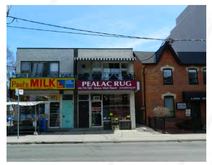
What We Have Heard

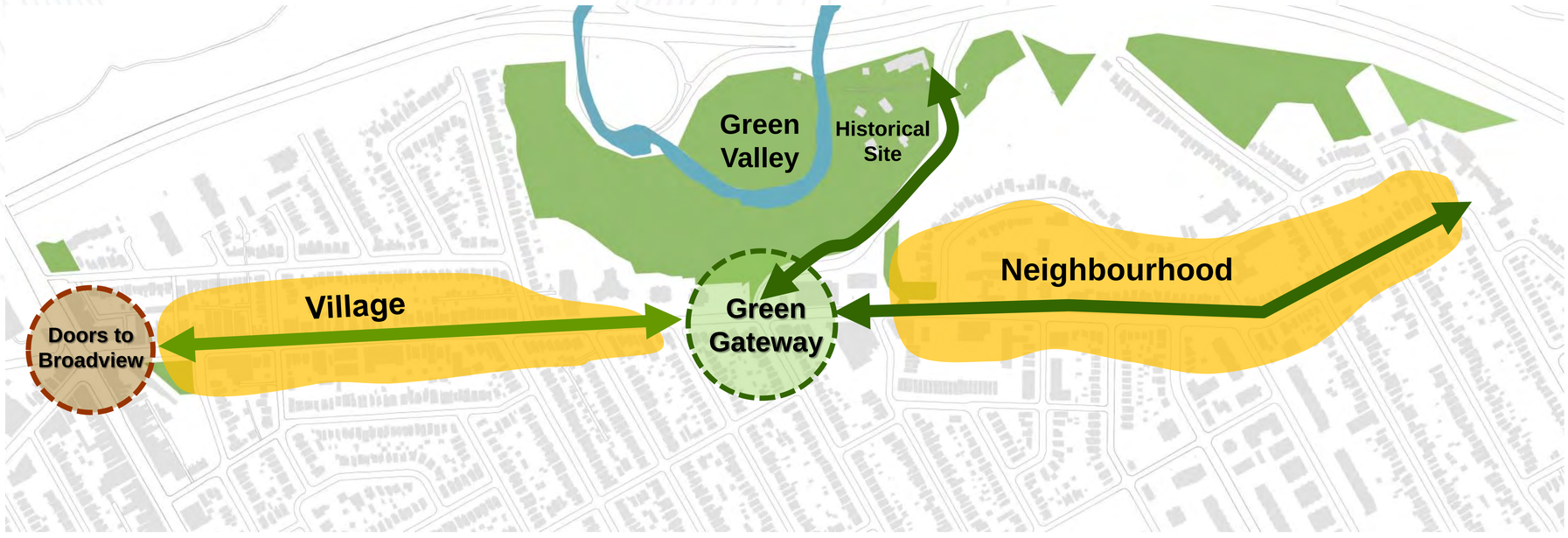
Vision of Broadview







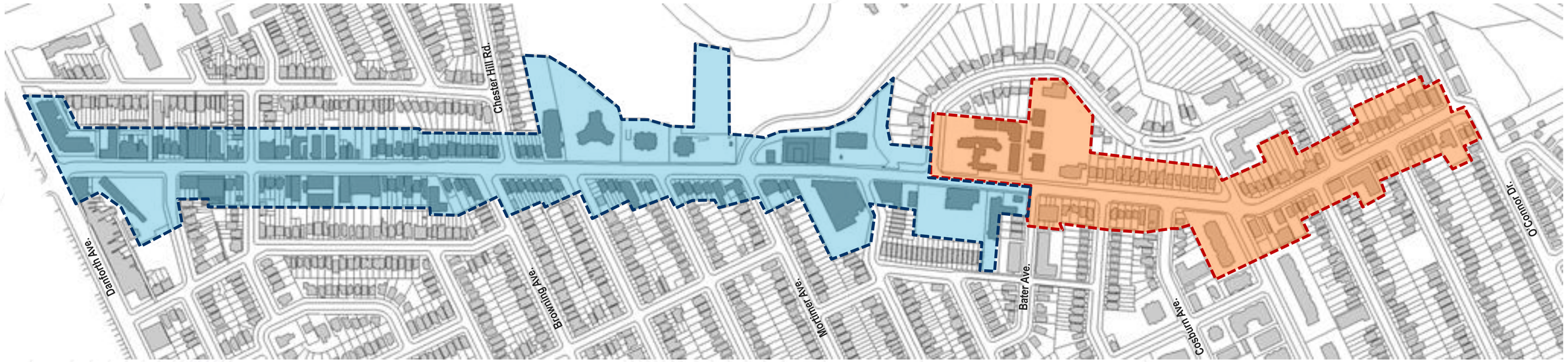
❖ *Word cloud generated with key words that participants used to describe Broadview in the future. Size of words represent amount of times a particular key word was mentioned (i.e. bigger words, more mentions).*



PLANNING A GREAT CITY, **TO**GETHER

What We Have Heard

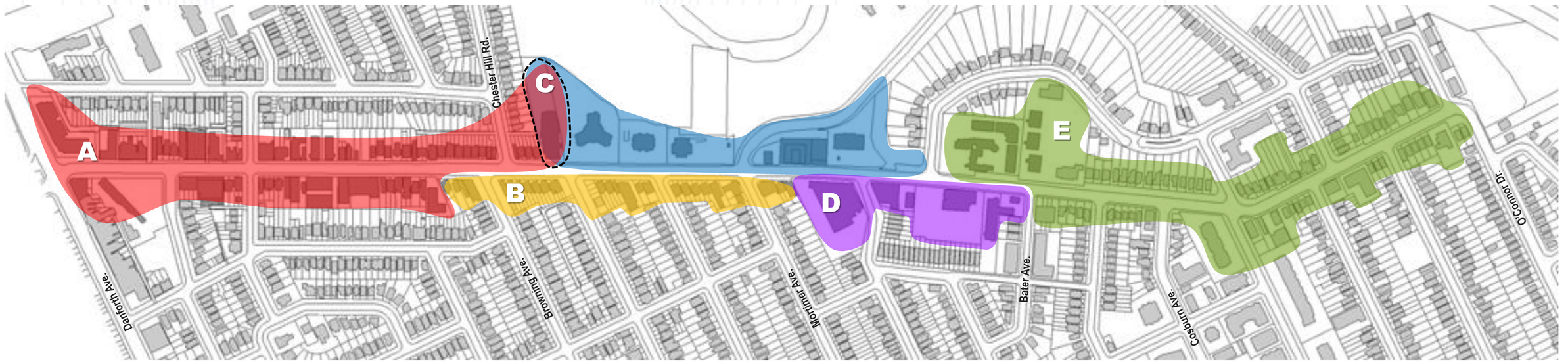
Study Area Boundary



Study Area focusing on Built Form, Public Realm Improvements, and Transportation Issues

Expanded Study Area focusing on Public Realm Improvements only
(Stable Residential Zone)

Character Zones

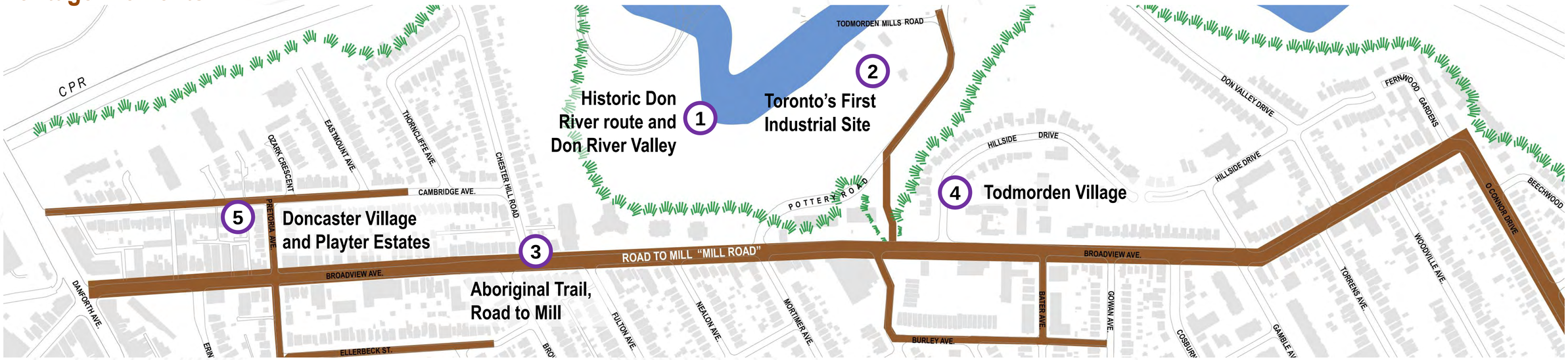


OVERVIEW

- Ensure transition between character zones is gradual
- Preserve existing neighbourhood character by providing significant green space
- Characterize the study area extension as Zone E – Stable Residential
- Move Estonian House (958 Broadview Ave) from Zone C to A

Heritage Options

Heritage Elements



Properties with Heritage Interest

Heritage Options

a All new development will respect **the heritage context** of the study area and will integrate identified heritage resources.

b Streetscape improvements at the intersection **of Pottery Road and Broadview** are to creatively re-engage the history of the Toronto's first industrial site through elements such as interpretive signage, public art and other design aspects of public realm improvements.

c Buildings identified as associated with the historic **Doncaster and Todmorden Villages** are recommended for further evaluation for inclusion on the City of Toronto Heritage Register.

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Transportation Options

Parking Options and Priorities

Off-Street Green P Parking:

1. Explore additional **off-street parking supply**, through judicious property acquisitions and partnership structures, to support businesses in the area.
2. **Monitor demand** at Carpark 78- 35 Erindale Ave.

On-Street Parking:

Reviewing the parking regulations:

1. **Hours of availability** of parking
2. **Number** of on-street public parking spaces in the area
3. Review permitted **maximum duration**
4. Priority Parking **Enforcement Area**
5. **Shared Parking** among uses with different peak characteristics in new developments

In conjunction with the TTC & Transportation Services

Transportation Options and Priorities

Transportation Vision for Broadview Avenue:

1. Short to Long-term designs with a range of options from shared use of space to priority for pedestrians, bikes, transit, and/or on-street parking

Transit Supportive Measures:

1. Minimum development densities
2. Maximum and minimum parking standards
3. Restrictions on auto-oriented retail and services
4. Location of Broadview in the context of the Downtown Relief Line Study

Walkability / Cycling:

1. Encourage / improve walkability and cycling conditions
2. Potential for bike path along Cambridge from North of Broadview and on Broadview Avenue

Traffic:

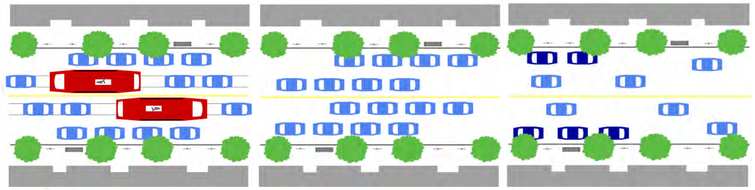
1. Minimize through traffic on local streets
2. Explore opportunities for intersection improvements at Broadview / Pretoria, Pretoria / Cambridge, Chester Hill / Broadview and the areas east of Broadview

Street Design Options

Option 1: Very Minor Street Improvements

Maintains sidewalk width and existing traffic configuration. Improves sidewalk aesthetically with trees or planters, benches, bicycle parking, and pedestrian lighting etc.

Benefits	Challenges
No major reconstruction & no Environmental Assessment required	No bike lanes, less safe for cyclists
Improves sidewalk aesthetically	No improved transit servicing options
Maintains existing transportation operations; people will continue to choose the same transportation options	No wider sidewalk
	No additional parking
	Maintains existing traffic operations; no improved infrastructure to encourage people to choose active transportation options



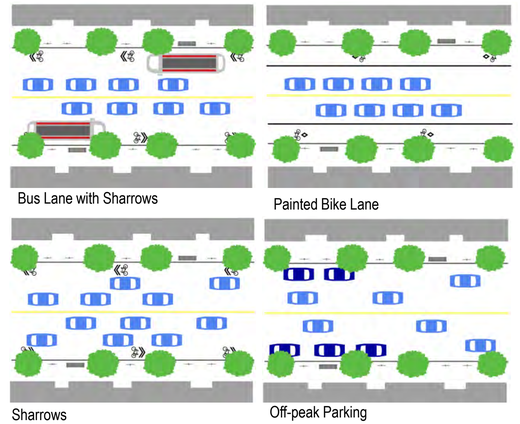
Streetcar Service in Mixed Traffic | Two Lanes | Off-peak Parking

** Conceptual examples only; not to scale*

Option 2: Minor Street Improvements

Maintains sidewalk width with **changes to traffic configuration**. Improves sidewalk aesthetically with trees or planters, benches, bicycle parking, and pedestrian lighting etc.

Benefits	Challenges
No major reconstruction & no Environmental Assessment required	Detailed traffic study required to understand impacts on traffic, public transit, bicycle patterns and pedestrian flow
Improves sidewalk aesthetically	No wider sidewalk
New cycling infrastructure encourages cycling and provides a safer environment	No additional parking
More efficient transit with designated bus lane	
Encourages people to choose active transportation choices with better transit, safer cycling options and improved sidewalk environment	

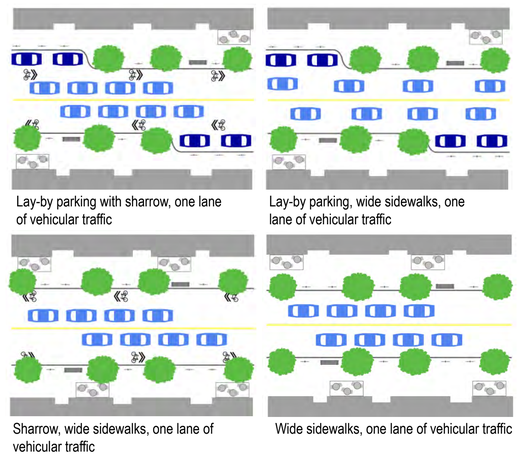


Bus Lane with Sharrows | Painted Bike Lane | Sharrows | Off-peak Parking

Option 3: Major Street Improvements

Changes sidewalk width and traffic configuration **requiring major reconstruction of infrastructure**. Increases sidewalk width with aesthetical improvements such as trees or planters, benches, bicycle parking, and pedestrian lighting etc.

Benefits	Challenges
Widens and improves sidewalk aesthetically ; better pedestrian environment with greater street presence	Reconstruction and potential Environmental Assessment (EA) required; longer process
New cycling infrastructure encourages cycling and provides a safer environment	As part of any EA, detailed traffic study required to understand impacts on transportation
Encourages people to choose active transportation options with safer cycling options and improved sidewalk environment	Impacts to infrastructure such as drains, sewage , light posts etc.
Additional lay-by parking	No improved transit services options (i.e. designated bus lane)



Lay-by parking with sharrow, one lane of vehicular traffic | Lay-by parking, wide sidewalks, one lane of vehicular traffic | Sharrow, wide sidewalks, one lane of vehicular traffic | Wide sidewalks, one lane of vehicular traffic

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Public Realm Options

Streetscape

4.8m commercial frontage

Widen existing sidewalks to allow street trees

> 6m with patios or seating areas

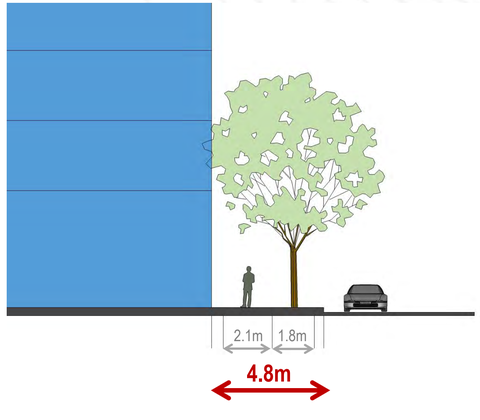
Reinforce existing wide sidewalks in strategic locations to create meeting places for the community

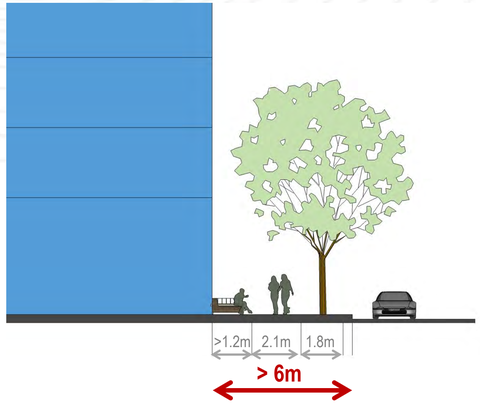
6-8m residential front yard

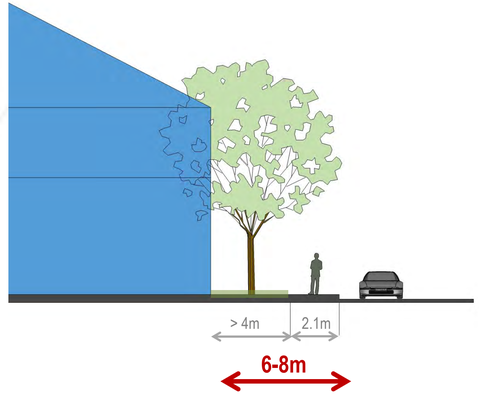
Reinforce existing residential character with deep setbacks for soft landscaping in front yards

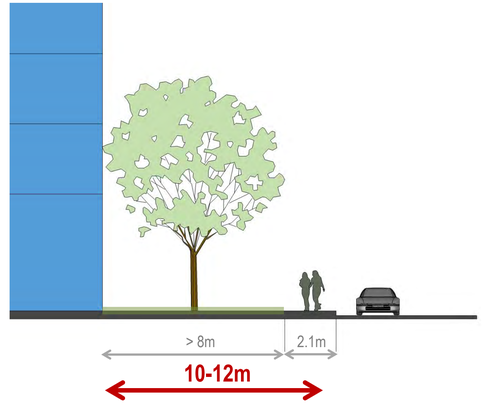
expansive front yard landscaping

Reinforce the open feel character in developments that backs to the ravine









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Public Realm Options

Viewpoints

Developments at corners of Pottery and Broadview shall **provide Privately-Owned Publicly Accessible Open Spaces (POPS)** with well-designed lookout points to maintain viewpoints

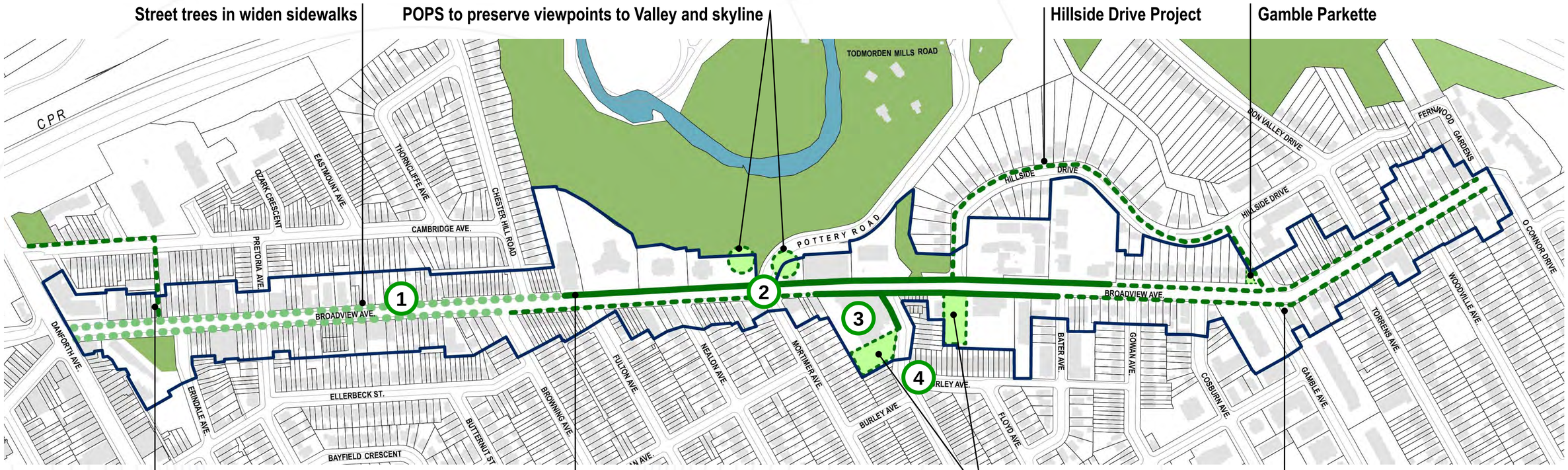
Open Spaces

Development sites over 5,000 m2 will **provide on-site Parkland Dedication of a 15%** of site area. This will result in two parks of approximately 800 m2 -1,000 m2

PLANNING A GREAT CITY, TOGETHER

Public Realm Options

Green Connections



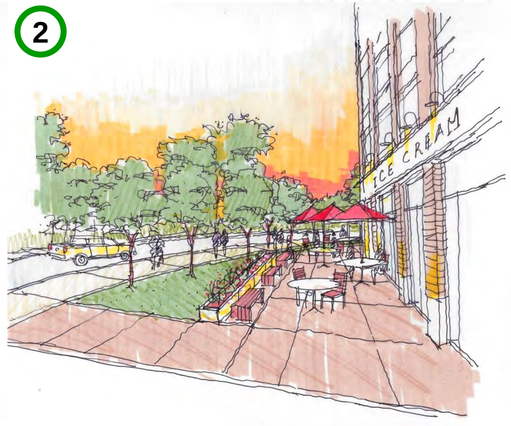
Seek opportunities to make lane more green and pedestrian-friendly

Expansive front yard landscaping in new developments

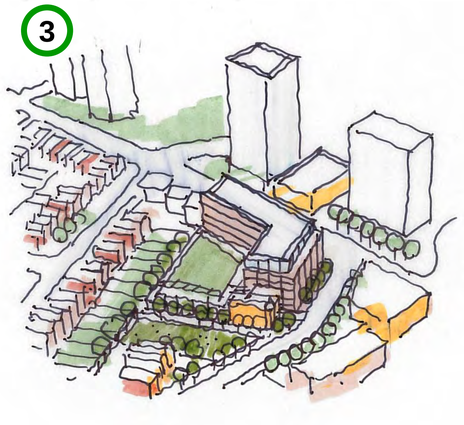
On-site Parkland Dedication to create new parks

Residential front yards with soft landscaping

Street trees in widen sidewalks



Green corridor to access viewpoints to the Valley



On-site park dedication on new developments

View of new park from the neighbourhood

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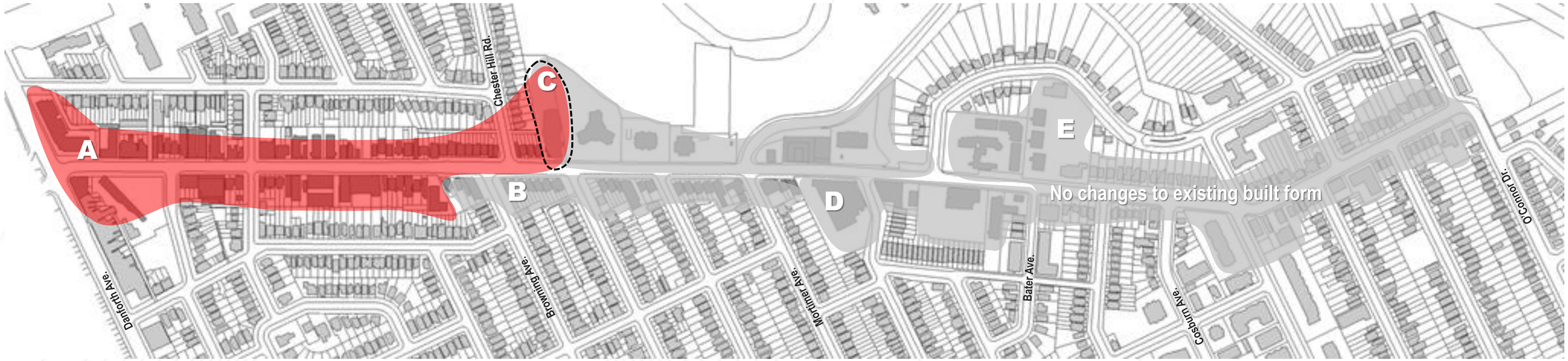
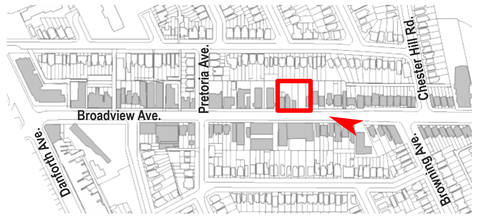
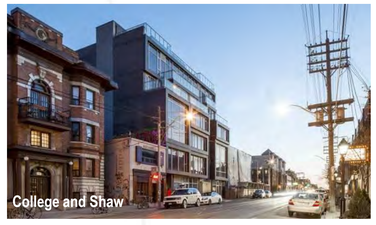
Built Form Options: Character Zone A

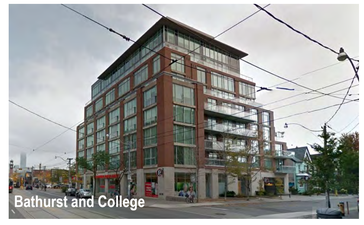


Street View

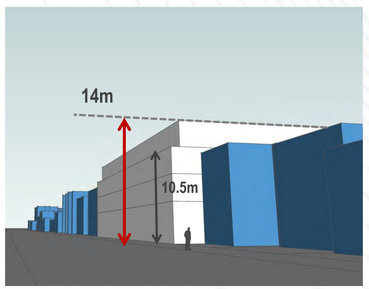


Key Map





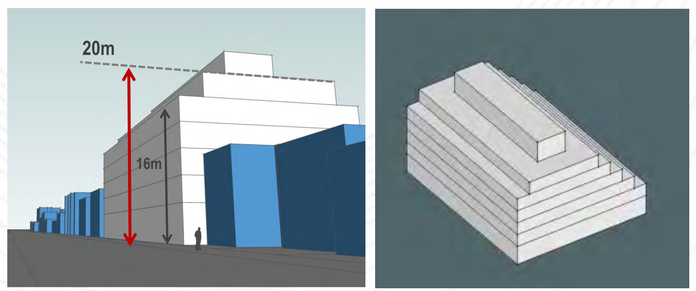
Examples of Mid-rise Buildings



Option 1:

As-of-right

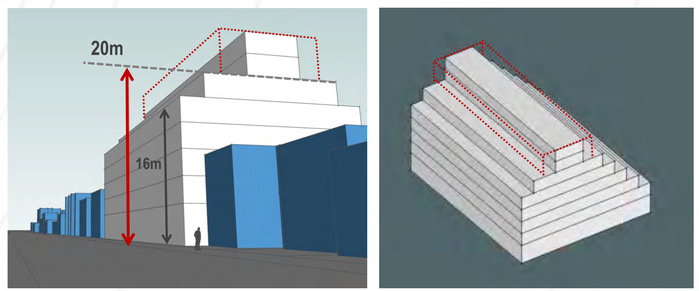
- 4 storeys (14m) maximum height
- 45 degree front angular plane starting at 13m
- 7.5m rear setback
- 45 degree rear angular plane starting at 7.5m or 10.5m from the rear setback



Option 2:

Standard Mid-rise

- 6 storeys (20m) maximum height
- 45 degree front angular plane starting at 16m
- 7.5m rear setback
- 45 degree rear angular plane starting at 7.5m or 10.5m from the rear setback
- Mechanical Penthouse occupying 30% of the roof area



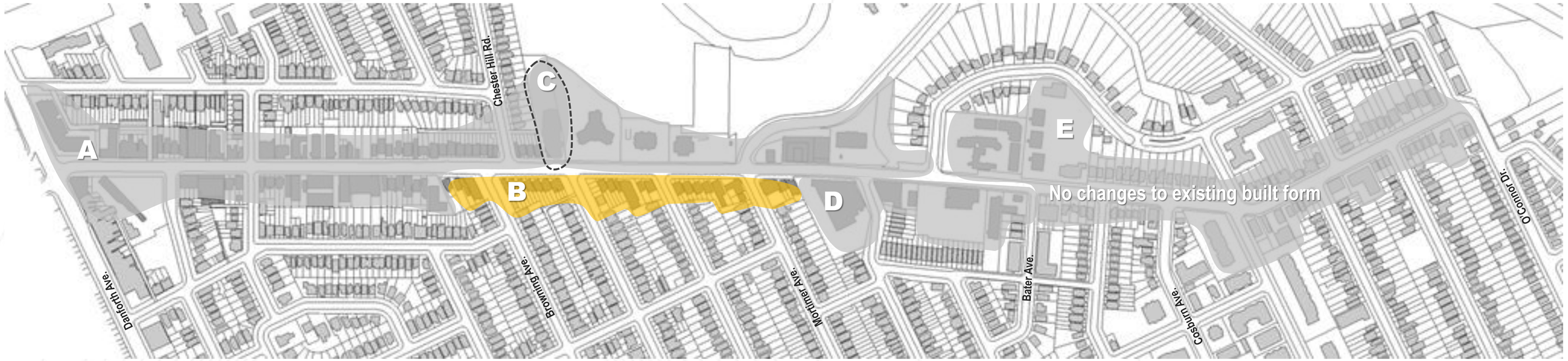
Option 3:

Mid-rise with Wrapped MPH

- 6 storeys (20m) maximum height
- 45 degree front angular plane starting at 16m
- 7.5m rear setback
- 45 degree rear angular plane starting at 7.5m or 10.5m from the rear setback
- Residential units wrapping around the Mechanical Penthouse, penetrating front and rear angular planes

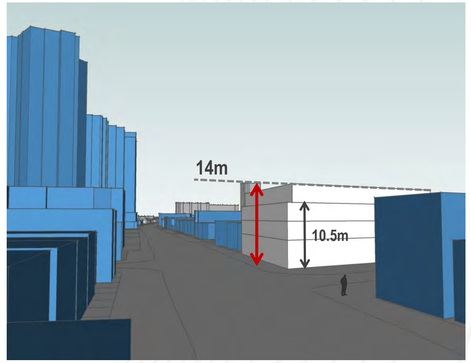
Sketch of mid-rise built form with wrapped MPH

Built Form Options: Character Zone B



Street View

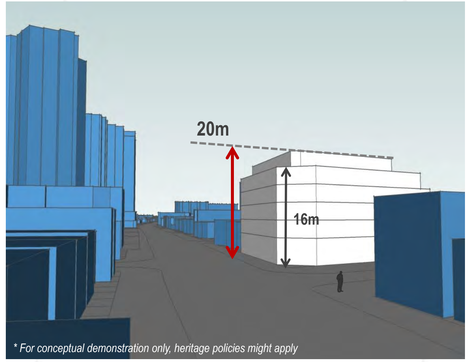
Key Map



Option 1:

As-of-right

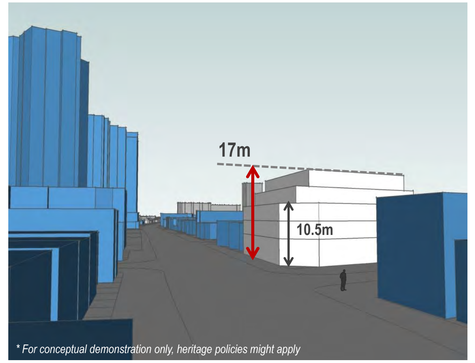
- 4 storeys (14m) maximum height
- 45 degree front angular plane starting at 13m
- 7.5m rear setback
- 45 degree rear angular plane starting at 7.5m or 10.5m from the rear setback



Option 2:

Standard Mid-rise

- 6 storeys (20m) maximum height
- 45 degree front angular plane starting at 16m
- 7.5m rear setback
- 45 degree rear angular plane starting at 7.5m or 10.5m from the rear setback



Option 3:

Modified 5-storey Mid-rise

- 5 storeys (17m) maximum height
- 45 degree front angular plane starting at 10.5m
- 7.5m rear setback
- 45 degree rear angular plane starting at 7.5m or 10.5m from the rear setback

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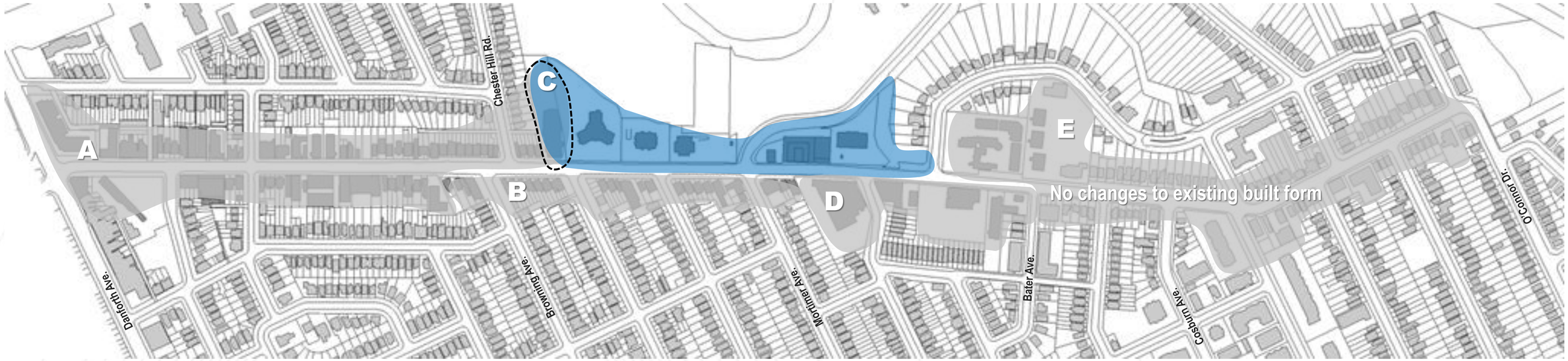
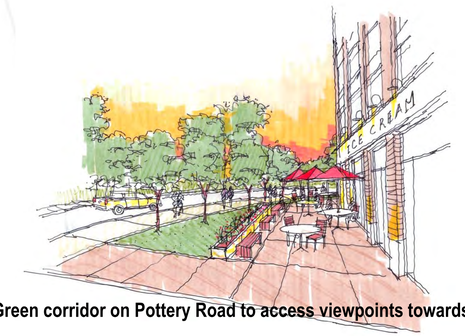
Built Form Options: Character **Zone C**



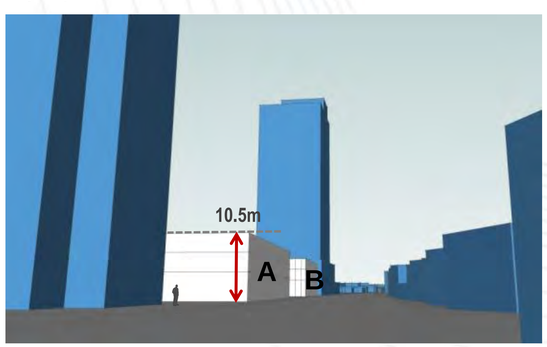
Key Map

Rear view of **Option 2**, with viewpoints towards the valley

Rear view of **Option 3**, with viewpoints towards the valley



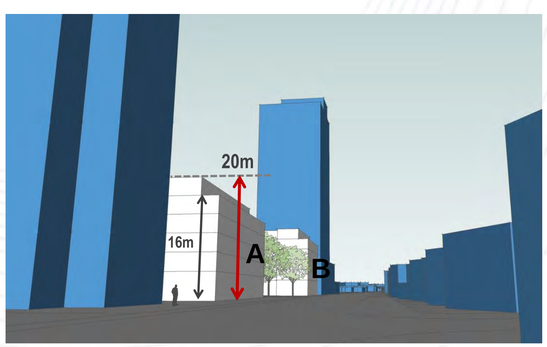
Green corridor on Pottery Road to access viewpoints towards the valley



Option 1:

As-of-right

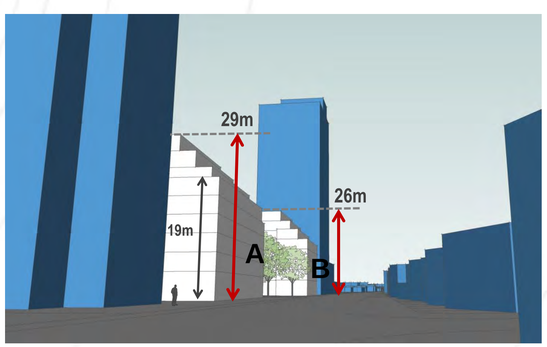
- 3 storeys (10.5m) maximum height
- 4.5m front setback
- 10m TRCA top of bank setback at the rear
- No front angular plane



Option 2:

Standard Mid-rise + Green Corridor

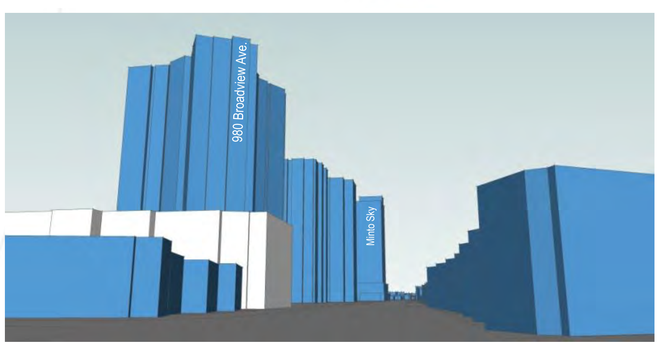
- 6 storeys (20m) maximum height
- 6m to 9m boulevard (from curb to building face)
- 45 degree front angular plane starting at 16m
- 10m TRCA top of bank setback at the rear
- Setback from Pottery Road to create green corridor towards the valley



Option 3:

Modified 8-9 storeys Mid-rise + Green Corridor

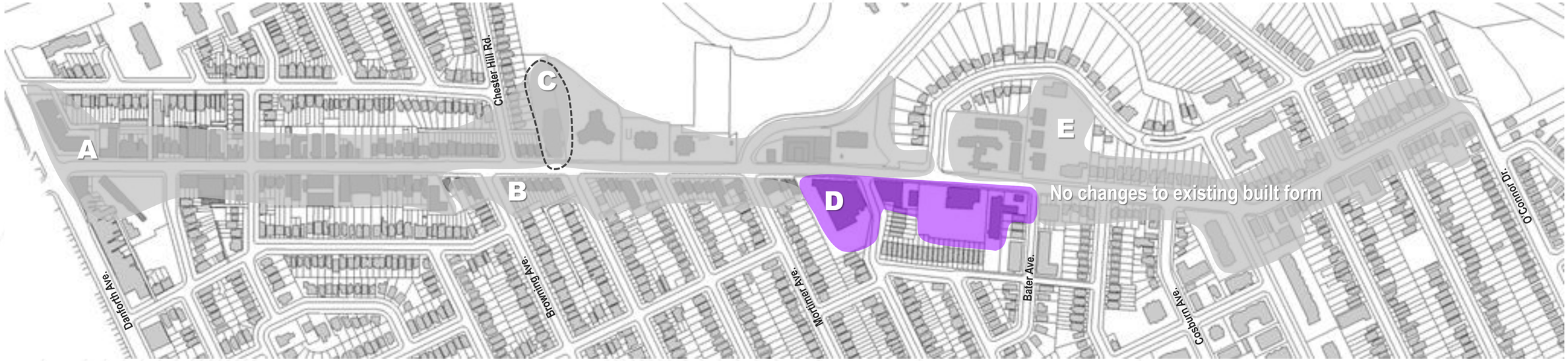
- Height of 8 storeys (26m) to 9 storeys (29m)
- 6m to 9m boulevard (from curb to building face)
- 45 degree front angular plane starting at 19m
- 10m TRCA top of bank setback at the rear
- Setback from Pottery Road to create green corridor towards the valley

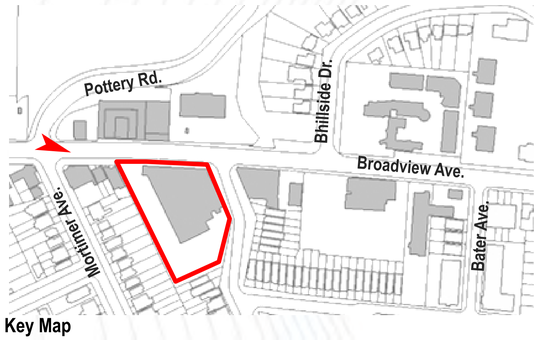


Development Principles for the Estonian House

- Retain Heritage building and respect heritage features / attributes
- Provide adequate transition towards the neighbourhoods
- Have regard for property lines and provide adequate separation distances from adjacent properties
- Development will be setback from TRCA top-of-bank of valleys and ravines
- Expansive front yard landscaping to match existing context
- Explore potential to serve as a cultural hub for the community

Built Form Options: Character Zone D

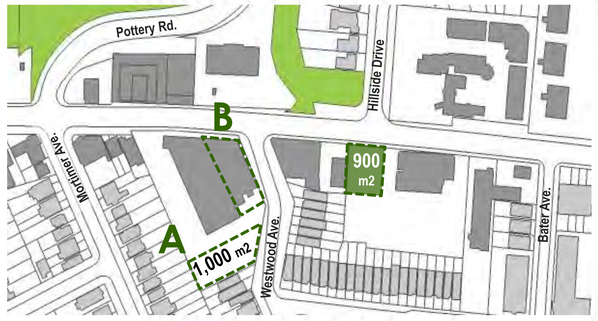




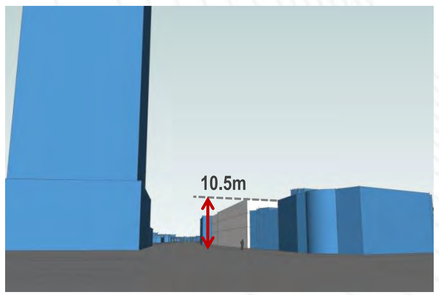
Key Map

New Parks:

- Enforcement of on-site Parkland Dedication of 15% of the lot area *(lot areas shown are approximate)*
- Location of parks will be decided through discussions with the community during the development application process



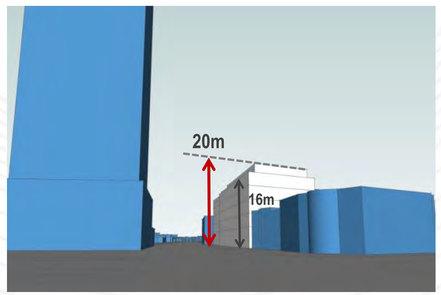
Sketches showing bird eye and rear view of a new park with townhouses transitioning to the rear neighbourhoods



Option 1:

As-of-right

- 3 storeys (10.5m) maximum height
- 7.5m rear setback
- No front angular plane

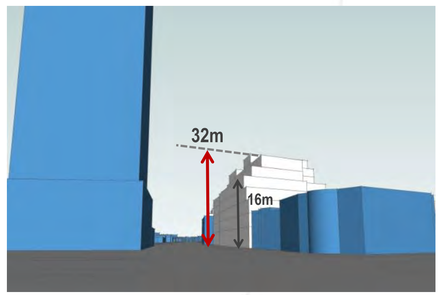


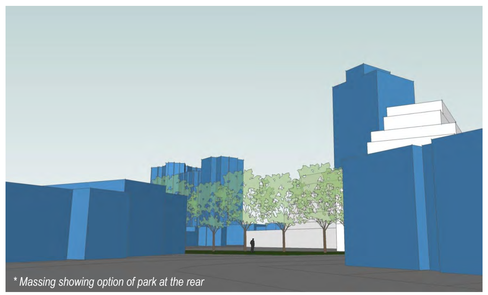
* Massing showing option of park at the rear

Option 2:

Standard Mid-rise + Low-rise and On-site Park Dedication

- 6 storeys (20m) maximum height
- 45 degree front angular plane starting at 16m
- 7.5m rear setback
- 45 degree rear angular plane starting at 7.5m or 10.5m from the rear setback
- Park and townhouses at the rear to create transition into the residential areas





* Massing showing option of park at the rear

Option 3:

Modified 10-storeys Mid-rise + Low-rise and On-site Park Dedication

- 10 storeys (32m) maximum height
- 45 degree front angular plane starting at 16m
- 7.5m rear setback
- 45 degree rear angular plane starting at 7.5m or 10.5m from the rear setback
- Increased side yard setbacks and step backs
- Park and townhouses at the rear to create transition into the residential areas