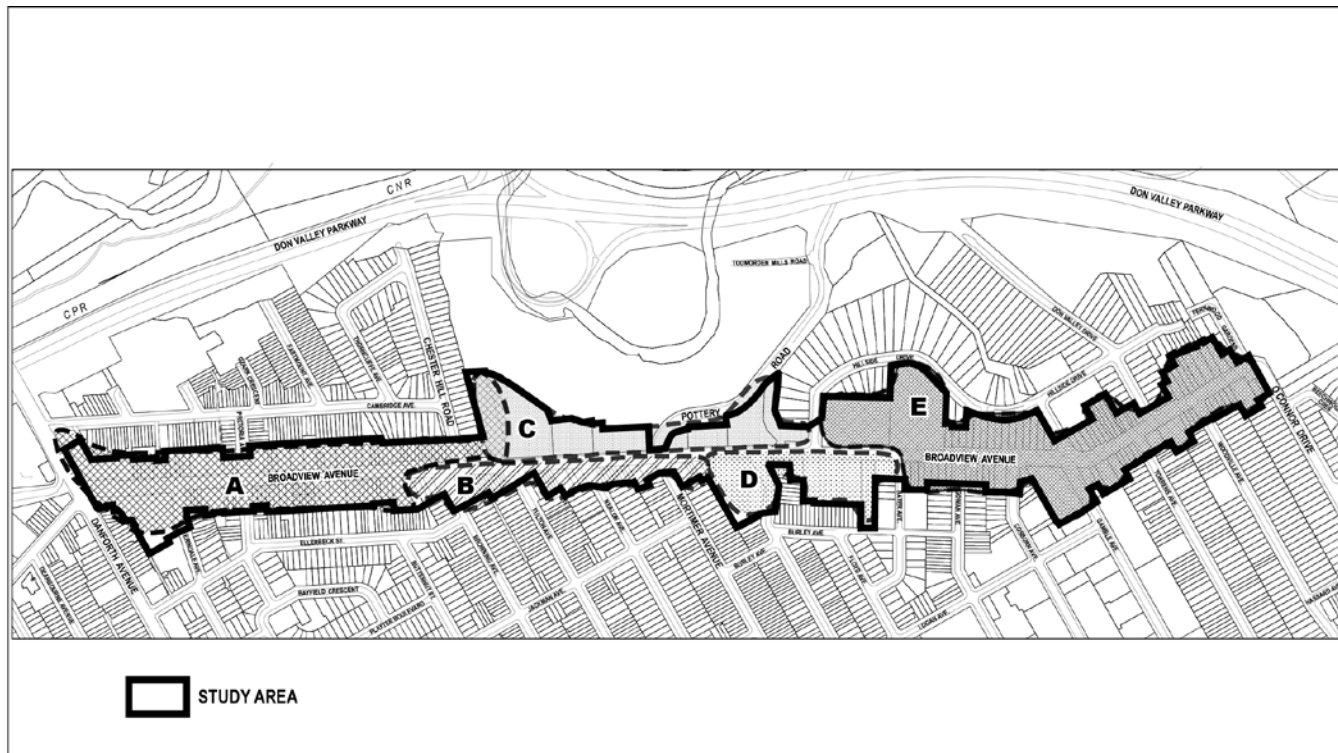
Broadview Avenue Planning Study
File # 14_134157 STE 29 0Z

Location of Application
 Height Areas

See Former City of Toronto By-Law No. 438-86
 See Former Borough of East York By-Law No. 6752

Not to Scale
Extracted: 03/07/2016

Attachment 6: Character Areas



Broadview Avenue Planning Study

Character Areas

File # 14_134157 STE 29 OZ



Attachment 7: Draft Official Plan Amendment (Area-Specific Policy No. 509)

Authority: Toronto and East York Community Council Item ~ [or Report No. ~, Clause No. ~] as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

WHEREAS authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P. 13, amended, to pass this By-law;

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The attached Amendment No. 343 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

JOHN TORY,

ULLI S. WATKISS,

Mayor

City Clerk

(Corporate Seal)

The Official Plan of the City of Toronto is amended as follows:

(Corporate Seal)

AMENDMENT NO. 343 TO THE OFFICIAL PLAN

LANDS MUNICIPALLY KNOWN IN THE YEAR 2015 AS 80-90 DANFORTH AVENUE, 778 - 1276 AND 769 - 1227 BROADVIEW AVENUE

1. Amendment to Map 7A - Identified Views from the Public Realm

5.5. In addition to the areas identified on Official Plan Map 7A - Identified Views from the Public Realm – the following will be added:

Important Natural Features

View to

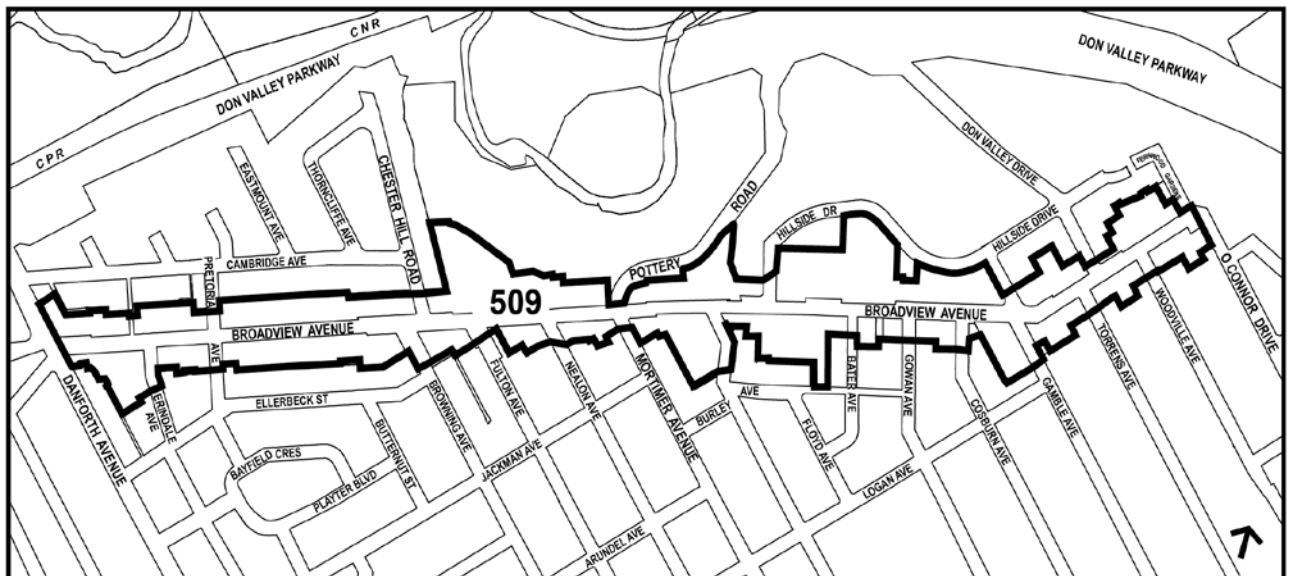
a. C.10 The Don Valley

From

Intersection of Pottery Road/Mortimer Avenue and Broadview Avenue

2. Amendment to redesignate the City-owned property on the southeast corner of Broadview Avenue and Gamble Avenue from *Neighbourhoods* to *Parks and Open Space Areas – Parks*.
3. Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 509 for the lands known municipally in 2015 as 80-90, inclusive, Danforth Avenue, 778-1276, inclusive, and 769-1277, inclusive, Broadview Avenue, as follows:

[509]. Broadview Avenue between Danforth Avenue and O'Connor Drive



1. Purpose

1.1. This Site and Area Specific Policy is intended to guide and manage moderate incremental development on Broadview Avenue, between Danforth Avenue and O'Connor Drive; complement, build upon, and strengthen the physical character of the area as a whole and within each of its five character areas; conserve and reinforce the area's natural and cultural heritage; and ensure compatibility between existing and future development.

Map 1 identifies the five Character Areas

2. Planned Character and Public Realm

2.1. The planned character of the Broadview Avenue will express the street's historical and physical relationship with the Don Valley. The street will be greened through improvements to and expansion of the public realm and setbacks and tree planting achieved by way of new development. The planned character will build upon existing building elements that include brick cladding, punched windows, vertical and horizontal articulation of building facades, pronounced storefronts, and vertical rhythm. Mid-rise infill development will provide cohesion to the massing and scale of built form.

2.2. The existing public and private spaces on Broadview Avenue and views into the Don Valley will be preserved and improved; and new open spaces that are accessible to the public will be created.

2.3. The corners of Pottery Road and Broadview Avenue will provide a landscape gateway connecting Broadview Avenue to the Don Valley ravine with planted features, native species, include commemorative heritage signage and/or public art installations.

3. Development Criteria – Entire Study Area

In addition to other applicable development criteria of this plan, all new development in *Mixed Use Areas* along Broadview Avenue will:

3.1 Improve boulevard conditions with appropriate setbacks, tree planting, seating areas, reorganization of street furniture, pavement treatments while complementing the area's heritage character.

3.2. Include building articulation, windows and entrances that are generally consistent with the prevailing building characteristics;

3.3. Include building materials that are complementary to the materials used on existing buildings along Broadview Avenue; and

3.4. Have a ground floor height that generally matches existing commercial ground floor heights in the area to reinforce the existing horizontal articulation of building façades.

4. Development that exceeds the permitted height in the Zoning By-law is only appropriate on lots within Character Areas A, B, C, and D that have sufficient width, depth and appropriate access for parking and servicing. Such development proposals will demonstrate that the site can accommodate the proposal and will be reviewed through a Zoning By-law Amendment or Minor Variance process, as applicable. Such development will:
 - (a) Have the maximum building heights shown in the table below; and
 - (b) Provide setbacks within a 45 degree angular plane above the heights shown in the table below measured from the front property line.

Character Areas	Maximum Building Height (excluding mechanical penthouse)	Height at which the building setbacks occur (applies to facades on Broadview Avenue and any flanking street)
A	6 storeys	5 storeys
B	5 storeys	4 storeys
C	6 storeys	5 storeys
D	6 storeys	5 storeys

5. Site-Specific Development Policies

958 Broadview Avenue (Estonian House)

The property located at 958 Broadview Avenue is part of Character Area A and Character Area C. The property may accommodate new development in mid-rise and low-rise form. New development will:

- 5.1. Provide a built form transition between the tall buildings to the north and single-family houses (*Neighbourhoods*) to the south.
- 5.2. Provide front yard setbacks which are consistent with the adjacent front yard building setbacks.
- 5.3. Conserve the integrity of the property's cultural heritage values and attributes, including the 19th century Chester Public School.
- 5.4. Avoid undue negative impact on the rear yard amenity of properties in adjacent *Neighbourhoods*.

5.5 Maintain an appropriate mix of uses where possible to enable accommodation of a multi-purpose non-profit community facility.

1015 Broadview Avenue and 1099 Broadview Avenue

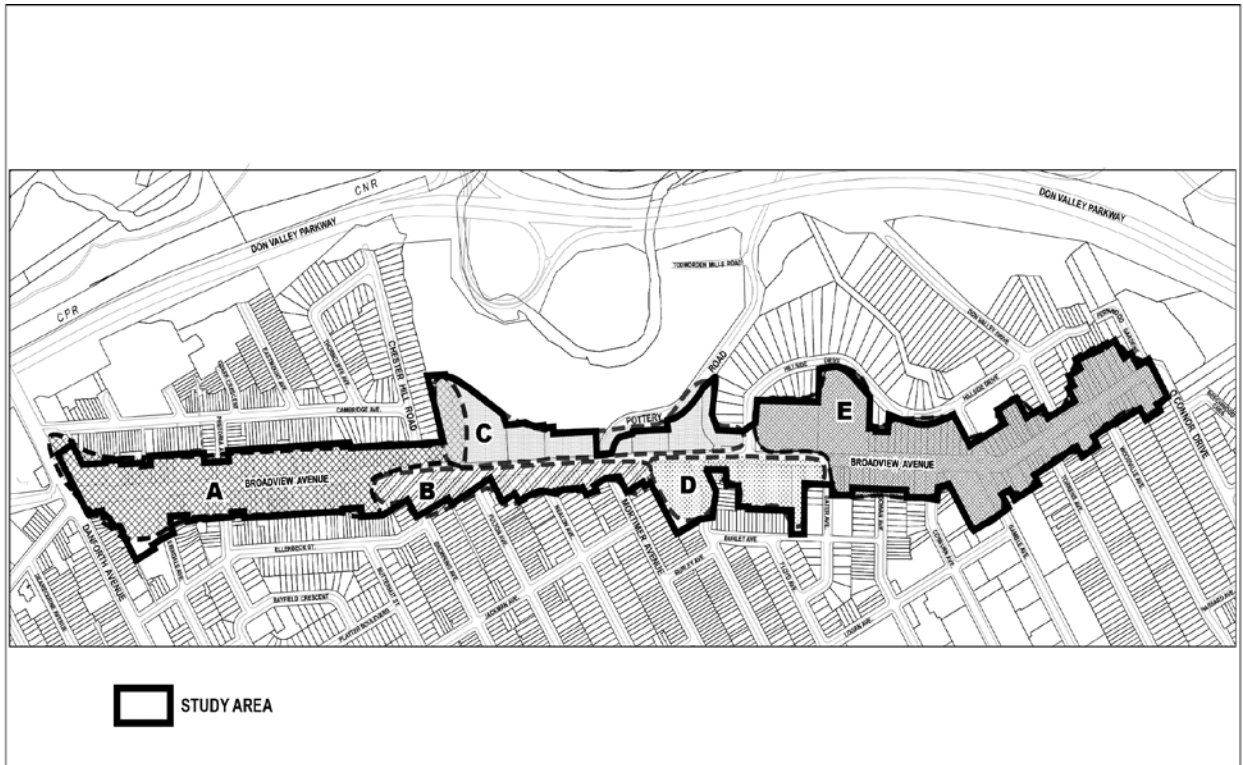
5.6. The properties at 1015 Broadview Avenue and 1099 Broadview Avenue may accommodate new development in mid-rise and low-rise form with retail uses encouraged on the ground floor.

6. Urban Design Guidelines

6.1. Urban Design Guidelines for Broadview Avenue will be used as a tool to evaluate new development in the area and to ensure consistency with the Official Plan and this SASP. All development will have meaningful and appropriate regard for the Urban Design Guidelines for Broadview Avenue as well as all other applicable Council Adopted Guidelines, including the Avenues and Mid-rise Guidelines. To this end, the Urban Design Guidelines will:

- a. implement Official Plan policies;
- b. supplement the Avenues and Mid-Rise Building Study;
- c. provide an understanding of the area's local character;
- d. explain how development can complement local character;
- e. articulate planning priorities for new development in the area;
- f. provide built form guidelines including setbacks, stepbacks, height and massing for development appropriate within each character area;
- g. identify buildings of heritage interest that could be studied for the inclusion on the City's heritage inventory;
- h. illustrate how the public realm can be improved; and
- i. clarify how the transportation impacts of new development can be mitigated.

Map 1: Character Areas in the Study Area



Broadview Avenue Planning Study

Character Areas

File # 14_134157 STE 29 0Z



Attachment 8: Draft Urban Design Guidelines

**** To be provided on or before the May 10, 2016 Toronto & East York Community Council Meeting ****