

# **BROADVIEW PLANNING STUDY**

## Community Consultation Meeting 4

January 2016

# Agenda

6:00 pm	Open House and Displays
7:00 pm	Introductions, Agenda Review and Welcome
7:10 pm	Presentation – Broadview Planning Study Recommendations
7:40 pm	Questions of Clarification and Feedback on the Study Recommendations
8:10 pm	Open House Resumes and Completion of Feedback Forms
9:00 pm	Adjourn

# Background

## Council Direction

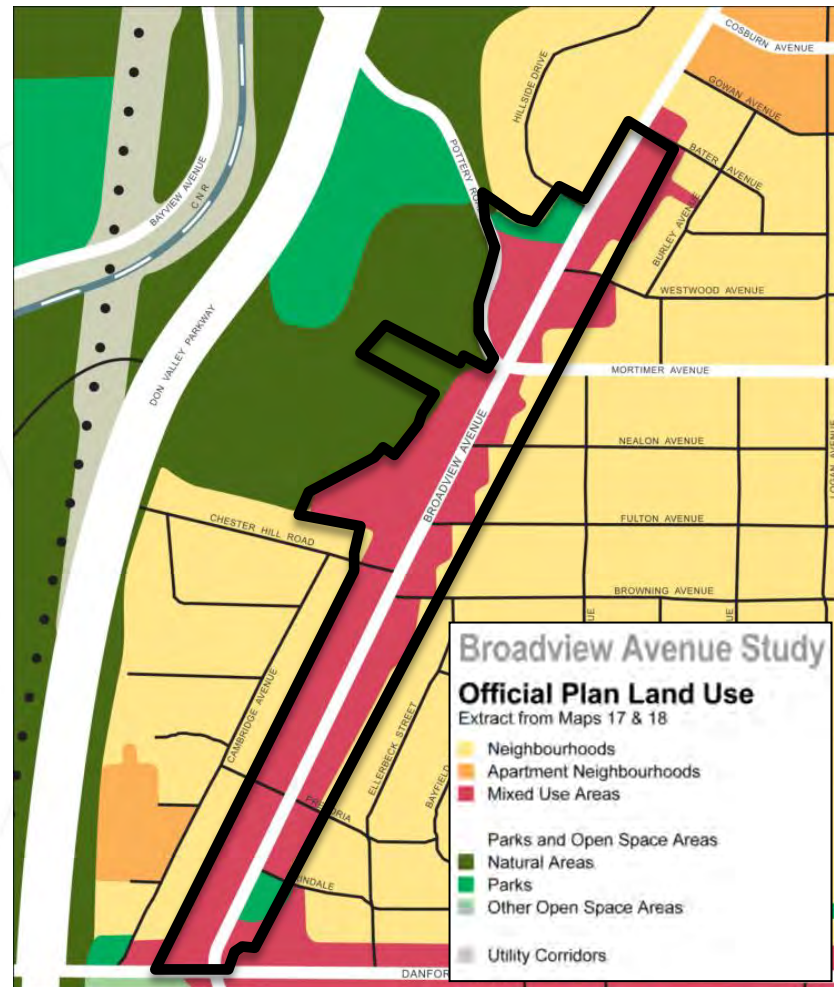
City Council request the Director of Community Planning, Toronto and East York District to commence a planning study in 2014, on the portion of Broadview Avenue which is identified as an *Avenue*, that will address how new development will **complement the existing built form**, identify opportunities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



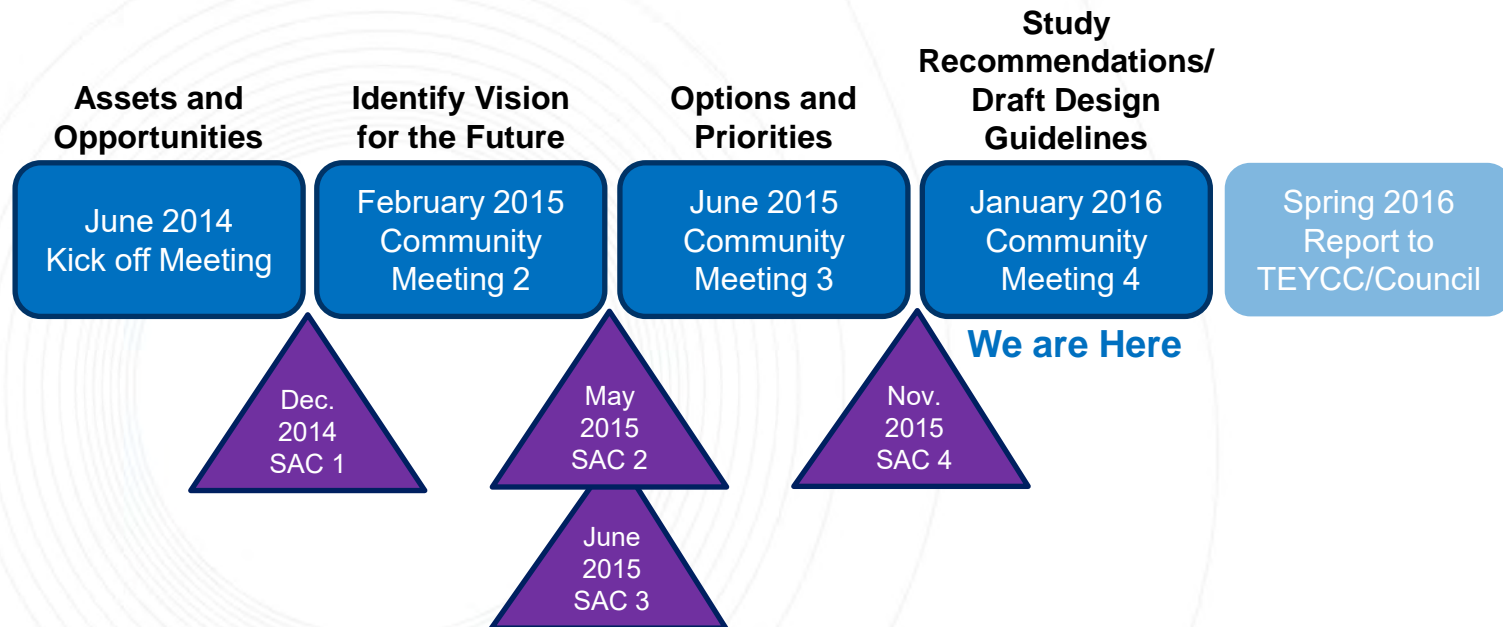


# Planning Framework

- **Avenue Designation**
- **Land Use Designation**
  - Mixed-Use Area
  - Apartment Neighbourhoods
  - Neighbourhoods
  - Parks & Open Space Areas
- **Avenues and Mid-rise Buildings Study**
- **Zoning :**
  - Former Borough of East York By-law (6752)
  - Former City of Toronto By-law (438-86)
  - Harmonized City of Toronto By-law (569-2013)



# Study Process and Timeline



PLANNING A GREAT CITY, **TO**GETHER



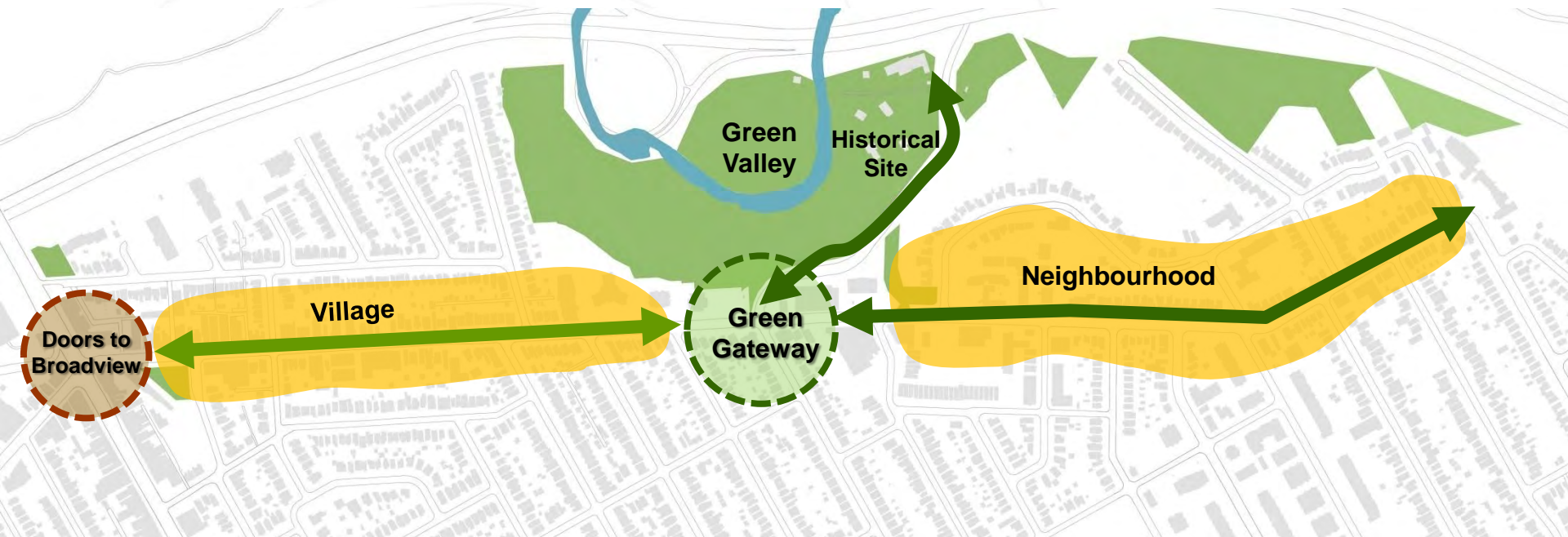
# BROADVIEW **Vision**

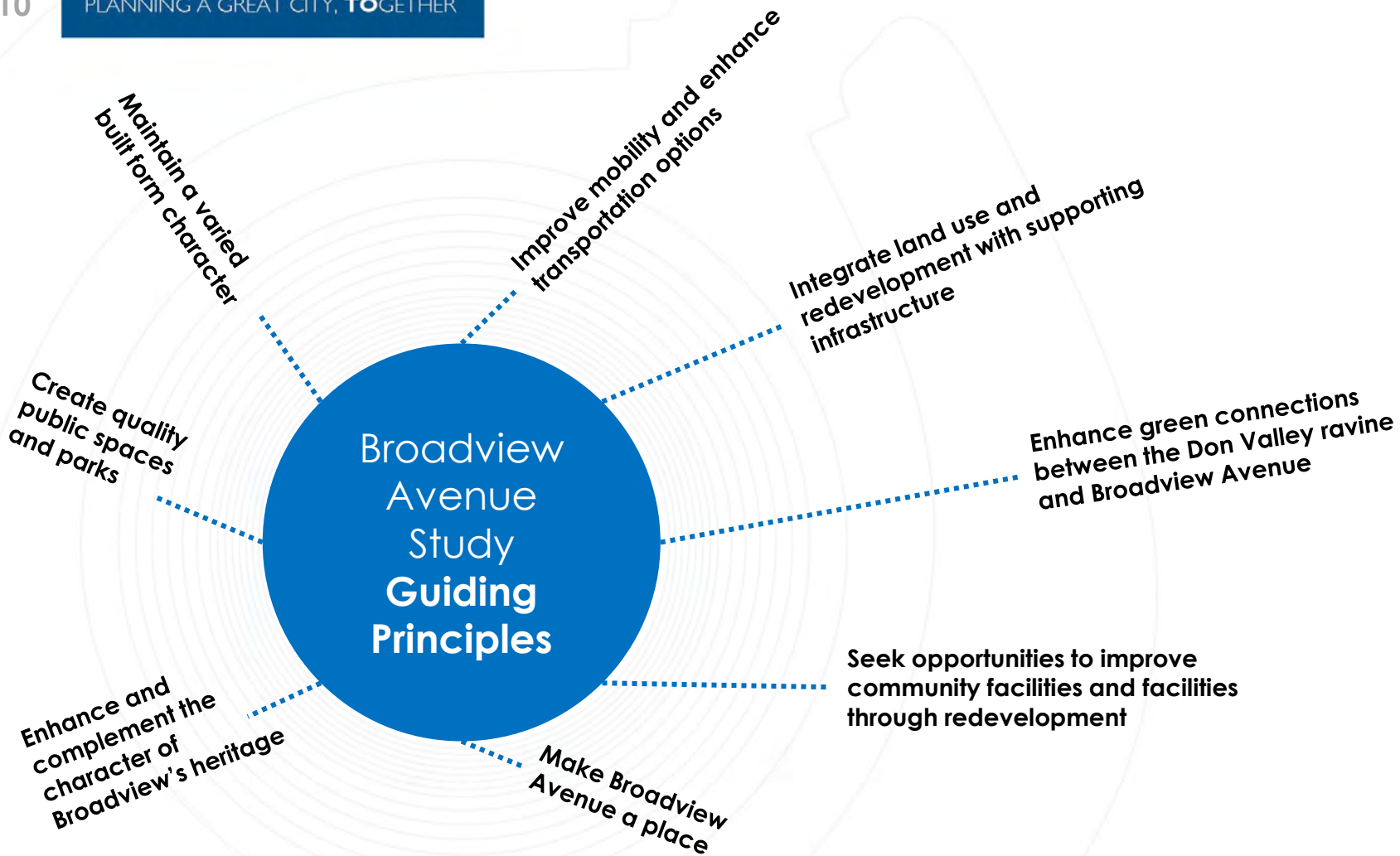
## What We Have Heard: **Vision of Broadview**





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





## Broadview **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 midrise 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**.

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. To the right of these circles, there is a faint, white outline of a city or region, possibly representing a map of a specific area. The overall design is clean and modern.

# BROADVIEW **Character** Analysis









Vertical Rhythm and Articulation



**Materiality – Predominantly Brick**





**Recessed Entrances**





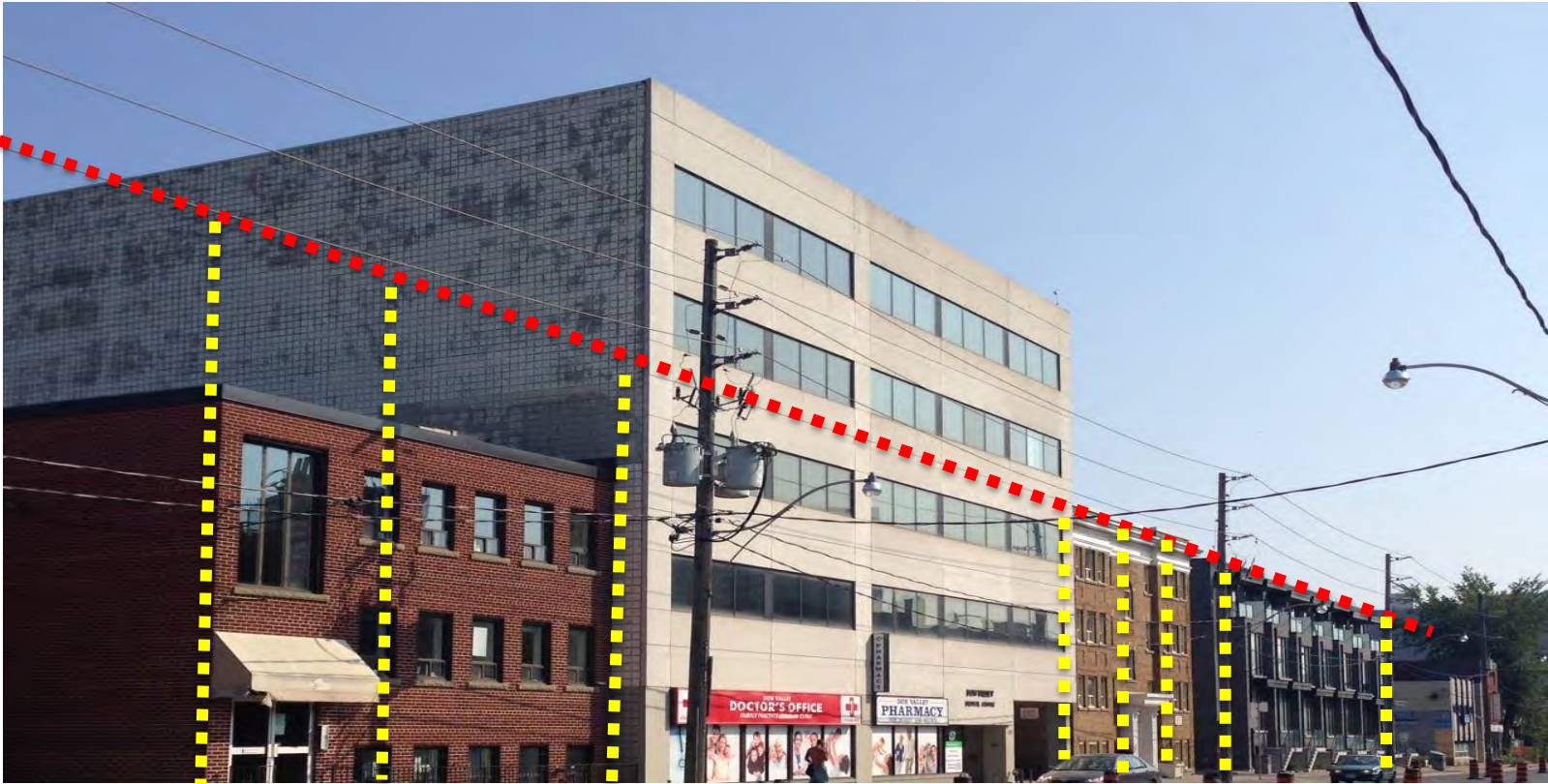


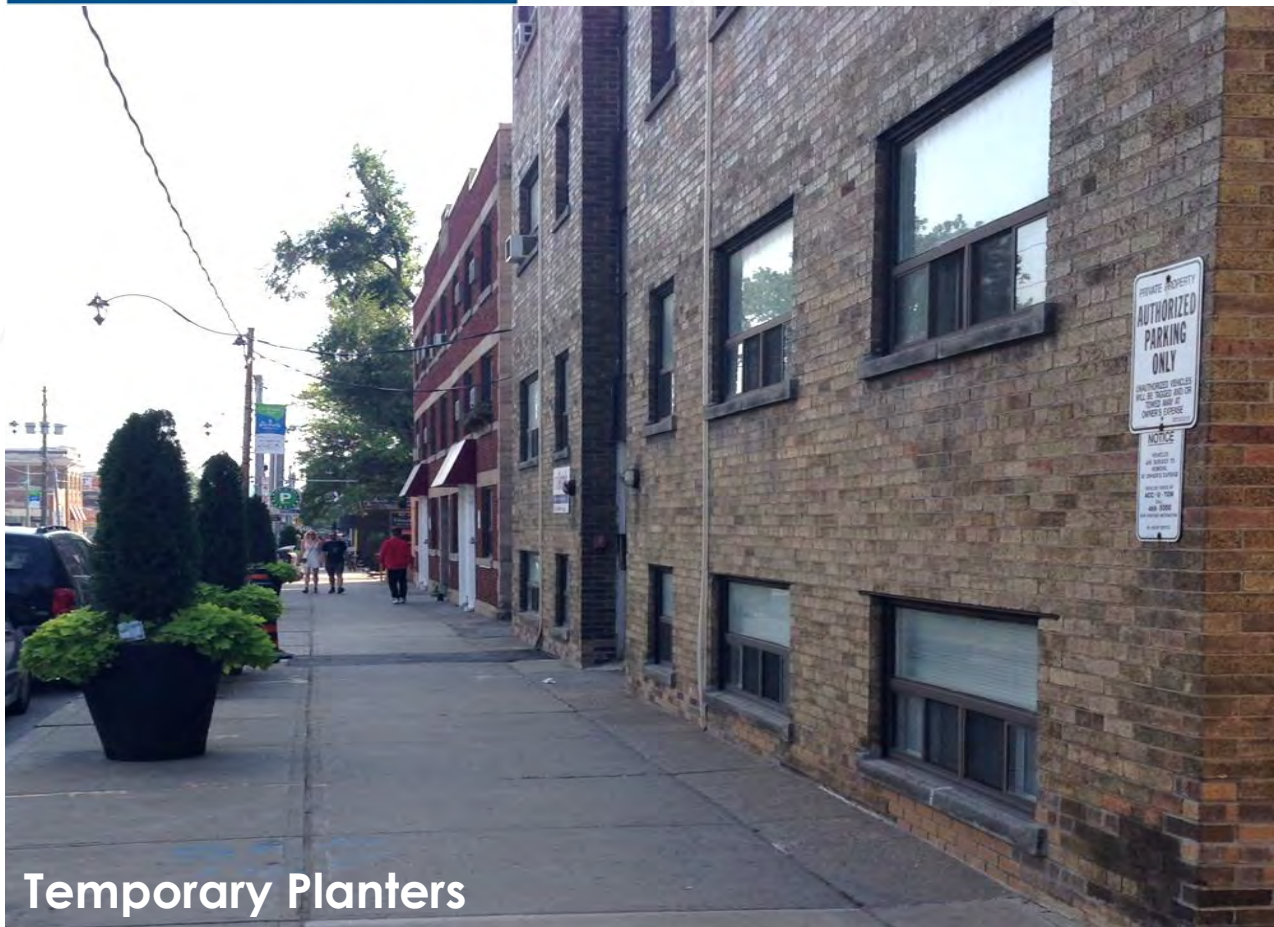












Temporary Planters





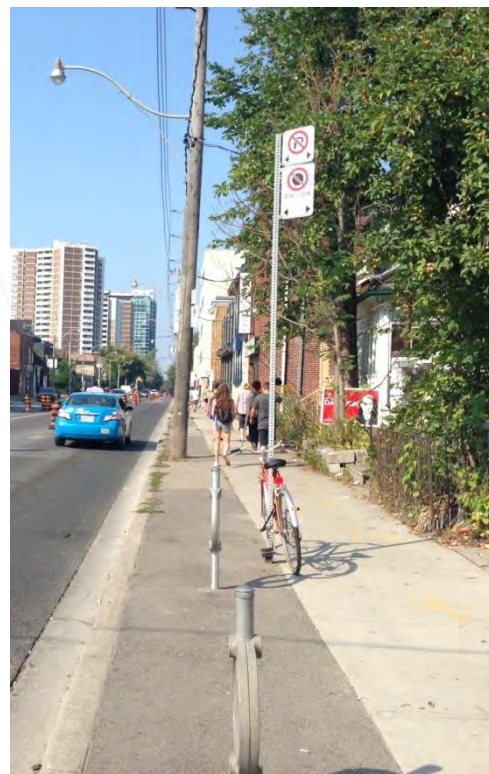
Seating Areas





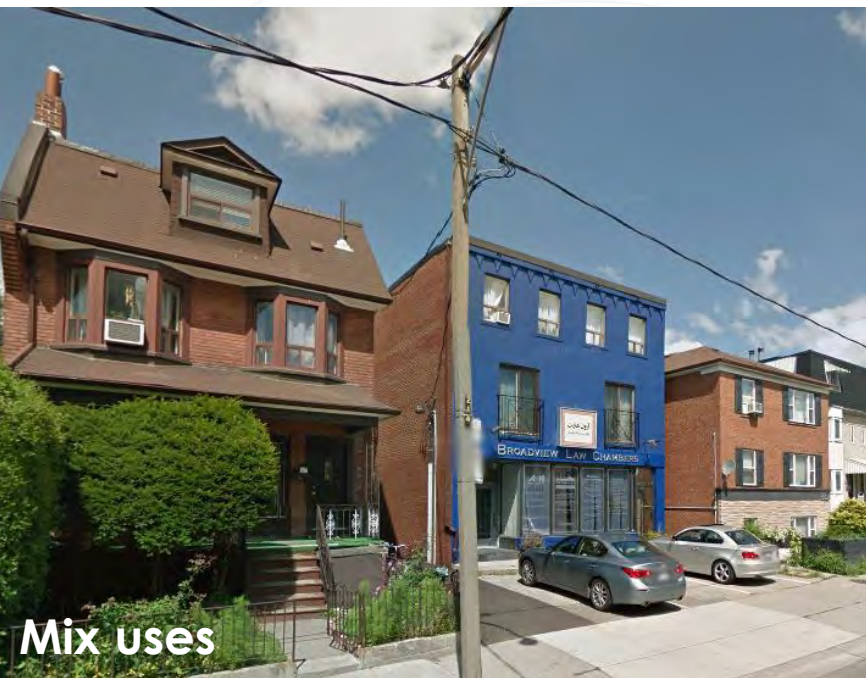


Seating Areas





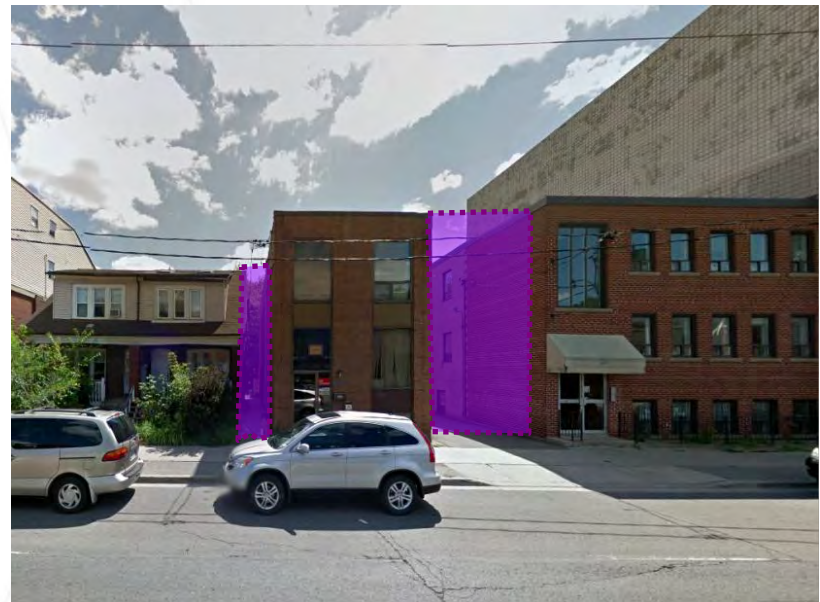








Gap between buildings







Diagonal Orientation





Green Lawn





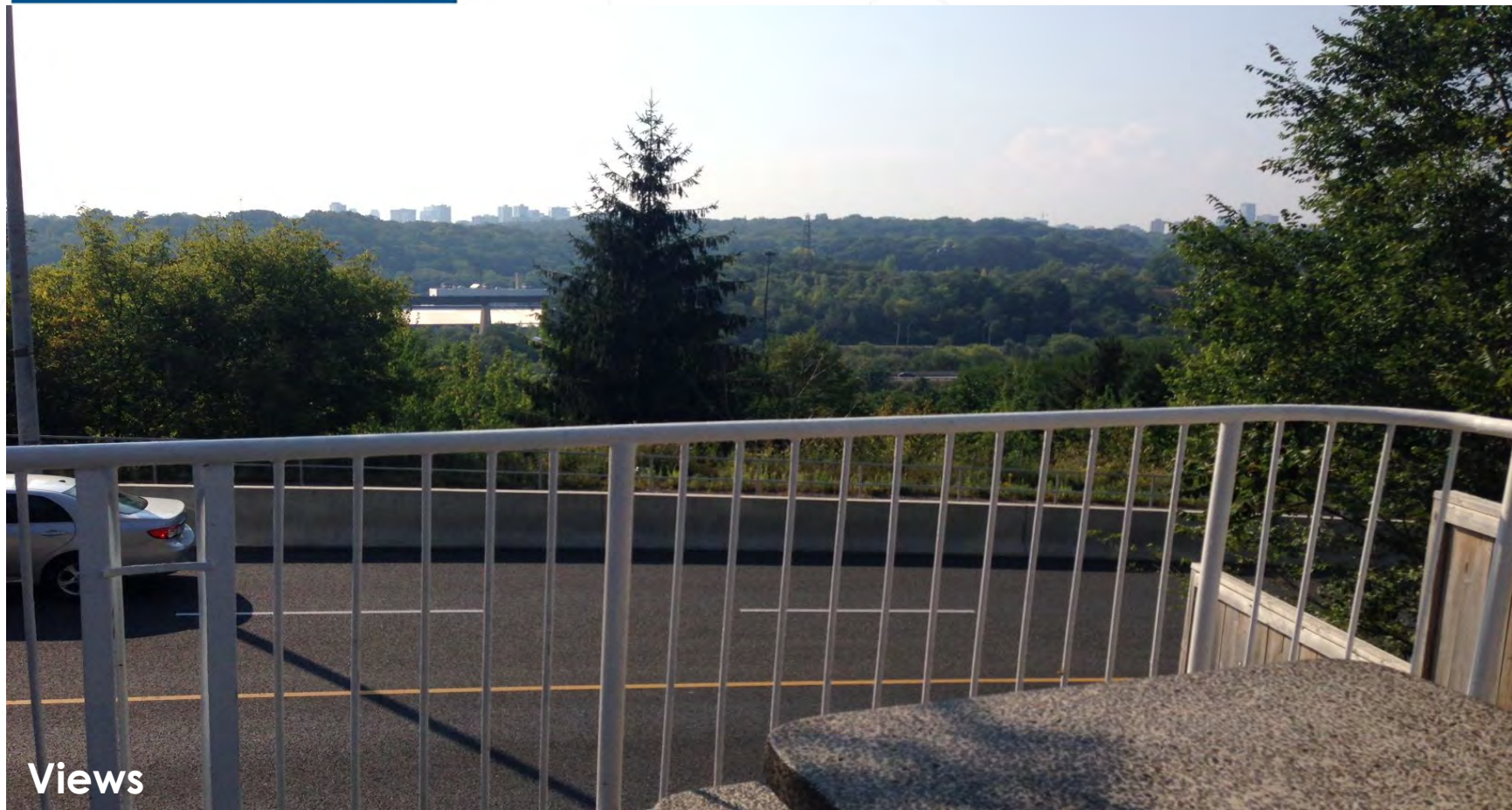
Green Lawn





Green Lawn





The background is a solid blue color. 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 tower. The text is positioned on the right side, overlapping the city outline.

# RECOMMENDATIONS

Strengthening **Heritage**



# Heritage Character



**2**  
Toronto's first industrial site

**1**  
Historic Don River route and Don River Valley

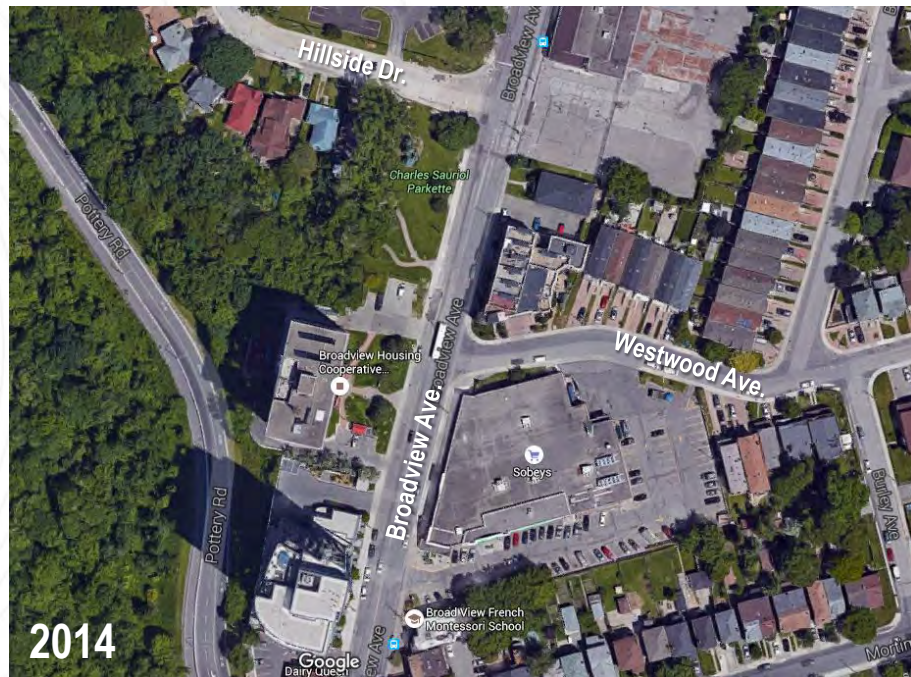
**4**  
Todmorden Village

**5**  
Chester Village

**3**  
Aboriginal Trail, Road to Mill

# Heritage Character

The **original access to Todmorden Mills** was through Charles Sauriol Parkette, with four prominent buildings (all demolished) marking this intersection





# Heritage Recommendations

- Buildings Included on the Heritage Register
- Buildings with Potential to be Included on the Heritage Register



a

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

b

Streetscape and public realm improvements at the intersection of Pottery Road and Broadview Avenue and the Charles Sauriol Parkette should **interpret the historic road** to Toronto's first industrial site.

c

Remaining buildings associated with the **historic Chester and Todmorden Villages** are recommended for further evaluation for inclusion on the City of Toronto Heritage Register



# RECOMMENDATIONS

## Improving the **Public Realm**

# Summary of Public Realm Recommendations

### Open spaces to preserve viewpoints to the Valley and skyline

## Hillside Drive Project



## Seek opportunities to make lane more pedestrian-friendly

## Expansive front yard landscaping in new developments

## New On-site Parkland Dedication

### Residential front yards with soft landscaping

### Street trees on wider sidewalks

## Gamble Parkette



# Streetscape Recommendations

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





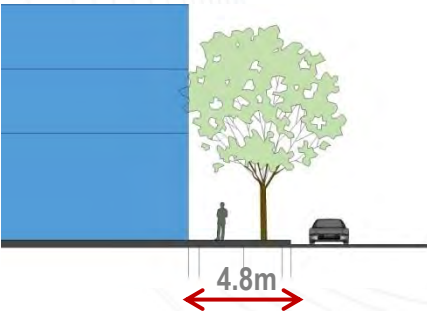
# Streetscape Recommendations



**4.8m commercial frontage**



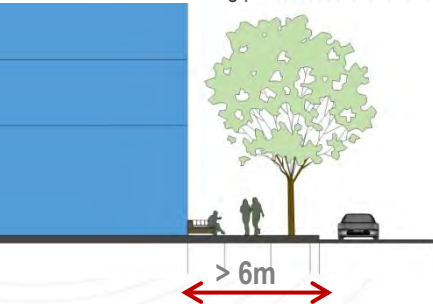
Widen existing sidewalks to allow tree planting



**> 6m with patios or seating areas**



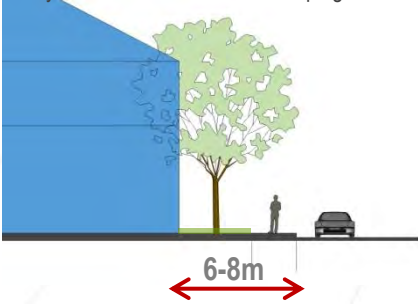
Reinforce existing wide sidewalks in strategic locations to create meeting places



**6-8m residential frontyard**



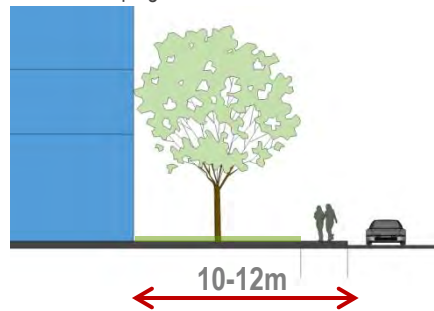
Reinforce existing residential character with deep frontyard setbacks for soft landscaping and trees



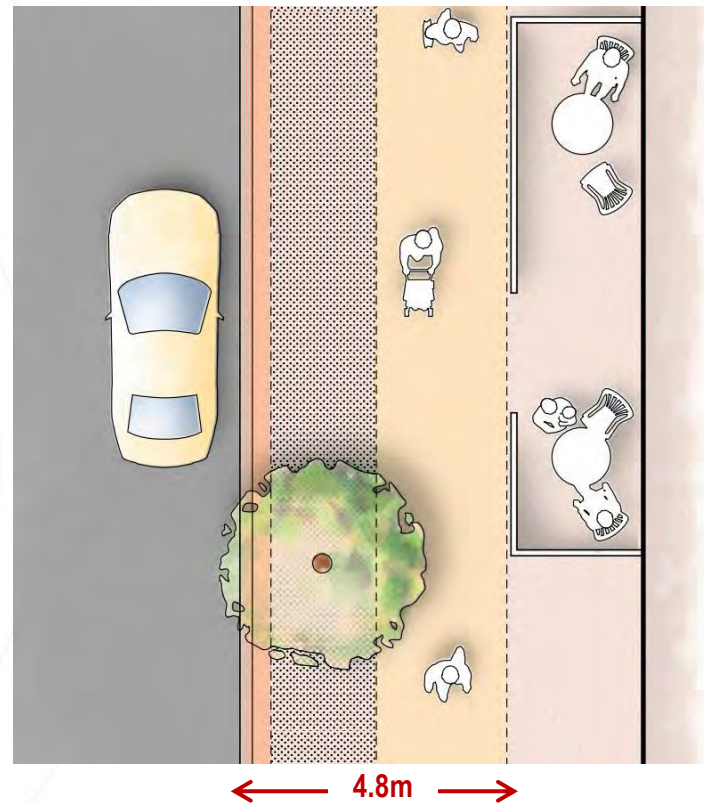
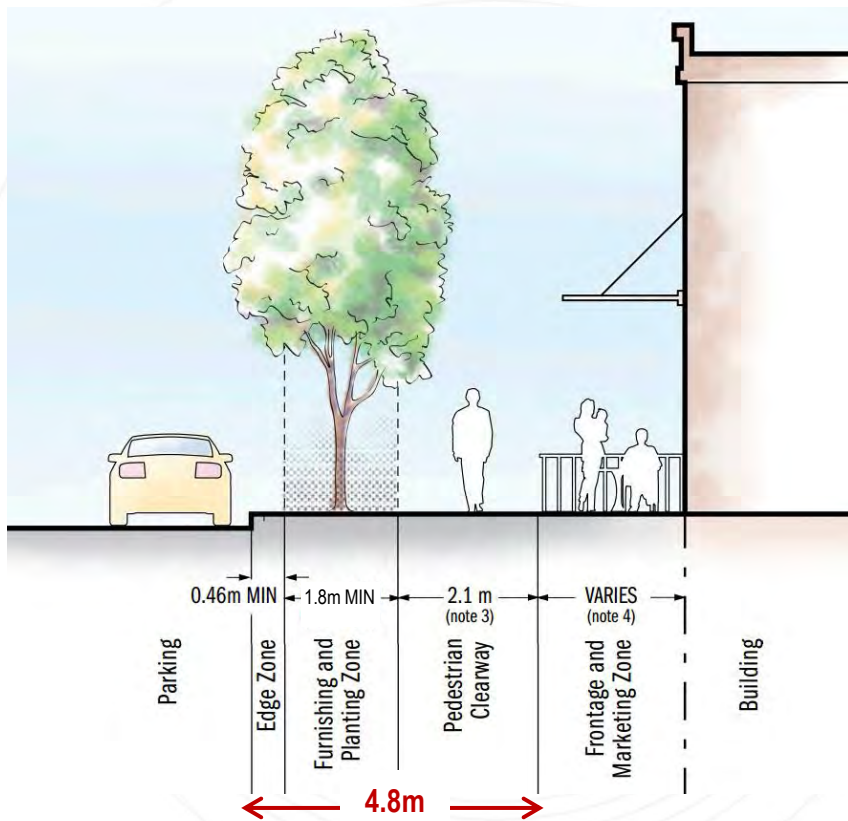
**expansive frontyard landscaping**



Reinforce the open feel character with trees and landscaping in sites that back to the ravine



# Street Cross Section







## Viewpoints



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



# Open Spaces: Increasing Green Spaces



Development sites over 5,000 m<sup>2</sup> will provide **on-site Parkland Dedication** of **10-15%** of the site area, with the possibility of consolidating into one bigger green space.

# Retail Size Recommendations

Ground Floor Area no more than **500m<sup>2</sup>**. Areas **more than 500m<sup>2</sup>** can be considered in specific cases.

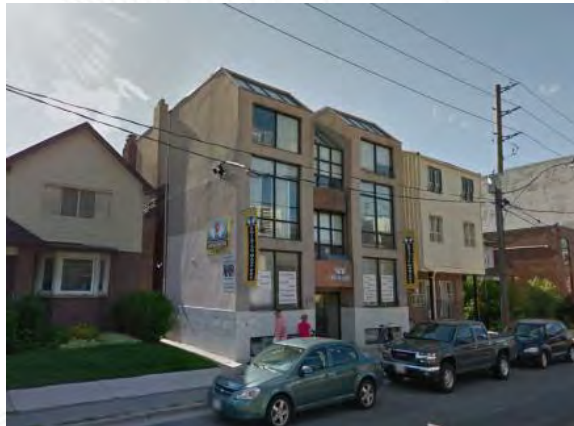
## 120 m<sup>2</sup>

(794 Broadview Ave.)



## 220 m<sup>2</sup>

(871 Broadview Ave.)



## 500 m<sup>2</sup>

(Medical Centre)





# Retail Size Recommendations

Maximum storefront width of **10m**

**6 m**

(908 Broadview Ave.)



**9 m**

(880 Broadview Ave.)



**12 m**

(sub-divided into 7m and 5m storefronts)

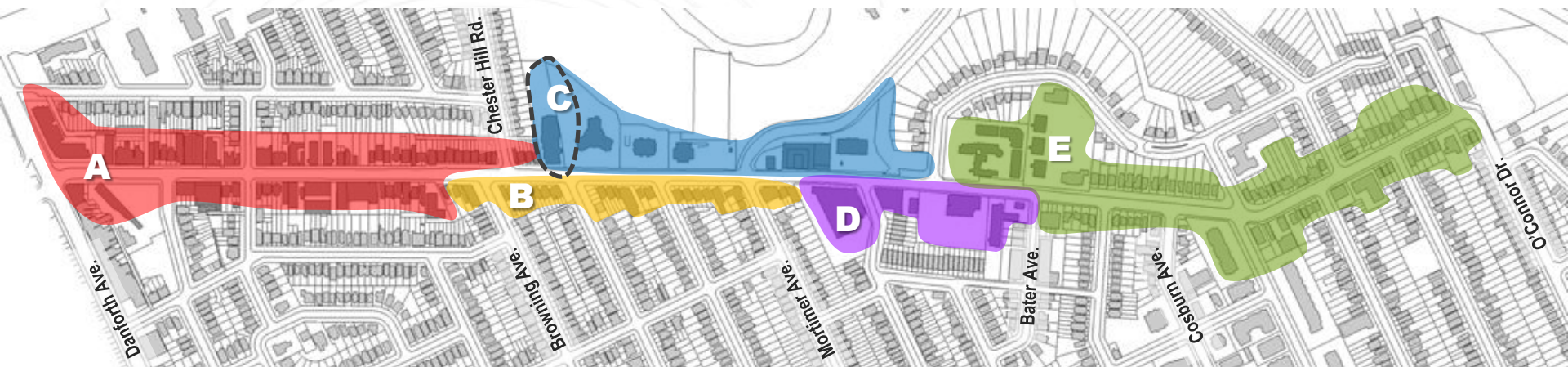


# RECOMMENDATIONS

## Complementing Existing **Built Form**



# Character Zones

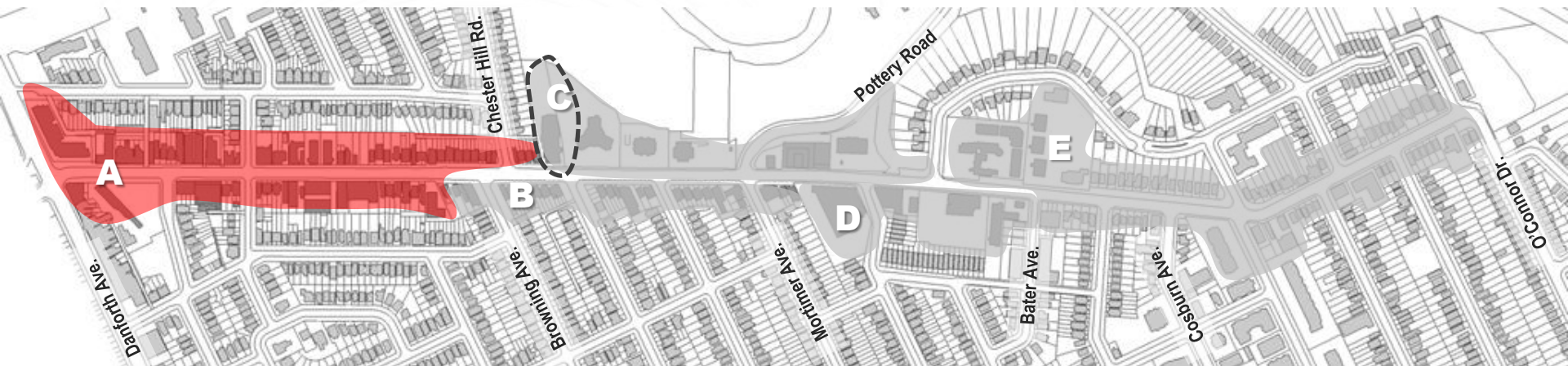


## FEEDBACK HIGHLIGHTS:

- 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

# 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**.



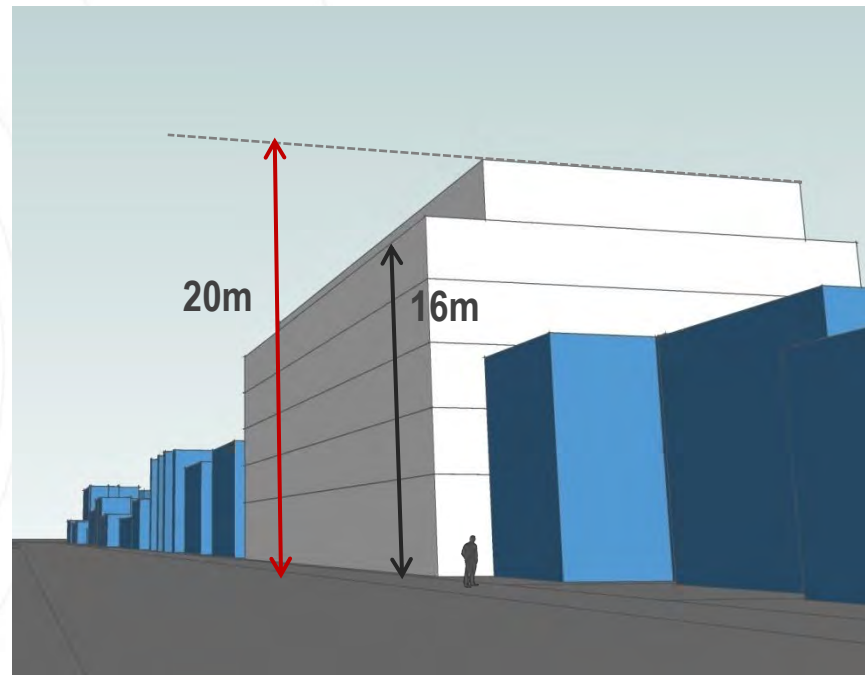
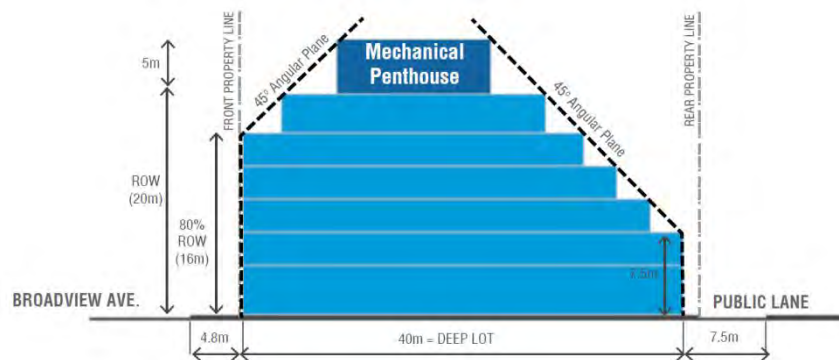
## What We Have Heard:

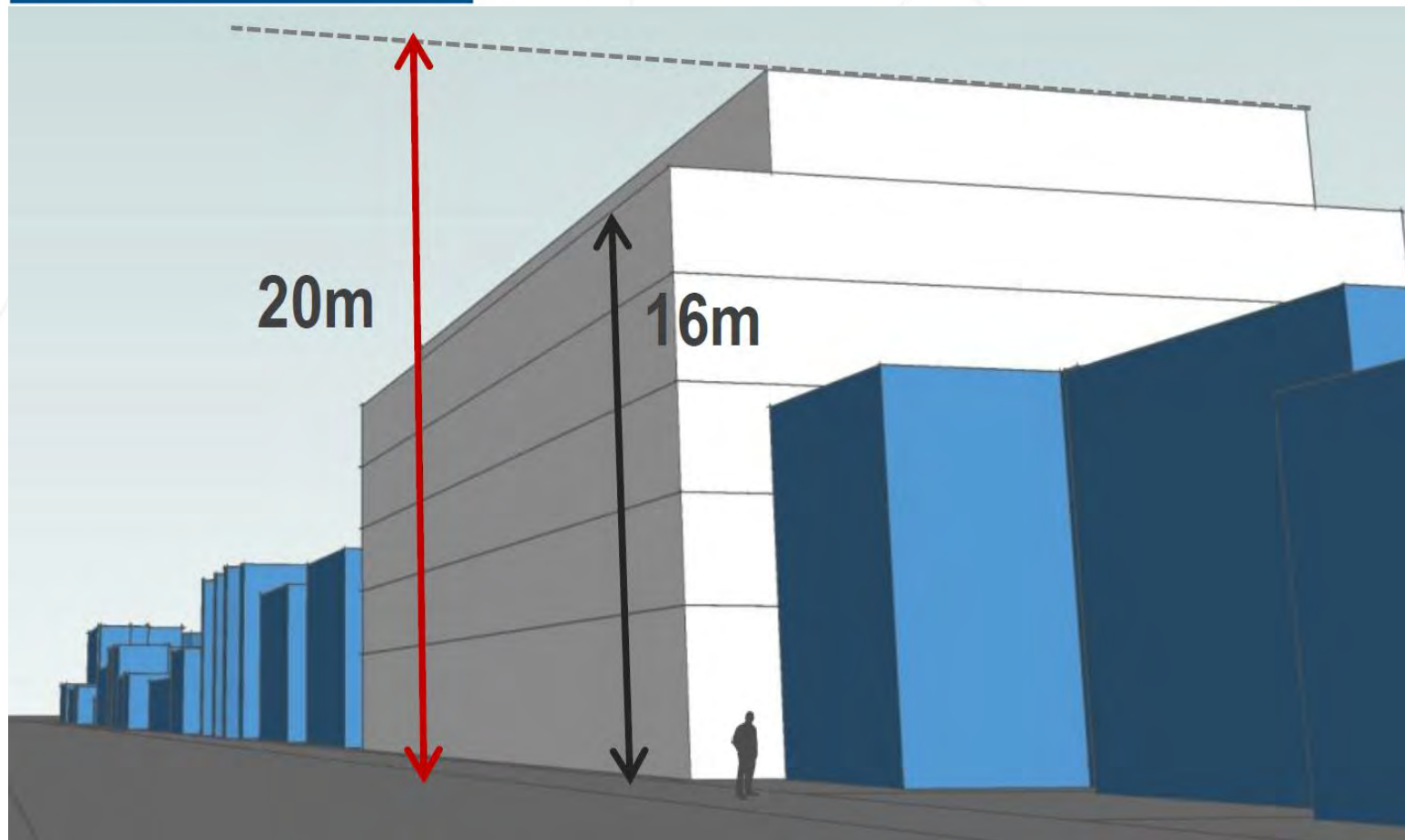
- First area to be redeveloped
- Make Zone A an attractive entry point to Broadview (mid-rise buildings, wider sidewalks, patios, etc.)
- Mix-use, mid-rise intensification
- Consider tall buildings due to proximity to subway station



# Character **Zone A** Recommendations

- **6 storey** (20m) maximum height
- **5 storey** (16m) streetwall (45 degree front angular plane above the 5<sup>th</sup> floor)
- 45 degree rear angular plane starting at 7.5m or 10.5m from the rear setback
- **4.8m** sidewalk zone from curb to building









## Extent of the new building on the street





**Break up** the buildings street wall both horizontally and vertically

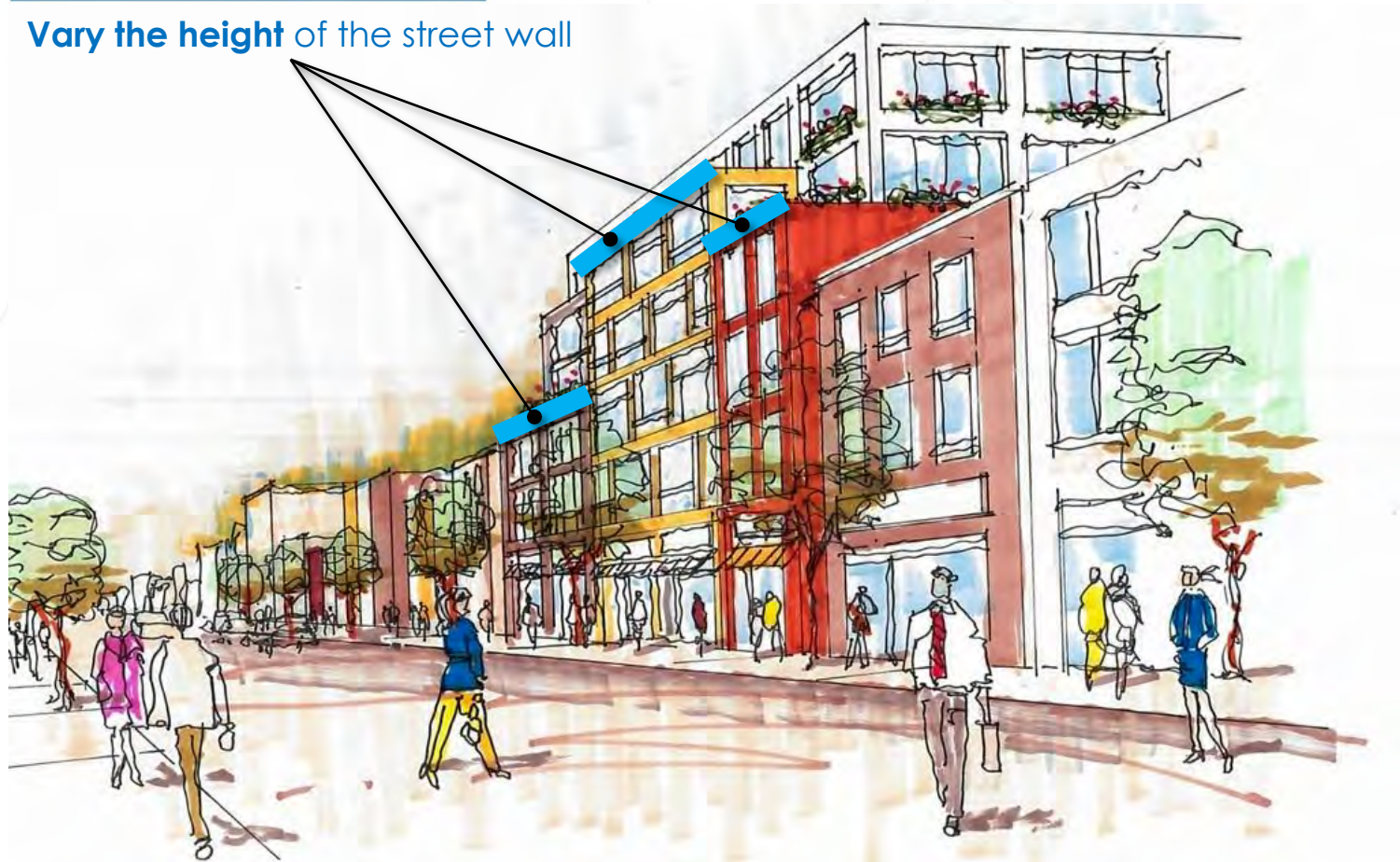


**Transition the scale** of the street wall to transition down (to blend) with neighbouring buildings

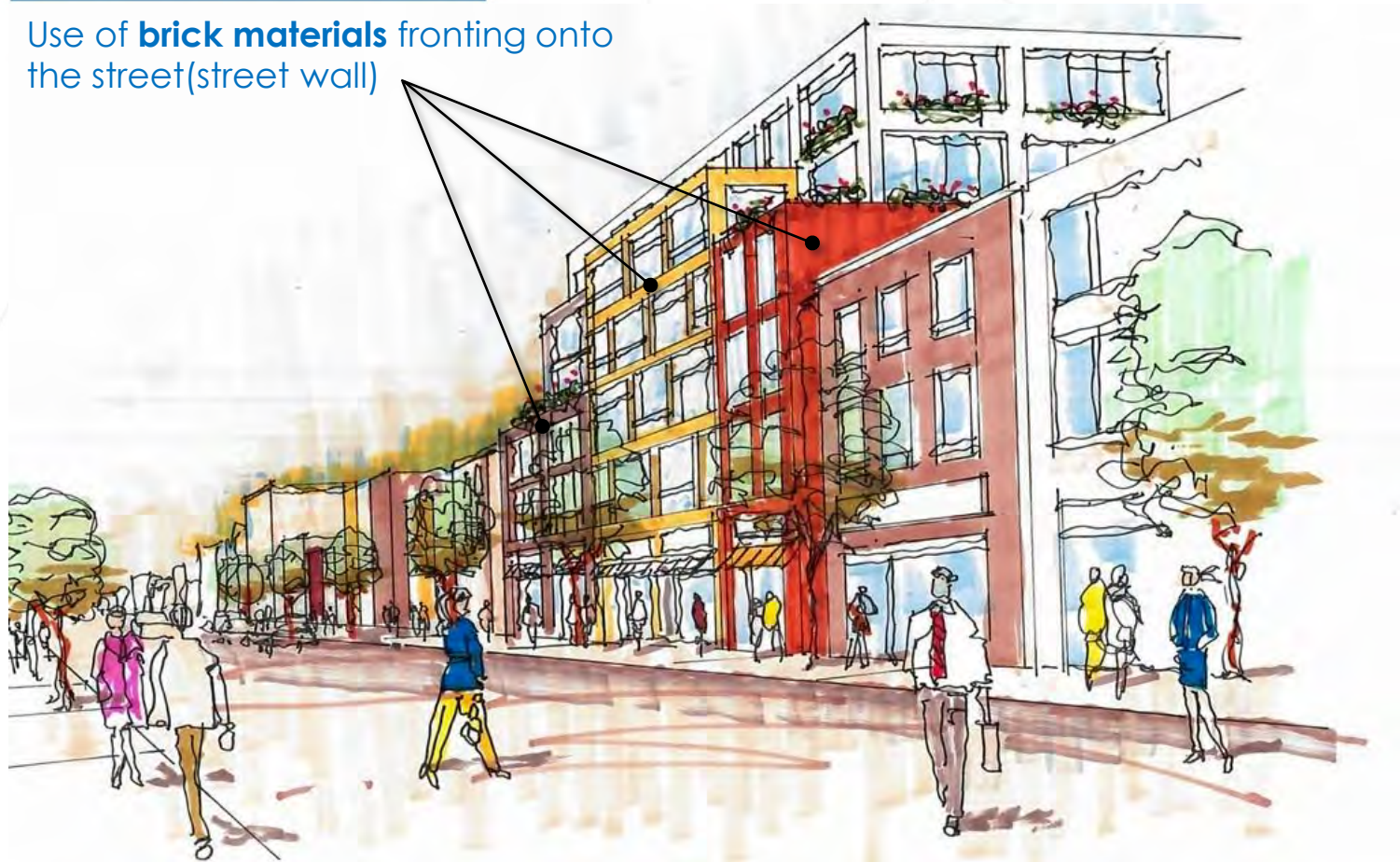




## Vary the height of the street wall



Use of **brick materials** fronting onto the street (street wall)





**Emphasize the ground floor** with retail signage, larger windows, canopies, and awnings



**Recessed storefront entrances** with  
bay windows or picture windows

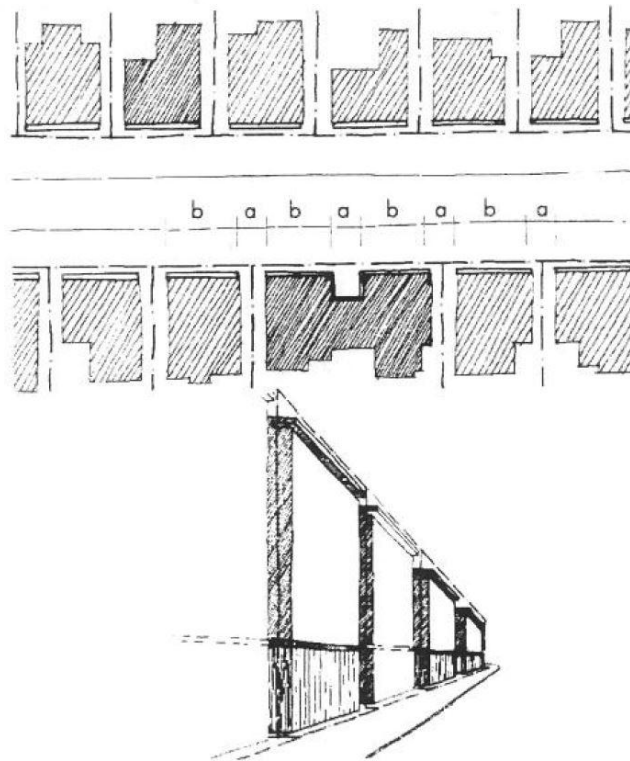
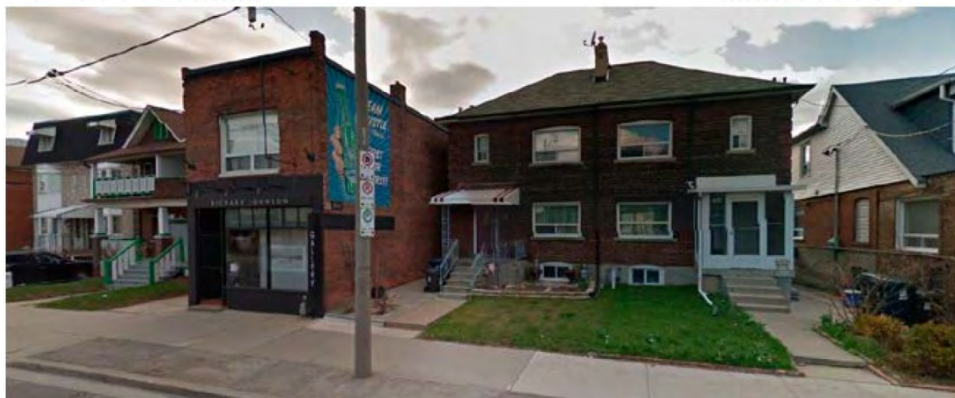






## Character **Zone A**: Heritage Considerations

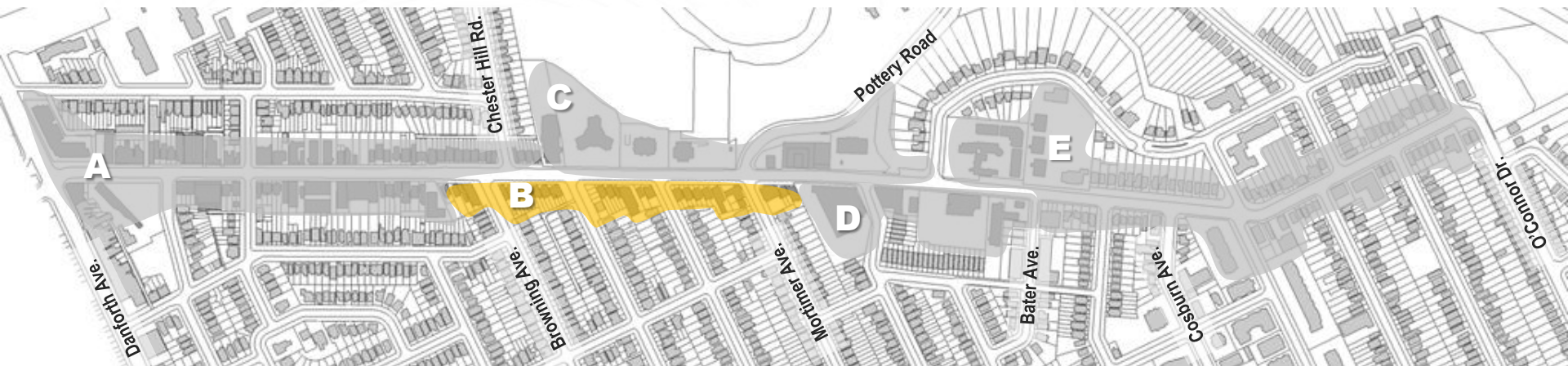
Character Area A contains what was the historic Village of Chester (Doncaster). The predominant condition of laneways and private walkways from the street to the rear of properties create **gaps or reliefs along the street wall**. New mid-rise buildings should express this street rhythm by breaking the mass of the building with deep vertical architectural articulation that create visual gaps along the street edge.





## 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.**

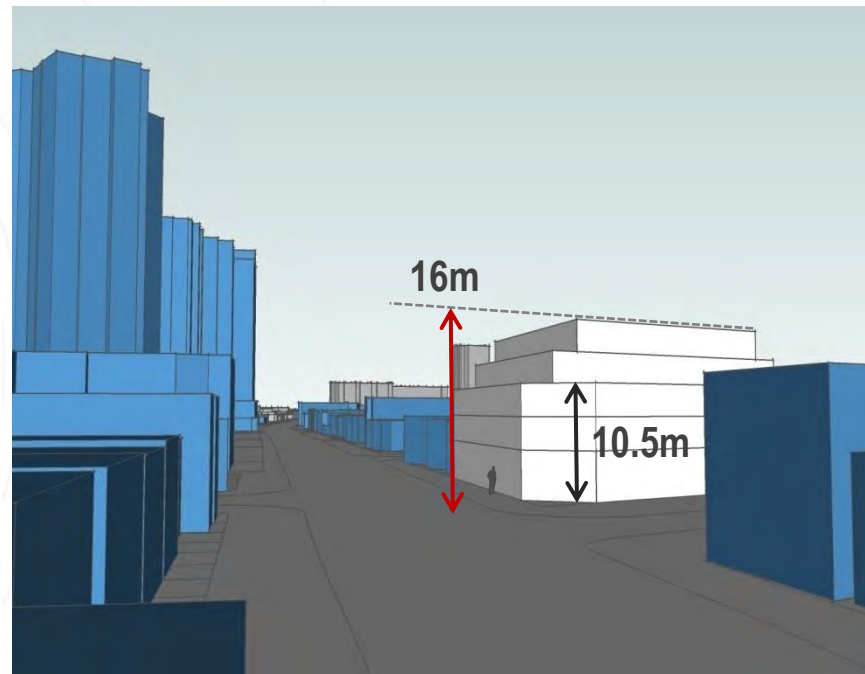
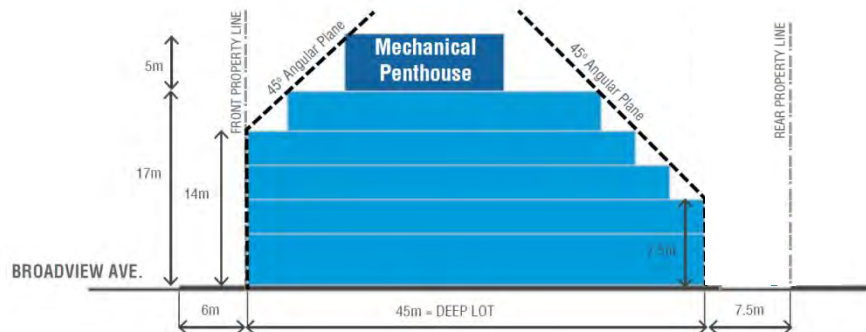


### What We Have Heard:

- 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** Recommendations

- **5 storey** (17m) maximum height
- **3 storey** (10.5m) streetwall (45 degree front angular plane above the 3<sup>th</sup> floor)
- 45 degree rear angular plane starting at 7.5m or 10.5m from the rear setback
- **6m** sidewalk zone from curb to building

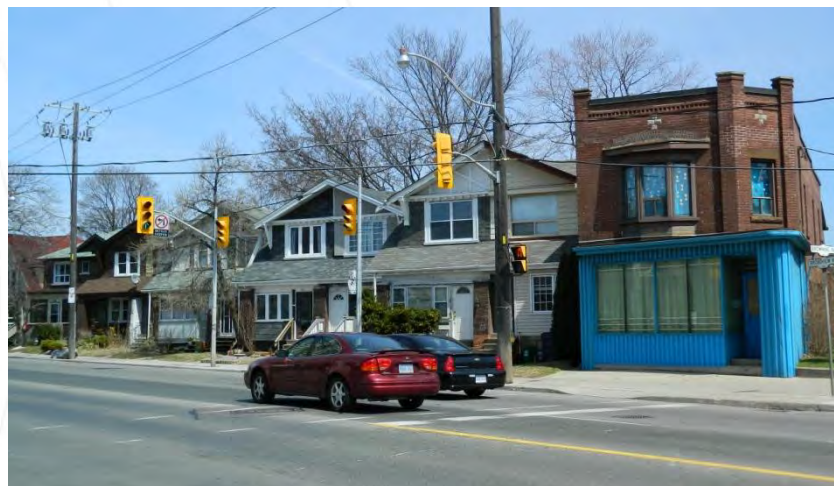


*For demonstrations purposes only, heritage policies will apply*



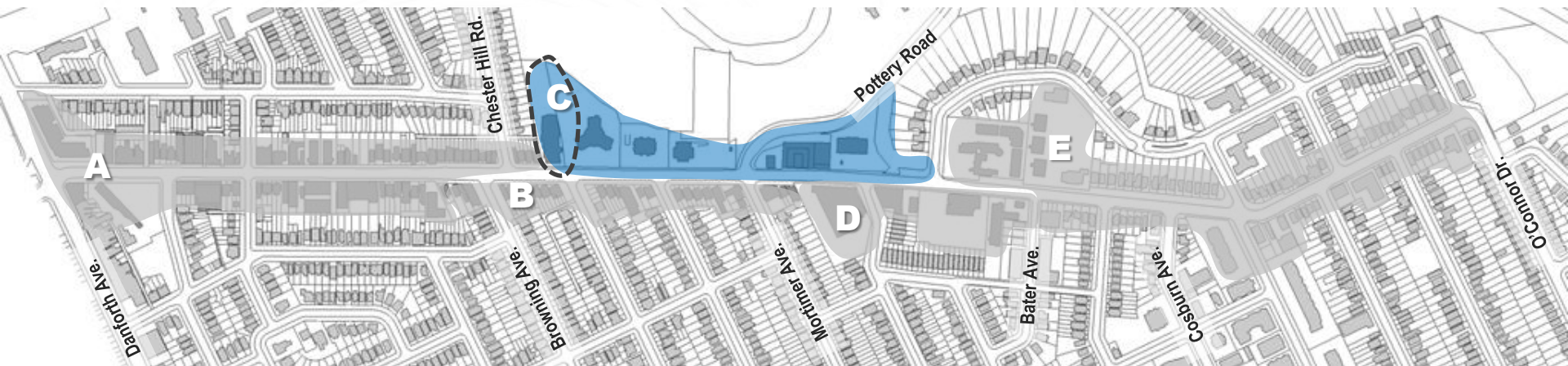
## Character **Zone B**: Heritage Considerations

The **diagonal configuration** of the lots in Character Area B reflects how new streets were integrated in the concession lines. New facades, should as much as possible, respond to this unique configuration.



## Character Zone C

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

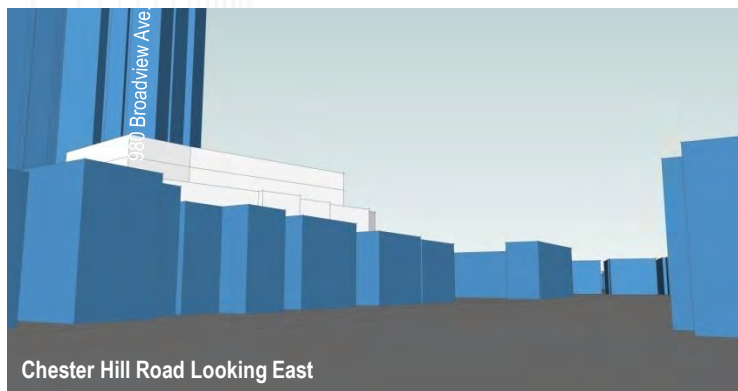
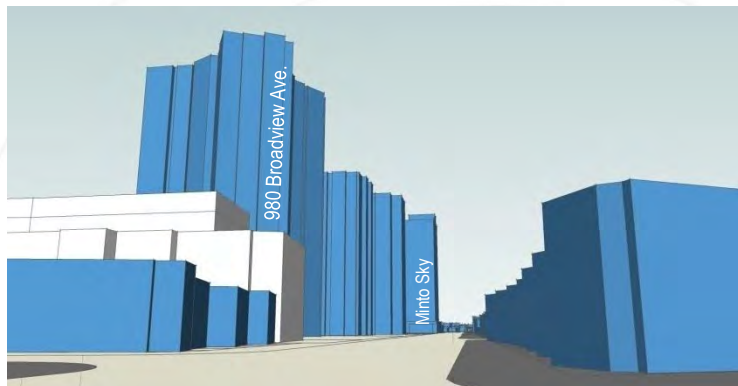


### What We Have Heard:

- 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: Estonian House**

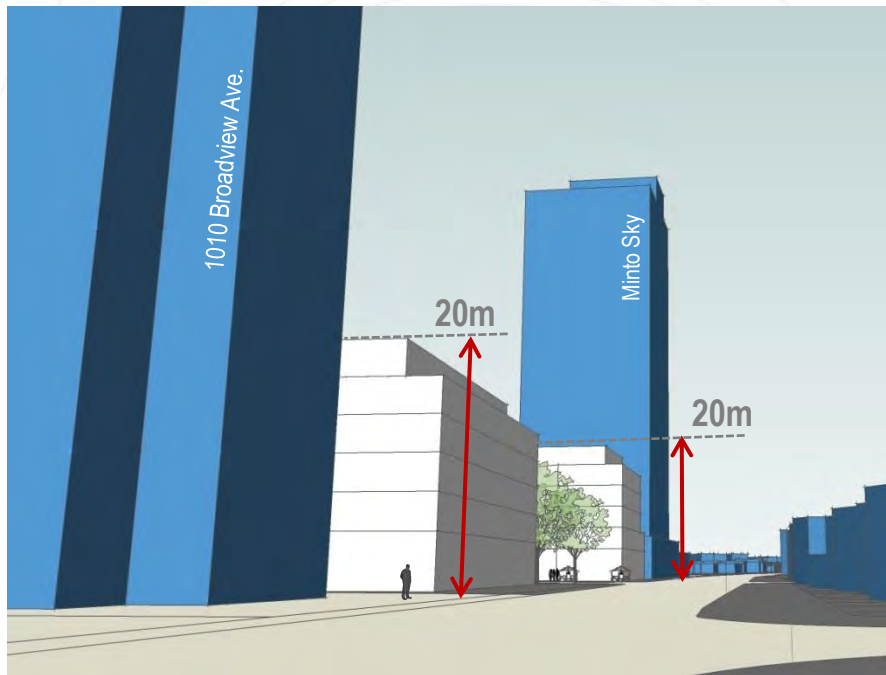


Chester Hill Road Looking East

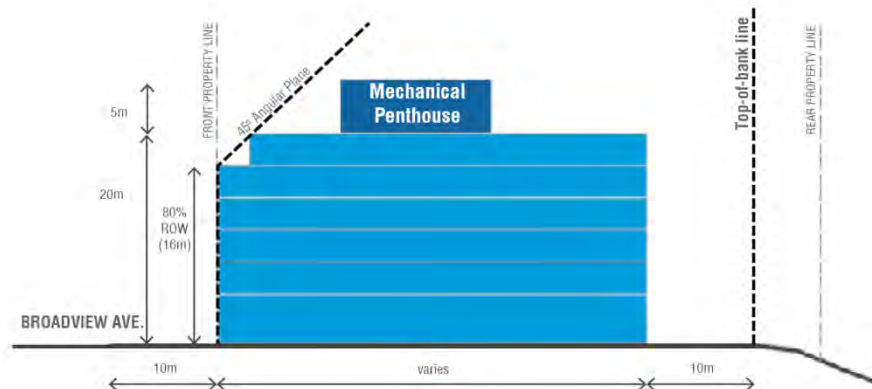
### Development Principles:

- **Conservation** of the heritage building is required
- Additional massing should **not create any visual impact** from Broadview Avenue and will have **regard for the narrative vision** of the Broadview Study
- Minimum distance of **10m from the street curb** to the main front wall to be consistent with prevailing street character
- **10m rear yard building setback** from the TRCA top-of-bank
- Side yard setbacks subject to the **existing exterior walls** of the heritage building
- Vertical additions on existing heritage building will **stepback** above the existing building to respect existing scale
- New development will not negatively impact the **rear yard amenity** of adjacent neighbourhood

# Character **Zone C** Recommendations

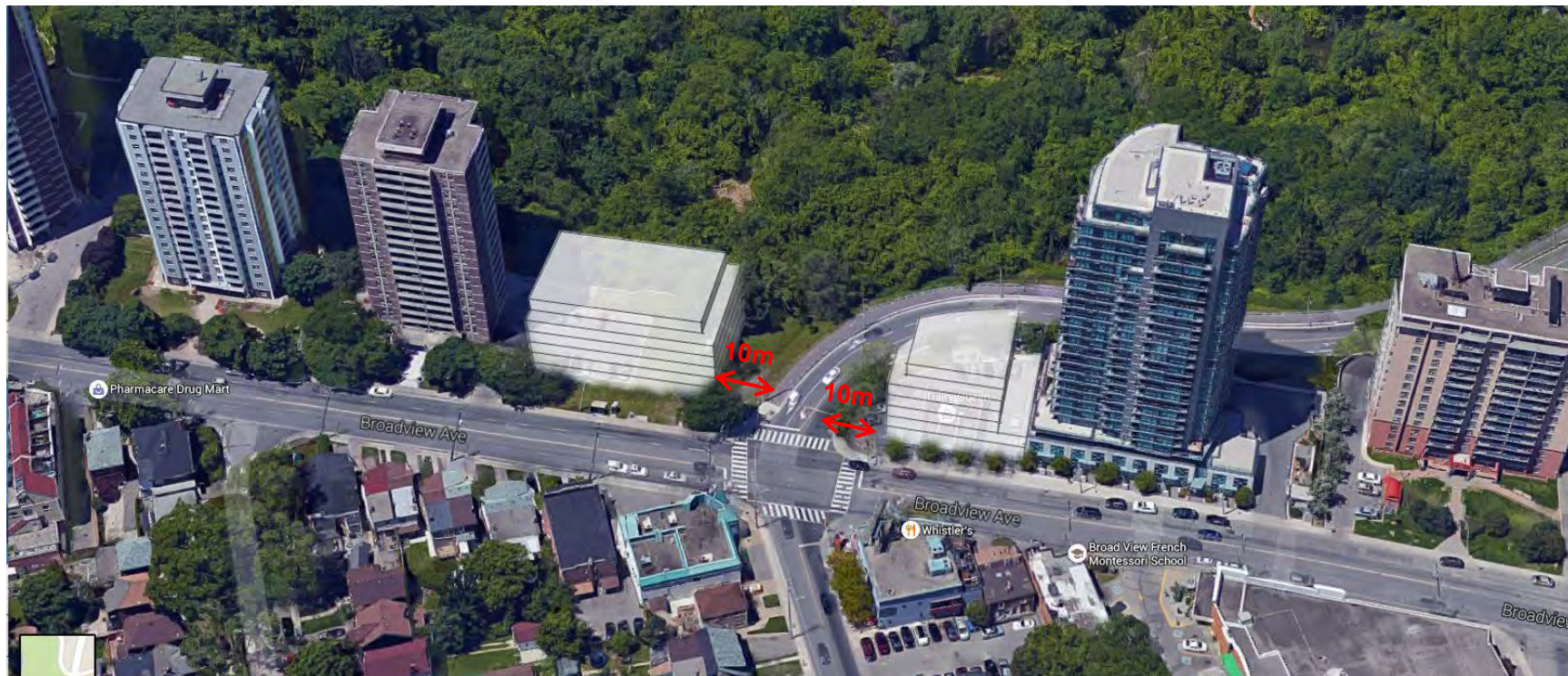


- **6 storey** (20m) maximum height
- **5 storey** (16m) streetwall (45 degree front angular plane above the 5<sup>th</sup> floor)
- **10m** sidewalk zone from Pottery Road
- **10m** setback from TRCA top of bank
- Massing should mitigate wind conditions



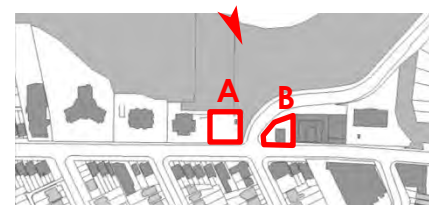


# Character **Zone C**: Green Corridor





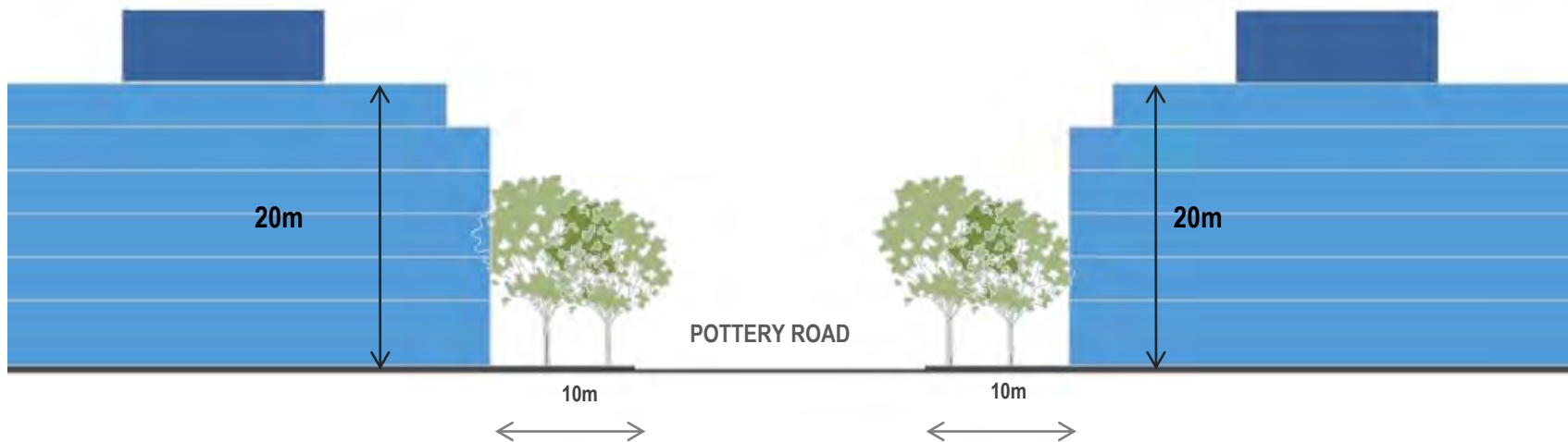
## Character **Zone C**: Rear View



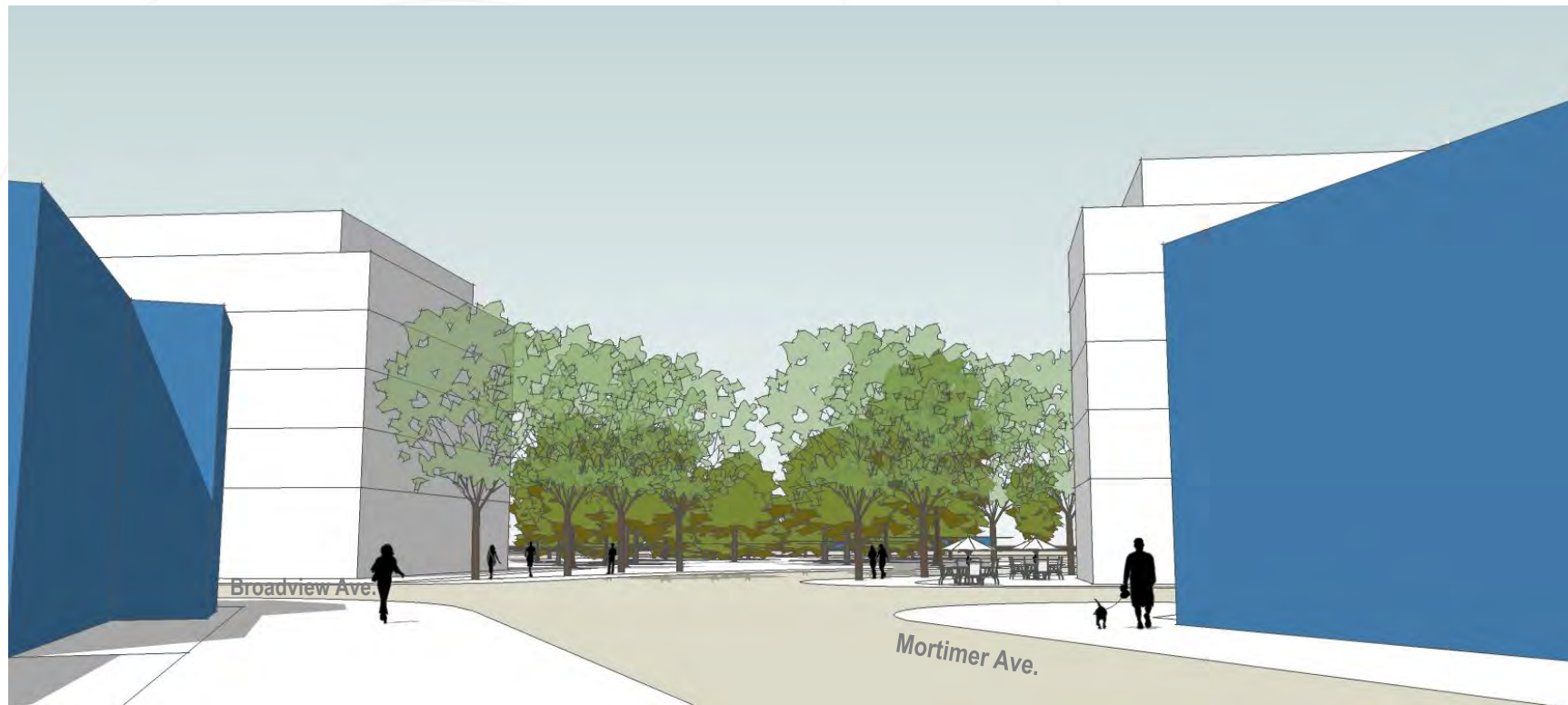
New developments at corner of Pottery and Broadview shall **provide POPS with well-designed lookout points** to maintain viewpoints



# Character **Zone C** Recommendations



## Character **Zone C**: Green Corridor



**10 m setbacks** on both sides of Pottery Road allows a green view corridor towards the ravine

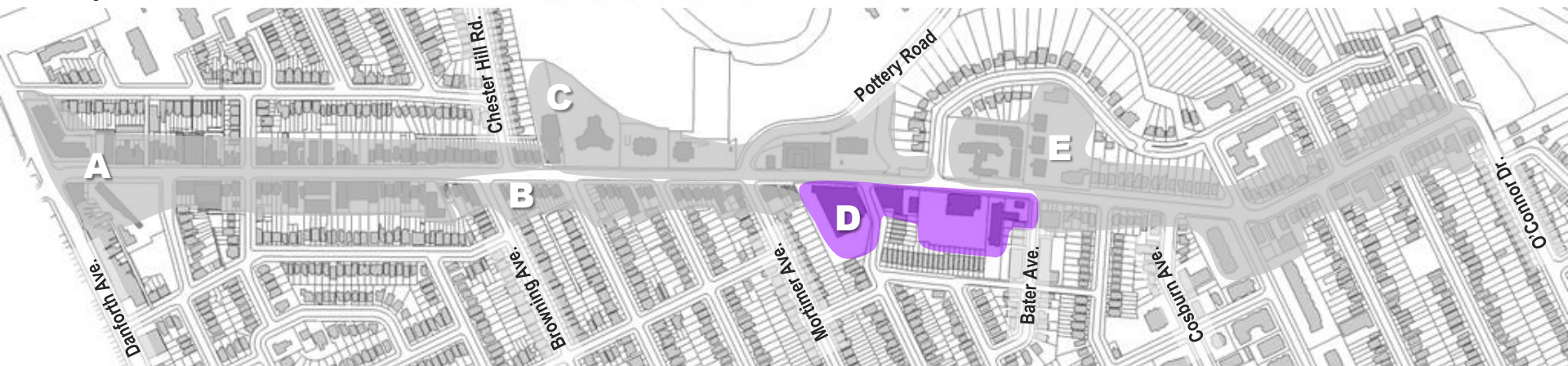


## Character **Zone C** Recommendations



## 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



### Recommendations:

- Enforcement of on-site Parkland Dedication of **10-15% 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** Recommendations



Broadview Ave. Looking North

- **6 storey** (20m) maximum height
- **5 storey** (16m) streetwall
- **10m** sidewalk zone from curb to building
- Adequate **transition** to future park and neighbourhood

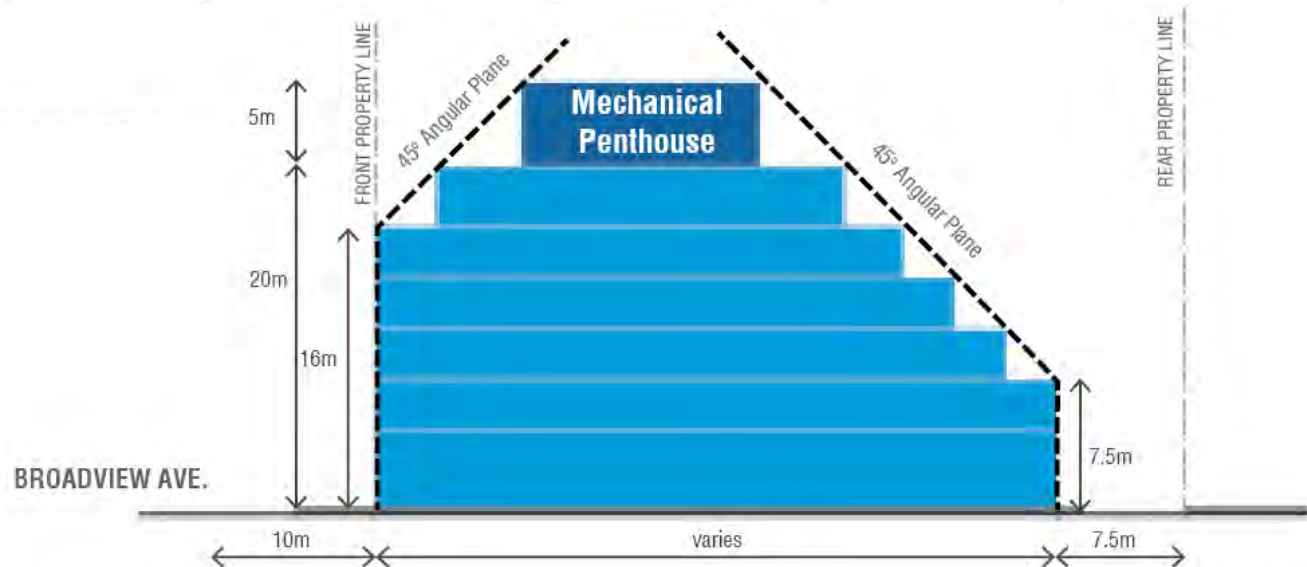


View from the Rear

\* Massing showing option of park at the rear



## Character **Zone D** Recommendations



Sites over 5,000m<sup>2</sup> may support additional density in the range of 7- 8 storeys; provided privacy, overlook, shadows, wind conditions, visibility, neighbourhood transition and transportation impacts are adequately addressed.

# Character **Zone D** Recommendations



**Bird's Eye View**



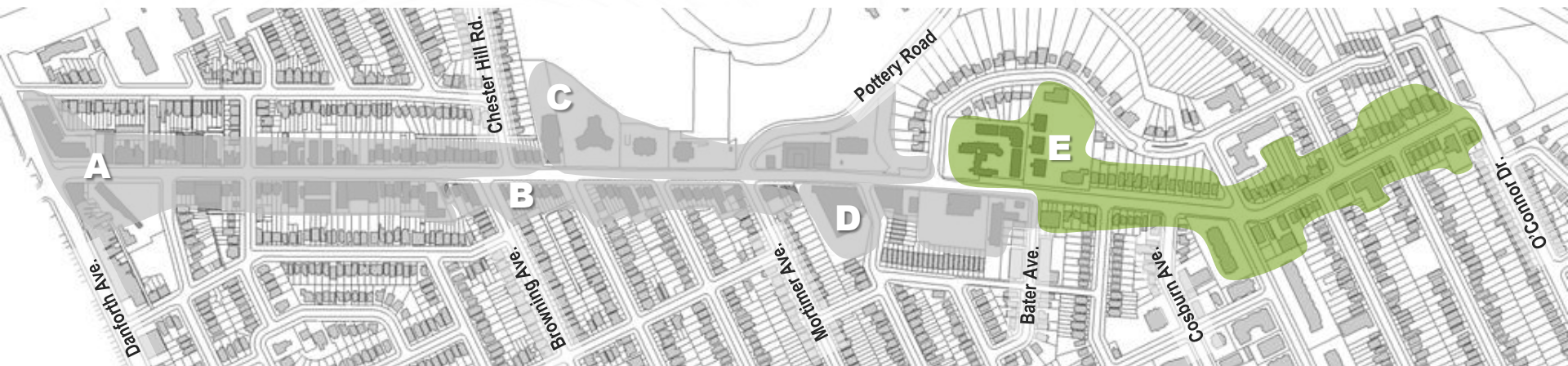
**View from the Rear**

*\* Massing showing option of park at the rear*



# Character Zone E

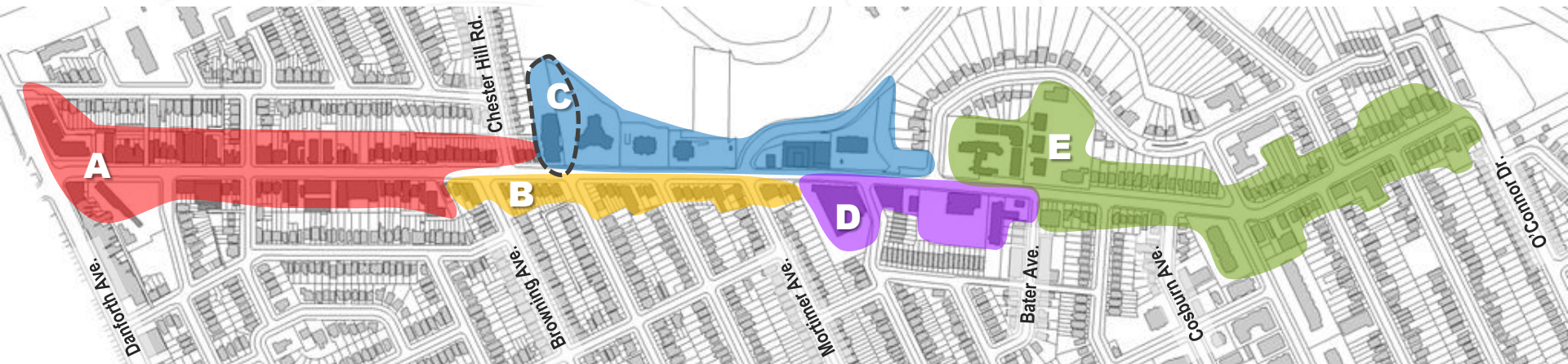
**Expansive front landscaping**, backyard to backyard, or to side yard conditions. Small to medium size lots



## 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 Built Form Recommendations



## Zone A

**6 storey (20m)**  
Mid-rise building

## Zone B

**5 storey (17m)**  
modified Mid-rise of 5-storeys at corners

## Zone C

**6 storey (20m)**  
Mid-rise building with deeper setbacks

## Zone D

**6 storey (20m)**  
Mid-rise building with deeper setbacks

## Zone E

**No changes**  
to existing built form character



## Built Form Recommendations

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 Study Area should be defined as a **mid-rise** neighbourhood, with built forms generally consistent with the Avenues and Mid-rise Guidelines

# RECOMMENDATIONS

## Planning for **Transportation Impacts**



# Transportation Recommendations

## **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. Location of Broadview in the context of the Relief Line Study

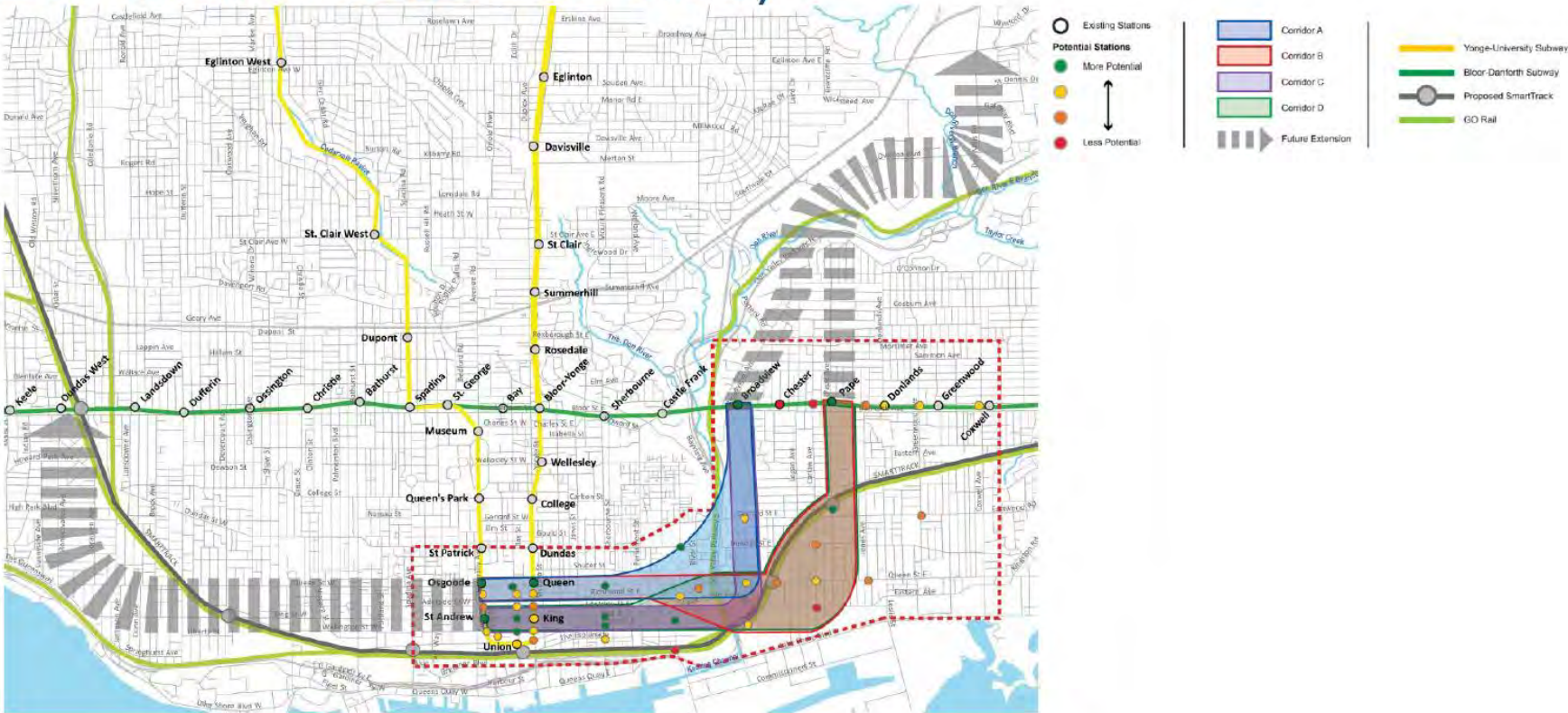
## **Walkability / Cycling:**

1. Encourage / improve walkability and cycling conditions
2. Potential for bike path along Cambridge from North of Bloor and on Broadview Ave. will be further considered in the context of the City's Bicycle Network Planning study
3. Consideration for safe, active and well integrated school-related mobility

## **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

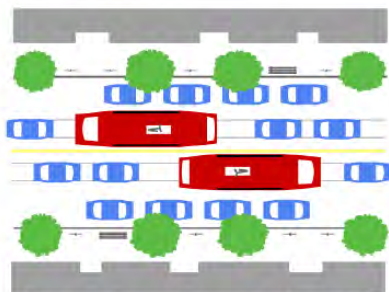
# Downtown Relief Line Study



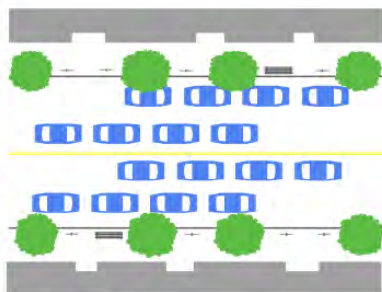
# Street Improvement Recommendations

## Potential Directions 1:

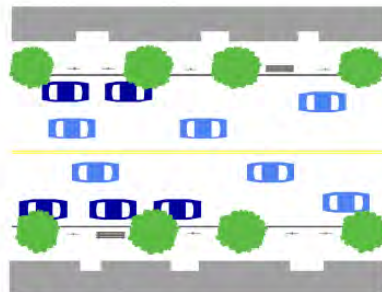
**Maintains sidewalk width and existing traffic configuration.** Improves sidewalk aesthetically with trees or planters, benches, bicycle parking, and pedestrian lighting etc. Consider introducing **on-street parking in the off-peak direction** during peak periods when parking is currently prohibited on both sides of the road.



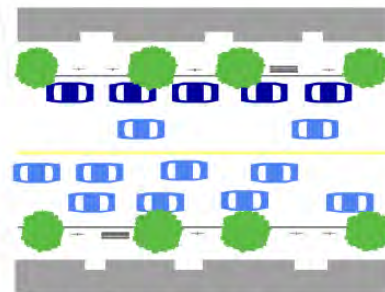
Streetcar Service in Mixed Traffic



Two Lanes



Off-peak Parking



Off-peak Direction Parking

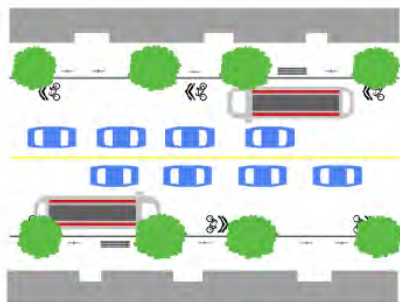
*\* Conceptual examples only; not to scale*



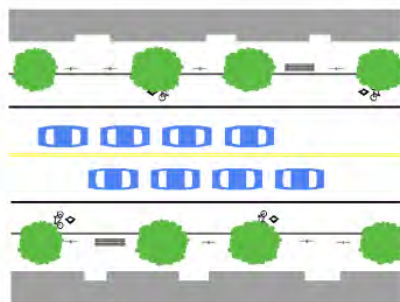
# Street Improvement Recommendations

## Potential Directions 2:

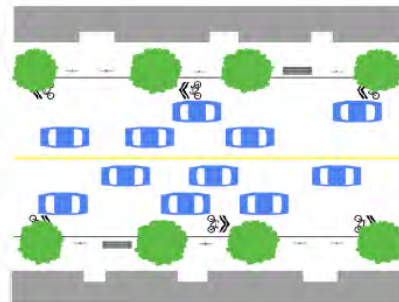
Maintains sidewalk width with **changes to traffic configuration**. Improves sidewalk aesthetically with trees or planters, benches, bicycle parking, and pedestrian lighting etc.



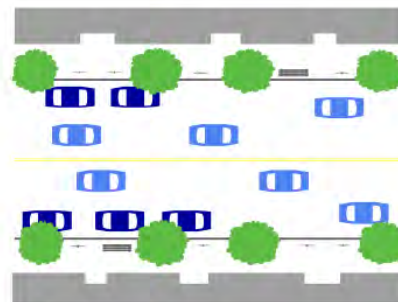
Bus Lane with Sharrows



Painted Bike Lane



Sharrows



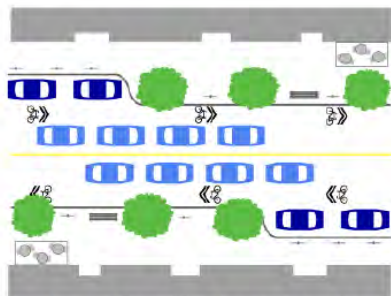
Off-peak Parking

*\* Conceptual examples only; not to scale*

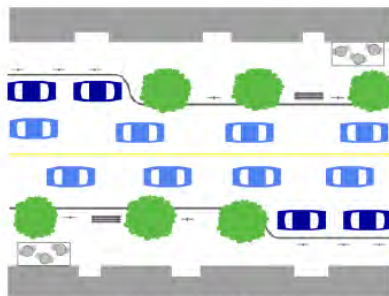
# Street Improvement Recommendations

## Potential Directions 3:

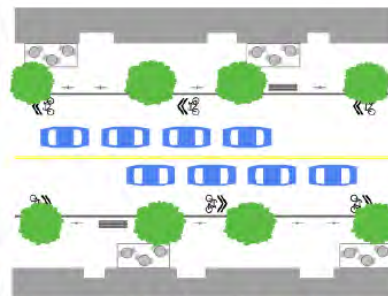
Changes sidewalk width and traffic configuration **requiring major reconstruction of infrastructure**. Increases sidewalk width with aesthetical improvements such as trees or planters, benches, bicycle parking, bump-outs, pedestrian lighting, etc.



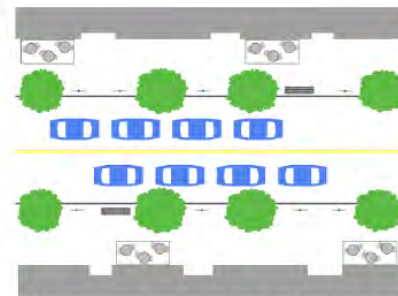
Lay-by parking with sharrow, one lane of vehicular traffic



Lay-by parking, wide sidewalks, one lane of vehicular traffic



Sharrow, wide sidewalks, one lane of vehicular traffic

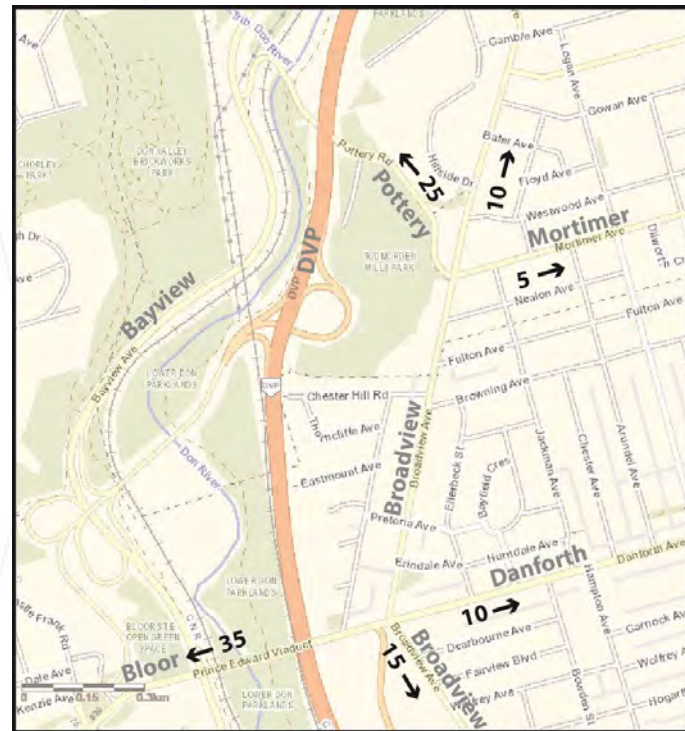


Wide sidewalks, one lane of vehicular traffic

*\* Conceptual examples only; not to scale*

# Transportation and Land Use Coordination

- Approximately **100 net new auto trips** added to the area as a result of the Broadview Land Use Vision (A.M. Peak hour).
- These numbers are based on approximately 500 additional units related to the vision, spread over a 1 km distance and gradually built over 10 - 20 years
- This level of traffic **does not create** a significant level of change in the study area.





# Transportation Trends

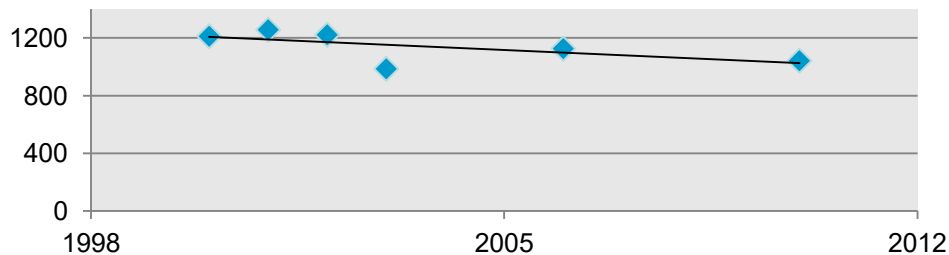
## Historical Data:

- Automobile traffic on Broadview has been relatively stable for the past 10+ years.

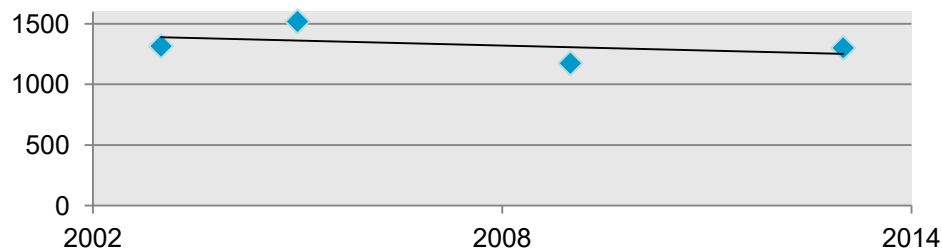
## Current Experience:

- Resident feedback and staff experience indicate specific locations with increased delays.
- This is a fairly typical pattern we see throughout the central area of the City.
- What we are also seeing, is increased numbers of people walking and cycling, and in the case of pedestrians in particular, this can contribute to vehicle delay at some intersection locations.

**Traffic Volume at Petoria: AM PEAK**



**Traffic Volume Pottery/Mortimer: AM PEAK**



# Parking Recommendations & Update

## Off-Street Parking:

1. Explore additional **off-street parking opportunities** to support local businesses in the area.
2. Encourage **shared parking** amongst users with different peak parking characteristics in new developments or existing parking facilities.
3. Maintain and monitor the **current public parking supply** to ensure the needs of the short-term parkers visiting the area are met, and adjust parking rates as necessary.
4. Encourage the application of **The Design Guidelines for 'Greening' Surface Parking Lots** to improve the design and environmental sustainability of existing carparks.

## On-Street Parking:

Currently the parking regulations in/around the study area are under review in order to more efficiently manage on-street parkers:

- **Hours of availability** of parking
- Permitted **maximum durations** of stay

# RECOMMENDATIONS

## **Community Services** and **Facilities**



## Community Services and Facilities

- City Staff consider the City's capital budget and Section 37 contribution to either provide and/or support the following community services and facilities:
  - a. non-profit **childcare facilities** and other human services
  - b. a new **Toronto Public Library**
  - c. improving and/or **expanding facilities** within the existing community recreation centres
  - d. enhance **community programs** and services.
- Support **co-location** of community facilities and services in new development

# IMPLEMENTATION

The background is a solid dark blue. On the left side, there are several concentric white circles of varying diameters, creating a ripple effect. To the right of these circles, there is a white line-art outline of a city or a specific geographical area, featuring a prominent pointed shape on the right side.

# Implementation

The following actions should be undertaken in order for this Avenue Study's recommendations to be implemented:

- Amend the Official Plan to create **Site and Area Specific Policies** guiding future development for the Study Area.
- An **Area Design Guideline** that reflects the vision for the Study Area.
- Enable coordinated development and timely delivery and **upgrades to infrastructure** when required.
- Continue **ongoing monitoring** of community services and facilities, as development occurs in the Study Area.



# NEXT STEPS

## Next Steps

- **Feedback** from CCM # 4 will be incorporated in a Site and Area Specific Policy & Urban Design Guidelines for the study area

### Additional feedback

- Toronto & East York Community Council will hear deputations/feedback from the community at a Public Meeting

### Spring 2016

- The Site and Area Specific Policy & Urban Design Guidelines will be tabled before Toronto & East York Community Council

# THANK YOU

## Questions ?

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