

BROADVIEW PLANNING STUDY

Community Consultation Meeting 3

June 2015

Agenda

6:00 pm	Open House and Displays
7:00 pm	Introductions, Agenda Review and Welcome
7:10 pm	Presentation – What We Have Heard and Options & Priorities for Moving Forward
7:40 pm	Questions of Clarification
7:55 pm	Topic Stations – Vision, Options and Priorities for the Broadview Study Area
8:55 pm	Wrap-up and Next Steps
9:00 pm	Adjourn

Background

Council Direction

City Council request the Director of Community Planning, Toronto and East York District to commence a planning study in 2014, on the portion of Broadview Avenue which is identified as an *Avenue*, that will address how new development will **complement the existing built form**, identify opportunities for **public realm improvements**, and **plan for the transportation impacts** of new development



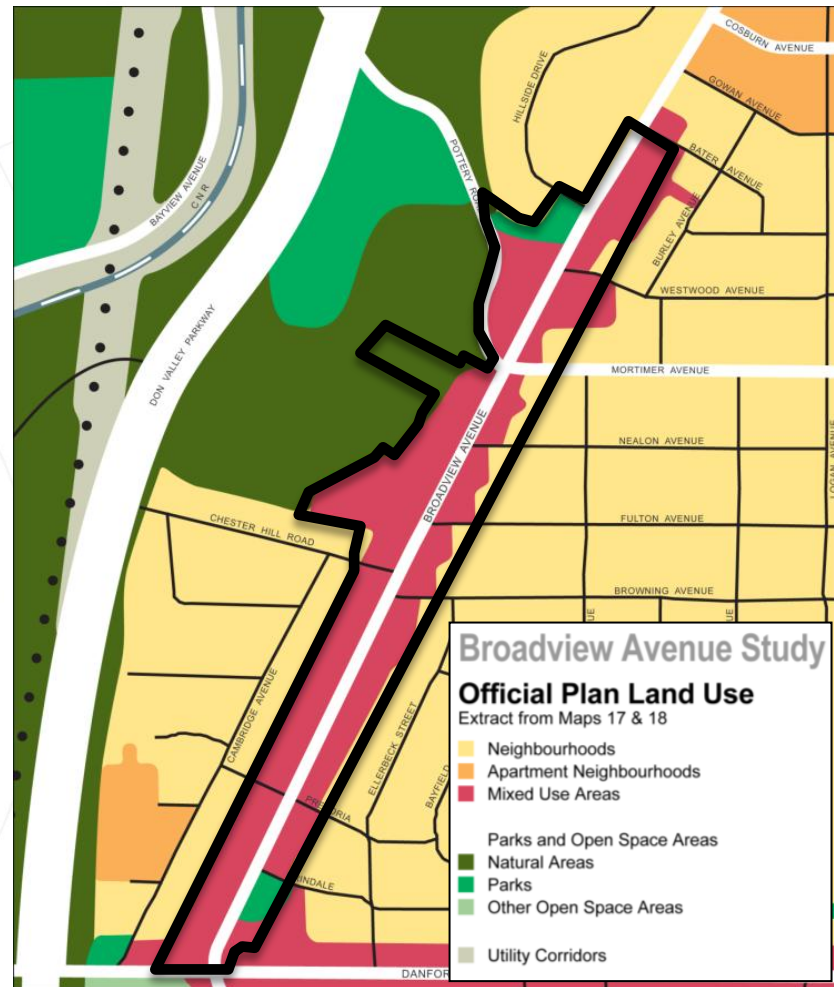
Planning Framework

Avenues:

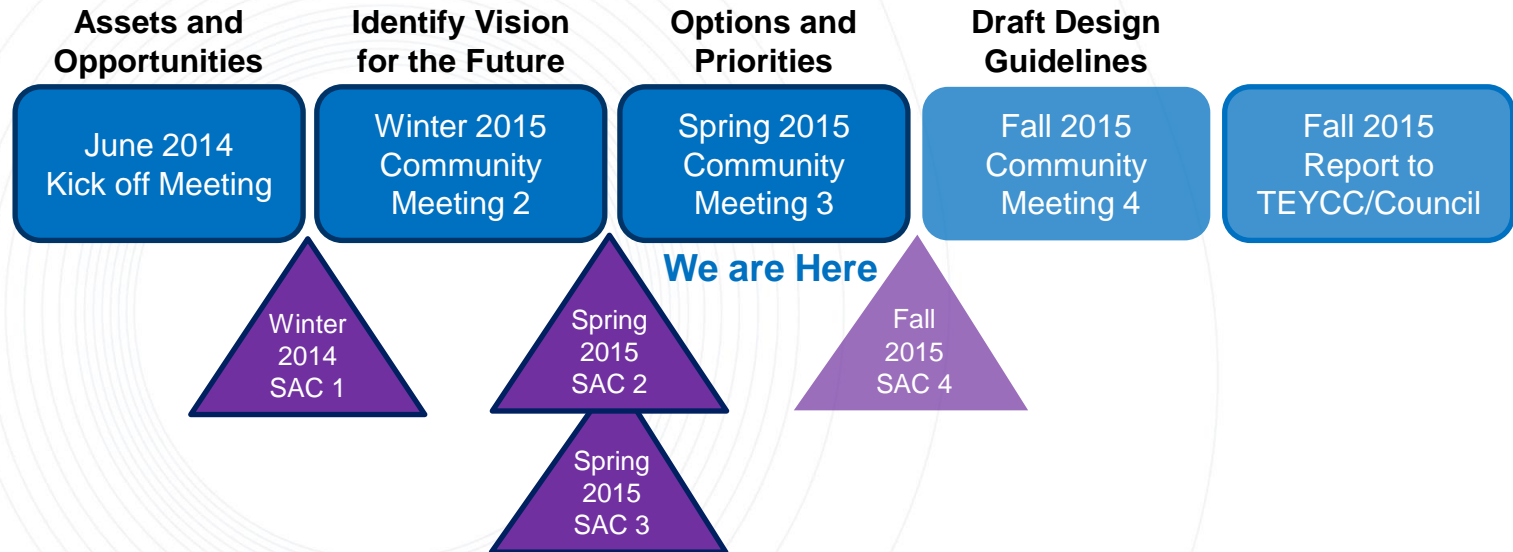
- The Official Plan directs growth to the Downtown area, Centres, and Avenues
- Avenues are important corridors along major streets where reurbanization is anticipated and encouraged because of existing infrastructure; including transit, retail, and community services

Mixed-Use Areas:

- Commercial-Residential uses are permitted
- Mid-rise development
- Transition in built form to adjacent neighbourhoods



Study Process and Timeline



The background is a solid blue color. On the left side, there is a large, faint graphic consisting of many concentric circles, creating a ripple effect. To the right of these circles, there is a faint, white outline of a city or landmass. The title text is positioned on the right side of the page, overlapping the city outline.

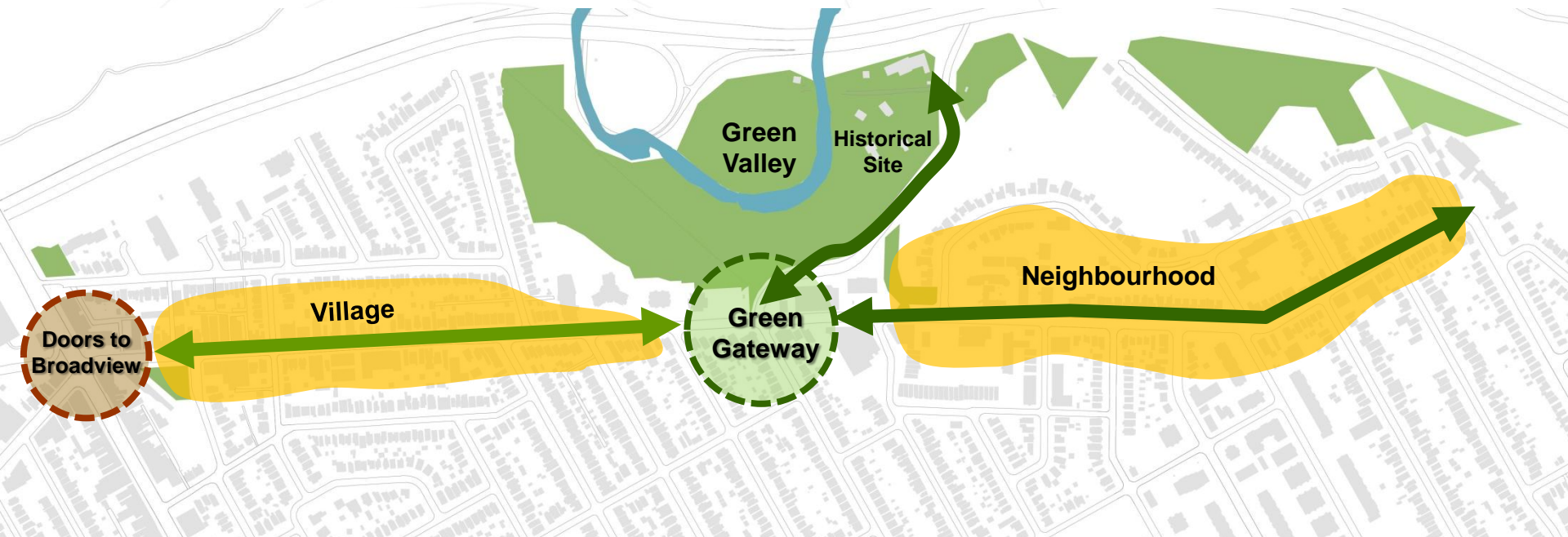
BROADVIEW

Character and Identity

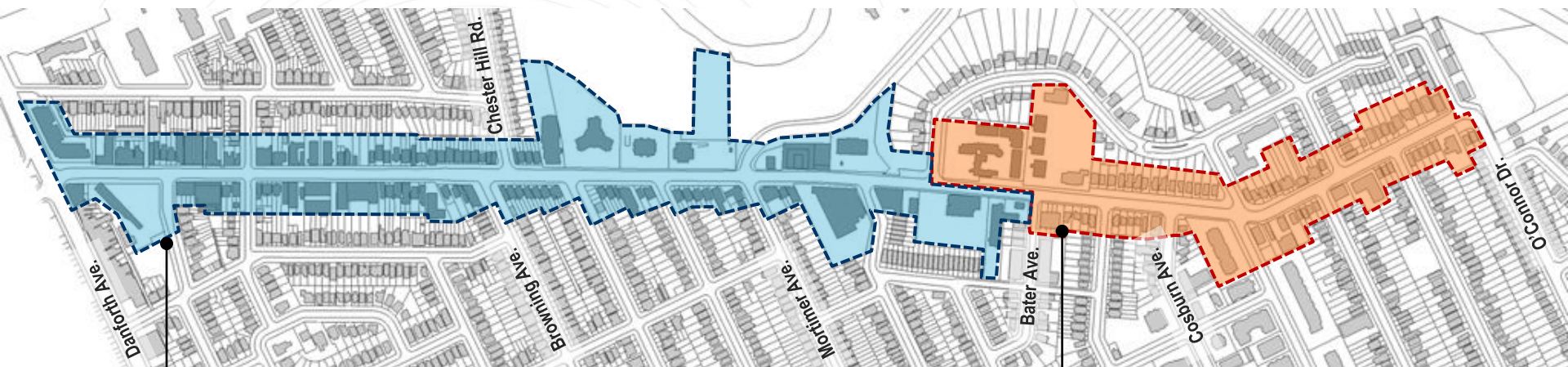
What We Have Heard: **Vision of Broadview**



What We Have Heard: **Vision of Broadview**



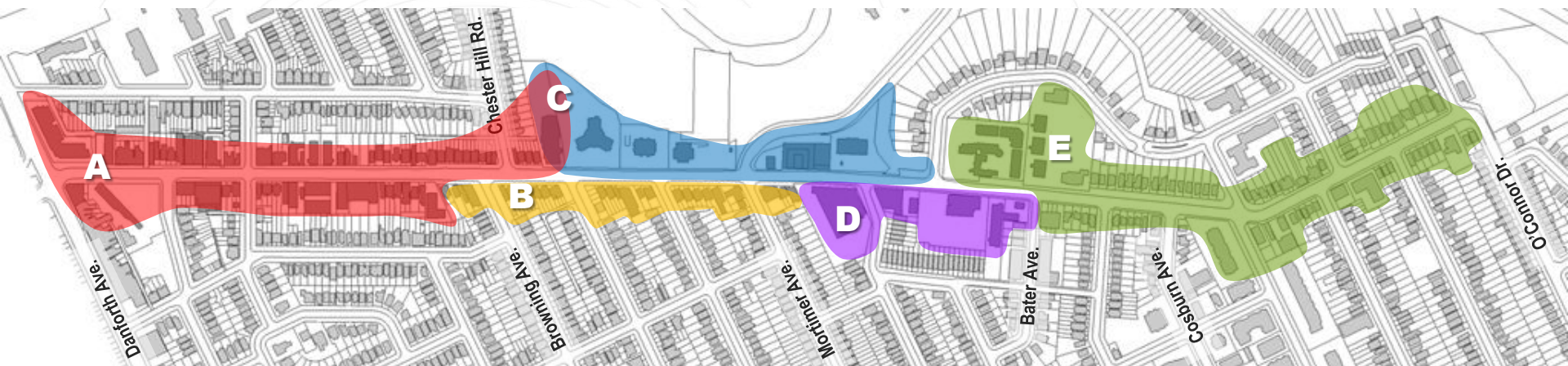
What We Have Heard: **Study Area Boundary**



Study Area focusing on Built Form, Public Realm Improvements, and Planning for Transportation Impacts

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

What We Have Heard: 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 Elements



Heritage Options



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

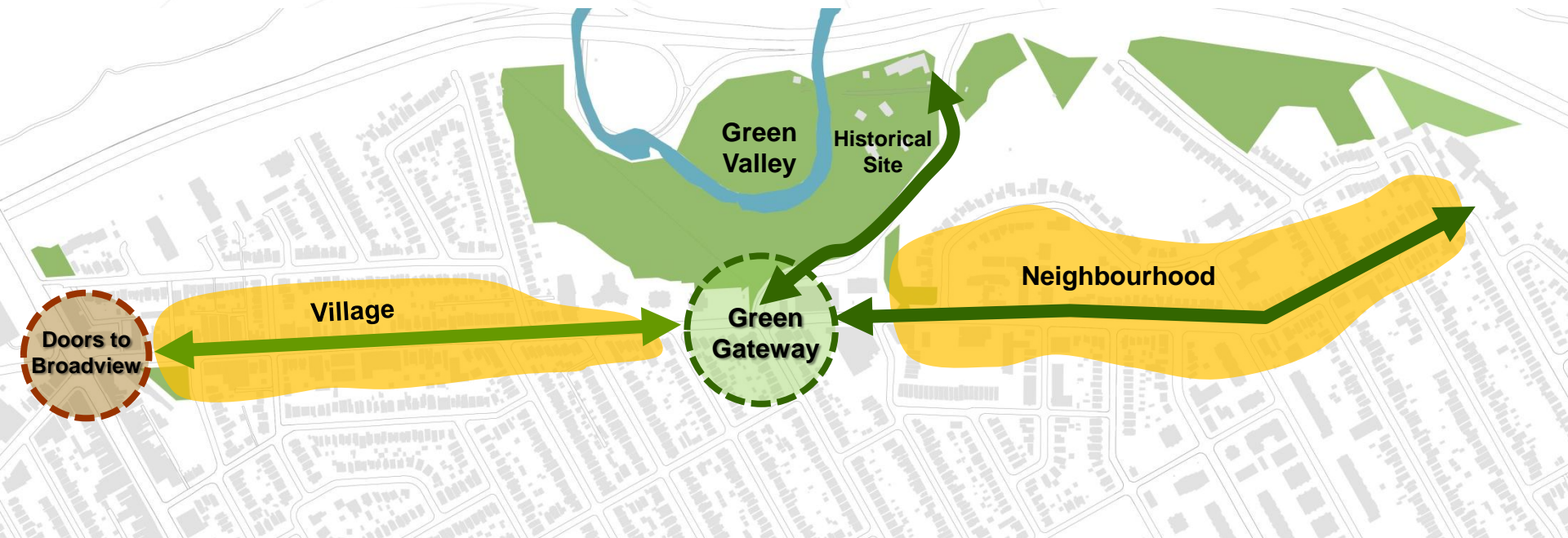
b Streetscape improvements at the intersection of **Pottery and Broadview** are to creatively re-engage the history of the Toronto's first industrial site.

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.

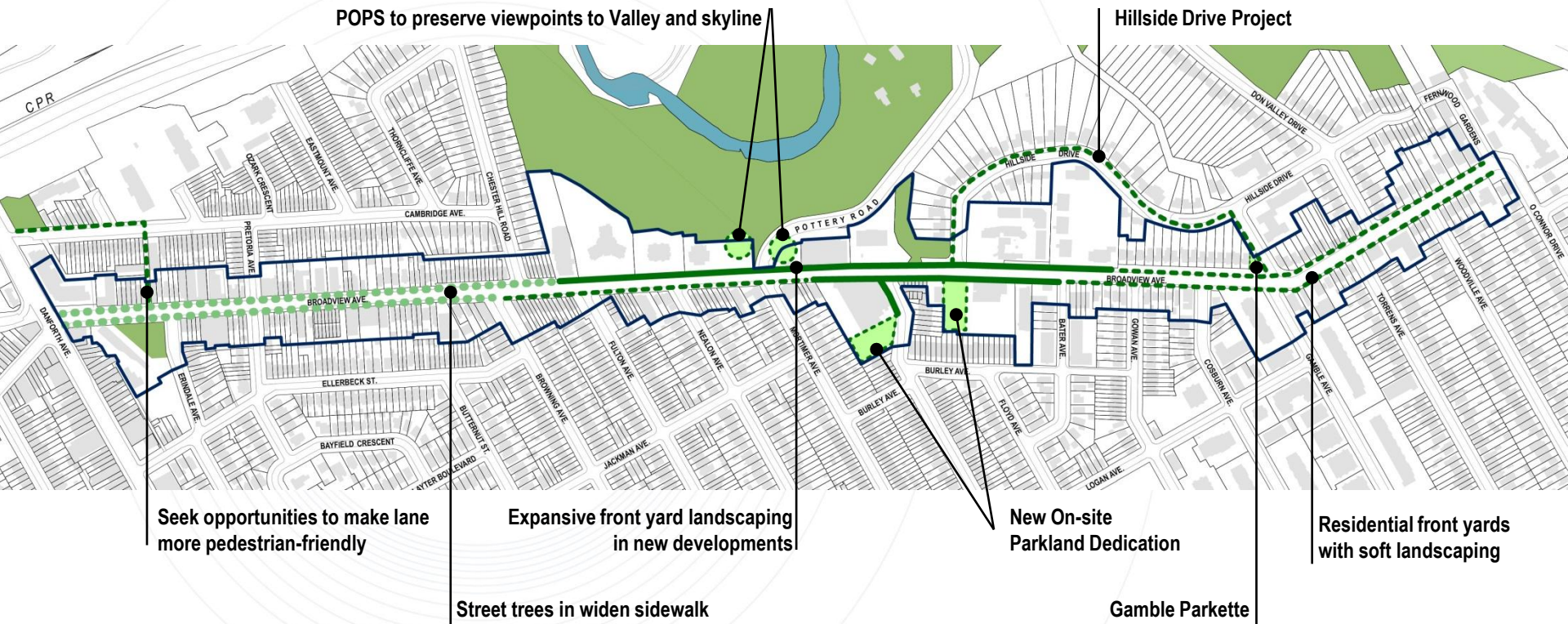
OPTIONS AND PRIORITIES

Improving the **Public Realm**

What We Have Heard: **Vision of Broadview**

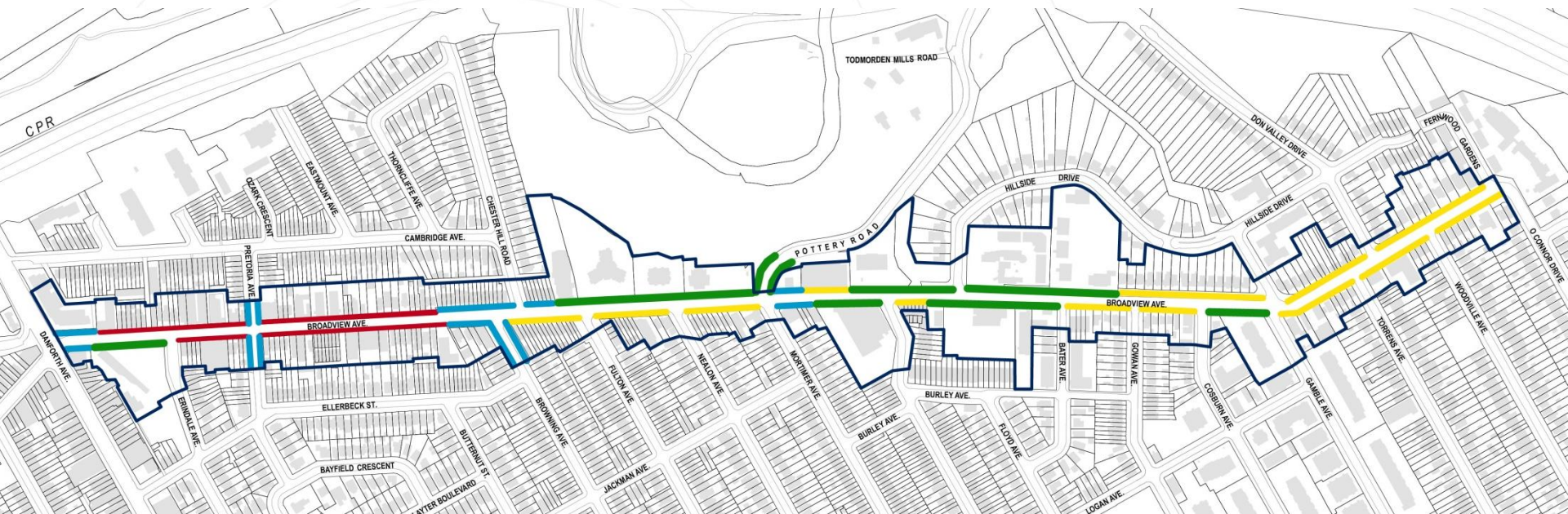


Open Spaces: Creating Connections



Streetscape Options

- 4.8m commercial frontage
- 6-8m residential front yard
- 6m with patios or seating areas
- expansive front yard landscaping



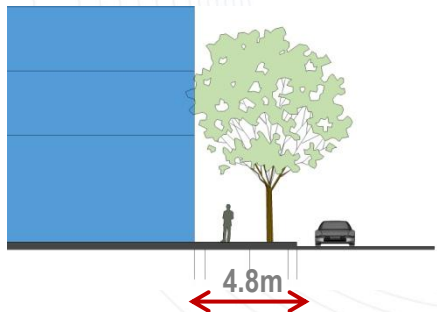
Streetscape Options



4.8m commercial frontage



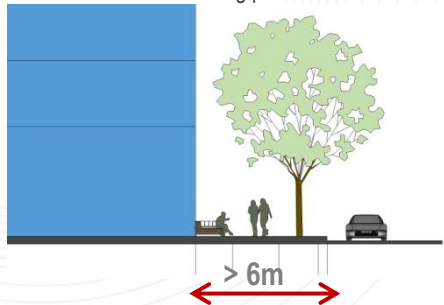
Widen existing sidewalks to allow street trees



> 6m with patios or seating areas



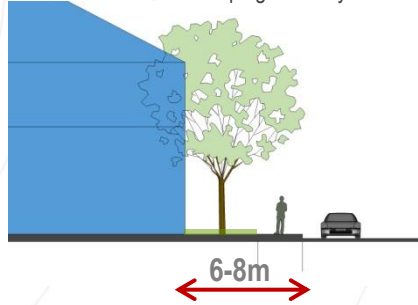
Reinforce existing wide sidewalks in strategic locations to create meeting places



6-8m residential frontyard



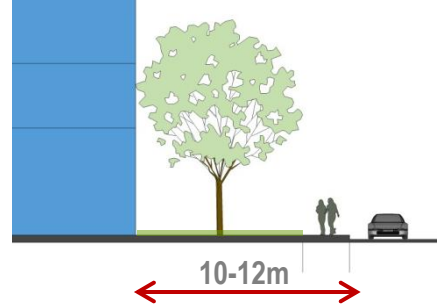
Reinforce existing residential character with deep setbacks for soft landscaping in front yards



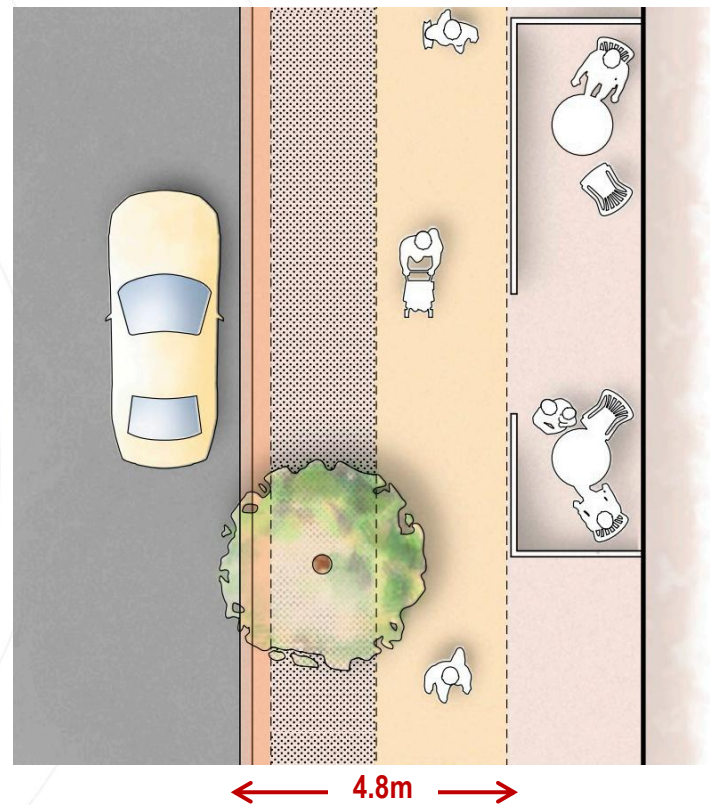
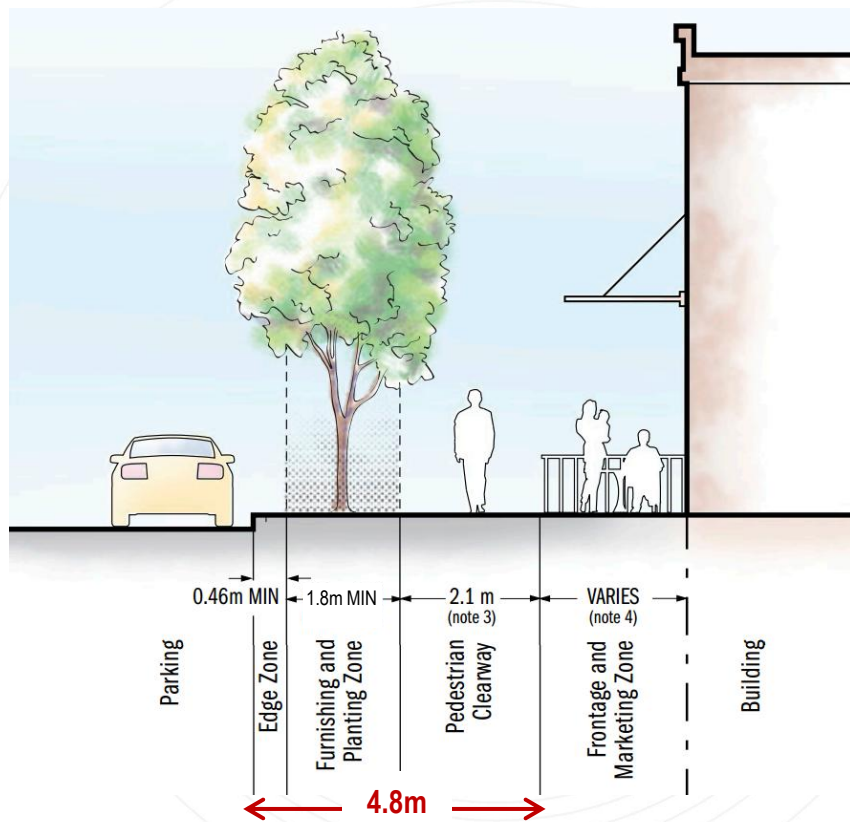
expansive frontyard landscaping



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



Street Section



Viewpoints



Developments at corner of Pottery and Broadview shall provide POPS with well-designed lookout points to maintain viewpoints

Open Spaces: Increase Green Spaces



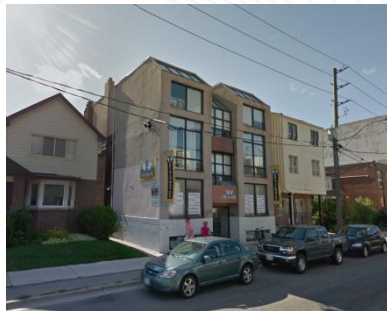
Development sites over 5,000 m² will provide **on-site Parkland Dedication** of a **15%** of site area

Retail Size Options

Ground Floor Area

119 – 222 m²

(Median and Average Size – 794 and 871 Broadview Ave.)



500 m²

(Norr's Deli and Medical Centre)



>1000 m²

(Albany Clinic and Sobey's)



Retail Size Options

Storefront Width

6 – 9 m

(Median and Average Width – 908 and 880 Broadview Ave.)



20 m

(985 Broadview and Whistlers)



>30 m

(Albany Clinic and Sobeys's)



OPTIONS AND PRIORITIES

Complementing Existing **Built Form**

Structure of Options

Option 1

As-of-right

Option 2

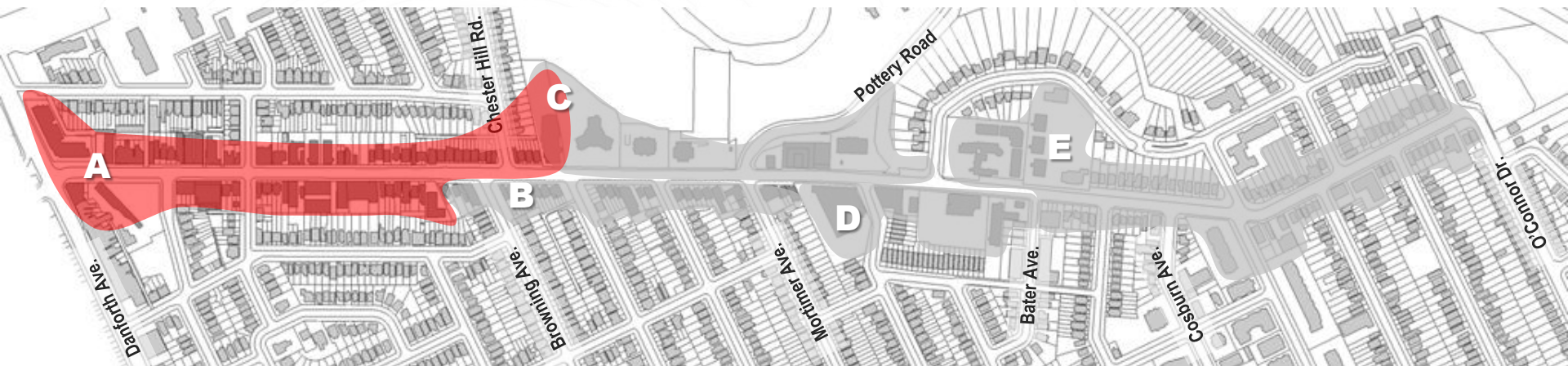
Standard
6 storeys Mid-rise

Option 3

Modified
Mid-rise

Character Zone A

Mix of lot sizes and land uses, backyard to backyard condition. As-of-right height permission of 14 to 16m. Average **lot depth of 40m**



What We Have Heard:

- First area to be redeveloped
- Make Zone A an attractive entry point to Broadview (mid-rise buildings, wider sidewalks, patios, etc.)
- Mix-use, mid-rise intensification
- Consider tall buildings due to proximity to subway station

Character Zone A

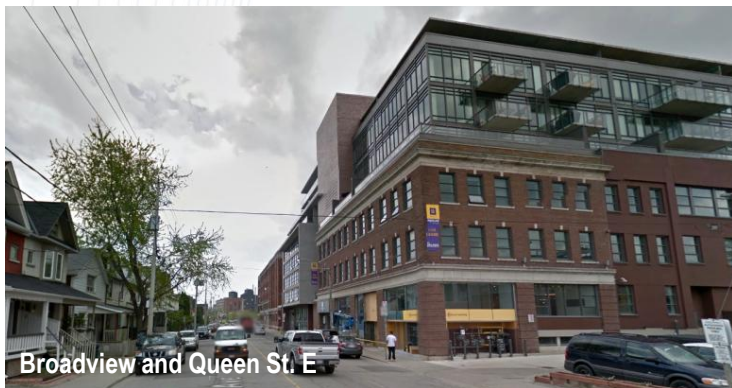
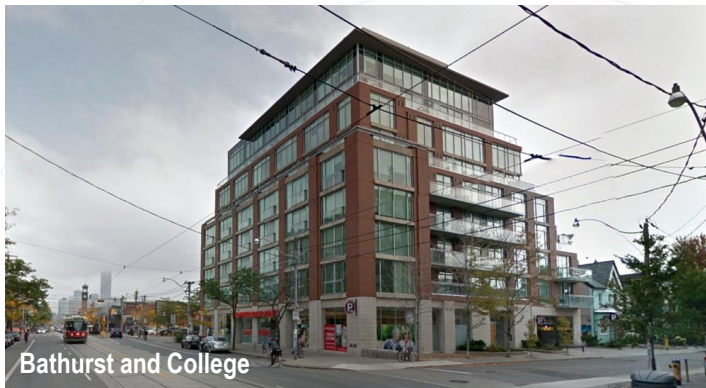
Lots with depth more than 32.6m (lane included) with existing 2-storey buildings.



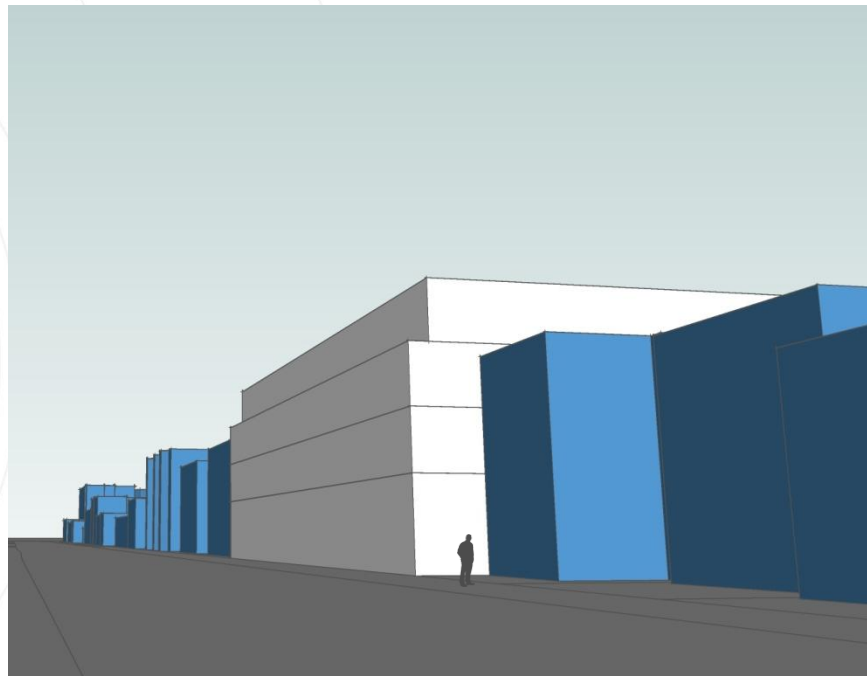
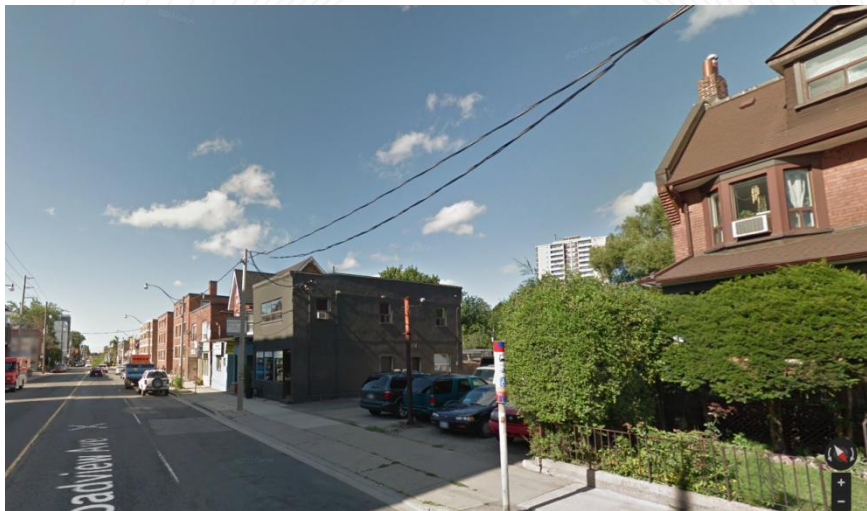
Ideal lot depth for a Mid-rise building is:

- **32.6m** in a street of 20m ROW and
- **41.0m** for a street of ROW 27m
- Streetwall of 16m corresponds to as-of-right height along Danforth Avenue

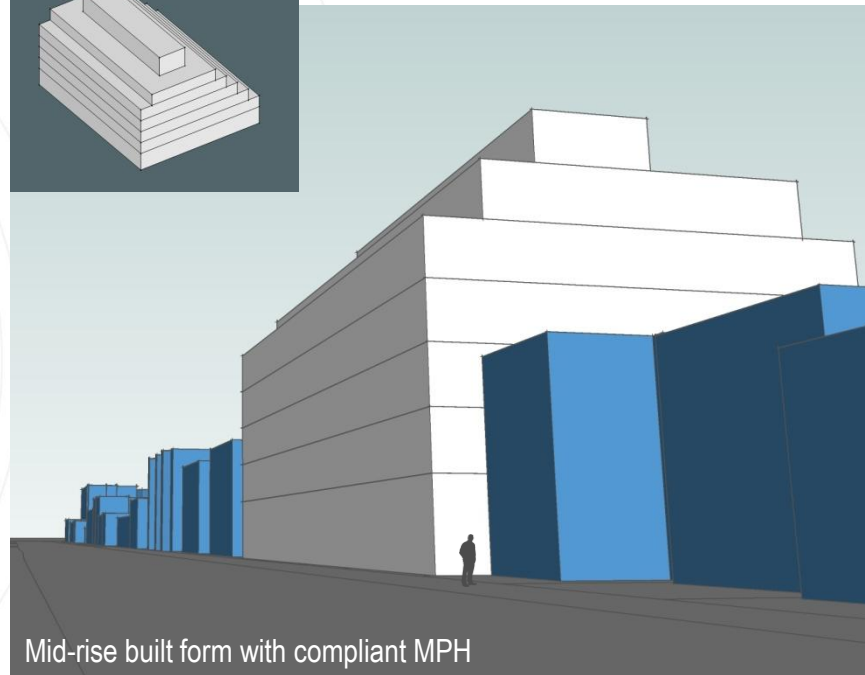
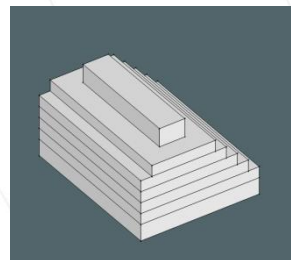
Examples of Mid-rise Buildings



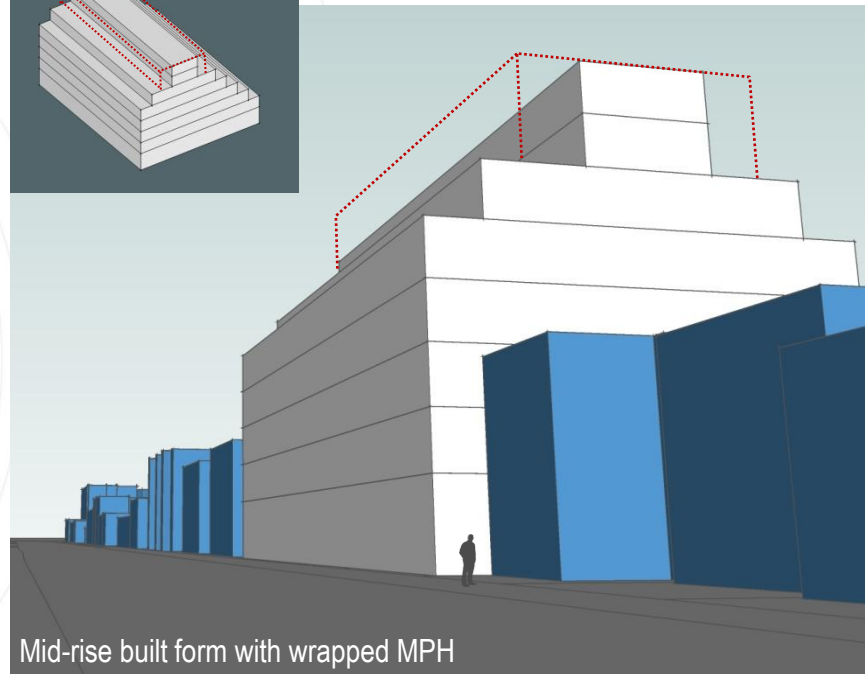
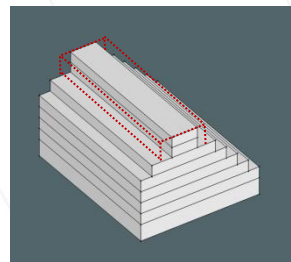
Character **Zone A**: As of Right



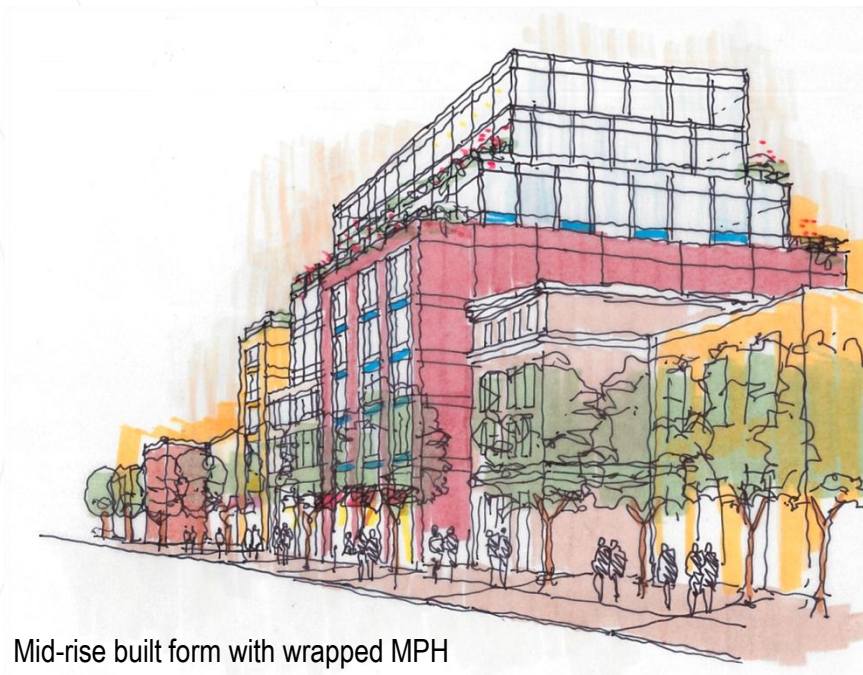
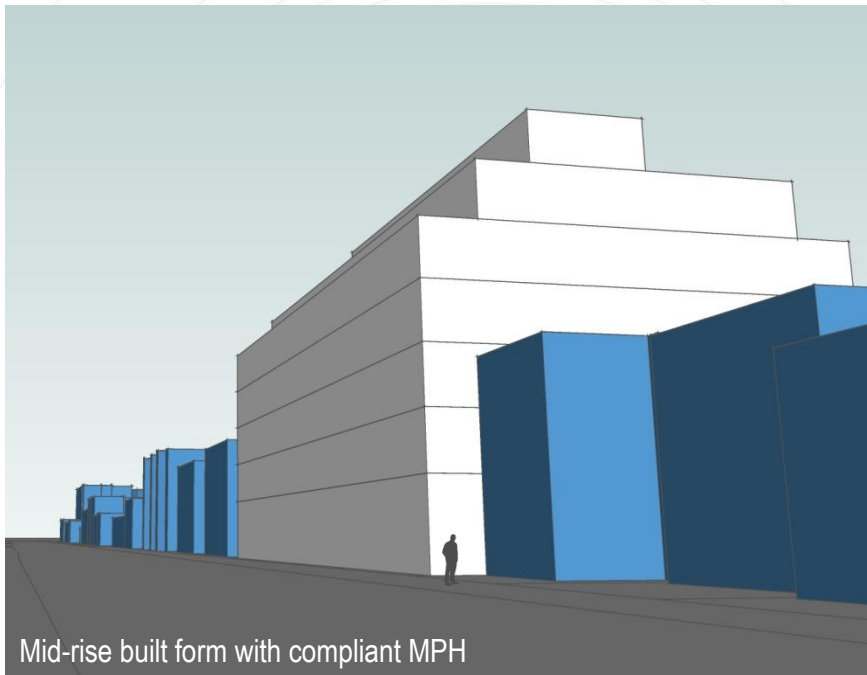
Character **Zone A**: Standard Mid-rise

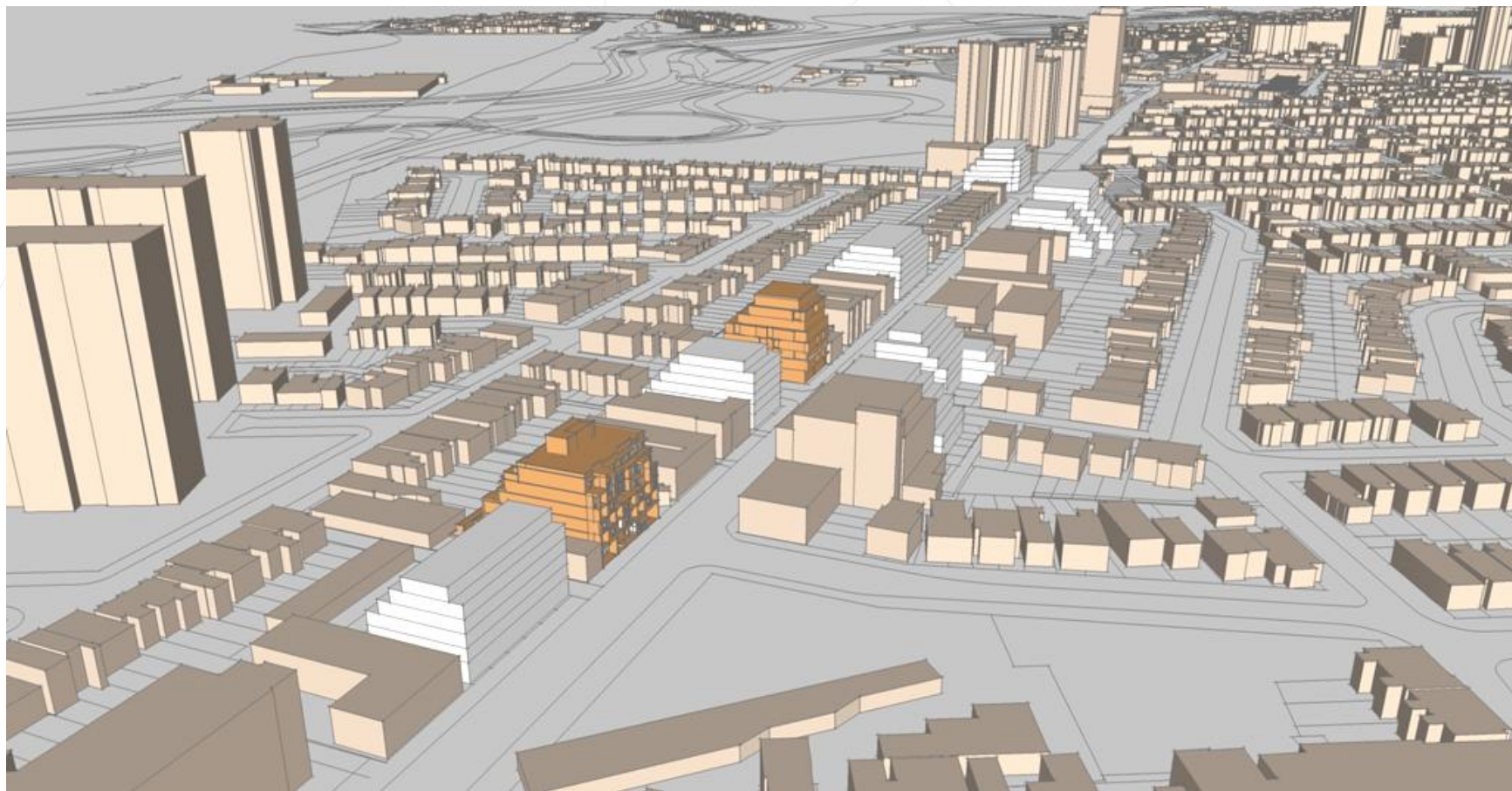


Character **Zone A**: Modified Mid-rise



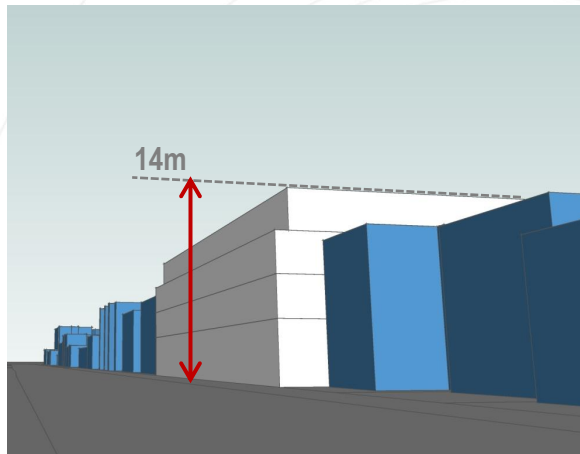
Character **Zone A**: Comparison of Mid-rise Forms



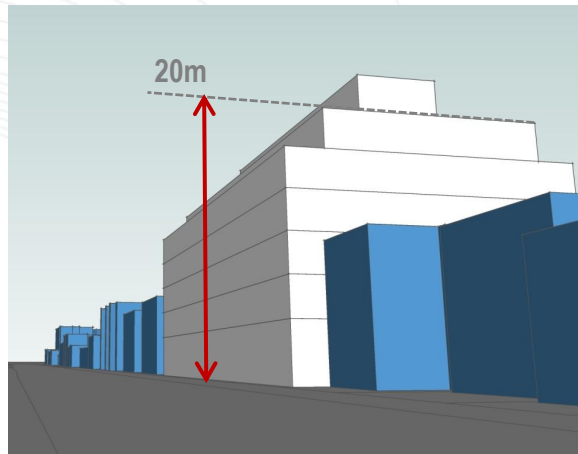




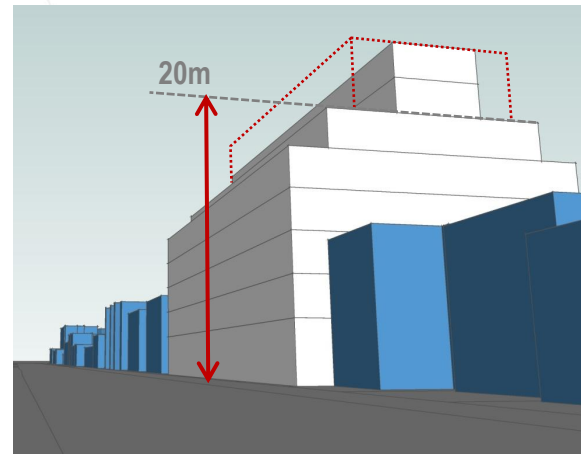
Character **Zone A**: Summary of Options



Option 1:
As-of-right



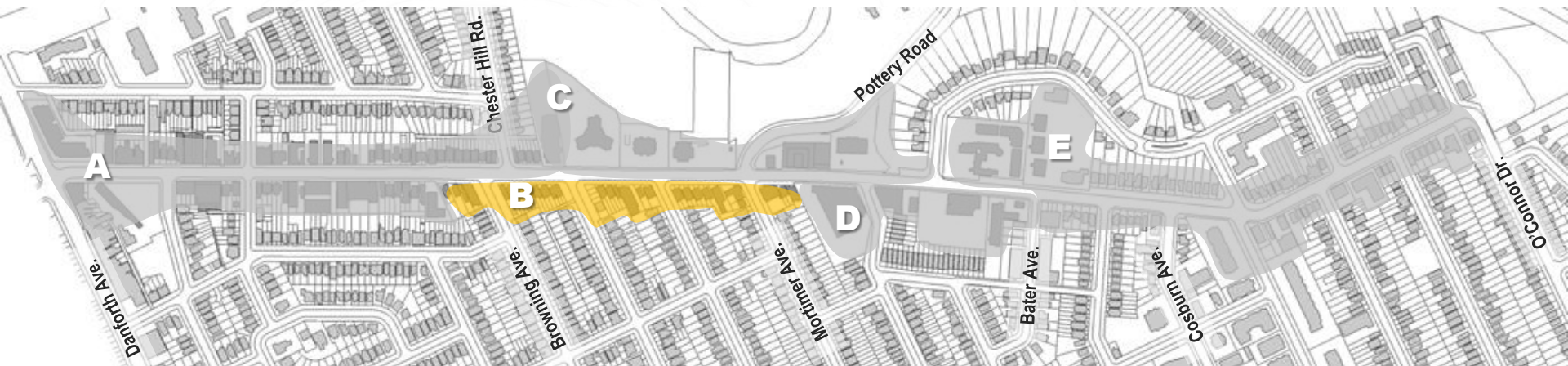
Option 2:
Standard Mid-rise



Option 3:
Mid-rise with Wrapped MPH

Character Zone B

Small and diagonal lots, stable residential, backyard to sideyard condition. As-of-right height permission of 10.5-14m. Average Lot frontage of 6m and **Lot depth of 35m.**



What We Have Heard:

- Consider merging Zone A and B. Both have residential and commercial uses
- South and northeast corners of Mortimer should be included in Zone D because they are commercial

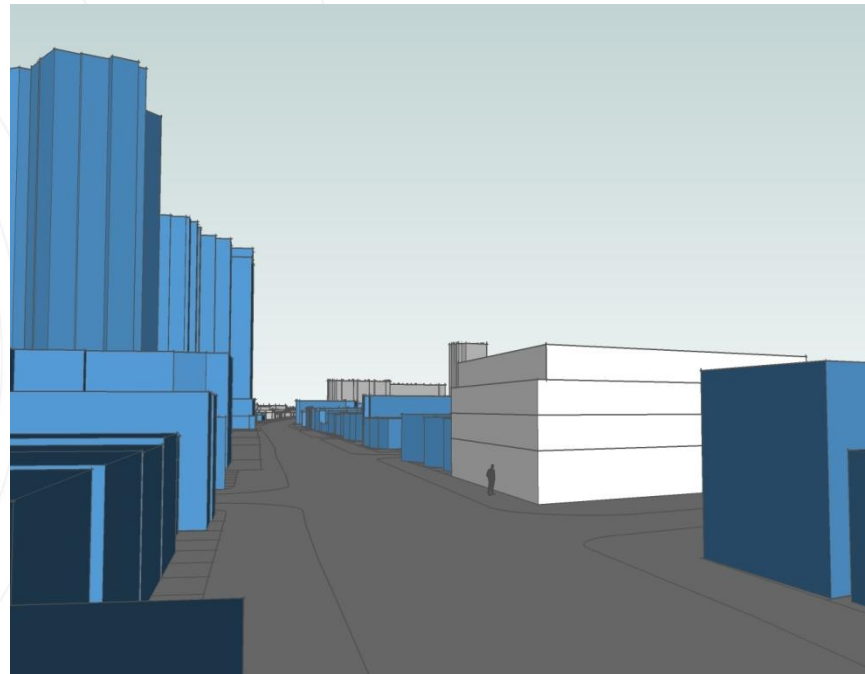
Character Zone B

Lots with depth more than 32.6m (lane included) with existing 2-storey buildings.



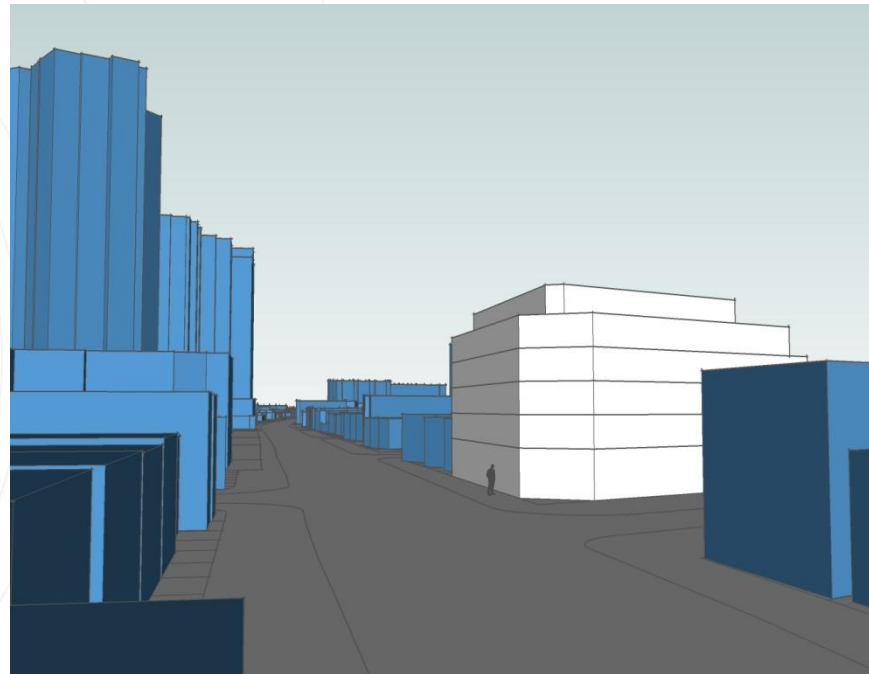
- Lot size and orientation may limit height of Mid-rise buildings
- Small scale infill development (4 - 5 storeys) with a lower streetwall is recommended
- Single use/mixed-use buildings on corner lots of up to 5 storeys with appropriate transition where possible

Character **Zone B**: As of Right



** For conceptual demonstration only, heritage policies might apply*

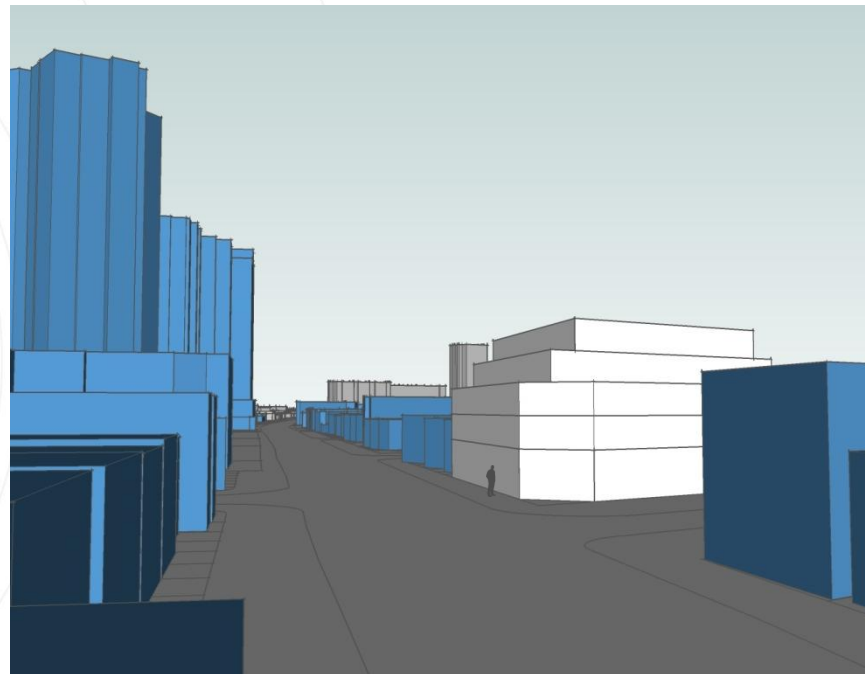
Character **Zone B**: Standard Mid-rise



** For conceptual demonstration only, heritage policies might apply*

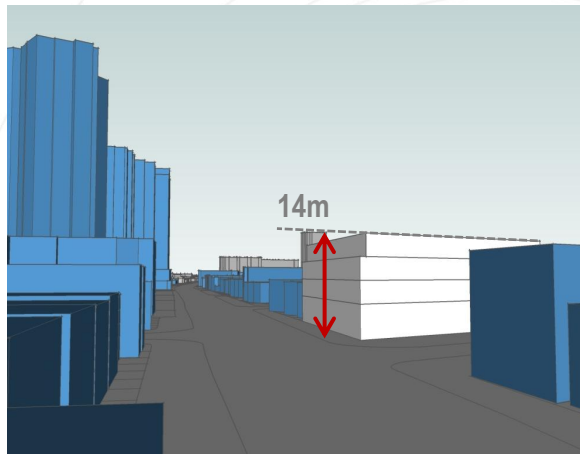
Character **Zone B**: Modified Mid-rise

- 5 storey maximum height
- 10.5m Streetwall
- Front angular plane starting at 10.5m

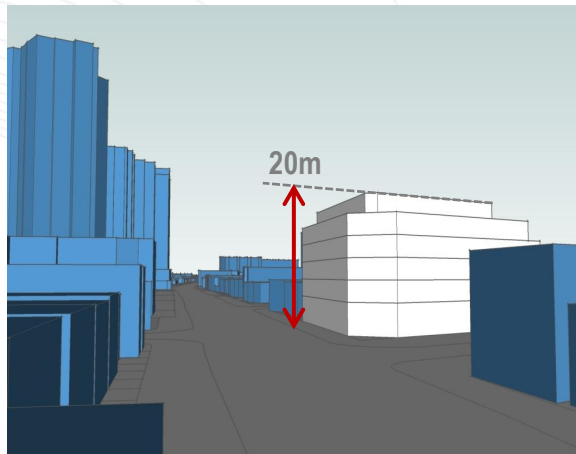


** For conceptual demonstration only, heritage policies might apply*

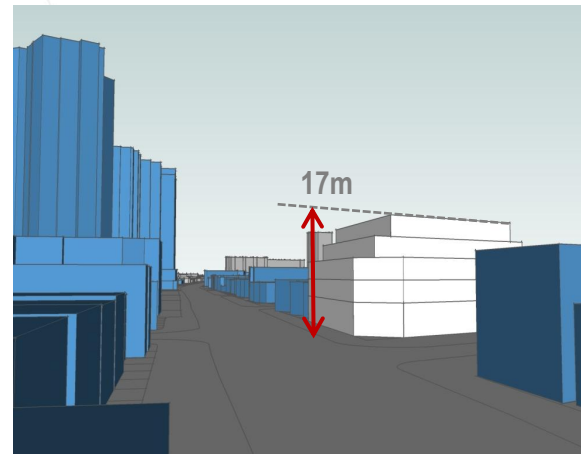
Character **Zone B**: Summary of Options



Option 1:
As-of-right



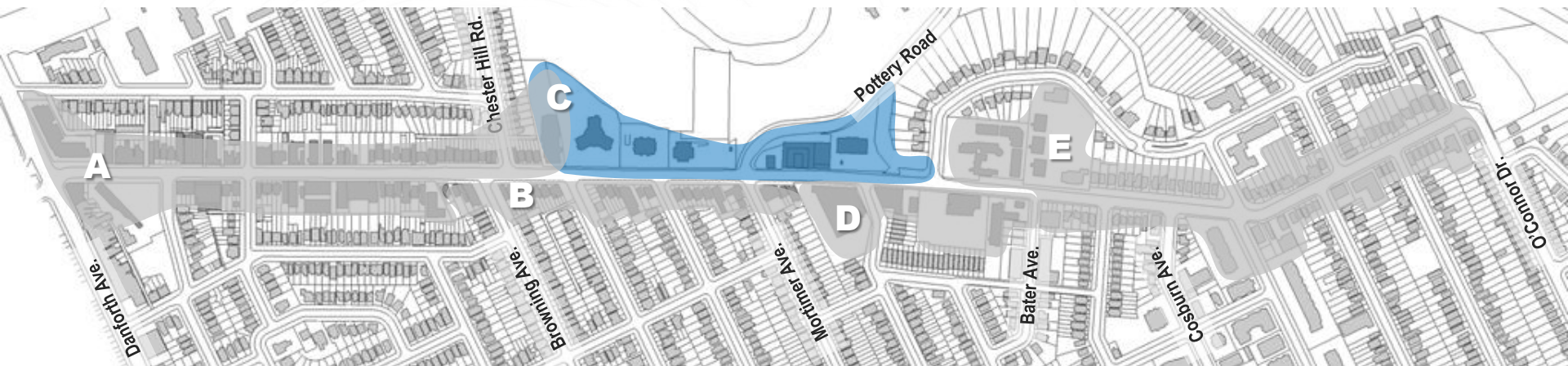
Option 2:
Standard Mid-rise



Option 3:
Modified 5 storeys Mid-rise

Character Zone C

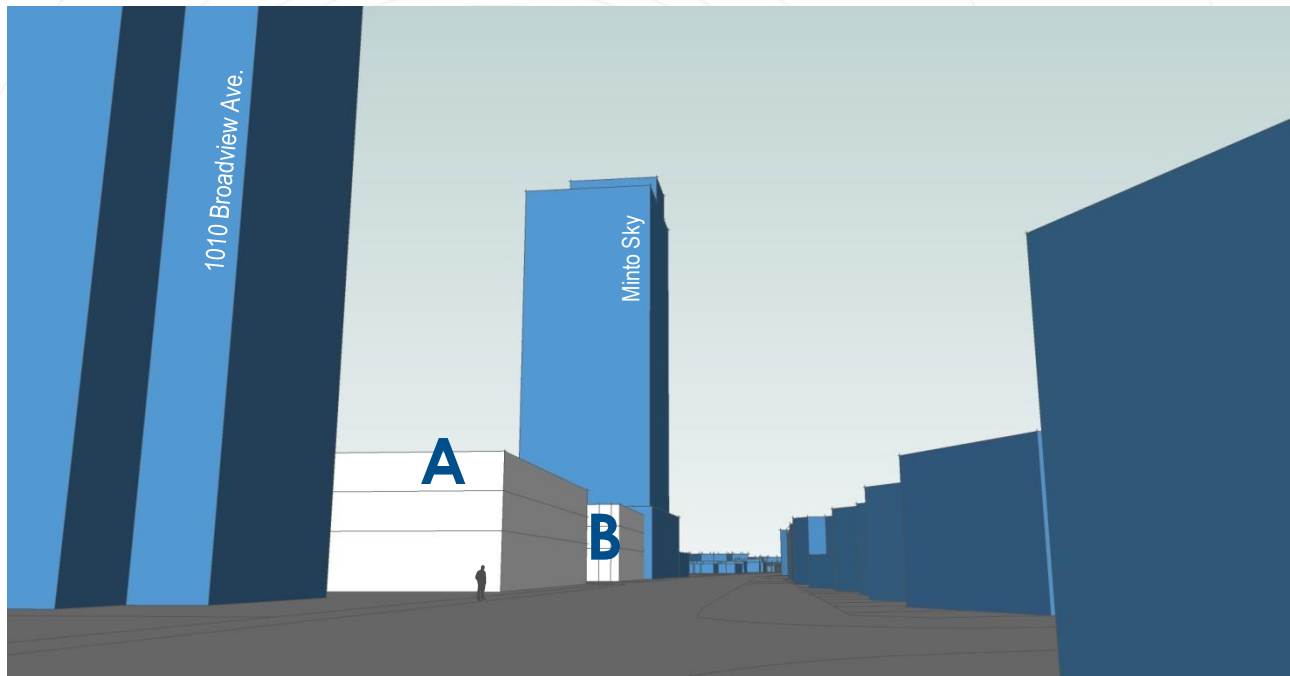
Wider and deeper lots, backyard to open space condition. **Existing tall buildings** with generally expansive front landscaping.



What We Have Heard:

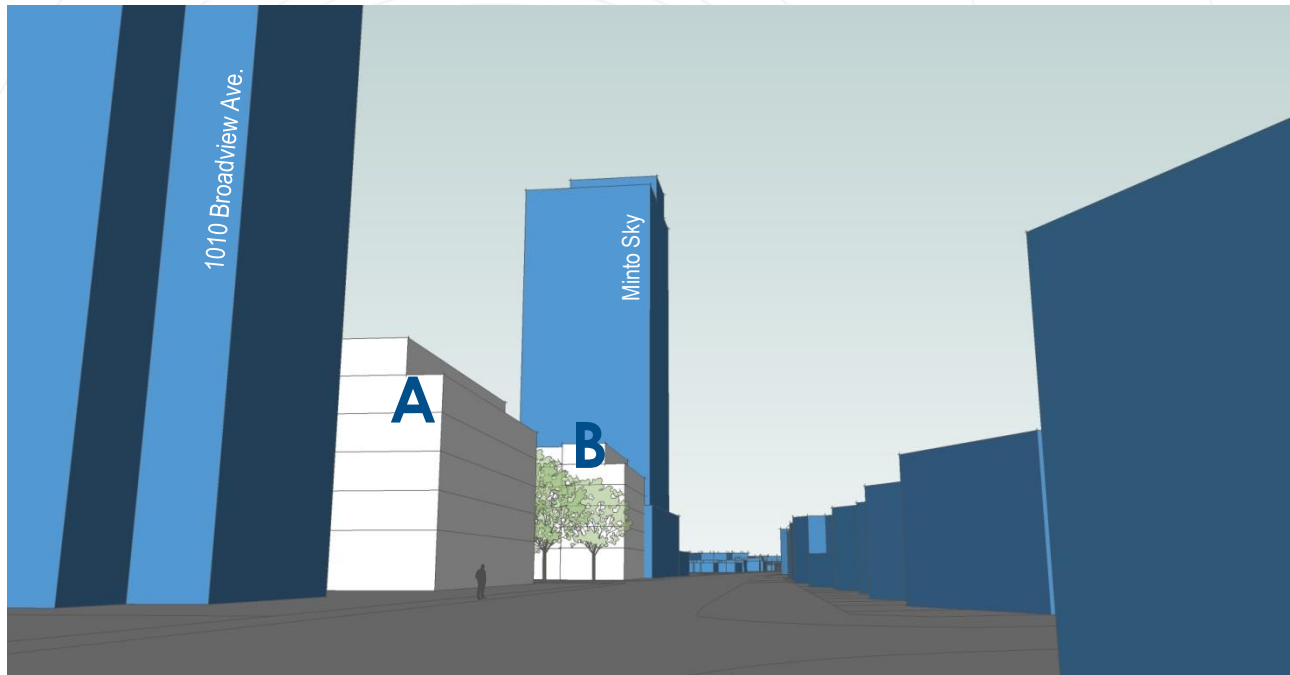
- Include Estonian House in Zone A
- Consider impacts on the residential areas of Chester Hill & Broadview
- Consider heritage attributes of Estonian House
- Should not be interpreted as a carte blanche for high-rise development

Character **Zone C**: As of Right



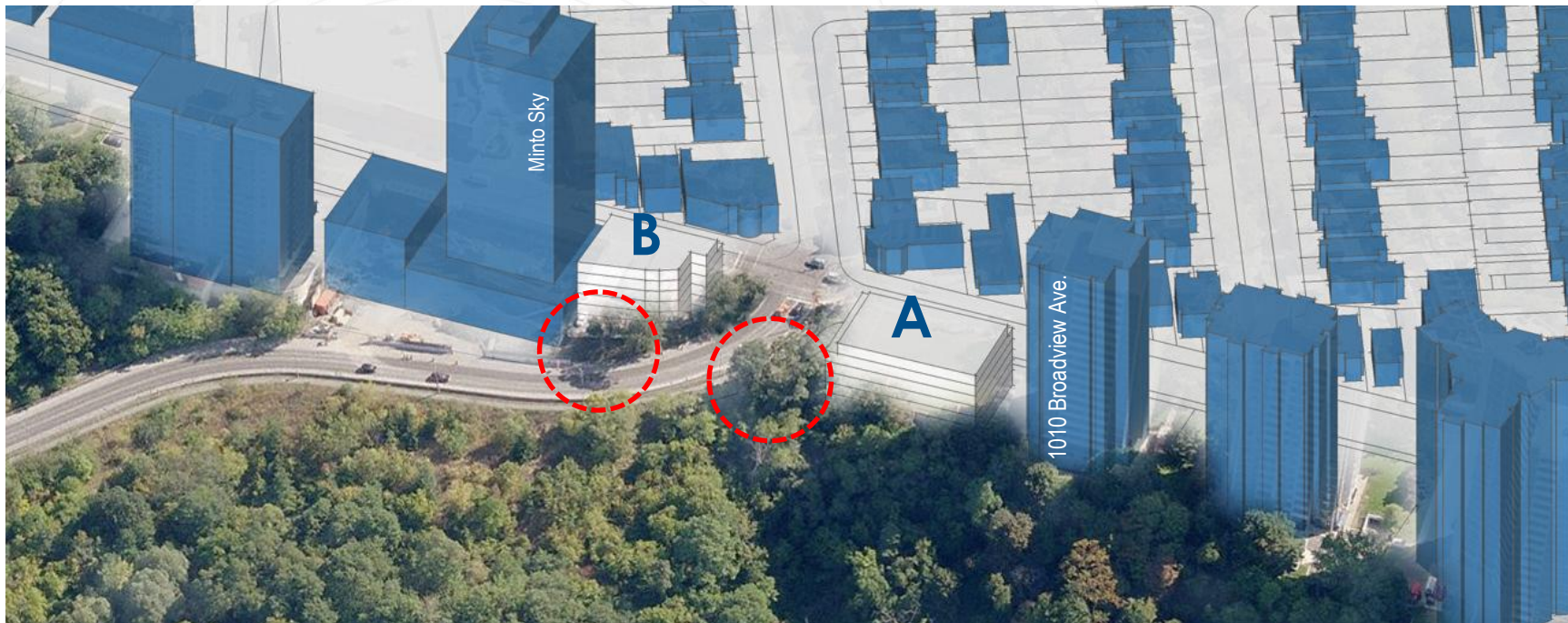
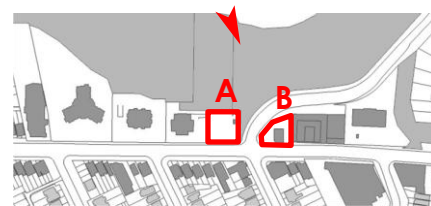
- Height of 3 storeys (10.5m)
- Frontyard setback 4.5m
- Rear setback 7.5m
- Sideyard setback 0.6m to 3m
- TRCA top of bank setback (6-10m)

Character **Zone C**: Standard Mid-rise



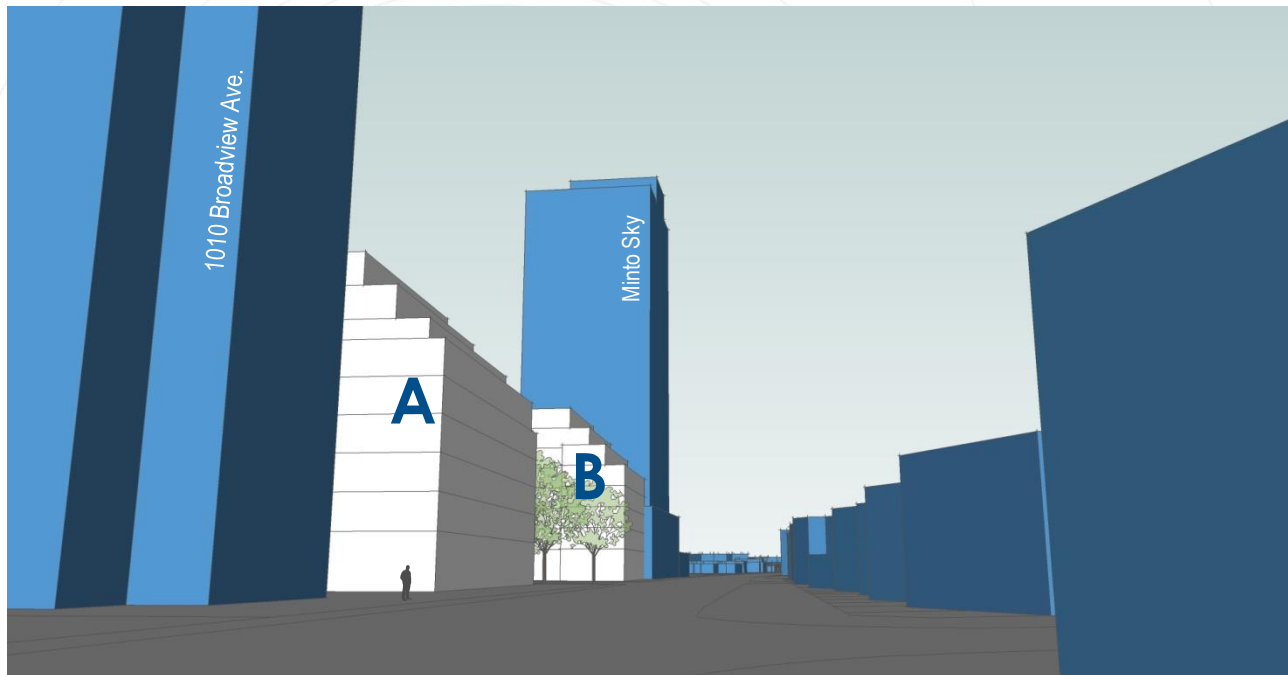
- Height of 6 storeys (20m)
- Front angular plane starting at 16m
- 4.8m boulevard width
- No rear angular plane
- TRCA top of bank setback (6-10m)
- Setback from Pottery Road to allow for green corridor

Character **Zone C**: Rear View



New developments at corner of Pottery and Broadview shall **provide POPS with well-designed lookout points** to maintain viewpoints

Character **Zone C**: Modified Mid-rise



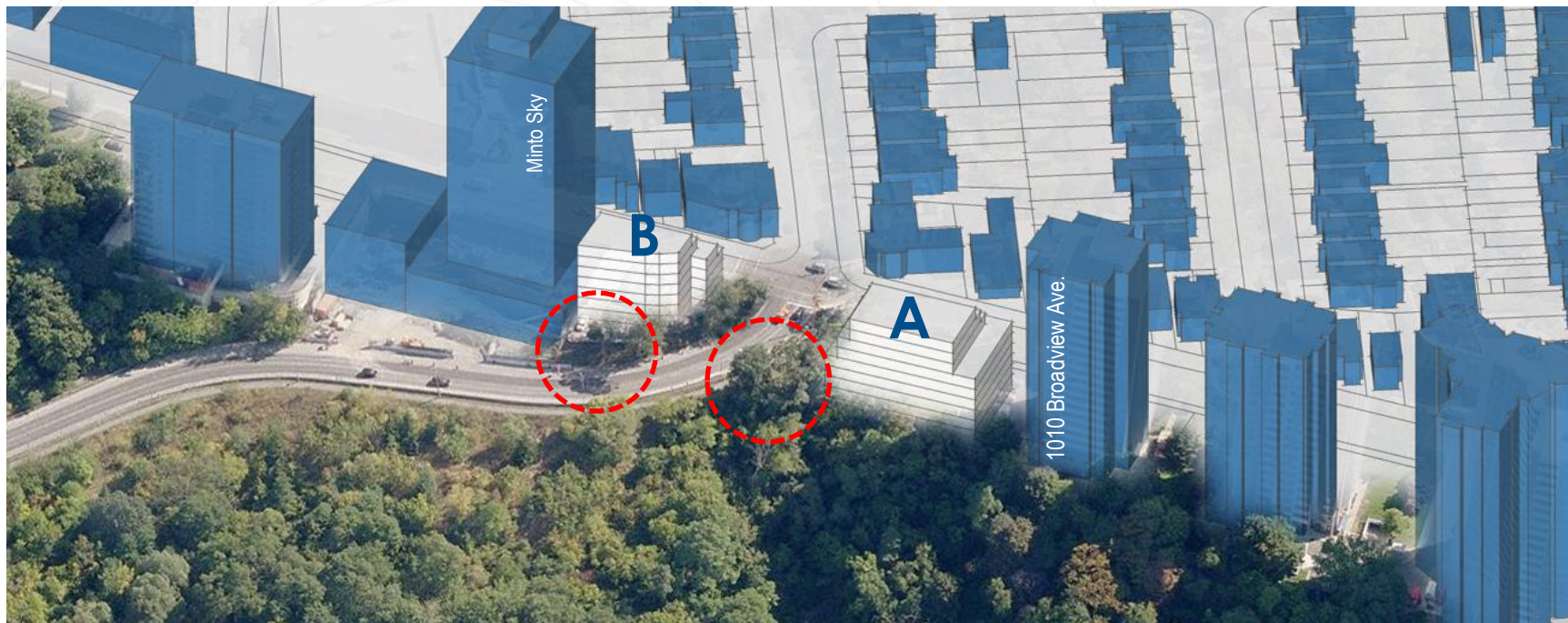
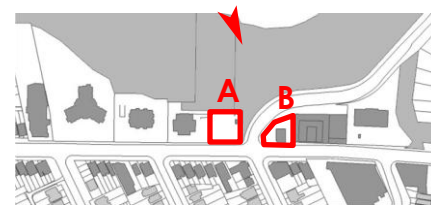
Mid-rise A

- Height of 9 storeys (29m)
- 10m boulevard width
- Front angular plane starting at 19.50m
- No rear angular plane
- Setback from Pottery Rd.

Mid-rise B

- Height of 8 storeys (26m)
- No rear angular plane
- TRCA top of bank setback (6-10m)
- Setback from Pottery Rd.

Character **Zone C**: Rear View

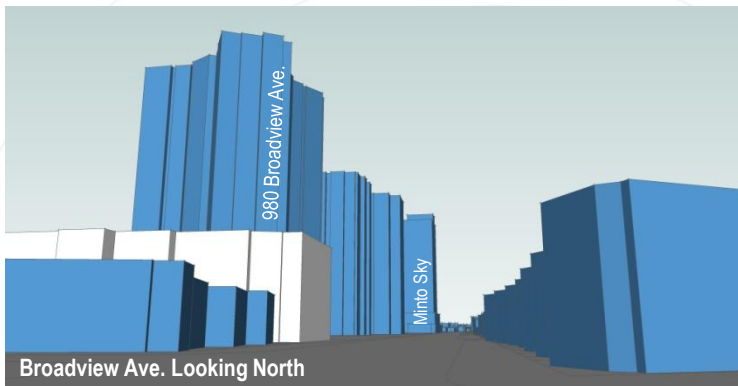


New developments at corner of Pottery and Broadview shall **provide POPS with well-designed lookout points** to maintain viewpoints

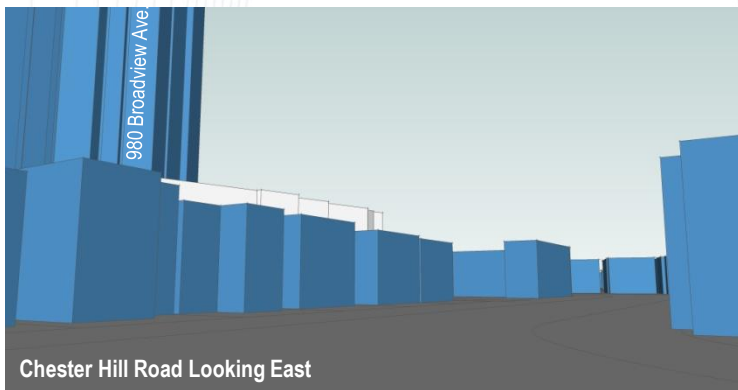
Character **Zone C**: Green Corridor



Character **Zone C**: Estonian House



Broadview Ave. Looking North



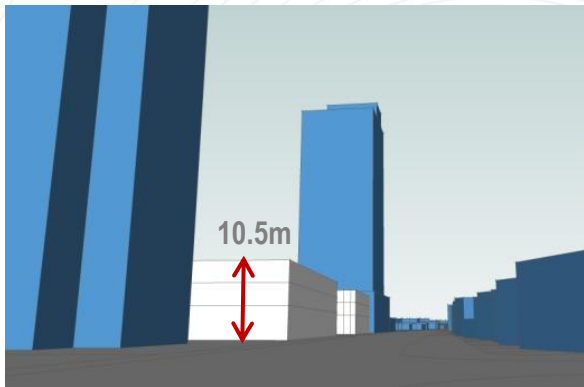
Chester Hill Road Looking East

Development Principles:

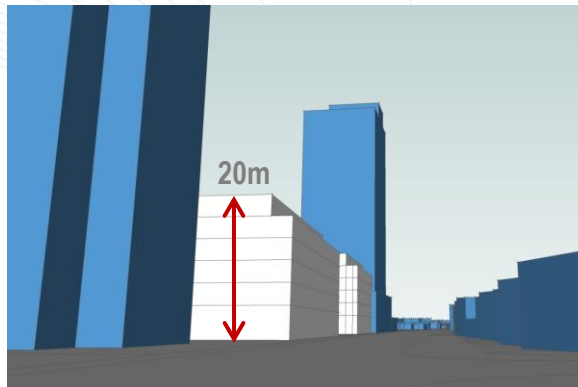
- Retain **Heritage** building and respect heritage features / attributes
- Provide adequate **transition** towards the neighbourhoods
- Have regard for property lines and provide adequate **separation distances** from adjacent properties
- Development will be setback from **TRCA top-of-bank** of valleys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

Character **Zone C**: Summary of Options

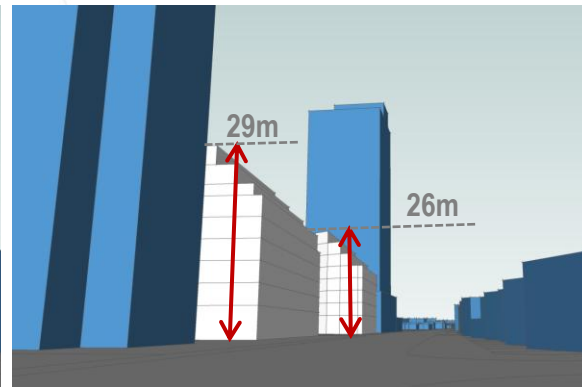
Sites at Pottery and Broadview



Option 1:
As-of-right



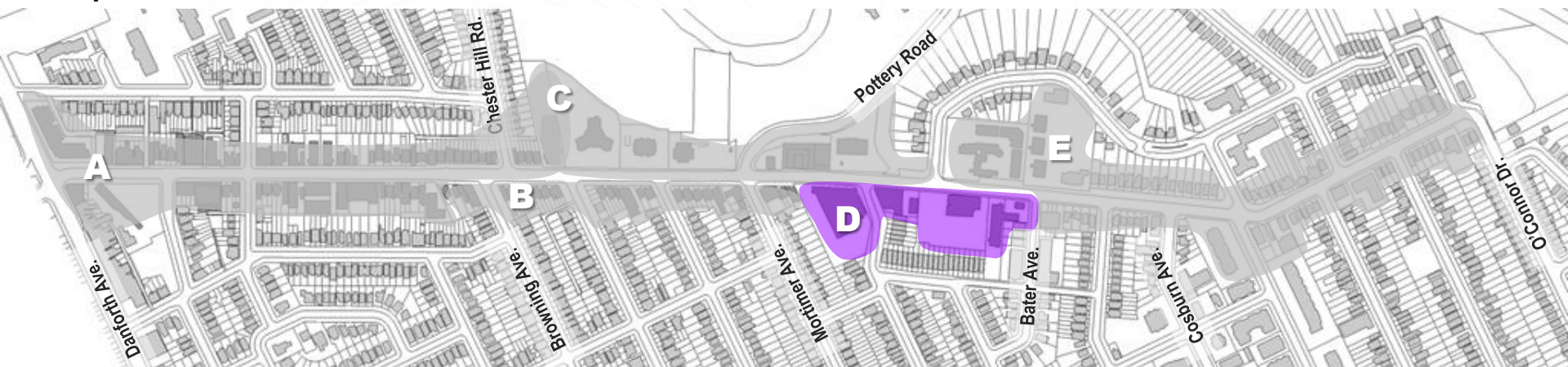
Option 2:
Standard Mid-rise + Green Corridor



Option 3:
Modified 8-9 storeys Mid-rise +
Green Corridor

Character Zone D

Wider and deeper lots, backyard to backyard or sideyard condition. As-of-right **height permission of 10.5m**



What We Have Heard:

- Extend this zone to Salvation Army
- Mortimer as boundary for Character Zone D
- Combination of mid-rise development and low-scale buildings
- Larger lots and less development

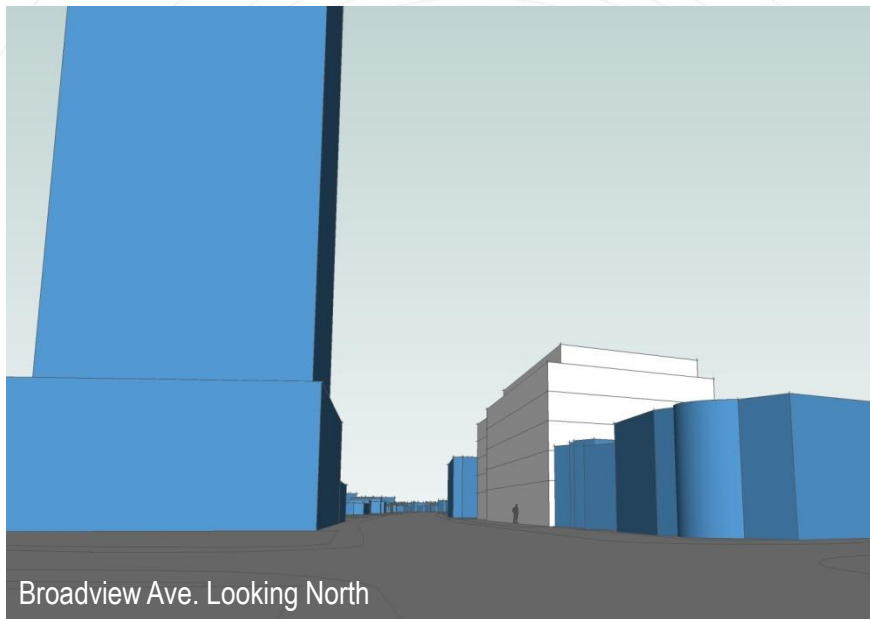
Character **Zone D:** Parkland Dedication



Considerations:

- 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
- Townhouses to transition to neighbourhoods at the rear

Character **Zone D**: Standard Mid-rise



** Massing showing option of park at the rear*

Character **Zone D**: Standard Mid-rise



Bird Eye View



View from the Rear

** Massing showing option of park at the rear*

Character **Zone D: Modified Mid-rise**



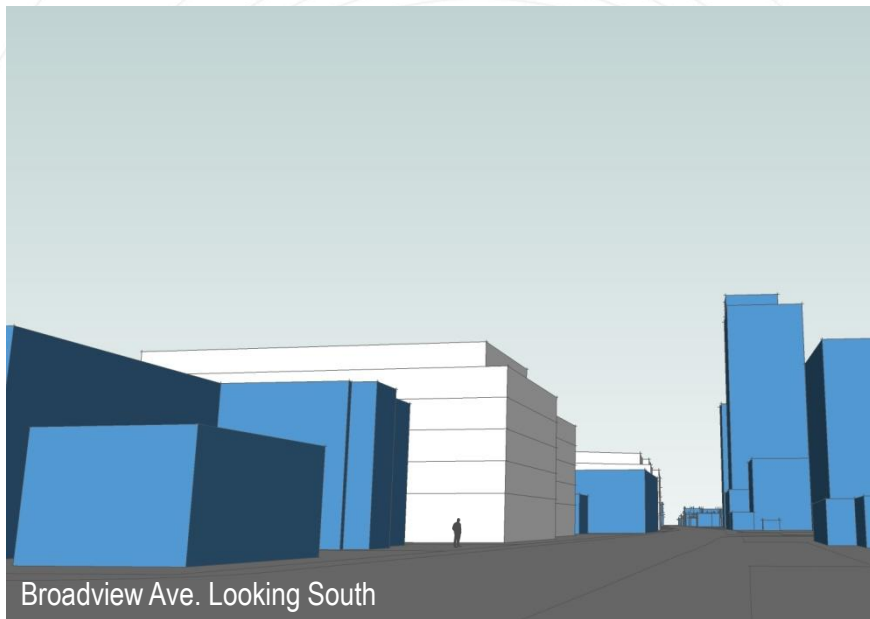
- 10 storeys (32m) mid-rise
- Increased sideyard setbacks and stepbacks

Broadview Ave. Looking North

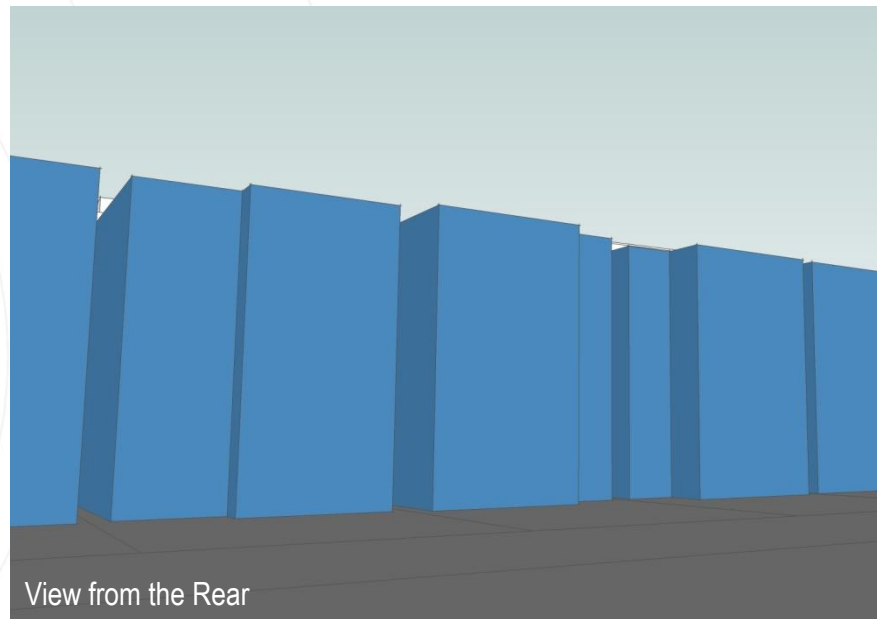
View from the Rear

** Massing showing option of park at the rear*

Character **Zone D**: Standard Mid-rise



Broadview Ave. Looking South

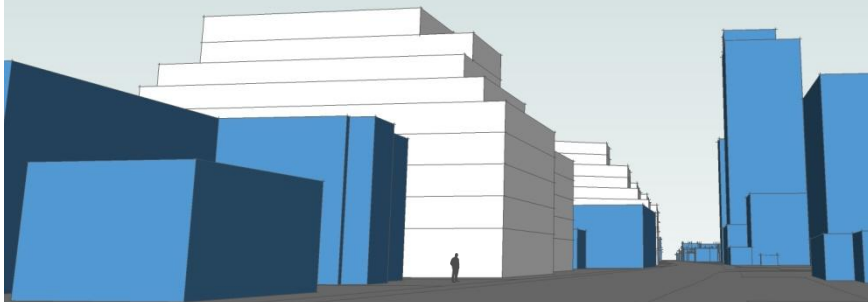


View from the Rear

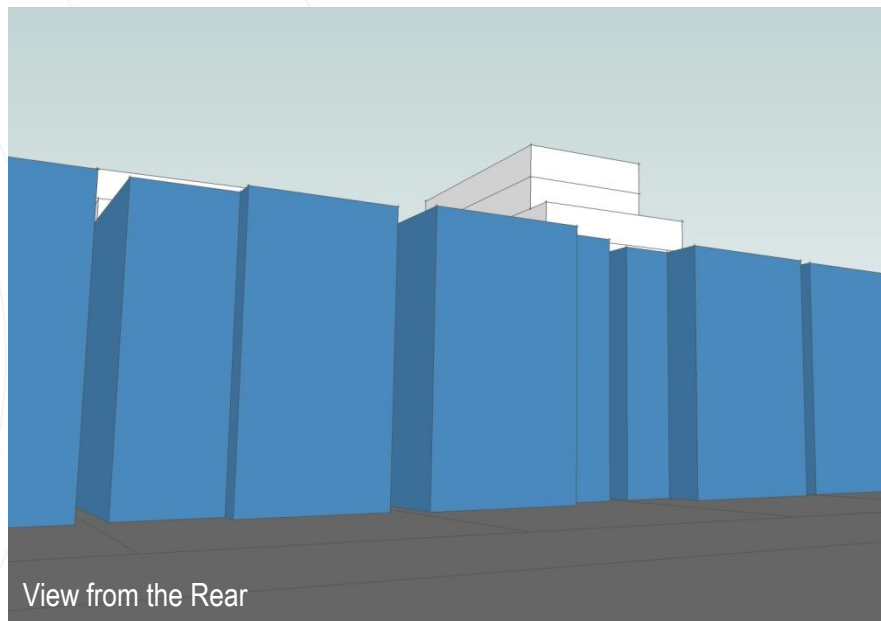
Character **Zone D**: Modified Mid-rise



- 9 storeys (29m) mid-rise
- Increased sideyard setbacks and stepbacks towards the park

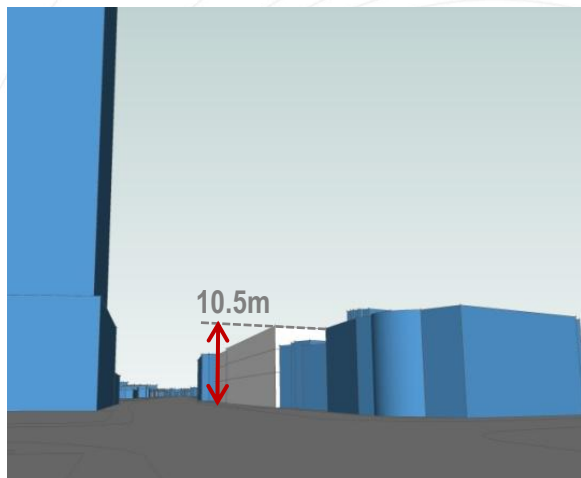


Broadview Ave. Looking South

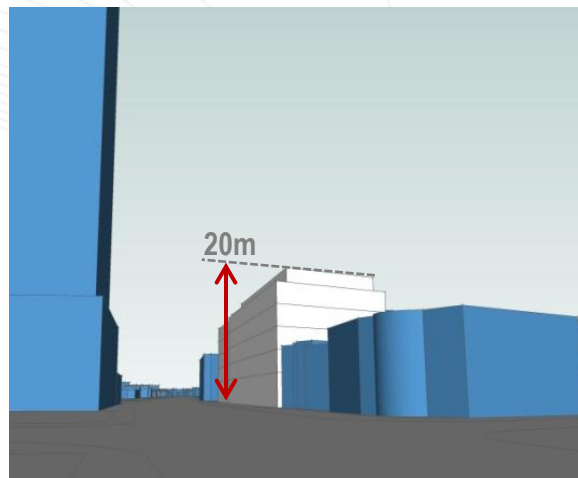


View from the Rear

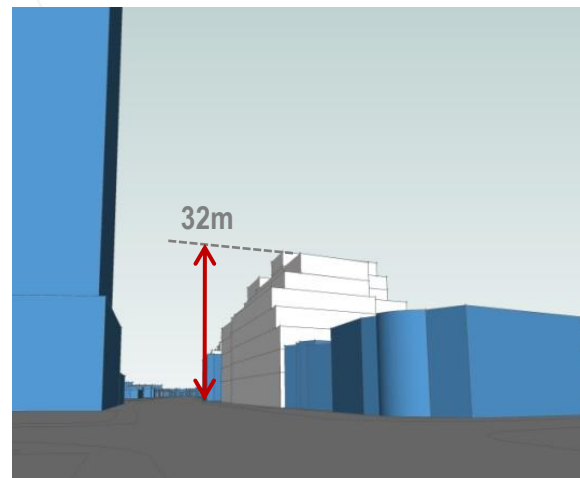
Character **Zone D**: Summary of Options



Option 1:
As-of-right



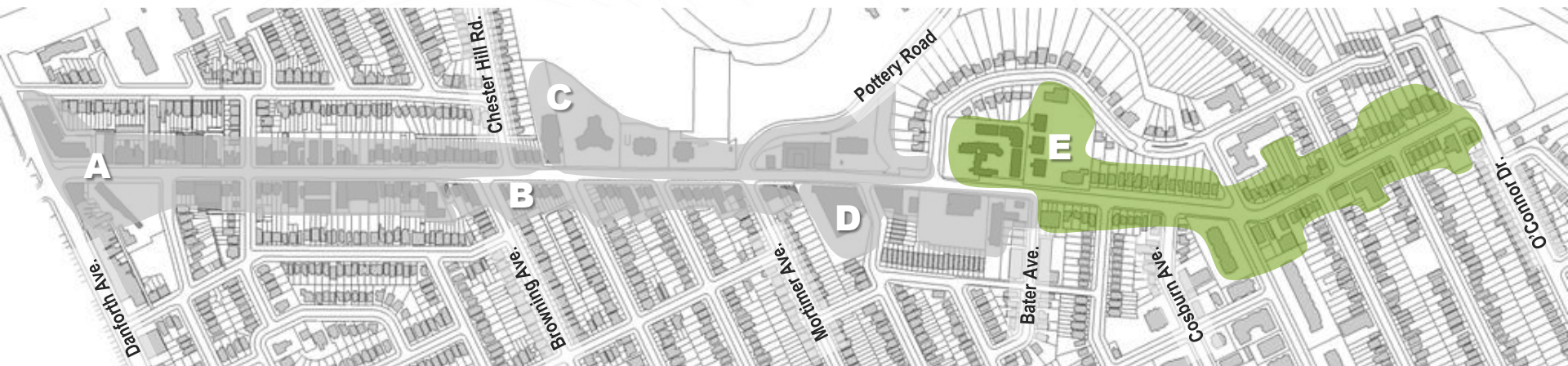
Option 2:
Standard Mid-rise + Low-rise
On-site Park Dedication



Option 3:
Modified 9-10 storeys Mid-rise
+ Low-rise and On-site Park Dedication

Character Zone E

Expansive front landscaping, backyard to backyard, or to sideyard conditions. Small to medium size lots



What We Have Heard:

- Characterize Zone E as Stable Residential
- Not an area for intensification
- Built form changes will respect and reinforce the existing physical character in the form of single-family houses to low scale apartment buildings

Summary of Options per Character Zone



Zone A

Option 1:
No change

Option 2:
Standard Mid-rise

Option 3:
Modified Mid-rise
with Wrapped
Mechanical PH

Zone B

Option 1:
No change

Option 2:
Standard Mid-rise

Option 2:
Modified Mid-rise
of 5-storeys at
corners

Zone C

Option 1:
No change

Option 2:
Standard Mid-rise

Option 3:
Modified Mid-rise
of 8-9 storeys

Zone D

Option 1:
No change

Option 2:
Standard Mid-rise

Option 3:
Modified Mid-rise
of 9-10 storeys

Zone E

No changes
to existing
built form
character

Tall Building Analysis

Potential of Tall Buildings was explored but deemed **not appropriate** for the study area due to:

- Very constrained sites in terms of size and configuration
- Larger sites are far from subway station
- Sensitivity to TRCA and ravine regulated areas
- Insufficient separation distances and inadequate transition to neighbourhoods

The background is a solid dark blue. On the left side, there is a series of concentric white circles of varying diameters, creating a ripple effect. On the right side, there is a faint white outline of a city skyline, including a prominent skyscraper. The text is centered in the upper right quadrant, overlaid on the blue background.

OPTIONS AND PRIORITIES

Planning for **Transportation Impacts**

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

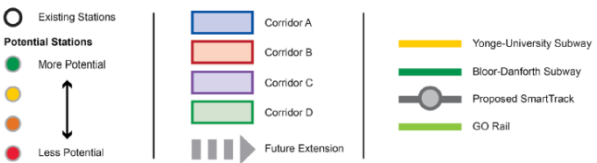
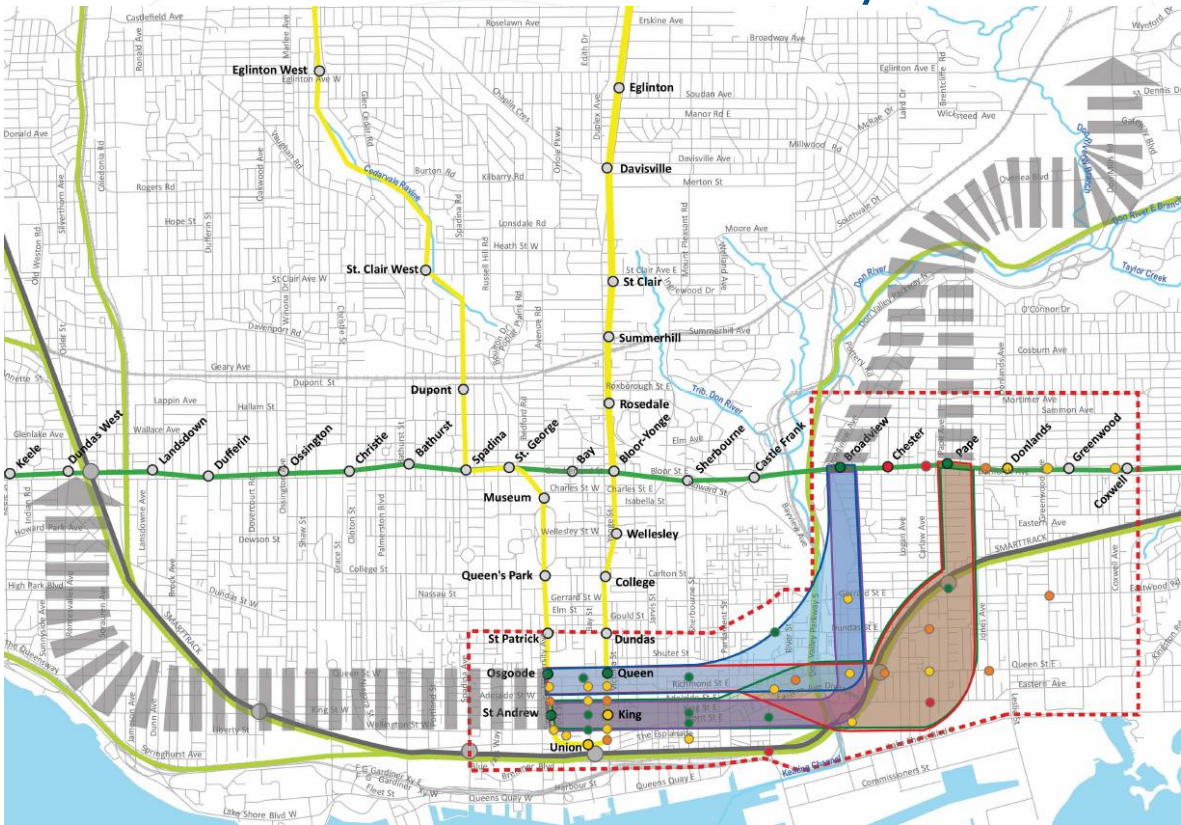
Walkability / Cycling:

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

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

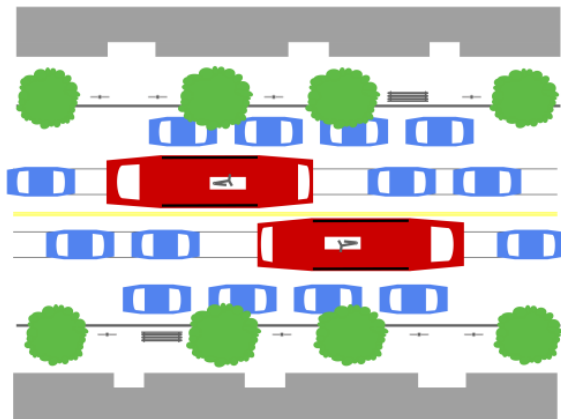
Downtown Relief Line Study



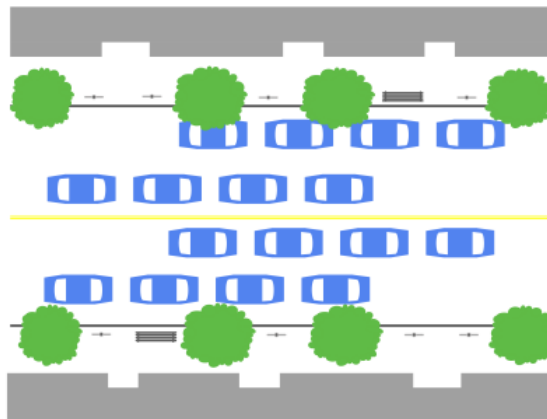
Transportation Options

Option 1: Very Minor Street Improvements

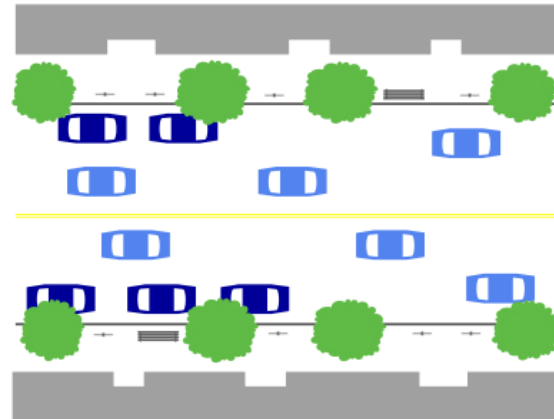
Maintains sidewalk width and existing traffic configuration. Improves sidewalk aesthetically with trees or planters, benches, bicycle parking, and pedestrian lighting etc.



Streetcar Service in Mixed Traffic



Two Lanes

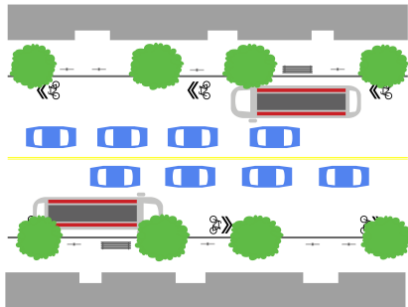


Off-peak Parking

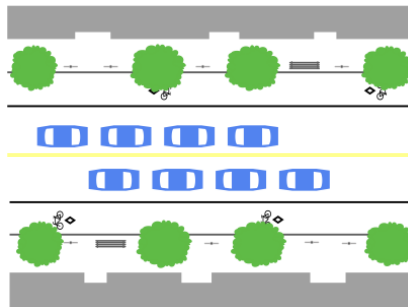
Transportation Options

Option 2: Minor Street Improvements

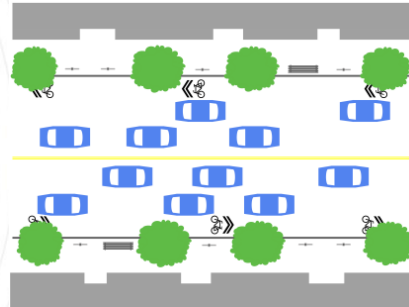
Maintains sidewalk width with **changes to traffic configuration**. Improves sidewalk aesthetically with trees or planters, benches, bicycle parking, and pedestrian lighting etc.



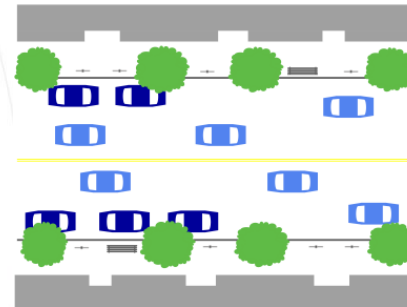
Bus Lane with Sharrows



Painted Bike Lane



Sharrows

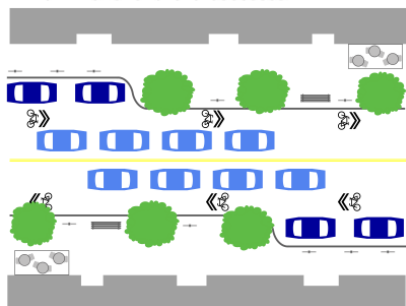


Off-peak Parking

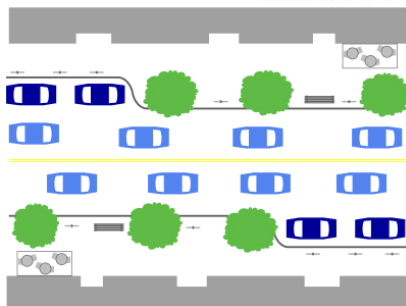
Transportation Options

Option 3: Major Street Improvements

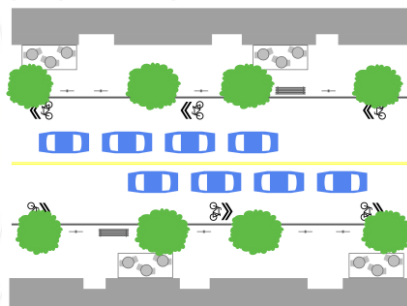
Changes sidewalk width and traffic configuration **requiring major reconstruction of infrastructure**. Increases sidewalk width with aesthetical improvements such as trees or planters, benches, bicycle parking, and pedestrian lighting etc.



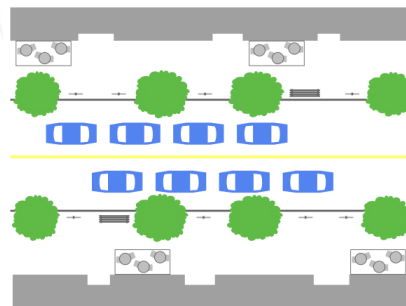
Lay-by parking with sharrow, one lane of vehicular traffic



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

What is in it for Broadview?

- Mixed-use Developments = More People = Variety of Shops and Services = Vibrant Community Life
- Improved Boulevard conditions = Enhanced Walkability = Safe, Pedestrian Environment = Cohesive and Congenial Community
- Connections to City-wide Cycle Program
- Potential for additional parks and open spaces as well as better connections between existing parks
- Potential for shared parking in mixed-use developments
- Reduce impacts on the natural environment by encouraging Tier-2 TGS
- Family oriented community = new developments provide adequate family size units
- Leverage history of Broadview = retention, maintenance and commemoration of heritage

THANK YOU

Questions ?

CONTACT INFORMATION

Francis Kwashie fkwash@toronto.ca