



## Broadview Avenue

Danforth Avenue to O'Connor Drive

URBAN DESIGN  
GUIDELINES

Revised  
June 2016

## City of Toronto

### Broadview Planning Study - Urban Design Guidelines - Revised June 2016

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The City of Toronto City Planning Division would like to thank all those who participated in the community consultation process. This document has been enhanced by your knowledgeable and helpful feedback.

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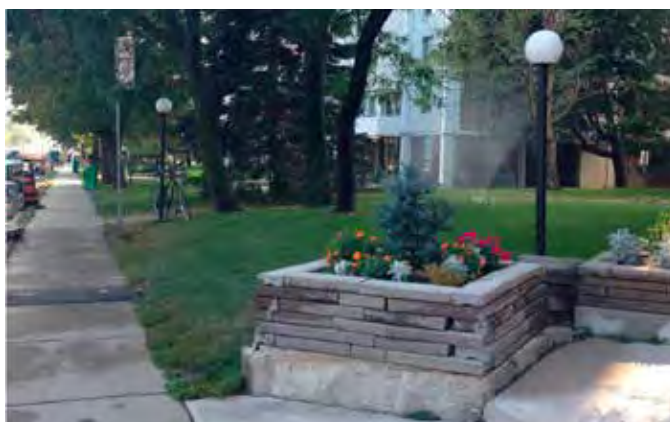
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# Mandate

On November 13, 2013, Toronto City Council requested that the City Planning Division initiate a study of Broadview Avenue between Danforth Avenue and O'Connor Drive in consultation with the Ward Councillor and the local community. The mandate calls for a study that will develop design guidelines to 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."

As part of this study, City Planning has developed Urban Design Guidelines for this portion of Broadview Avenue. The guidelines are intended to support vibrant, high quality, appropriately scaled, single or mixed-use development in the Study Area. The guidelines are consistent with the Official Plan and the Site and Area Specific Policy (SASP) No. 509 for the Study Area. The SASP indicates that the guidelines will be used as a tool to evaluate proposed development in the area and ensure that such development is consistent with the Official Plan. The guidelines will implement the Official Plan policies, provide an understanding of the area's local character, explain how development will be sensitive to the local character, promote an animated public realm, provide built form guidelines, identify buildings of heritage interest, and provide options for improving transportation conditions.

The Official Plan provides a long-term vision for the City that is intended to be supported by implementation plans, strategies and guidelines. These supporting documents, including the subject guidelines, provide detailed implementation guidance that is consistent with the Official Plan and responds to changing circumstances and priorities.

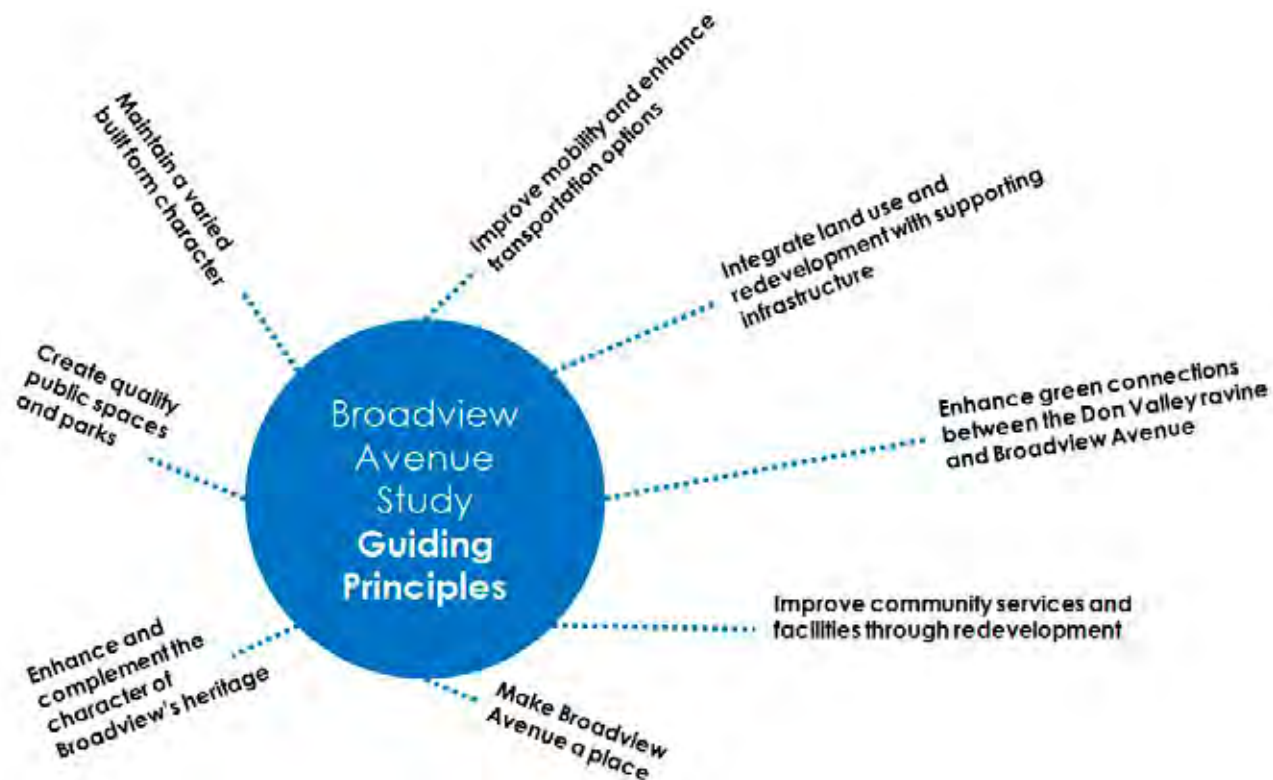




# Executive Summary

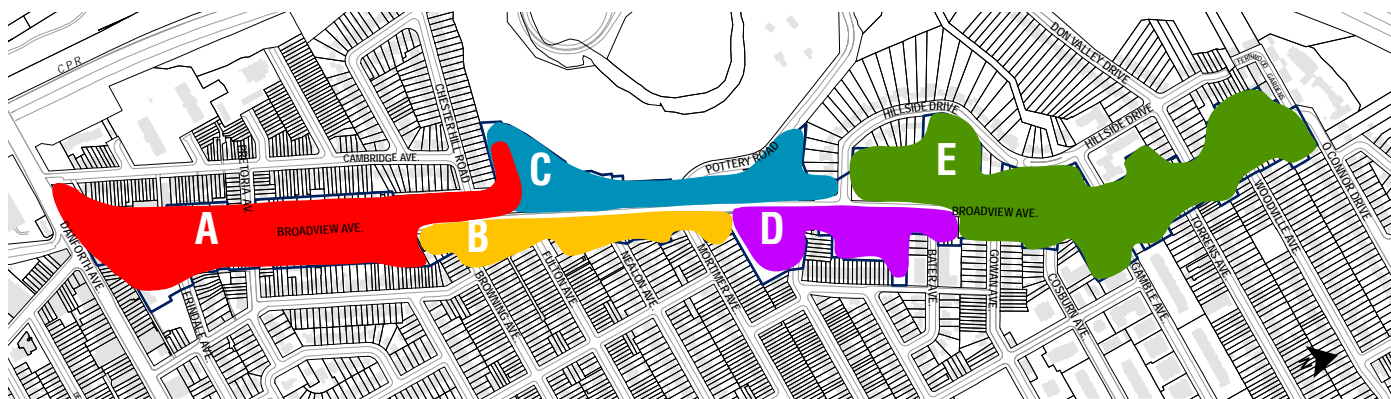
## Guiding Principles

The Study Team, in consultation with the community, developed the guiding principles shown below. The guiding principles are reflected in the vision and planning framework for the Study Area.



## Options

Informed in part by the community consultations, the Study Team identified five character areas for which a number of built form options, public realm improvements, parks and open spaces, green connections, and transportation options were developed and assessed. These elements then formed the basis for a general planning framework.



Character Areas Map

# Guidelines

The guidelines and standards reflect the five character areas as well as the area's natural and cultural heritage.

## Valley Gateway

Green connections between Broadview Avenue and the Don Valley in the form of the planting of new native tree species as well as maintaining public access to views towards the Valley is encouraged.

## Heritage

New development will retain, enhance and commemorate the heritage attributes of buildings and the history of the area. Commemorative signage is recommended at appropriate locations.

## Parks and Open Spaces

New parks will be included as part of any future redevelopment on the properties at 1099 and 1015 Broadview Avenue. A network of green connections and new parks are encouraged, as well as, improvements to front yard landscape areas, public lanes and existing parks.

## Land Use

Residential and mixed-use development is encouraged in the Study Area as a place where people can live, work and play. Street-related retail at grade is desirable in appropriate locations to support the character of the Study Area.

## Built Form

Mid-rise built form is appropriate for all parts of the Study Area, with the exception of the areas designated as *Neighbourhoods*. Other low scale buildings such as townhouses may be appropriate due to lot size and configuration.

Tall buildings are not appropriate in the Study Area.

## Height

Height restrictions are informed by local context and the policy directions for the Avenues.

Mid-rise buildings will be limited to a height up to 20 metres. That height may be further limited by angular planes (reflecting lot depth). The study recognizes that on large sites, buildings taller than the existing right-of-way may be appropriate provided certain conditions are addressed.

## Angular Planes and Transition

Angular planes will be applied to all sites within the Study Area except *Neighbourhoods*, in keeping with the standards developed in the Avenues and Mid-rise Buildings Study. These will support appropriate transition between existing *Neighbourhoods* and any new developments, as well as forming appropriate street wall heights and relationships along Broadview Avenue.

## Setbacks

A system of setbacks to support wider sidewalks, retail amenity spaces, and/or green landscaping in front of ground-level residential uses are encouraged.

## Stepbacks

Stepbacks will be required for new mid-rise buildings. This is intended to provide a consistent scale to the streetscape and allow for light penetration and sky views.

## Density

Appropriate density will be determined on a case by case basis when development applications are made. Such applications should be consistent with the intensification policies for Avenues and the Site and Area Specific Policy for the Study Area.

## Guidelines (cont'd)

### Streetscape

The Study Team developed recommended streetscape improvements for Broadview Avenue without widening the right-of-way. Appropriate front building setbacks from the street will support an improved pedestrian realm that features broader sidewalks, street tree planting, landscaped areas and bicycle rings where possible.

### Transportation

The Study identified a number of approaches for improving vehicle, transit, pedestrian and bicycle linkages. Informed by existing conditions and the guiding principles, three Transportation Alternative Planning Solutions, differing in their components, were developed. Ultimately, a solution that continues to utilize the existing right-of-way may be identified pending further study. The Transportation Planning Solutions will be achieved through development and capital improvement programs.

### Community Services and Facilities Strategy

The Study Team reviewed the types and number community agencies and City divisions serving the area. A follow-up assessment on priorities, facilities, capacity and gaps in service delivery is recommended as development proceeds. A strategy for ensuring that Community Recreation Centres, Libraries, Child Care, Schools, Human Services, and Community Agencies to serve the growing population is established. Ongoing monitoring of CS&F needs and priorities is also recommended.

### Storm, Sanitary & Water Infrastructure

In order to enhance the performance of the City's storm drainage infrastructure, the City's Wet Weather Flow Management Guidelines (WWFMG) will continue to be implemented for all developments. The City in 2015 undertook upgrades to the storm infrastructure in the Study Area. The resurfacing of Broadview Avenue is expected to begin in 2016, as a continuation of similar work on O'Connor Drive. In terms of sanitary sewer and water infrastructure, new development will be evaluated with existing guidelines and upgrades will be undertaken where it is required.





# 1. Introduction

## 1.1 STUDY AREA

The Study Area includes Broadview Avenue and all properties fronting onto it, between Danforth Avenue and O'Connor Drive with the Don Valley acting as a natural barrier to the west. This portion of Broadview Avenue 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 immediately

surrounded by low density neighbourhoods, with the Don Valley located to the west. Danforth Avenue and Pape Avenue main streets are in close proximity. *Apartment Neighbourhoods* are located along Cosburn Avenue northeast of the Study Area. There are also *Apartment Neighbourhoods* further west along the valley. TTC bus routes as well as the Broadview Subway Station are located in the Study Area.



Map of the Study Area



Aerial photograph of the Study Area (2013)

## 1.2 HISTORY OF THE AREA

The history of Broadview Avenue can be traced back to the 1800s and earlier, when aboriginal trails were located in the area. Broadview Avenue was commissioned in 1799. It was originally called the Mill Road and subsequently Don Mills Road because of the mills and brickwork industries located in the Don Valley. During the expansion of Toronto in the late 1800s the lands around Danforth Avenue were subdivided and a new streetcar line was opened on Broadview Avenue to Downtown Toronto.

The station for the streetcar was located in the general location of the present subway station at Broadview and Danforth Avenues. The construction of the Prince Edward Viaduct in 1918 became the next catalyst for growth in the area because it connected the west part of the City to the east.

Further growth occurred after the Second World War resulting in accelerated residential developments. Several historic buildings were demolished to make way for a number of low-scale and high rise apartment buildings presently located in the Study Area. At the same time, the impacts of such development on the Don Valley became a major concern resulting in the formation of a number conservation groups to prevent further degradation of the valley.



Looking towards Danforth and Broadview, pre-Bloor Viaduct (ca. early 1910s).  
Source: City of Toronto Archives

## 1.3 PURPOSE

Today, Broadview Avenue north of the Danforth, requires clarity on the form and scale of intensification. Recent development pressure may signal incremental growth and reurbanization, presenting an opportunity to define the Study Area's future. Broadview Avenue should become a place in its own right and not simply a thoroughfare to Downtown Toronto.

This Study was initiated by the City to address how new development will complement the existing built form, identify opportunities for public realm improvements, and plan for the transportation impacts of new developments, resulting in a planning framework and recommendations to guide future development and public realm planning.



Recent development on Broadview Avenue



View towards north of Broadview from Danforth, 2014



## 1.4 CHARACTER STATEMENT

Historically, Broadview Avenue was primarily known as the access to the mills and other industries located in the Todmorden Mills. Today, the physical and visual connections to these historical sites and the Don Valley Ravine are still defining character elements of Broadview.

Broadview's proximity to the Danforth and the TTC Broadview subway station has shaped the southern segment of Broadview as a mixed-use area with retail at grade and residential uses above. As it extends further north from the Danforth, the character is predominantly residential, with deep landscaped front yards and a more open feel to the street. There are a variety of building typologies along this stretch of Broadview, contributing to its unique character. This very diverse range of built form includes

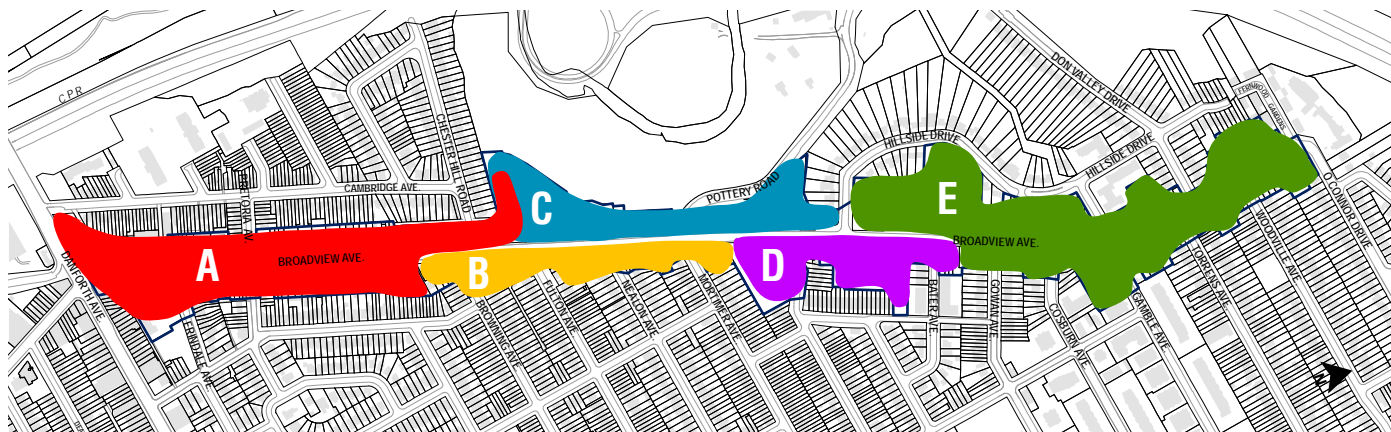
semi and single-detached buildings, townhouses, low-rise non-residential buildings, low-scale apartment buildings and high-rise apartment buildings.

The age, materials and details of existing buildings also contribute to the area's character. Two historic villages, Todmorden and Chester, developed along the road starting in the mid-19th century. As a result, existing buildings exhibit patterns related to this character, such as deeper setbacks from the street, recessed entrances, and spaces between buildings for access to the rear.

Due to this diversity, five character areas were identified within the Study Area. Sections 3.1 - Existing Character and Section 4.3 - Built Form elaborate more about each character area.



Broadview Avenue Community Vision Diagram



Character Areas Map

## 1.5 INGREDIENTS OF THE VISION FOR THE STUDY AREA

As part of the Study, members of the community were asked to identify ingredients that describe their vision of the Study Area in the future.

The community offered the following key words as the basis of the vision of the Study Area:



## 1.6 VISION

The Study's overall vision and objectives are based on the Official Plan policies as well as community input. The vision

contemplates a liveable area that accommodates future growth with transportation and linkages to green space networks.

### Vision Statement

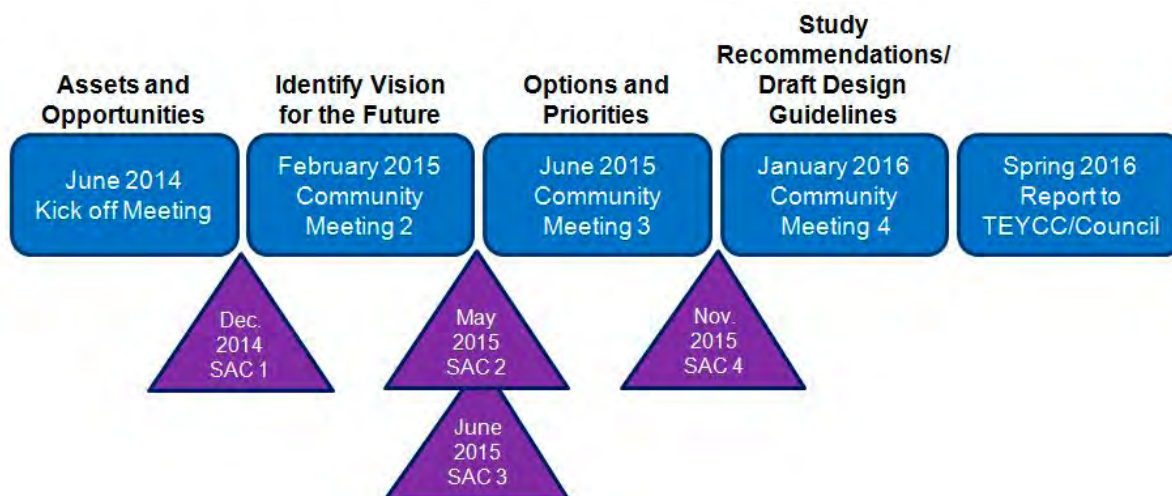
Broadview Avenue is a special and unique place; its history and character are intertwined with the Don River Valley, including its indigenous history and Toronto's early industrial era. The street provides linkages and opportunities to view and experience the natural heritage of the Don Valley and the Don River. It features a green, connected network of public spaces and a people-friendly public realm. Broadview Avenue is the focus of adjacent communities and neighbourhoods. The street welcomes and sustains new businesses and offers a setting for incremental mid-rise development that complements the street's character and varied built form, and recognizes the area's heritage. As a transportation corridor, Broadview serves a variety of users and modes of transportation.



## 1.7 STUDY PROCESS

The Study was conducted in four phases:

- The first phase was to introduce the Study to the community, understand the local context and issues, and identify assets and opportunities;
- In the second phase, a vision for the area was developed and a range of alternative options were explored;
- The third phase was to determine the options and priorities, and test and confirm these options; and
- The fourth and final phase was to develop a planning framework.



## 1.8 COMMUNITY AND STAKEHOLDER CONSULTATION

Stakeholders and the community were involved in all phases of the study process, which included:

- Four Stakeholder Advisory Committee (SAC) meetings
- Four Community Consultation Meetings (CCM)

The Study Team met with the SAC and the public to present the purpose and scope of the Study, discuss the key findings, and solicit feedback from participants. A full account of all public engagement events and the input received is available at [www.toronto.ca/broadviewstudy](http://www.toronto.ca/broadviewstudy).



Open House before the Community Consultation Meeting



Public exploring the ingredients of a Vision for Broadview Avenue



## 2. Planning Context

### 2.1 PROVINCIAL POLICIES

#### 2.1.1 THE PLANNING ACT, R.S.O. 1990

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 that matters of Provincial interest are adequately addressed.

#### 2.1.2 THE PROVINCIAL POLICY STATEMENT (PPS)

Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” the Provincial Policy Statement (PPS). The 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 by accommodating a range and mix of uses; 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.

#### 2.1.3 THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (GGH)

The Growth Plan for the GGH is a framework for implementing Ontario’s vision for building strong, prosperous communities by managing growth to the year 2031. Principles expressed in the GGH include directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation.

### 2.2 CITY OF TORONTO POLICIES

#### 2.2.1 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 - a City where people of all ages and abilities can enjoy a good quality of life.

#### 2.2.2 URBAN STRUCTURE

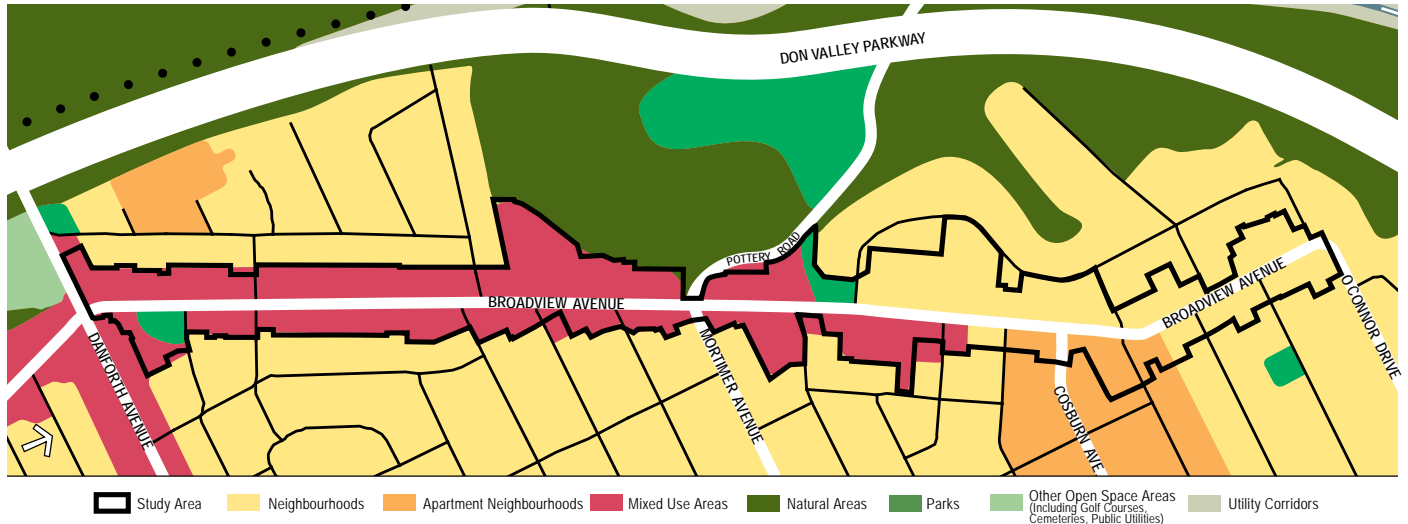
The Study Area is located within an Avenue on the Urban Structure Map (Map 2) and is designated as a Mixed Use Area (Map 18) in the City of Toronto Official Plan.

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 Avenues will be reurbanized incrementally on a site-by-site basis and over the course of several years. The framework for new development on each Avenue is generally established through an Avenue Study with the intent of encouraging reinvestment and intensification on underdeveloped Avenues. For varying reasons, certain Avenues are prioritized for Avenue Studies.

The Official Plan 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. Some of the Avenues function as traditional “main streets” that serve the local and broader communities with a variety of nonresidential uses. There is no ‘one size fits all’

## Official Plan Map



program for reurbanizing the Avenues". In light of the foregoing, a planning analysis of this portion of Broadview Avenue was considered appropriate in order to develop urban design guidelines that reflected the local context and complemented the Official Plan policies.

Section 2.2.3 Avenues, Policy 3.a) states that development may be permitted on the Avenues prior to an Avenue Study, provided an applicant has submitted an Avenue Segment Study as part of the application. Proposed development that is accompanied by an Avenue Segment Study will be considered on the basis of all of the policies of the Official Plan. Avenue Segment Studies are required to discuss the implications for the portion of the Avenue resulting from the proposed development and whether the proposed development would be setting a positive precedent for future development of the remainder of the Avenue.

### 2.2.3 OFFICIAL PLAN LAND USE DESIGNATIONS

The lands fronting on Broadview between Danforth Avenue and Hillside Drive are designated *Mixed Use Areas* on Map 18 in the City's Official Plan. The lands on the east side of Broadview, between Danforth Avenue and Bater Avenue are also designated *Mixed Use Areas*. The lands generally north of Hillside Drive and Bater Avenue to O'Connor Drive are designated *Neighbourhoods*.

Within *Mixed Use Areas* a broad range of uses are encouraged, providing opportunities to live, work and shop within the same area. *Mixed Use Areas* are anticipated to accommodate growth, with new service, employment and residential uses all locating within these diverse areas in a manner that is appropriate to their surrounding contexts, with adequate transportation and infrastructure servicing.

*Neighbourhoods* contain low scale residential buildings, schools, parks and a limited number of shops and services which serve the local community. Development within *Neighbourhoods* is intended to preserve and enhance the existing built form and land use character. The approach to managing change in Toronto's *Neighbourhoods* and green space system emphasises maintenance and enhancement of assets.

The Official Plan policies recognize that Toronto's system of parks and open spaces will continue to be a necessary element of city-building as the City grows and changes. Maintaining, enhancing and improving the system requires adding new parks and amenities, designing high quality parks, protecting access to publicly accessible open spaces, promoting and using private open spaces and recreations facilities as well as parkland acquisition strategies.

## 2.3 ZONING BY-LAW

The lands in the Study Area fall within two different zoning by-laws that are in force for this segment: the former Borough of East York Zoning By-law 6752 and the former City of Toronto Zoning By-law 438-86, as amended.

The former City of Toronto Zoning By-law 438-86 applies to all the properties fronting on the west side of Broadview Avenue between Danforth Avenue and 956 Broadview Avenue. The same By-law applies to all the properties fronting on the east side of Broadview Avenue from Danforth Avenue to 947 Broadview. The lands noted above are zoned as Commercial Residential.

The East York Zoning By-law 6752 applies generally to all the properties from 958 Broadview (Estonian House) on the west side of Broadview and 957 Broadview, on the east side of Broadview Avenue to O'Connor Drive. The properties on the west side of Broadview Avenue are zoned Residential ranging from low density to high density residential. 958 Broadview Avenue is

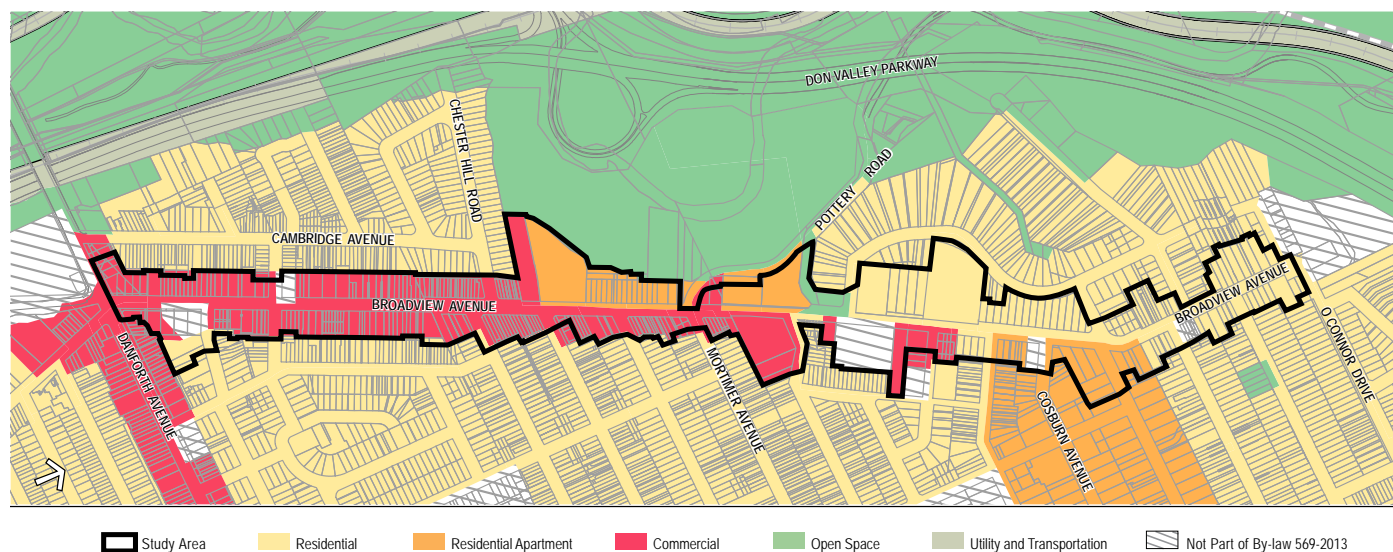
zoned Commercial. The properties on the east side of Broadview Avenue in this area are zoned Commercial or Residential.

The properties regulated by the former City of Toronto Zoning By-law have height limits of 14 metres, except the properties on the Danforth Avenue that have height limits of 16 metres. The properties regulated by the Borough of East York Zoning By-law have a height limit ranging from 8.5 metres to 10.5 metres.

There are properties located in the Study Area with site specific Zoning By-laws allowing permission greater than what the base By-law permits.

The new harmonized City of Toronto By-law 569-2013 (under appeal), applies to all the lands in the Study Area and reflects the existing zoning categories and standards under the former City of Toronto Zoning By-law 438-86 and the East York Zoning By-law 6752.

### Consolidated Zoning Map





## 2.4 ADDITIONAL RELEVANT CITY OF TORONTO DOCUMENTS

### 2.4.1 AVENUES AND MID-RISE BUILDINGS STUDY

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 Study was 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 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 the size, shape and quality of mid-rise buildings and are intended to implement Section 2.3.1 of the Official Plan.

### 2.4.2 TOWNHOUSE GUIDELINES

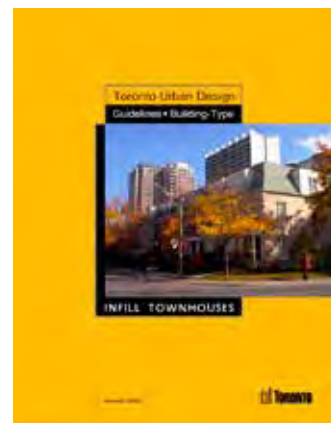
Townhouses are defined as low-rise, grade-related, attached residential units constructed in rows or blocks. They share similar design characteristics with single-family detached and semi-detached houses such as front doors facing the street, natural through-ventilation, and grade related outdoor space. Townhouse developments can provide infill housing at densities appropriate for existing stable neighbourhoods, and a relationship between new housing and public streets and open spaces. The Infill Townhouse Design Guidelines are applicable City-wide and will be considered in relation to any new townhouse development within the Study Area. The Infill Townhouse Design Guidelines are currently under reviewed and a report from City Planning staff is being prepared.

### 2.4.3 OTHER RELEVANT DOCUMENTS

Other guidelines that have been adopted by City Council to advance the vision, objectives and policies of the Official Plan may be used to evaluate development in the Study Area as appropriate.

At the current time, the relevant guidelines include:

- Bird-friendly Development Guidelines
- Sign By-law
- Streetscape Manual
- Toronto Green Standards



# 3. Existing Conditions

## 3.1 CHARACTER-DEFINING ELEMENTS

Situated on the east side of the Don River Valley, Broadview Avenue is a transportation spine, running diagonally from Danforth Avenue to O'Connor Drive. While the valley acts as a natural barrier to east-west movement, it remains a natural heritage asset for the Study Area and beyond. Pottery Road and the Bloor Viaduct are the only roads that provide east-west connections to Downtown Toronto.

The built form in the Study Area is eclectic with a number of buildings dating back to the 1800s and early 1900s; however, many buildings were built from the 1950s to the present time as well. The Study Area has a range of residential, commercial and institutional uses in single or mixed use buildings. The variety of buildings include single-detached and semi-detached residential buildings, duplexes, townhouses, 2-3 storey single and mixed-used apartment buildings, 4-5 storey retail/office buildings, and 15-22 storey apartment buildings. The tall apartment buildings are all located on the west side of Broadview Avenue with views into the Don Valley.

The built form is shaped partly by the variety of lot sizes, lot configurations, frontages and depths, which contributes to Broadview's unique character. Some of the lots between Mortimer Avenue and Browning Avenue are oriented diagonally to Broadview.

The planned right-of-way width of Broadview is identified as 20 metres in the Official Plan. The existing right-of-way width varies from 17 to 27 metres with no plans for future road widening. There are a number of east-west streets that do not form 4-way intersections with Broadview. Key intersections in the Study Area are located at Danforth and Broadview, Pretoria and Broadview,

Pottery Road/Mortimer Avenue and Broadview, and Chester Hill Drive/Browning Avenue and Broadview.

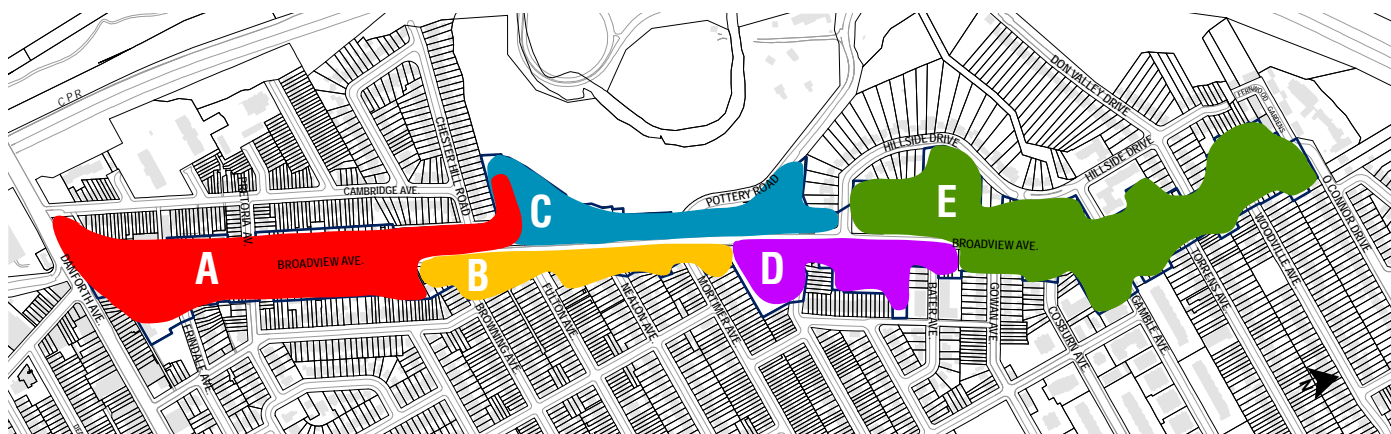
Broadview's public sidewalk widths generally range between 2 to 4 metres, but occasionally there are wider sidewalks in the range of 6 to 8 metres. The distance, or setback, between the main building face and the public sidewalk has a larger variation, in the range of 1 to 20 metres, being generally narrower towards the south of the Study Area and wider towards the north. The landscape treatment of this setback varies as well, ranging between paved surface, sometimes with planter boxes, and expansive green spaces. Buildings toward the south, which are mainly mixed-use buildings with retail at grade, are characterized by narrower setbacks and recessed entrances. On the other hand, buildings toward the north, near the residential high-rise apartment buildings, are defined by deep setbacks, driveways, and expansive front landscaping. It is important to note that most of the lots on Broadview do not have rear lanes, resulting in vehicular access from Broadview Avenue.

In terms of streetscape and street furniture, there are a number of bus stops, with some providing shelters and seating. Apart from the bus stops, few benches and bicycle rings are installed. The street lights are standard roadway specifications, and power lines are above grade on the east and west side of the street.

Commercial buildings within the Study Area also vary. There are a number of small, medium and large format retail stores which range in size from 100 to 500 square metres at the ground level. These exist in the form of corner stores, restaurants, offices, medical clinics, and other institutional uses. Of special mention is one large grocery store over 1,000 square metres.

The character of Broadview is also reflected in five identified character areas: A, B, C, D and E within the Study Area.

- Area “A” is close to the Danforth, has a main street feel with mixed uses and corresponds with the location of the 19th and early 20th century settlements of Chester and Playter Estates. Current zoning allows a maximum height of 14 to 16 metres.
- Area “B” is characterized by small to medium size lots with diagonal orientation and a mix of business offices and residential uses in house form buildings. Current zoning allows a mix of uses at a maximum height of 14 metres near Browning Avenue and 10.5 metres near Mortimer Avenue.
- Area “C” is characterized by large lots, expansive front yards and views into the Don Valley. Most of the high-rise apartment buildings within the Study Area are located here.
- Area “D” is characterized by a variety of lot sizes comprising small, medium and large lots and a diversity of built forms. Current zoning allows commercial and residential uses at a maximum height of 10.5 metres (3 storeys). It also corresponds with the location of the 19th century settlement of Todmorden.
- Area “E” is a stable neighbourhood area with predominantly small lots and houses. However, there are two large lots at the Massey Centre and the Salvation Army sites. Like Area “D”, this area was also part of the settlement of Todmorden.



Character Areas Map

## 3.2 HERITAGE

Broadview Avenue has been called different names during its long history, including Don Road, Mill Road, Mill Street and Don Mills Road. Broadview provided access to the saw and grist mills in the valley and other industries located at Todmorden Mills Historical Site, 67 Pottery Road. The Study Area includes two historic villages, Todmorden and Chester (sometimes called Doncaster), that developed along the road starting in the mid-19th century. As a result, the Study Area exhibits a relaxed village-like character. Buildings are often set back from the street with landscaped front yards. Laneways and private walkways from the street to the rear of properties create spaces between buildings and views to the residential areas behind.

The pattern of development in the Study Area corresponds to the division of historic farm lots that were surveyed in the 1790s. The Study Area spans across Lots 11, 12, 13, and 14, Concession 2 from the Bay (See 1878 map on the opposite page). These 200-acre farm lots extended from modern Danforth Avenue to O'Connor Drive, more or less east from the Don River to today's Donlands Avenue.

The village of Todmorden was established by the 1850s in Lot 13 (Character Area D, portions of Character Area C and E) along what is now Broadview Avenue. Its main intersection was at what is now called Pottery Road, which led to the older industrial complex in the river valley. Many of the historic buildings on the main road were demolished in the 1950s and 1960s and replaced with commercial, mixed-use or apartment buildings with larger building footprints.

The northern portion of the Study Area is an extension of Todmorden Village and is predominantly residential in character. There is a cluster of houses constructed in the 20th century inter-war period and a small proportion of houses that are associated with Todmorden Village.



Buildings in Lot 11, historic Chester Village (Character Area A), are an eclectic mix of building forms.



Buildings in Lot 12 (Character Areas B and C)



Buildings in Lot 13 and Lot 14, historic Todmorden Village (Character Areas D, E and portions of C).





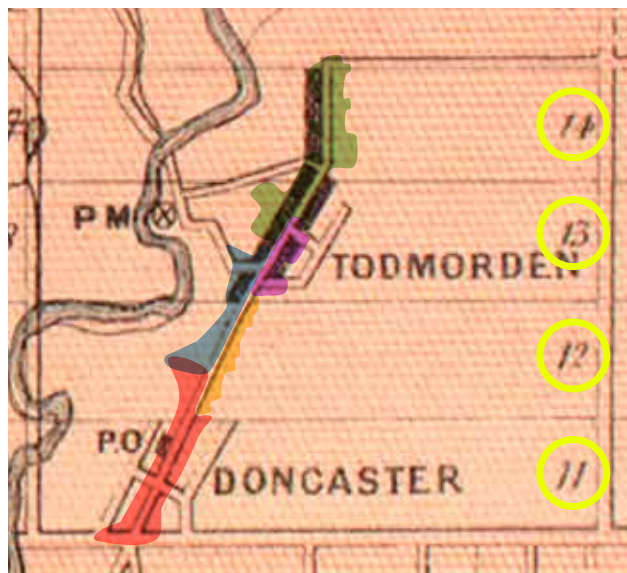
Chester Village was established in Lot 11 (Character Area A), after the Playter family began subdividing their lands in 1855. Pretoria and Broadview Avenues was the central intersection in Chester Village. This portion of the Study Area is an eclectic mix of building types and construction periods, ranging from Victorian workers' cottages to 19th-century commercial buildings and apartments from the 1920s to the 1970s. Buildings are oriented perpendicular to the street with residential properties typically set back with front yard landscaping. Some commercial properties are built to the front property line, adding to the eclecticism of the streetscape.

The east side of Broadview Avenue in Lot 12 (Character Area B) is primarily residential in character. A large proportion of buildings here were constructed once the "Helliwell Estate" was annexed to the City of Toronto in 1912 and the land was subdivided into buildings lots, and after the Don section of the Bloor Street Viaduct opened in 1918, causing a wave of development east of the Don River. These houses diverge from the historic lot pattern established in Chester Village and meet the street at a diagonal. This lot pattern more closely reflects the incorporation of the area into the Toronto street grid, as opposed to an extension of Chester Village, which was annexed by the City of Toronto in 1909.

The northwestern stretch of Character Area A is in Lot 12. It extends the Chester Village lot pattern, although most buildings here were developed during the same era as Character Area B.

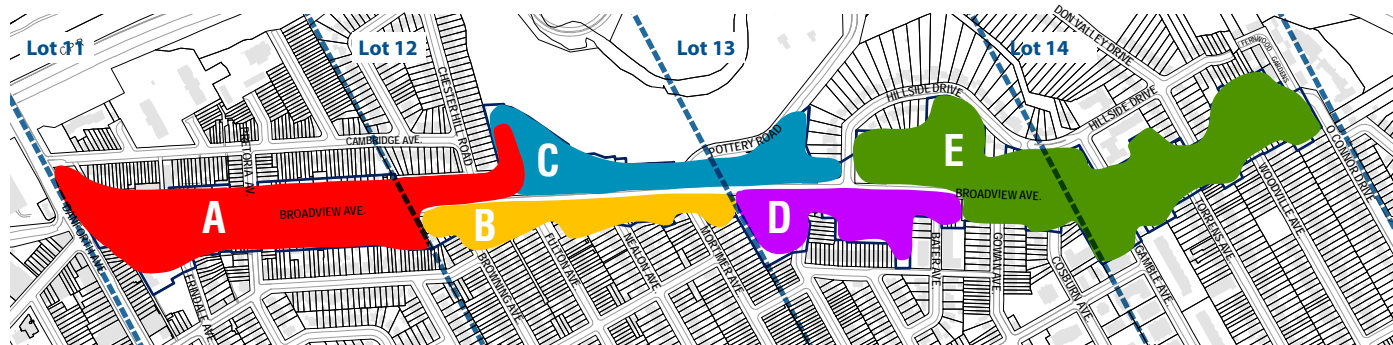
Chester Public School (now Estonian House) predates these and was constructed in 1890. A row of high-rise residential buildings are located on the west side of Broadview Avenue, where the slope of the river valley meets the west side of the Study Area.

The northwestern stretch of Character Area A is in Lot 12. It extends the Chester Village lot pattern, although most buildings here were developed during the same era as Character Area B. Chester Public School (now Estonian House) predates these and was constructed in 1890. A row of high-rise residential buildings are located on the west side of Broadview Avenue, where the slope of the river valley meets the west side of the Study Area.



1878 Historical Atlas of York, Miles & Co indicating historic farm lots, Lot 11, 12, 13 and 14, Concession 2 from the Bay, with Broadview Planning Study Character Areas overlay.

## Character Areas & Historic Farm Lot Divisions



Map of the Study Area. Dotted blue lines indicate the 1790s division of farm lots, also shown in image above.



### 3.3 NATURAL HERITAGE

The Study Area is adjacent to the Don Valley Natural Heritage System which is located to the west. The City's Official Plan policies generally recognize the importance of natural heritage system in promoting clean air, soil, water and supporting the general well-being of the City. The Don valley is essential to the character of the area. The valley provides shade and habitat, recreation and amenity, it helps clean the air, contributes to green links to the avenue and nearby neighbourhood and supports ecosystem diversity. The Official Plan also recognizes the complexity of the natural environment and emphasizes the importance of paying special attention to natural heritage features and function. To this end, protecting, enhancing and restoring natural heritage features is a high priority in City building decisions. The Official Plan stresses the importance of assessing the impacts of human activity in general and new development particular that are adjacent to natural heritage systems.

Located in the Don Valley are the Todmorden Mills Heritage Site and Wildflower Preserve, Evergreen Brickworks and Fantasy Farm. The Todmorden Mills Heritage Site was opened in recognition of the early settlers of the Don Valley who had provided lumber, flour, beer, paper and bricks to the City of Toronto. The site is operated by the City of Toronto, Museum Services.

The Wildflower Preserve with walking trails is a natural habitat, including upland and bottomland forests, dry and wet meadows, swamp lands and a pond. The preserve supports fauna and flora such as dragonflies, water striders Creek Chub, Brook Stickleback and Sunfish. Various birds including Ducks, Kingfishers, Great Egrets, Great Blue Herons and Black-Crowned Night Herons visit the area. The Evergreen Brickworks is a community environmental centre that helps individuals, groups and communities to live, work and play in a sustainable manner.

#### Existing Parks and Publicly Accessible Open Spaces



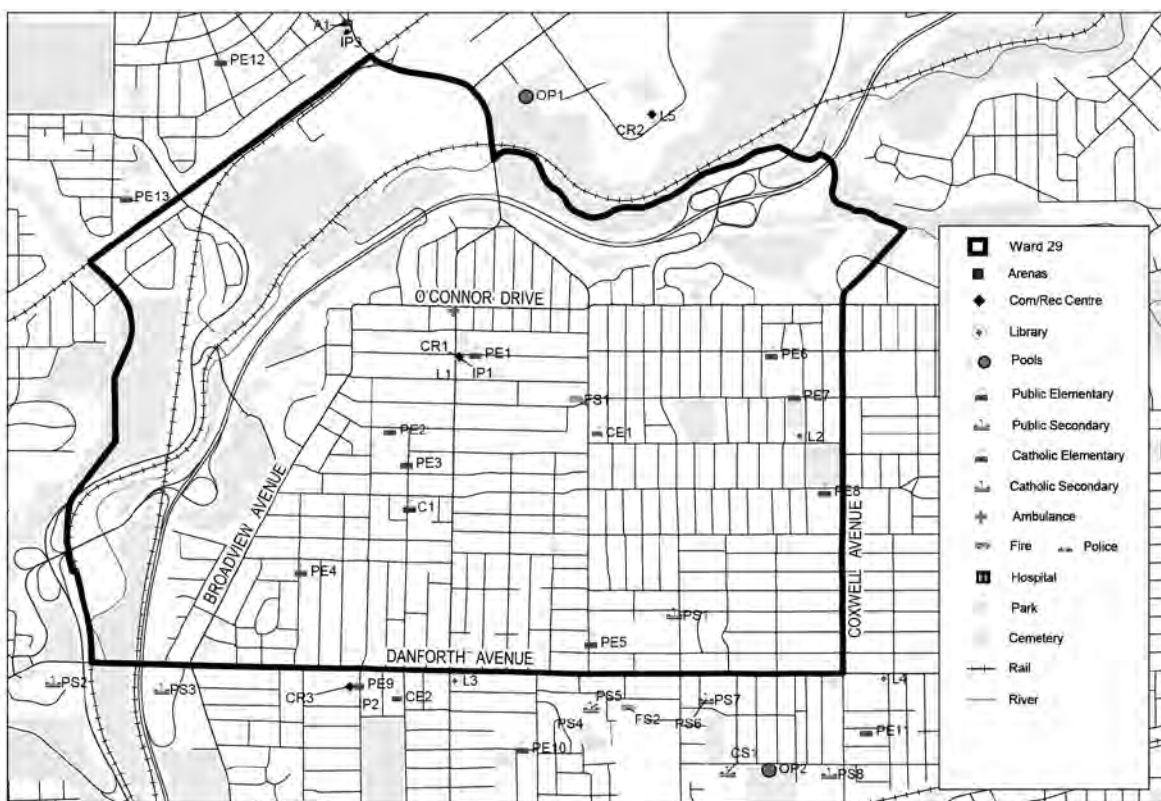
## 3.4 DEMOGRAPHIC PROFILE

A Community Services and Facilities (CS&F) Study Area and Context Area extends beyond the Study Area, including Broadview to Pape Avenue, between O'Connor and Danforth Avenue. The following excerpt from the 2013 CS&F Profile highlights the Study's main findings from its demographic analysis. More detailed maps are found in Appendix D - CS&F Maps. The demographic profile reveals the following prevailing characteristics of Broadview North compared to the City:

- The total population in the CS&F area is 11,560, whereas the population for the City is 2,615,090 during the same period;
- There is a higher proportion of residents in this area between the ages of 25 and 64 years in the Study Area at 63.10% compared to 57.5% for the City;
- The Study Area has a higher proportion of married couples without children at 35% compared to 26% for the City;
- Apartment buildings having five or more storeys are the largest private dwelling structure type at 59% compared to 28% for the City;

- The Study Area has a higher percentage of renter households at 66% compared to 45.4% for the City;
- Immigrants who arrived before 1980 comprise 36% of the population compared to 27% for the City;
- The labour force participation rate at 66% comparable to the City which is 64%;
- The City of Toronto is slightly more affluent than the Study Area as 30% earn over \$80,000 in the City compared to 21% for the area;
- There are smaller household sizes in this area in comparison with the City. 42% live in a one-person household with 32% for the City.

The largest private dwelling structure type in the Study Area is apartments having more than five storeys occupied primarily by renters, suggesting a need for outdoor amenity space and community recreation amenities to serve a population living in high density. The Study Area is also less affluent than the City, suggesting a need for affordable and accessible CS&F space.



Map of Community Services and Facilities - Ward 29

## 3.5 COMMUNITY SERVICES AND FACILITIES

### Libraries

There is no library in the Study Area, however there are two located in the CS&F area, at Pape Avenue and Danforth (710 Pape Avenue) and a satellite facility at 1081 Pape Avenue (Todmorden Room Library). A new library facility has been identified by the community as a priority for the Study Area.

### Child Care

The Study Area contains 3 child care centres at the Massey Centre (1102 Broadview), Estonian House (958 Broadview) and Mini Bluebird Montessori (905 Broadview). 10 Child Care Centres are located in the larger CS&F Study Area, comprising non-profit and for-profit facilities.

### Schools

There are no schools in the Study Area; however, the Toronto District School Board (TDSB) operates three schools in the CS&F area – the Westwood Middle School, Jackman Avenue Junior Public School, and Chester Elementary School. Child care services are provided at Jackman Avenue Junior Public School and Chester Elementary School.

### Estonian House

The Estonian House is located at 958 Broadview. It serves primarily as a cultural and community centre, providing a wide range of community services and programs for the Estonian community and the larger community.

### Places of Worship

Iglesia Evangelica Hispana Church is located at 804 Broadview Avenue in a house form building reminiscent of the Village of Chester. The Estonian Baptist Church is located at 883 Broadview and it supports new immigrants in the areas of financial aid, housing and jobs.

### Human Services/Community Agencies

There are 25 Human Services Agencies within the CS&F Study Area, which provide a range of support services to individuals and families. Services provided include community health, self-employment training for youths and immigrants, language interpretation, immigrant settlement services and legal services. Employment support programs are deemed to be of particular importance to residents in the CS&F Study Area because of the concentration of new immigrants and the higher than average poverty rates.

### Parks & Open Spaces

Three parkettes are located within the Study Area and six additional parks and parkettes are located nearby. The Broadview Subway Station Parkette, Charles Sauriol Parkette and the Gamble Parkette are located in the Study Area. Playter Gardens, Agnes McPhail Park, Carlaw Avenue Parkette, Livingston Park, Logan Avenue Parkette and Westwood Park are located nearby. The Charles Sauriol Parkette recently underwent restorative work including improved site access and visibility, new benches, tree restoration and improvements to drainage and connections to the Don Valley ravine.

The Study Area is within an area which the Municipal Code identifies as a Parkland Acquisition Priority Area. Within these priority areas development is subject to an Alternative Parkland Dedication Rate which is higher than the dedication rate in non-priority areas, and requires the contribution of new parkland or cash-in-lieu of parkland. Cash-in-lieu may be used for the acquisition new parkland or for the improvement of existing parks within the vicinity of the development.

## 3.6 TRANSPORTATION

### Transit

Broadview Avenue north of Danforth Avenue is an important transportation corridor; though it is challenged, like many streets, by the need to accommodate pedestrians, public realm space, cyclists, transit use and automobiles.

Broadview Subway Station, located at Danforth Avenue and Broadview, provides access to the Bloor-Danforth line (Line 2) which runs in an east-west direction. Broadview station makes important transit connections with the streetcars and buses. The 504 and 505 streetcars travel in mixed traffic south of Danforth Avenue. Buses make connections at Broadview Station and travel north in mixed traffic of Danforth Avenue along Broadview, 8 Broadview, 62 Mortimer, 87 Cosburn, 100 Flemington Park and the 322 Coxwell night bus provide local service to the surrounding communities. Broadview station is one of the top 10 stations on Line 2 with the highest ridership and remains an important transit connection.

### Pedestrians and Cyclists

Broadview is a walkable street that provides important connections for pedestrians looking to access transit, goods and services, schools, residential housing and places of employment.

As part of the cycling network, Broadview Avenue north of Danforth Avenue is identified as a suggested on-street connection for cyclist. It provides connections to the bike lanes on Danforth Avenue west of Broadview via the contra-flow bike lane on Chester Hill Road and the suggested on-street routes on Cambridge Avenue. It also connects to the bike lane along Cosburn Avenue east of Broadview and to the bike sharrows that travel south into the valley via Pottery Road.

### Automobile

Automobile traffic currently and historically has been relatively stable over the past decade along Broadview Avenue north of Danforth Avenue. Like many other typical streets in Toronto, it experiences peak conditions during certain times of the day.

### Parking

There are several types of parking areas along Broadview Avenue as it reflects the various land uses of the Study Area. In Broadview south of Pretoria, on-street parking provides short term off-peak parking to those visiting local restaurants, offices, and retail shops. There is a Green P surface parking lot containing 93 parking spaces at the corner of Erindale Avenue and Ellerbeck Street, which provides public parking. Some single detached residential properties have front yard parking, while multistory residential buildings have parking available on-site to its residents and their visitors. In areas where there is a mix of residential and retail-commercial uses, properties have some private parking and a few customer parking on site.

# 4. Broadview Design Guidelines

## 4.1 GUIDING PRINCIPLES

The following principles form the basis of the urban design guidelines and recommendations that will guide development in the Broadview Avenue Study Area.

### 1. Enhance Green Connections Between the Don Valley Ravine and Broadview Avenue

**Principle:** Create green connections between the Study Area and the natural heritage areas (Don Valley ravine).

The rich natural heritage of the Don Valley is an asset that Broadview can build upon. In order to bring this attribute to the forefront, connections will be established by major tree planting on Broadview Avenue, Pottery Road and other local streets where possible. The natural environment/ecosystem will be supported by encouraging high environmental performance for new development. In addition, development adjacent to the natural heritage system will be evaluated to determine development impacts and identify mitigation strategies. Pottery Road's "Green Gateway" to the Don Valley should be preserved and enhanced.

### 2. Enhance and Complement the Character of Broadview's Heritage

**Principle:** The character and significance of the area's history in the form of the early buildings, settlements and industries should be highlighted, preserved and commemorated.

From the indigenous settlements in the valley, to the European settlements of Chester, Todmorden, and Playter Estates, as well as Toronto's early industrial era (Todmorden Mills and Evergreen Brick Works), Broadview Avenue's history provides a rich narrative. Qualitative attributes such as the sense-of-place and character should be maintained and enhanced to add to the character of the Study Area. Properties currently listed on the City of Toronto Heritage Register and those that are designated under either Parts IV or V of the Ontario Heritage Act will be

conserved in accordance with relevant legislation. Informal brochures and trail maps with information on the history of the area should be developed.

### 3. Create Quality Public Spaces and Parks

**Principle:** New public parks, locations with views into the Don Valley ravine (Natural Heritage Areas) and privately owned open spaces should create a connected and coherent system that enhances the identity of the Study Area.

Creating a green, comfortable and attractive public realm, exploring opportunities for new public and private (but publicly accessible) open spaces, and improving existing parks is paramount. New and existing parks and open spaces should be upgraded to serve a variety of users. Opportunities to create a network of parks and open spaces are a priority for the area.

The Study Area is located within a Parkland Acquisition Priority Area and is subject to the City's Alternative Parkland Dedication By-law. Redevelopment on large sites presents an opportunity to create new public parks that are safe, visible and accessible. The preservation of viewpoints into the Don Valley, POPS, and continuation of front yard landscaping are encouraged where possible.

### 4. Making Broadview Avenue a Place

**Principle:** Supporting a vibrant and dynamic community.

Broadview Avenue should reinforce its identity as a place in its own right shaped by its proximity to the Don Valley, its heritage, varied built form and public realm elements, supported by its residents and local shops. Support for local businesses with animated windows and entrances, sufficient building setbacks, safe pedestrian conditions, street level patios, open display of merchandise, trees and reorganized street furniture is encouraged. In segments of the Study Area where residential



uses are on the ground floor, and street activity is less intensive, there should be sufficient setback with expansive landscaping to buffer homes from street activity.

## 5. Maintain a Varied Built Form Character

**Principle:** *Redevelopment should include a mix of residential, commercial and institutional uses at various scales, with mid-rise buildings and modified mid-rise buildings, as well as low scale buildings.*

Mid-rise buildings are anticipated as the dominant building type for infill development, in keeping with the recommendations of the Avenues and Mid-rise Buildings Study. However, modified mid-rise which may result in shorter or taller buildings may be appropriate on certain sites and townhouses may provide a transition to adjacent neighbourhoods. The incorporation of additional stepbacks at higher heights should be used to define the prevailing street wall. The built form guidelines will assist in minimizing impacts on local transportation capacity and achieve appropriate transition to the surrounding context. New infill development will co-exist with existing development in a coherent way.

## 6. Improve Mobility and Enhance Transportation Options

**Principle:** *Improve pedestrian and vehicular movement in the Study Area by enhancing walking, cycling and public transit use and connections through redeveloped parcels.*

New development creates opportunities for improving sidewalk conditions and bicycle facilities, and reorganization of street furniture that encourages walking and cycling. The entry and exit points to the Study Area, existing street uses, and limited supply of on-street parking has resulted in parking issues and conflicts. Transit oriented redevelopment with an appropriate

mix of uses provides opportunities for rebalancing modes of transportation and shared parking among uses with different peak characteristics.

## 7. Integrate Land Uses and Redevelopment with Supporting Infrastructure

**Principle:** *Redevelopment provides an opportunity to improve transportation and servicing infrastructure to support the existing and future community.*

On large lots, where intensification may occur on a larger scale than on a typical lot, servicing infrastructure may also need to be upgraded in order to support new development. Pedestrian connectivity should be improved and street addresses for development internal to main buildings fronting on the Avenue should also be provided. Where parks are provided, they should be connected to the existing local network, front onto the main street and designed to be publicly accessible.

## 8. Improve Community Services and Facilities through Redevelopment

**Principle:** *Community services and facilities serving the Study Area should be improved.*

Investment may be required to upgrade, improve and enhance access to community services and facilities. New developments, through Section 37 benefits where appropriate, should play a role in funding facilities as outlined in Section 5.1.1.6 of the Official Plan. A local library facility for example has been identified as a priority in the Study Area.

## 4.2 Public Realm

The public realm includes streets, sidewalks, parks, lookout points and other community amenities that are accessible to the public. The guidelines in this section are intended to guide development for the enhancement of the pedestrian environment and the public realm. This will also help to improve accessibility for all users.

One of the elements that characterizes this segment of Broadview is the proximity to the Don Valley Ravine. Views into this green space are only perceived sporadically at specific points. Therefore, the main objectives of the Public Realm guidelines are to raise awareness of the existence of these green spaces, to expand the visual and physical connections to these spaces, to add to the greenery of the Broadview streetscape and to define a comprehensive and cohesive system of public spaces.



Broadview Avenue Community Vision Diagram

### 4.2.1 PEDESTRIAN CONNECTIONS

Connections designed for pedestrians can create a pleasant and comfortable pedestrian experience and contribute to the walkability and sense of community by joining linear parks, parkettes, playing fields, natural areas, plazas and historic buildings. Pedestrian connections on Broadview can be improved and expanded through:

#### Sidewalk Improvements

Current sidewalk conditions along Broadview Avenue can be improved through new developments, creating wider sidewalks in some sections and adding more street trees on Broadview.

The City's Urban Design Streetscape Manual provides standards for the design of comfortable, aesthetically-pleasing sidewalks.

It also emphasizes design quality and amenity in the pedestrian realm with specifications for paving, trees, medians, lighting and street furniture. All new development should meet the Manual's requirements of a minimum pedestrian clearway of 2.1 metres and other public realm design specifications.

Opportunities for sidewalk improvements are more limited on the northern portion of Broadview Avenue, between Bater Avenue and O'Connor Drive. The prevailing built form in this area are house form buildings that front onto Broadview. Furthermore, this area is primarily designated as *Neighbourhoods*.

While it may not be feasible to widen the sidewalks, there are still opportunities to green the street through tree planting. The City's

Urban Forestry program for planting trees in the public portion of front yards should be promoted and implemented.

Opportunities to improve the sidewalks may also be feasible when the road is scheduled for major upgrades; however, an environmental assessment will be required. Further study should be undertaken to determine if additional sidewalk width can be gained at the time reconstruction is contemplated. Opportunities to add cycling infrastructure and to bury overhead wires should also be explored.



Opportunities for tree planting in the front yard of residential properties (east side of Broadview Avenue, north of Gowan Avenue)

## Off-street Linkages

Connection between open spaces can also be made available off-street, through laneways. Laneways are a potential open space resource in urban neighbourhoods that can provide a safe, calm, and comfortable refuge for pedestrians and cyclists. They can be transformed into shared spaces that prioritize the use of the space for pedestrians to create enhanced places for landscaping, seating and active transportation. Laneway beautification can be achieved through embellishments such as murals, enhanced paving materials, appropriate lighting, and green walls. Laneway improvements will be studied in consultation with Transportation Services staff.

A potential pedestrian linkage can be explored on the laneway located between 792 and 794 Broadview Avenue, directly across the street from the Broadview Subway Station Parkette. This laneway can provide a more pedestrian-friendly connection between the Playter Gardens and the Subway Station Parkette and an alternate access to Broadview Avenue from Cambridge Avenue.



View of laneway from Broadview Avenue looking West



The Green Alley Project in Detroit, USA



## 4.2.1 PEDESTRIAN CONNECTIONS (cont'd)

### Hillside Drive Green Street Project

On August 25, 2014, City Council directed City Planning and Transportation Services to report back to Toronto and East York Community Council regarding streetscape matters on Hillside Drive, south of Gamble Avenue. In particular, staff were directed to review potential green streetscape opportunities for the northern portion of Hillside Drive.

City Council adopted staff's preferred concept on February 3, 2016 and directed city staff to work on refining the adopted concept with the local Councillor and area residents. Some of the recommendations included the improvement of pedestrian access, reduction of paved surfaces, and the reinforcing of Hillside Drive as a green connection between Charles Sauriol Parkette and Gamble Avenue.



South end of Hillside Drive, with no sidewalks



Opportunity to extend green space in existing surface parking area

## 4.2.2 STREETSCAPE

Streetscape improvements will reinforce existing character while seeking opportunities to expand the public realm. New developments should promote the pedestrian amenity area with landscaping, benches, bicycle racks, and other types of street furniture. Below are the four types of existing streetscape to be reinforced and improved through the development application process.



Sketch of proposed commercial frontage streetscape with a boulevard width of 4.8m



## Commercial Frontage

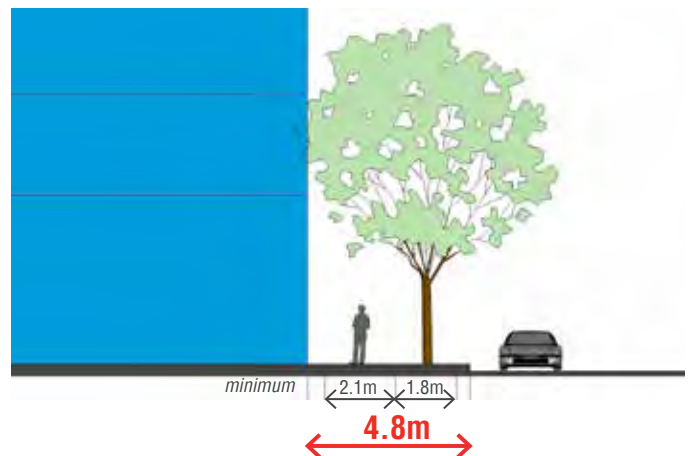
The southern portion of Broadview Avenue from Danforth Avenue to approximately Browning Avenue is characterized as a Main Street, with commercial, residential and mixed-use buildings which generate grade-related activities. These buildings create a direct or "storefront" relationship with the public realm, encouraging diverse types of social interaction at a pedestrian scale. For this reason, wider sidewalks and more pedestrian amenities are needed.

The existing boulevard width is narrow with limited opportunities for tree planting or other pedestrian amenities. This condition can be improved when new developments are proposed.

Where new development occurs, a minimum boulevard width of 4.8 metres is recommended, measured from the curb to the building face of a new development. This will include an edge zone along the curb, a tree planting zone of approximately 1.8 metres width and a minimum clear pedestrian walkway of 2.1 metres. Street trees should be planted except where they conflict with utilities or transit stops.



Existing boulevard width south of Pretoria Avenue



## Patios and Seating Areas

As mentioned above, the southern portion of Broadview Avenue is characterized as a Main Street. One of the character elements typically found in a Main Street is the presence of bustling meeting places for local neighbours and the wider community.

Currently, some of these types of meeting places already exist, especially on important street corners and intersections. Creating more of these places reinforces the community feel of the Study Area and the role of corners as social spaces where neighbours meet and congregate.

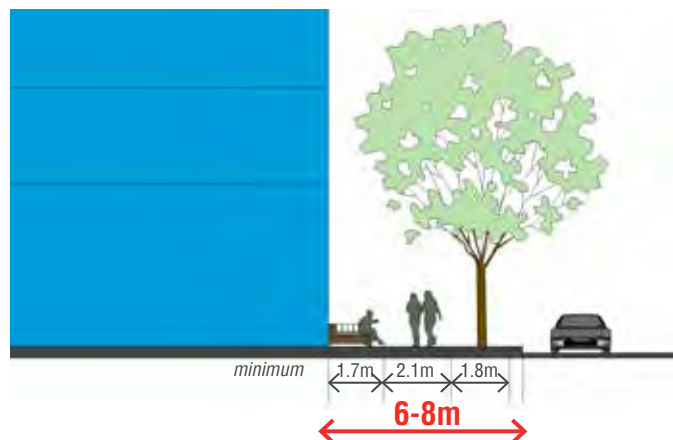


Existing outdoor patio at the intersection of Broadview Avenue and Pretoria Avenue

## 4.2.2 STREETSCAPE (cont'd)

Widening the boulevard width in strategic locations to accommodate patios and seating areas can help achieve this objective. A boulevard width of 6 to 8 metres is recommended, measured from the curb to the building face of a new development. This will include an edge zone along the curb, a tree planting zone of approximately 1.8 metres width, a clear pedestrian walkway of 2.1 metres, and a patio zone of approximately 2 metres wide.

The intersections that will be appropriate for the location of these meeting places are: Broadview Avenue and Pretoria Avenue, Broadview Avenue and Browning Avenue; and Broadview Avenue and Pottery Road.



### Residential Front Yard

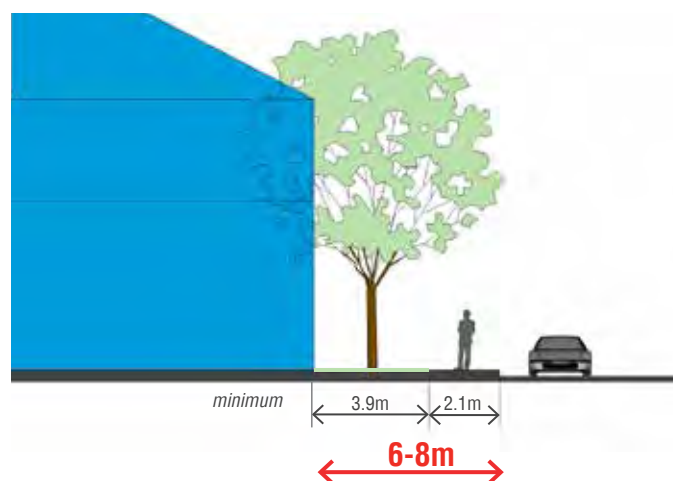
Existing low-rise residential areas along Broadview Avenue, mainly between Browning Avenue and Mortimer Avenue, and between Bater Avenue and O'Connor Drive, are characterized by deep, green front yard setbacks. These setbacks offer an appropriate buffer from the street and create a green and open pedestrian experience.

To reinforce existing residential character in these areas, a minimum boulevard width of 6 metres is recommended, measured from the curb to the building face of a new development. This will include a clear pedestrian walkway of 2.1 metres and a deep setback of approximately 4 metres for soft landscaping in front yards.

While new development opportunities are limited in these areas due to the size and configuration of these lots and its designation as *Neighbourhoods*, opportunities to add to the green feel of the street are possible through the City's Urban Forestry program for planting trees in the public portion of front yards. Participation in this program is voluntary, but it is highly recommended and should be promoted and implemented.



Low-rise buildings on the East side of Broadview Avenue, near Browning Avenue



## Expansive Front Yard Landscaping

In the middle portion of the Study Area along Broadview Avenue, approximately between Chester Hill Road and Bater Avenue, expansive front yard landscaping defines the existing character of the street, creating a very green and open feel streetscape. This segment of the Avenue is characterized by deep setbacks with high-rise buildings that are recessed from the public street. This is also an area that is mostly zoned as Residential Apartment and Residential Multiple Dwelling Zone.

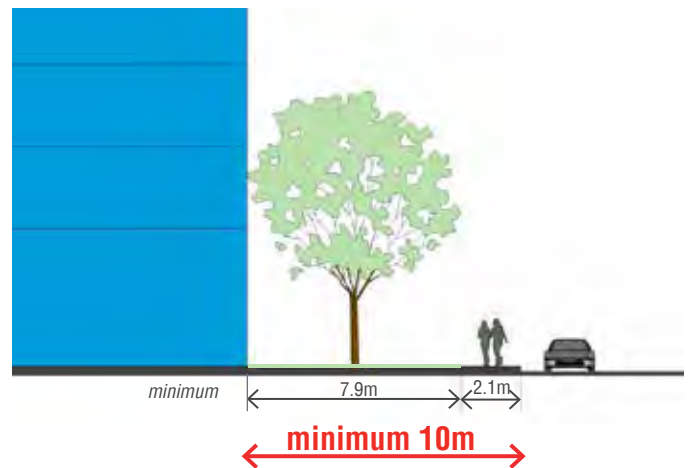
To reinforce this green, open feel of the street, a minimum boulevard width of 10 metres is recommended, measured from the curb to the building face of a new development. This will include a clear pedestrian walkway of 2.1 metres and a setback of approximately 8 metres for soft landscaping and tree planting.

## Other Improvements

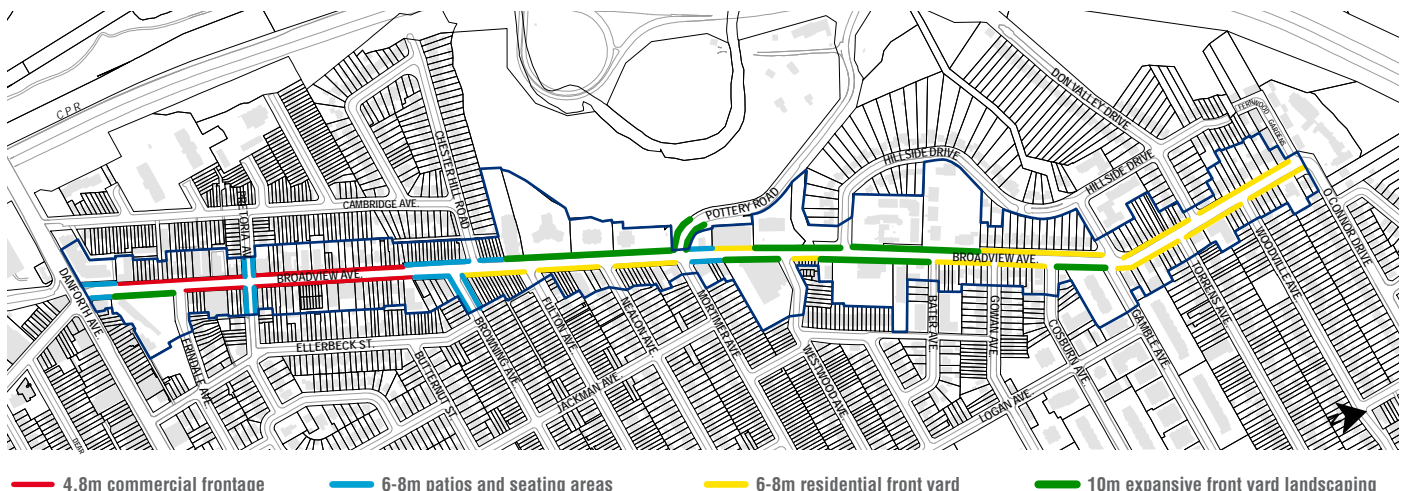
Additional embellishments in the commercial section of the Study Area (south of Pretoria) will be encouraged to animate the public realm. These improvements will be reviewed in consultation with the Danforth BIA and may include coordinated street furniture, enhanced paving, and temporary planters.



High-rise building on the East side of Broadview Avenue, near Pottery Road



## Streetscape Recommendations Map



- 4.8m commercial frontage
- 6-8m patios and seating areas
- 6-8m residential front yard
- 10m expansive front yard landscaping



## 4.2.3 VIEWS AND VIEWPOINTS

Panoramic views into the Don Valley and the City's skyline are currently accessible from a number of locations along Broadview Avenue. The significant views of green space with the City's skyline as a backdrop accentuate Broadview's unique connection with natural heritage and the City. The availability and accessibility of these viewpoints should be protected and preserved for public enjoyment. The massing of new developments should complement these views and viewpoints.

Within the Study Area, views from the following viewpoints need to be protected and public access to these locations should be maintained:

1. Intersection of Broadview Ave. and Pottery Rd., from the vantage point of approaching from Mortimer Ave.
2. Rear of northwest corner of Broadview Ave. and Pottery Rd.
3. Rear of southwest corner of Broadview Ave. and Pottery Rd.
4. Rear of Charles Sauriol Parkette

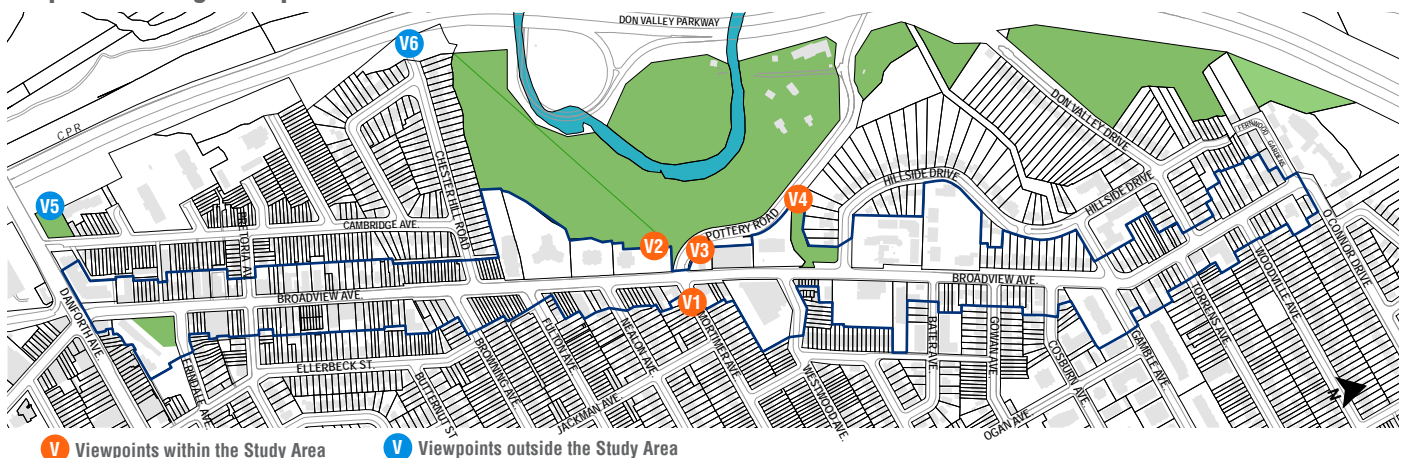
Future developments should be designed to ensure that the current viewpoints continue to exist for public use and enjoyment. One way of doing this is to create well-designed lookout points as part of the public space.

New developments in sites adjacent to these viewpoints should not negatively impact the existing views or viewpoints.



View towards the Don Valley and the City's skyline from Viewpoint #3

### Map of Existing Viewpoints





## 4.2.4 PARKS AND OPEN SPACES

As Broadview continues to grow and intensify, there is an increasing need and demand to create new parks and open spaces as places of retreat, relaxation and recreation. Seeking opportunities to create and implement these open spaces is a priority. This can be achieved by creating new parks through development proposals, or improving existing open spaces with enhanced paving, furniture and playground facilities.

### On-site Parkland Dedication

Currently, two sites within the Study Area at 1015 Broadview and 1099 Broadview have been identified as sites for on-site parkland dedication. Future development on the above-noted sites will provide on-site parkland dedication of up to 15% of the lot area in accordance with the Alternative Rate By-law. This is anticipated to result in two new parks of approximately 850 to 950 m<sup>2</sup> each.

The design and location of these new open spaces within their respective sites will be decided in conjunction with the community and other stakeholders during the development application process. New parks should face a public street.

### Opportunities for Park Improvements

Improvements to the Charles Sauriol Parkette were completed in summer 2015, including a lookout area and additional seating areas. Improvements to Charles Sauriol Parkette were funded by Section 37 contributions from new development in the area. Opportunities for further improving existing parks and parkettes in the area funded by Section 37 contributions from new developments may be considered with public input and in consultation with Parks, Forestry and Recreation staff.

As part of the Hillside Drive Green Street Project, a comprehensive connection along Hillside Drive, between Charles Sauriol Parkette to the existing green space at the southwest corner of Gamble and Broadview Avenues, was proposed. A series of landscaping and paving options have been planned to improve this corner and incorporate it into the overall open space network in the Study Area. The Hillside Drive Green Street Project also recommends installing interpretive signage along the connection to create a "Charles Sauriol Walk" that will end at Gamble Parkette.

### Opportunity Map for New Parks and Open Spaces



## 4.3 Built Form

### 4.3.1 GENERAL BUILT FORM GUIDELINES

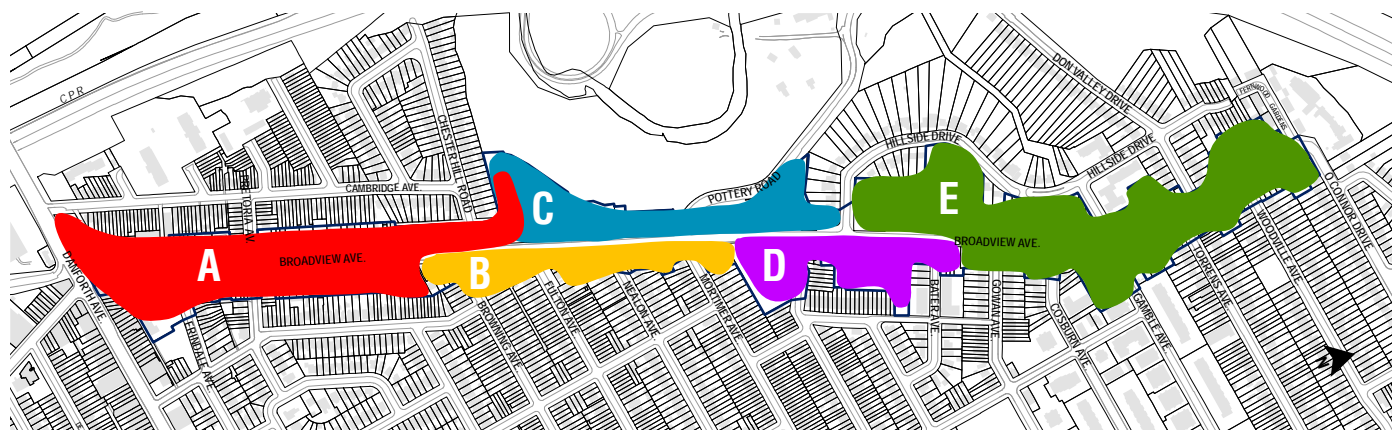
Built form guidelines for Broadview Avenue support the guiding principles of the Broadview Avenue Planning Study and the Broadview Avenue Vision Statement. These guidelines recognize and acknowledge the diverse range of building types along the street. Despite this diversity, certain building elements stand out as contributing to the character of the street: brick cladding, punched windows, vertical and horizontal articulation of building facades, pronounced storefronts, recessed entrances, and vertical rhythm. These building elements sit within the context of Broadview's cultural heritage and close physical relationship to the natural heritage of the Don Valley.

These guidelines put forward mid-rise buildings as an appropriate typology for incremental intensification along Broadview. Appropriately designed mid-rise buildings can complement the context of their immediate surroundings, provide a more cohesive massing and scale along the length of the Avenue, and incorporate building elements that strengthen the street's existing character. This is appropriate for Broadview Avenue, where new infill development will co-exist for the foreseeable future with a diverse range of pre-existing building types. The built form guidelines also complement the public realm guidelines, facilitating improvement and expansion of the public realm through building setbacks and tree planting achieved by way of new development.

The Broadview Avenue Planning Study has identified five Character Areas within the Study Area. The diversity of Broadview Avenue is part of its unique character and one single set of built form guidelines would not be sufficient for the entire area at a fine grain level. These five character areas have provided a part of a framework within which to customize the city-wide Avenues and Mid-rise Building Study with respect to the immediate context of each character area.

These guidelines supplement and build upon the city-wide Avenue and Mid-rise Building Study, which otherwise continue to apply to Broadview Avenue (see diagrams in next page illustrating key performance standards from the Mid-rise Guidelines). The built form guidelines for each Character Area highlight the recommendations that differ from the city-wide Mid-rise Guidelines. In these cases, the built form guidelines specified in each Character Area prevail over the city-wide Mid-rise performance standards.

These built form guidelines should be read and interpreted together with the Official Plan, Avenues and Mid-rise Building Study, and the Site and Area Specific Policies.



Character Areas Map

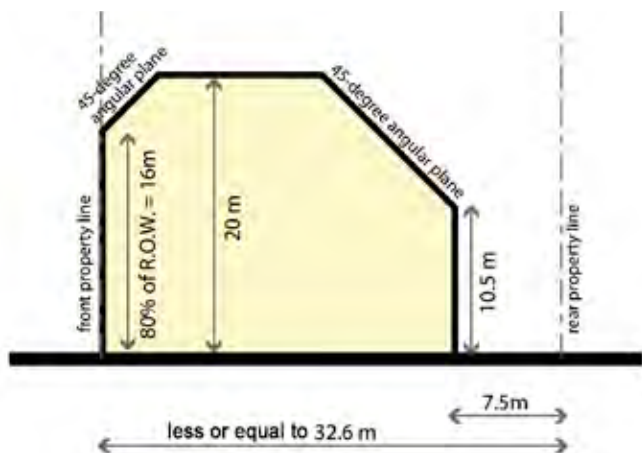


Illustration of the minimum setbacks and front and rear angular planes of a development in a shallow lot that conforms to the Performance Standards from the Mid-rise Guidelines

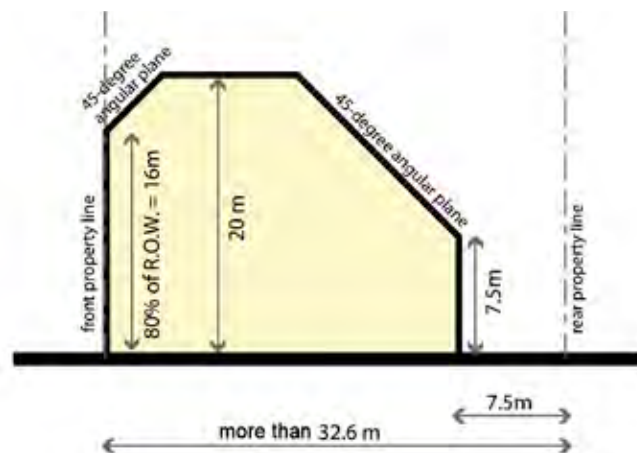


Illustration of the minimum setbacks and front and rear angular planes of a development in a deep lot that conforms to the Performance Standards from the Mid-rise Guidelines

## The Estonian House (958 Broadview Avenue)

Due to this site's unique conditions and dimensions, the Estonian House has been identified as being part of Character Area A and Character Area C. A more thorough review and community consultation is needed if a development application comes forward. Nonetheless, as part of the Broadview Avenue Study, a set of development principles have been identified by city staff through the community consultation process. These principles require any proposed new development on the site to address the following aspects:

- Conservation of the property's cultural heritage values and attributes
- Appropriate built form transition towards the adjacent *Neighbourhoods* area
- Adequate separation distances from adjacent properties
- Sensitivity to adjacent valleys and ravines by providing the required setbacks from TRCA top-of-bank lines
- Regard for existing context by continuing the expansive front yard landscaping in this segment of Broadview
- Explore potential of the property to serve as a cultural hub for the community



The Estonian House (Chester Public School) ca. 1905

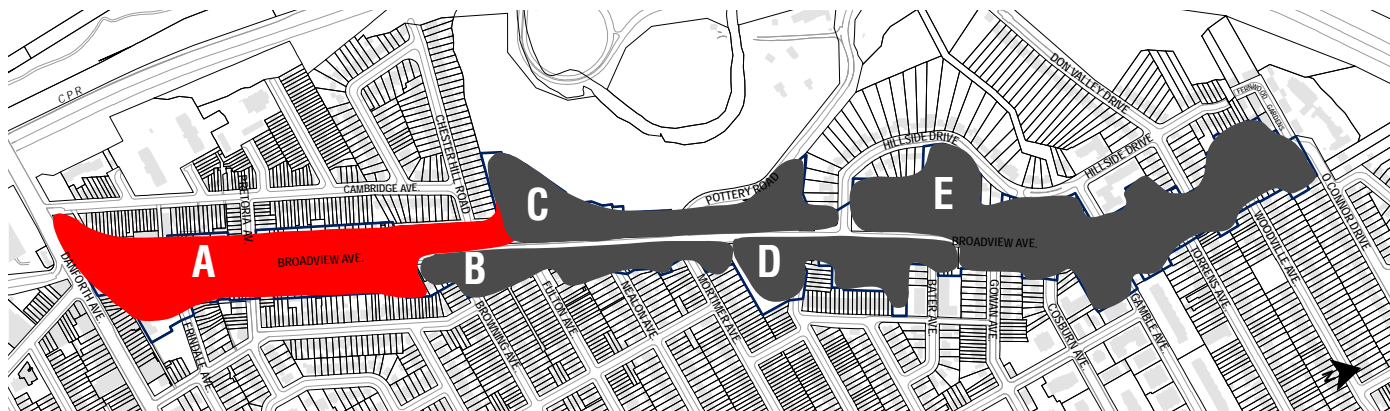


The Estonian House today



## 4.3.2 BUILT FORM GUIDELINES FOR CHARACTER AREAS

### Character Area A



West of Broadview Avenue, from Danforth Avenue to Pretoria Avenue



East of Broadview Avenue, from Pretoria Avenue to Browning Avenue

Character Area A comprises lots on both sides of Broadview Avenue from Danforth Avenue to approximately a few lots north of Chester Hill Road to the west and to a few lots south of Browning Avenue to the east. This includes the following properties: 80 Danforth Avenue, 778 to 958 Broadview Avenue, 90 Danforth Avenue, and 769 to 883 Broadview Avenue.

This area displays a variety of lot sizes and land uses, with an equally diverse range of built forms, including single family dwellings, walk-up apartment buildings and office buildings.

The general feel of the street is commercial due to at-grade retail uses, with more commercial activity concentrated near Danforth Avenue and the TTC subway station. In this sense, this section of Broadview can be described as a main street and an entry point to the Broadview community. Intensification in the form of mixed-use, mid-rise buildings is anticipated in Character Area A.

### Built Form Guidelines

New development in this Character Area will conform to the Mid-rise Guidelines performance standards, including minimum setbacks and front and rear angular planes. Additional guidance is provided as follows.

**Maximum Building Height:** The maximum height of the buildings will be 20 metres or 6 storeys. Some segments of Broadview's right-of-way within the Study Area are wider than 20 metres; however, the depth of lots in this segment is insufficient to support a building over 20 metres.

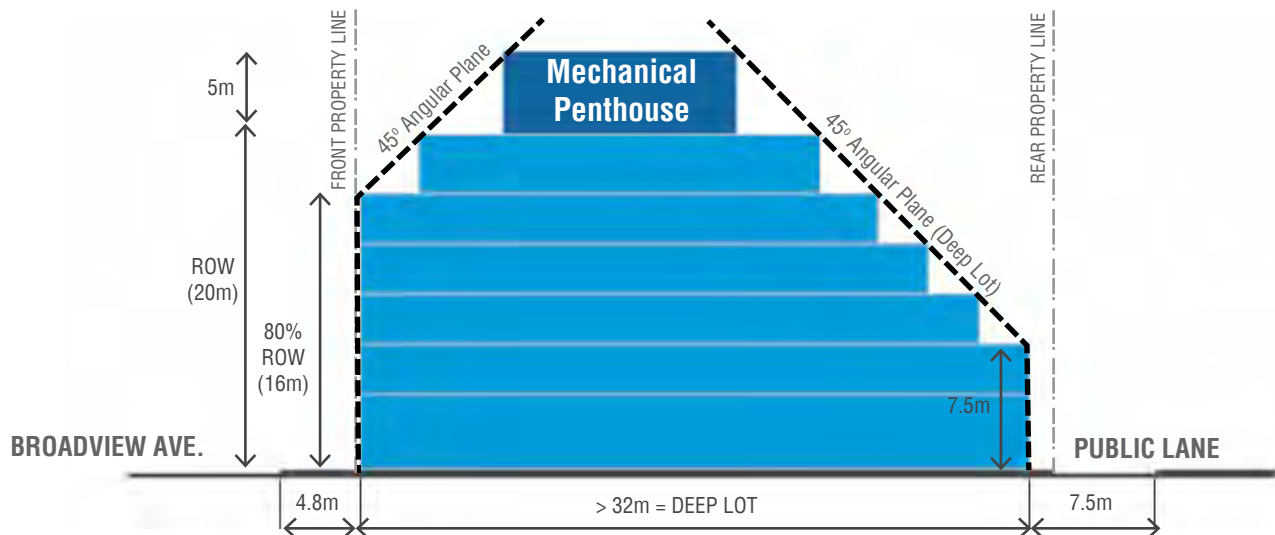
Similarly, the street wall for new developments will be at a maximum height of 16 metres irrespective of the street's right-of-way width at that location.



**Setback from the Street:** Sidewalk conditions in Character Area A were identified as poor and narrow, especially in an area where pedestrian traffic is heavy due to the ground level commercial use. These conditions can be improved through new developments.

New developments will set back to provide a minimum dimension of 4.8 metres between the curb edge and the front building face. This distance will allow for a 2.1 metre pedestrian clearway and a tree planting zone. In corner lots, especially at key intersections such as Broadview/Pretoria and Broadview/Browning, the building should set back to provide a minimum dimension of 6 metres between the curb edge and the front building face to accommodate patios and seating areas.

**Building Articulation:** Character Area A contains what was the historic Village of Chester (Doncaster). A number of buildings were identified as properties with heritage interest. The historic pattern of development in this area includes irregular building types, setbacks, and heights which add to the eclecticism of the street. New buildings should reflect this diversity through varying heights and both vertical and horizontal articulations to break up the building mass. The predominant condition of laneways and private walkways from the street to the rear of properties also creates gaps or reliefs along the street wall. New mid-rise buildings should express this street rhythm by breaking the mass of the building with deep vertical architectural articulation that creates visual gaps along the street edge (see diagram below).



Cross section of a development in a deep lot that conforms to the built form guidelines in Character Area A.



Sketch of recommended mid-rise form on Character Area A

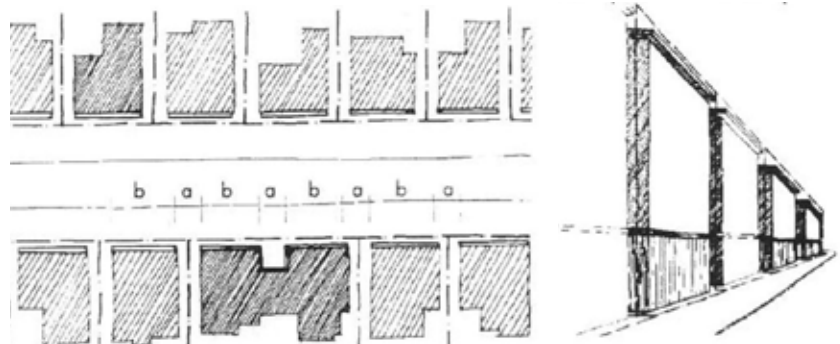


Diagram: Built form rhythm created by a regular pattern of building and open gaps along building frontages

## Character Area B



East of Broadview Avenue, from Browning Avenue to Nealon Avenue

Character Area B includes lots on the east side of Broadview Avenue, approximately from Browning Avenue to Mortimer Avenue. This comprises properties from 885 to 1007 Broadview Avenue. This area is a designated *Mixed Use Area* but is predominantly residential, with mostly 2-3 storey high buildings on small lots that front Broadview Avenue in a diagonal configuration. This condition creates a unique streetscape with landscaped "zig-zag" front yards.

This section of Broadview was also identified in the Avenue and Mid-rise Study for mid-rise intensification. However, due to the lot size and configuration, mid-rise buildings may only be possible in corners where the lots are wider and deeper. Also, due to the predominantly residential character of this section of Broadview, a more modest and sensitive mid-rise building is recommended.

### Built Form Guidelines

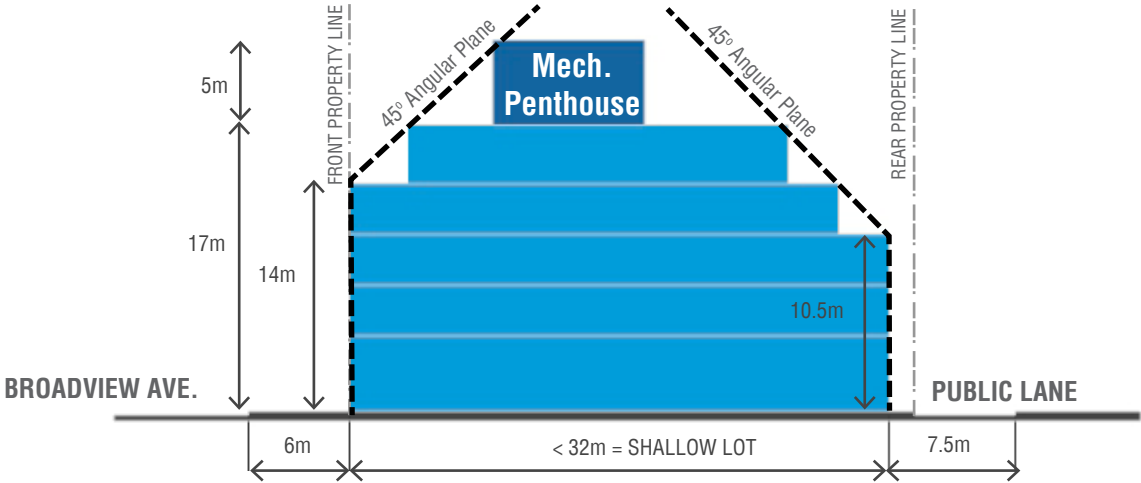
The recommended built form for Character Area B is a modified version of the Mid-rise Guidelines, particularly with a lower building height and street wall. The rest of the *Mid-rise Guidelines* performance standards applies, including minimum setbacks and rear angular planes. Additional guidance is provided as follows.

**Maximum Building Height:** The maximum height of the buildings will be 17 metres or 5 storeys. This height should only be achieved if the dimensions of the lot and the required angular planes are also complied with. Mechanical penthouses, elevator runs, stair towers or other equipment and servicing may exceed the maximum height limit by up to 5 metres but may not penetrate any angular plane.

**Front Angular Plane:** To create a street wall that complements the lower character of Area B, the front angular plane of 45 degrees will be measured from a height of 14 metres (4 storeys).

**Setback from the Street:** Wider sidewalk zones are needed in this area to reinforce existing residential character with deep setbacks for soft landscaping in front yards. New developments will set back to provide a minimum distance of 6 metres between the street curb edge and the front building face. This distance will allow for a 2.1 metre pedestrian clearway and a deep setback of approximately 4 metres for soft landscaping on the building's side. In corners, the 4 metres soft landscaping will be replaced by outdoor patio areas or seating areas. The specific setback from the property line that will be required to achieve the minimum 6 metres varies throughout the Study Area and will be determined on a site specific basis.

**Building Articulation:** The diagonal configuration of the lots in Character Area B reflects how new streets in the Study Area were integrated in Toronto's street grid during a wave of development after the construction of the Prince Edward Viaduct in 1918. New facades should as much as possible respond to this unique configuration.



Cross section of a development in a shallow lot that conforms to the built form guidelines in Character Area B.