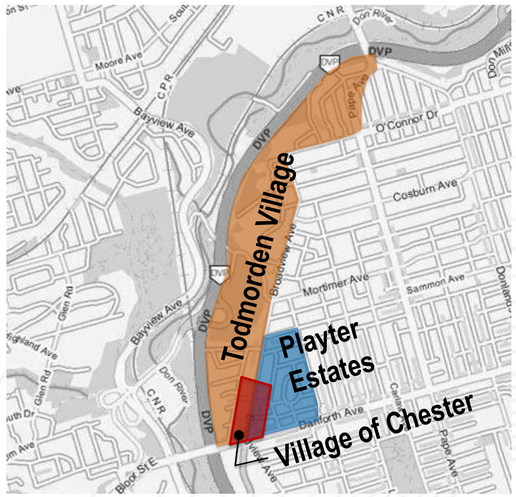
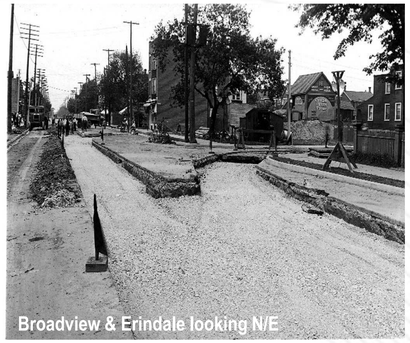
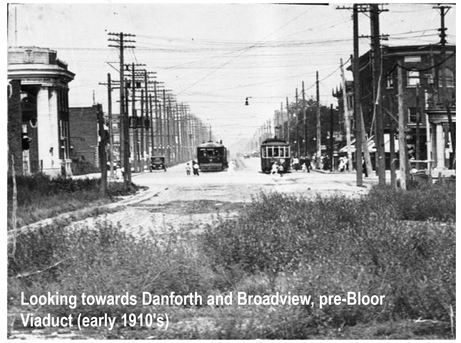
History of Broadview Avenue



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. Three communities developed near Broadview namely Chester, Todmorden and Playter. The Village of Chester began in the 1860's on Mill Road /Don Mills Road north of Danforth Avenue. In 1871 Chester had a population 100 people and Todmorden had 150 people.


Broadview & Erindale looking N/E


Old Chester Public School which became part of the Estonia House 1905


Looking towards Danforth and Broadview, pre-Bloor Viaduct (early 1910's)


North west corner Broadview and Chester Hill 1926

Heritage Properties Listed in City's Inventory


1 CIBC


2 Estonian House

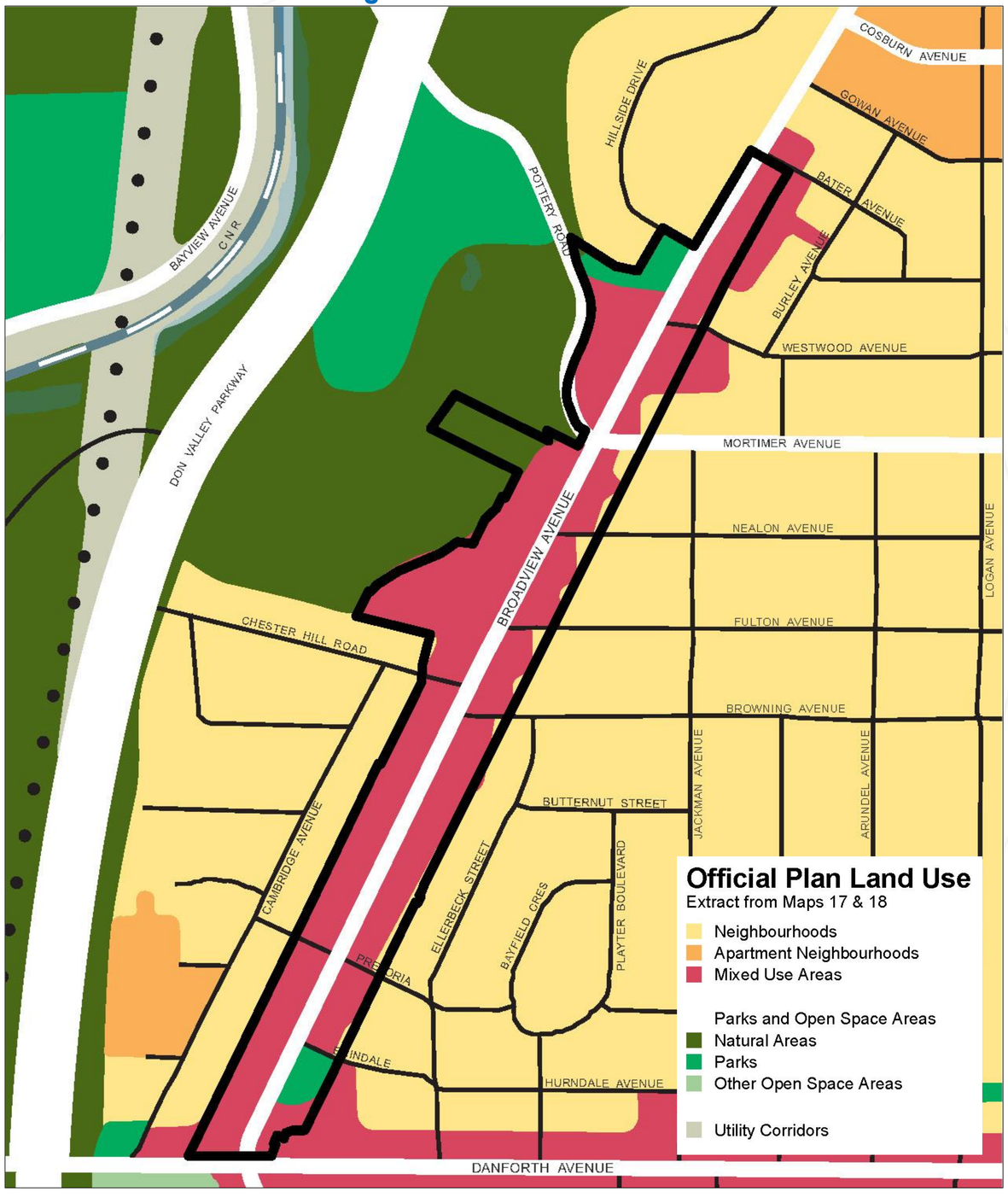

3 Massey Centre


4 Coach House behind Salvation Army

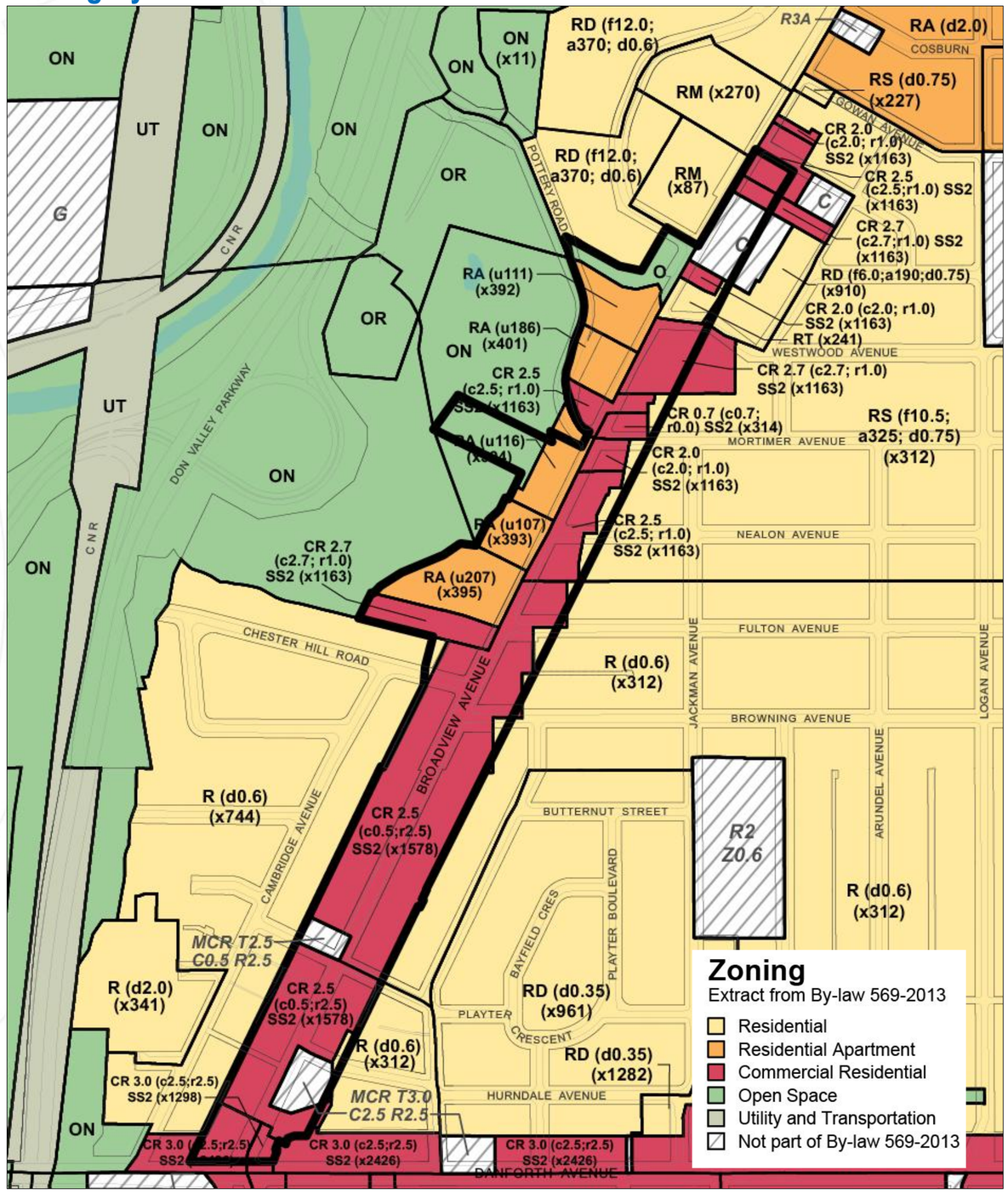
PLANNING A GREAT CITY, TOGETHER

Existing Planning Framework

Official Plan Land Use Designations

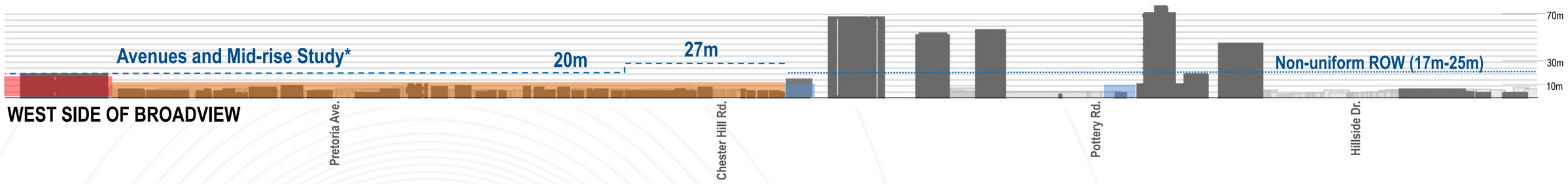


Zoning By-law



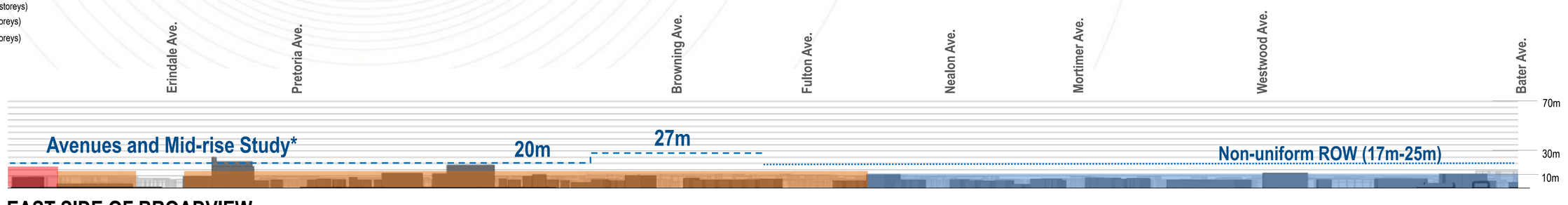
PLANNING A GREAT CITY, TOGETHER

Existing and As-of-right Heights



As-of-right Heights (Zoning By-law 569-2013)

As-of-right Heights:
- **10.5m** (approx. 3 storeys)
- **14m** (approx. 4 storeys)
- **16m** (approx. 5 storeys)



EAST SIDE OF BROADVIEW

** Broadview Avenue from Danforth to Bater is designated as an Avenue in the Official Plan. As such, the Avenues and Mid-rise Study (adopted by City Council in 2010) recommends a maximum building height equal to the width of the street's Right-of-Way.*

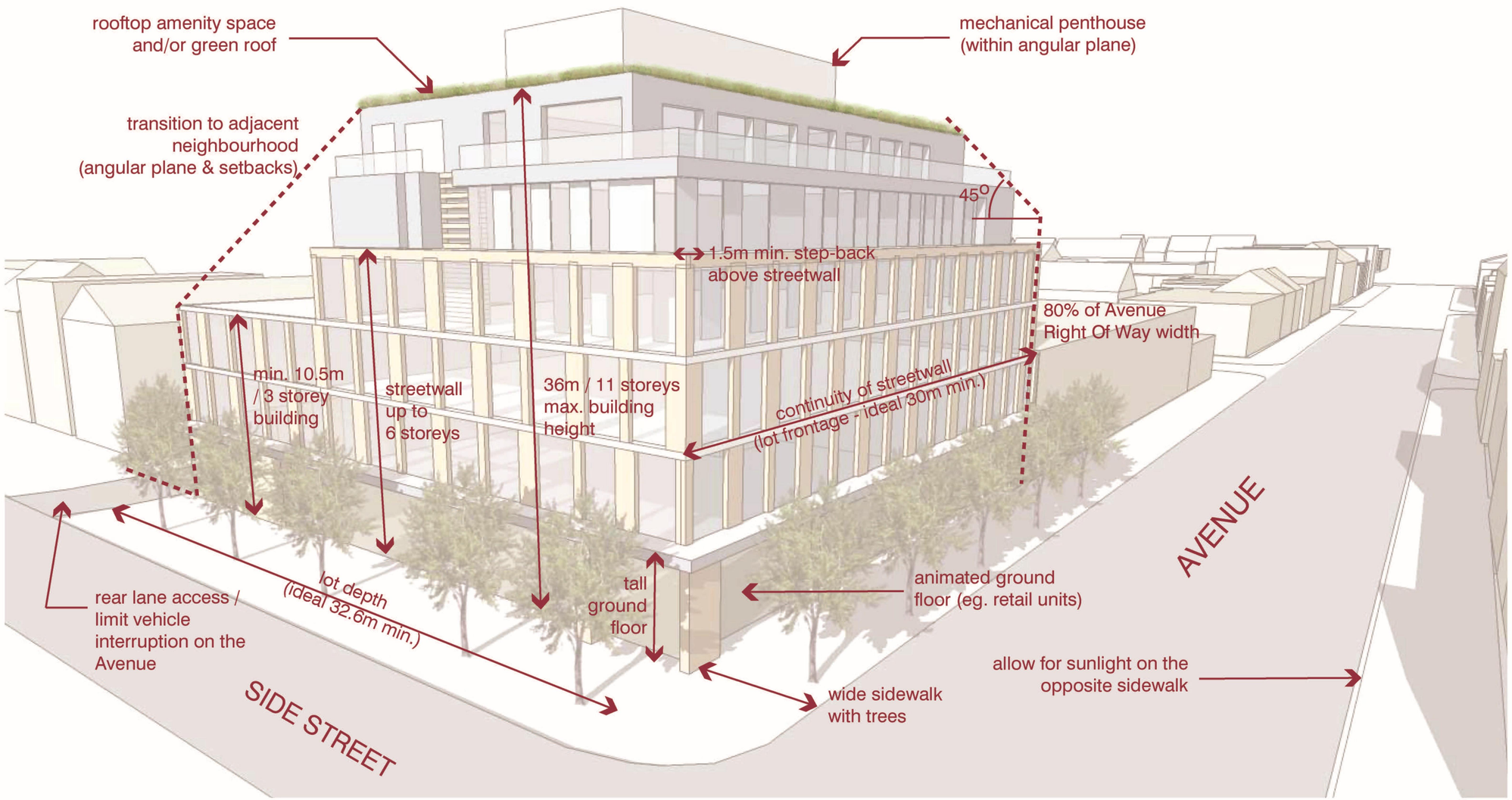
PLANNING A GREAT CITY, TOGETHER

Avenue and Mid-rise Buildings Study

What is a Mid-Rise building?

Mid-rise buildings are 'in between' scale of buildings, they are bigger than houses but smaller than towers (5-11 storeys subject to other criteria).

- Study adopted by City Council in 2010
- Building height relates to width of City Right-Of-Way (ROW)
- Allows for 5 hrs of sunlight on the opposite sidewalk
- Stepback of upper storeys
- Rear setback and angular plane requirements



What We Have Heard... So Far

Our Buildings



Current Assets

- Low density, low-rise buildings
- Diversity of buildings and mixed uses
- Large setbacks from the street
- Some high-rises
- Mid-rise with commercial at grade

To be Improved

- Build more low-rise (4 storeys) developments
- Build mid-rise (6 - 8 storeys) developments that minimize impact on adjoining properties
- Support increased density / taller buildings that maintain the character of the neighbourhood and provide parking on site
- Build mixed-use developments (at-grade retail)
- Establish appropriate front and rear setbacks

Our Streetscape




Current Assets

- Existing trees and green spaces, wide sidewalks, lower buildings
- Open feel of the street
- Few driveways cross the sidewalk

To be Improved

- Improve the streetscape to support pedestrian activity
- Add more trees and landscaping
- Bury power lines
- Add more public art and murals
- Improve street lighting along Broadview Avenue
- Introduce green infrastructure
- Require taller buildings to locate further from the sidewalk

Area Character


Current Assets

- Neighbourhood/ family community feel
- Wide range of income and demographic profile
- Does not feel like downtown or suburbia
- Safe and stable neighbourhood
- Artistic feel of the area

To be Improved

- Build or integrate interesting facades that preserve the character of area
- Bring back Old Toronto charm and preserve older buildings
- Design with existing architectural elements such as recess window fronts and clay brick

Our Community Services

Current Assets

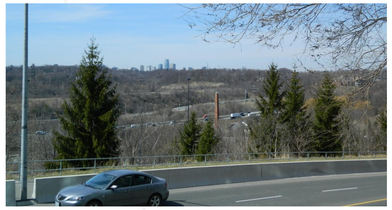
- Existing small businesses
- Local grocery store
- Community hubs (coffee shops, art galleries, artisans)
- Schools, churches and health clinics

To be Improved

- Plan for and support more small businesses
- Build a Public Library
- Build more facilities for culture and arts
- Develop a community centre

Our Parks and Open Spaces





Current Assets

- Existing green spaces, parks and parkettes
- View and access to the Don Valley ravine
- View of the skyline
- Cycling and walking trails
- Green space around high-rise buildings

To be Improved

- Increase amount of green space and parks
- Improve and preserve existing green spaces
- Develop parks with playgrounds
- Preserve sightlines to the Don Valley Ravine
- Create walking access to Todmorden Mill and Don Valley Ravine

How We Move Around


Current Assets

- Free parking
- Well serviced by transit (subway, buses, streetcars)
- Walkable
- Accessibility: Proximity to major thoroughfares and highways
- Good traffic flow

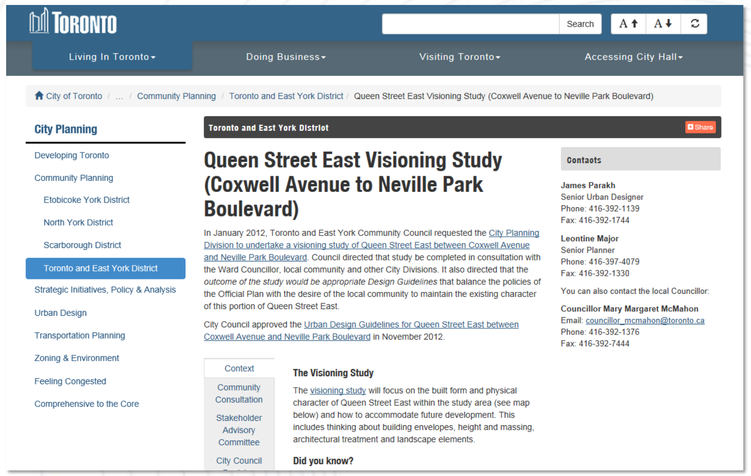
To be Improved

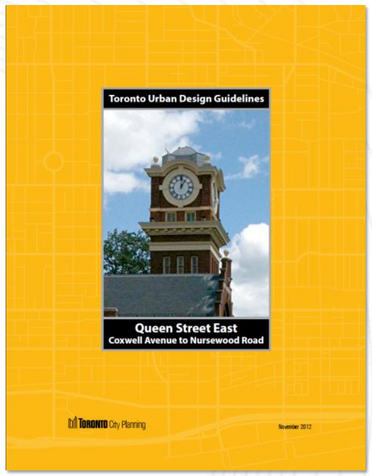
- Address parking issues
- Address limited capacity of public transportation
- Make it friendlier and safer for pedestrians
- Address traffic congestion and minimize the impacts increased density will have on traffic flow
- Improve safety for cyclists

Examples of Other Planning Studies

Queen Street East Visioning Study

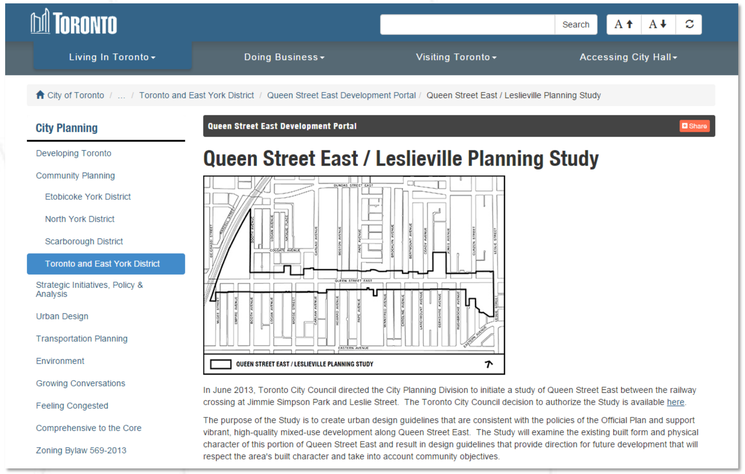
The visioning study focused on the built form and physical character of Queen Street East within the study area and how to accommodate future development. This includes thinking about building envelopes, height and massing, architectural treatment and landscape elements. The outcome of the study was a set of Urban Design Guidelines that balance the policies of the Official Plan with the desire of the local community to maintain the existing character of this portion of Queen Street East.

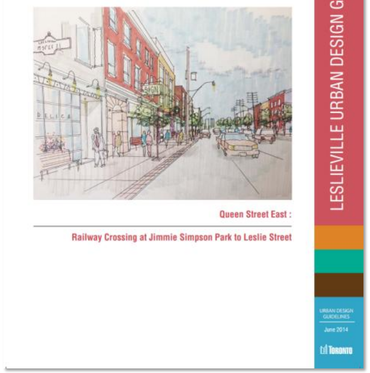




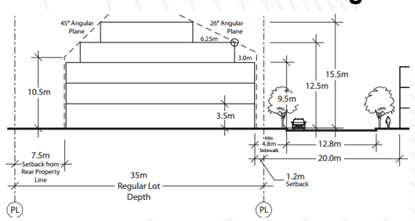
Leslieville Planning Study

The Study created urban design guidelines that are consistent with the policies of the Official Plan and support vibrant, high-quality mixed-use development along Queen Street East. The study reinforced existing permissions, while providing emphasis on the diverse character of the street, heritage, and transition to adjacent residential uses. The outcome of the study was a set of Design Guidelines and an area Official Plan Policy.

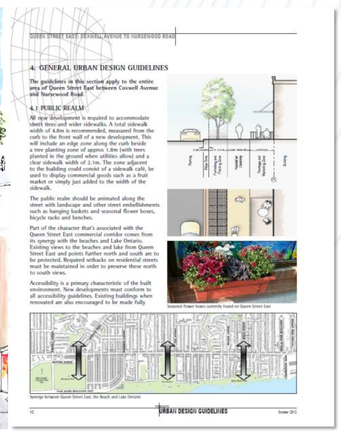




Extract from the Urban Design Guidelines

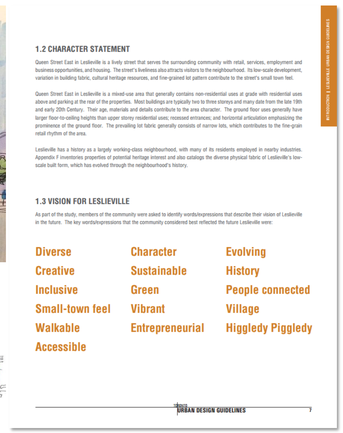


- Maximum height of 12.5m on small depth lots, 15.5m on medium lots and 18.5m on deep lots
- Minimum 4.8m sidewalk
- Maximum streetwall height of 9.5m
- 3m stepback at the 4th floor
- Upper levels should comply with an angular plane of 26 degrees from the 4th floor



Extract from the Urban Design Guidelines

- Maximum height of 20m
- Maximum streetwall height of14m
- Stepbacks required
  - Minimum 2m at 14m
  - Minimum 5m between 14m and 20m



Existing Built Form: Characteristics

Lot Configuration

Building Footprint

Massing

Existing Built Form: Street Elevations

1. Danforth Ave. to Pretoria Ave.

2. Pretoria Ave. to Chester Hill Rd.

3. Chester Hill Rd. to Pottery Rd.

4. Pottery Rd. to Hillside Dr.

WEST SIDE OF BROADVIEW

5. Danforth Ave. to Pretoria Ave.

6. Pretoria Ave. to Browning Ave.

7. Browning Ave. to Mortimer Ave.

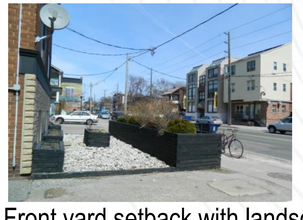
8. Mortimer Ave. to Bater Ave.

EAST SIDE OF BROADVIEW

Public Realm: Streetscape

Boulevard Width (distance from the property line to the street edge/curb, including sidewalk)

Varying Boulevard widths and Building setbacks



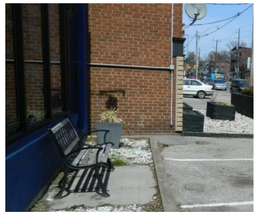
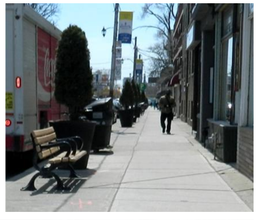
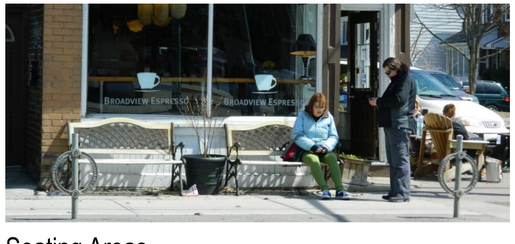

Front yard setback with landscaping in planter boxes

Zero building setback



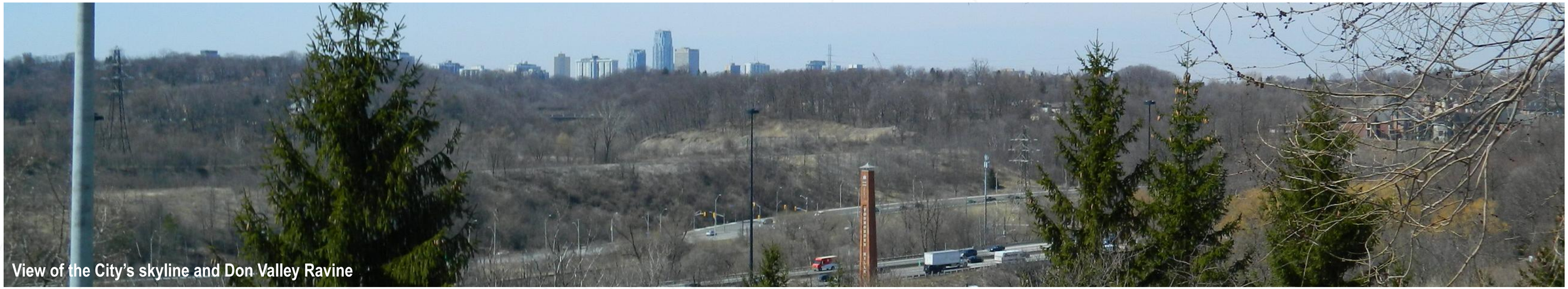
Expansive front yard setback


Recessed Entrances

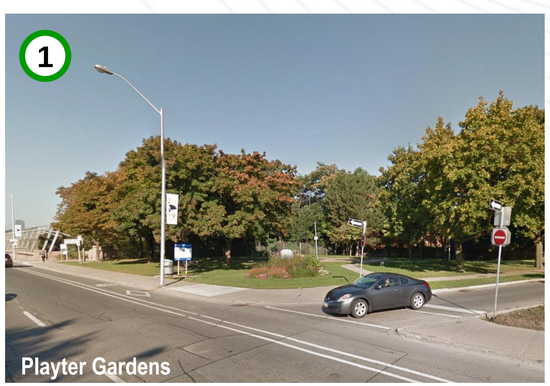




Seating Areas

Public Realm: Parks and Open Spaces

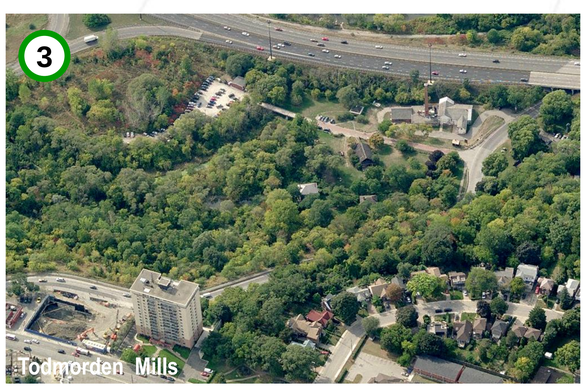


View of the City's skyline and Don Valley Ravine



1 Playter Gardens

2 Broadview Subway Station Parkette

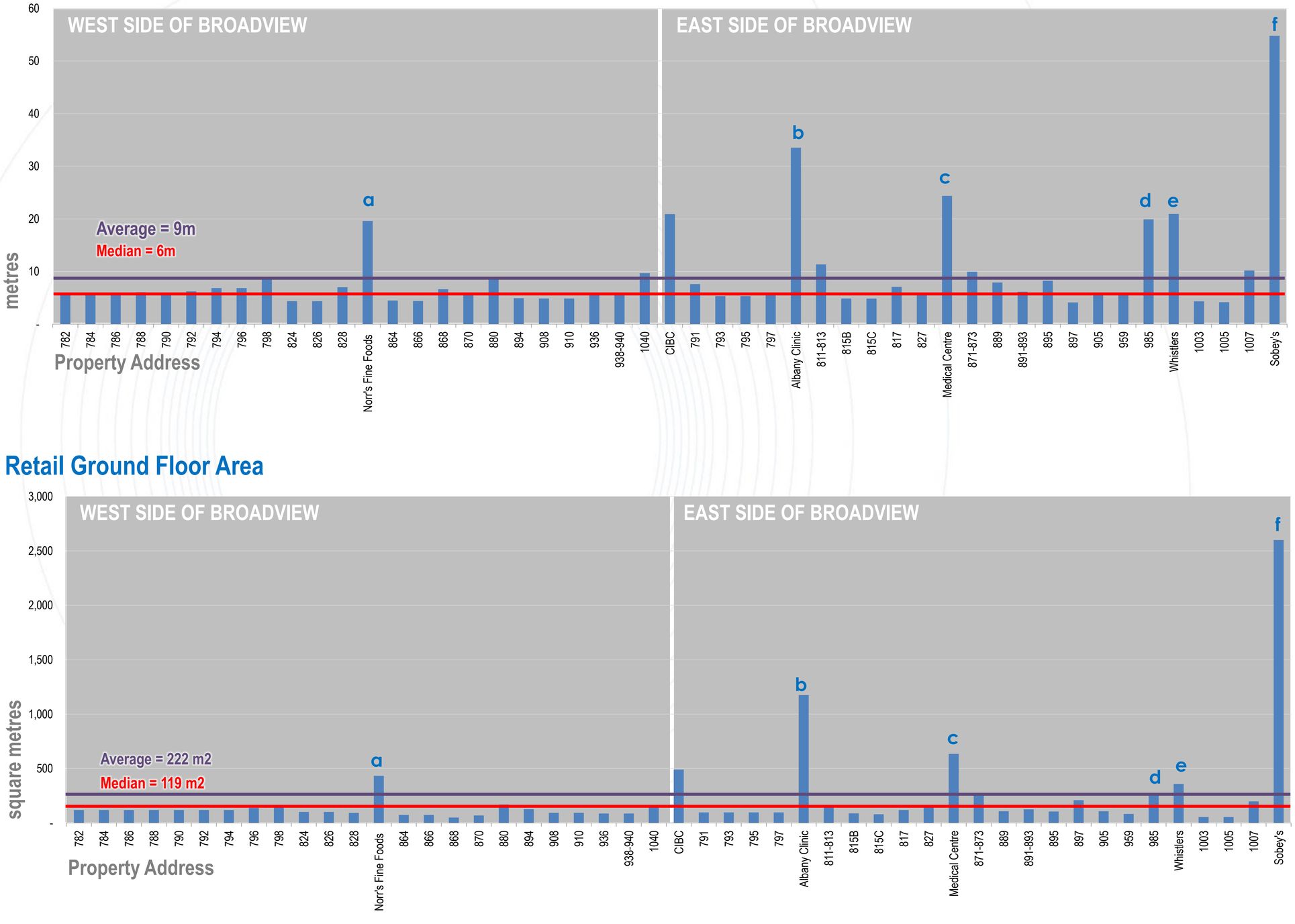


3 Todmorden Mills

4 Charles Sauriol Parkette

Retail Size Analysis

Retail Frontage Width



Retail Ground Floor Area