



## Community Consultation Meeting #4 Summary Report

February 2016



*This meeting summary report was prepared by Lura Consulting, the independent facilitator and consultation specialist for the Broadview Avenue Planning Study. If you have any questions or comments regarding the report, please contact either:*

**Francis Kwashie**  
City of Toronto  
100 Queen Street West, 18-East  
Toronto, Ontario M5H 2N2  
416-392-1306  
fkwashie@toronto.ca

**David Dilks**  
Lura Consulting  
505 Consumers Road, Suite 1005  
Toronto, Ontario M2J 4V8  
416-536-1729  
ddilks@lura.ca

## TABLE OF CONTENTS

1. INTRODUCTION .....	1
2. PRESENTATION.....	3
3. QUESTIONS OF CLARIFICATION AND PLENARY COMMENTS .....	3
4. SUMMARY OF WRITTEN FEEDBACK.....	7

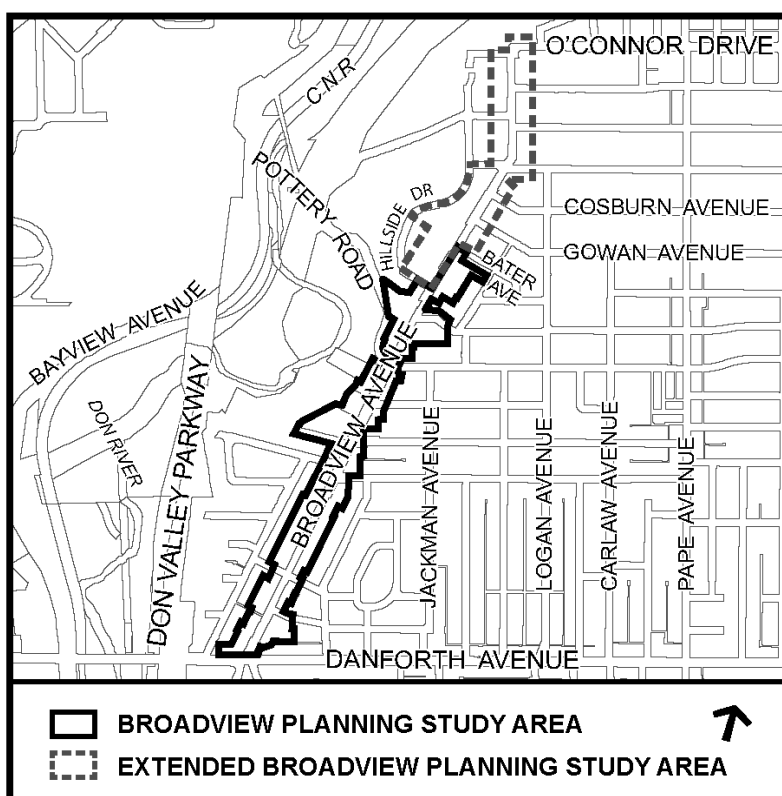
Appendix A: Agenda

Appendix B: Site Specific Comments

## 1. INTRODUCTION

The purpose of the Broadview Avenue Planning Study is to build upon the City of Toronto's Avenues and Mid-Rise Building Study and to update the vision, goals and priorities for the study area (see Figure 1). A key outcome of the study will be new Urban Design Guidelines and an Area Specific Official Plan Amendment that will help guide future development in the area. The City held the first Community Consultation Meeting (CCM) on June 19, 2014 to introduce the study, the second CCM on February 4, 2015 to engage participants in a discussion about their vision and goals for the study area, and the third CCM on June 17, 2015 to obtain feedback on options and priorities for the study area.

**Figure 1. Broadview Avenue Planning Study Area**



### ***Community Consultation Meeting #4 – January 20, 2016***

Facilitator David Dilks of Lura Consulting welcomed community members to the fourth Broadview Avenue Planning Study CCM. Mr. Dilks described Lura's role as the independent facilitator for the project, which includes facilitating community consultation meetings, Stakeholder Advisory Committee (SAC) meetings and preparing reports on the feedback received. He reviewed the agenda (Appendix A) and noted that the purpose of the fourth consultation meeting was to obtain community feedback on the recommendations for the Broadview Avenue Planning Study.

## Broadview Avenue Planning Study Community Consultation Meeting #4 Report

Mr. Dilks outlined that following the presentation by City staff, participants would have the opportunity to ask questions of clarification, provide feedback on the study recommendations, and then visit the five topic stations located around the room to provide comments and ask questions of City staff. The topic stations included:

1. Vision of Broadview
2. Heritage Recommendations
3. Built Form Recommendations
4. Public Realm Recommendations
5. Transportation Recommendations

Mr. Dilks asked members of the SAC to identify themselves and thanked them for their feedback and advice throughout the planning study. It was explained that the responsibility of the SAC is to work closely with the Project Team to review project materials and recommendations emerging from the study and provide feedback.

Ward 29 Councillor Mary Fragedakis provided welcoming remarks, thanking participants, SAC members and City staff for their dedication to the planning study over the course of the project. Councillor Fragedakis explained that Broadview Avenue was designated as an Avenue and an area for intensification 10 years ago. In 2013, she requested that City Council approve undertaking a study for Broadview Avenue in order to guide future development in the study area. She emphasized that Broadview's unique location next to the ravine and rich history as the gateway to the Don River Valley have been highlighted as defining features in the planning study. It was noted that City staff will outline recommendations for the planning study in their presentation, as well as next steps. Councillor Fragedakis concluded by saying that the planning study will result in Urban Design Guidelines and an Area Specific Official Plan Amendment that will have weight with the City's Planning Department, City Council and regulatory bodies like the Ontario Municipal Board.

200 participants signed in at registration. A media representative from Estonian World Review was in attendance and video recorded portions of the meeting.



## 2. PRESENTATION

Kyle Knoeck, Manager of Community Planning – East District, thanked participants for coming to the meeting and taking the time to participate in the study. He outlined that the purpose of the Broadview Avenue Urban Design Guidelines (and accompanying recommendations) is to give the City a tool to evaluate future development applications along Broadview Avenue.

A presentation on the study recommendations was provided by Francis Kwashie (Community Planning, City of Toronto), James Parakh (Urban Design, City of Toronto), Sharon Hong (Heritage Preservation Services, City of Toronto) and Nigel Tahair (Transportation Planning, City of Toronto). Francis Kwashie started the presentation by providing a brief background on the study area and existing planning framework and summarizing the feedback shared by residents to date with regards to the vision. A character analysis of the study area was presented by James Parakh. Next, City staff outlined recommendations for strengthening heritage, improving the public realm, complementing the existing built form, planning for transportation impacts and supporting community services and facilities.

A copy of the presentation can be found on the City's Community Planning webpage at:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=c297966a1f075410VgnVCM10000071d60f89RCRD>.

## 3. QUESTIONS OF CLARIFICATION AND PLENARY COMMENTS

Participants were given an opportunity to ask questions of clarification and provide comments on the draft study recommendations following the presentation. A summary of the discussion is provided below. Participants' questions are identified with a 'Q', comments with a 'C', and responses from the Project Team in *italics* are identified with an 'A'.

C1. I am here on behalf of around 100 Minto Skyy residents who are opposed to allowing additional heights of 7-9 storeys in Zone D. I voiced my opposition to this at the last SAC meeting. This additional height is not consistent with the rest of the plan, which proposes mid-rise heights of up to 6-storeys. Planning staff have added this without public consultation and I would like it taken out of the plan. Taller buildings will have impacts far beyond what have been outlined in the presentation. For example, developers might use this additional height allowance as leverage to build taller buildings in other zones as well.

C2. The viewpoints at Broadview Avenue and Pottery Road are a crown jewel of our neighbourhood and I think we can do more to preserve these views of the valley. Two mid-rise buildings closing off that view is not ideal. The City should do what it can to put that land back into public hands to ensure the viewpoint is not obstructed by mid-rise buildings.

Q1. If the Subway Relief Line is terminated at Broadview Station, we can expect that around 40,000 subway riders will be dumped into the station. This will require a rebuild of the station. A percentage of these riders will transfer to the Bloor-Danforth subway line, and others will be getting on streetcars and



buses along Broadview which are already operating at or close to capacity now. Where are these people going to go? Some of these people are going to drive to Broadview Station and park their car on a side street. There has to be some contingency planning for this eventuality.

*A1. There is a considerable amount of planning still to come as part of Relief Line EA. Public meetings will be held in late February to consider the preferred alignment for the Relief Line. It is important to note the dashed line [slide 84 on the presentation] that extends north of the Danforth Line and west of the Young University Spadina line. These are future extensions that will be considered. There are plans to study a northern and western extension, this means the proposed Relief Line interchange station at the Danforth line will not be a terminus station.*

C3. In addition to the Relief Line, traffic conditions could also worsen if a developer went to the Ontario Municipal Board (OMB) and created more than 500 new households in the area. We have streets that are already at capacity during rush hour. For example, cars are backed up from Pape past Logan on Mortimer during rush hour.

Q2. There are not a lot of amenities and services in the area for children. There are no parks suitable for young kids, no swimming pool, no library, schools, etc. These services need to be included in the plan. Are parks strategically planned for by the City?

*A2. We recognize that community services and amenities are important and we are monitoring this. In terms of parks, the area has been identified as a parkland priority area. That is why we have identified two potential sites for parks. When development happens on these sites, an on-site Parkland Dedication of 10-15% of the lot area will be enforced.*

Q3. You don't have a system or strategy for areas that are park deficient?

*A3. This area has been identified as a parkland priority area and tools, such as Parkland Dedication, will be used to create parks.*

Q4. The current zoning for building heights in Character Zone A is 14 metres. Based on what was presented tonight, you're proposing to increase that height significantly. Is this correct?

*A4. This portion of Broadview is designated as an Avenue in the Official Plan and an area for intensification. After considering the Avenues and Mid-Rise Building Study in the context of Broadview Avenue, building heights of 6-storeys (20 metres) are being proposed.*

Q5. The application for 838 Broadview says that these are "just" guidelines. This is concerning. Will these Urban Design Guidelines have any weight?

*A5. Right now the zoning along Broadview Avenue south of Chester Hill permits building heights of up to 14 metres. The City has different ways that we control and guide development. There are the Zoning Bylaw, Official Plan policies, and guidelines. The provincial legislation allows a landowner to come in and apply for rezoning to permit additional height. When that kind of application is made, we use our policies and guidelines to give Council advice on whether they should approve that kind of request. Right now we*

*have a Mid-Rise Guideline that says mid-rise buildings should have heights equal to the width of the right-of-way (ROW), which is 20 metres tall. The guidelines we are proposing for Broadview are reflective of this. The purpose of these guidelines is to reflect existing policy but also recognize the existing character of this particular community. We have a network of different bylaws, policies and guidelines that we use when we consider development. They are all slightly different, but they work together to help us make good planning decisions.*

C4. Congratulations. Overall this is great. I felt at ease when I saw the word “village” on the “Vision for Broadview” display board.

C5. I was not aware that the nice large open area directly south of the Dairy Queen was going to be developed. We have talked a lot tonight about Broadview being “the gateway to the valley”. Any development here will obstruct the views of the valley. I wasn’t aware that this wasn’t public land. I urge the City to purchase that land and protect the view.

C6. One problem we have in this community is the amount of automobile traffic that travels along Broadview Avenue from the north and east. I am not sure the Relief Line will help with that. I don’t see that you’ve considered this in your recommendations, so I encourage you to do so.

C7. I commend the City for bringing together the vision of what the community sees the neighbourhood becoming. This is a very wonderful vision that recognizes the importance of heritage here. I want to recognize all the residents that have come out to these meetings. I would also like to welcome members from the development community who are here tonight. I commend them for coming and being interested. Also, I welcome members of the Estonian House Board and I hope you come away with learnings from this meeting.

Q6. You have identified a number of heritage buildings that are either already in the heritage register or have the potential to be added to the register. Given the number of heritage buildings in this area, what is the process for becoming a Heritage Conservation District (HCD)?

*A6. As part of the heritage analysis undertaken for this study, we decided not to move forward with a Heritage Conservation District Study. Our main heritage recommendation is to identify some key buildings that are associated with the early villages, protect them through heritage designations and make sure new development will conserve those heritage features.*

C8. My recommendation is to reconsider and complete a HCD study.

C9. I am concerned about the buildings that are proposed at the corners of Pottery Road and Mortimer Avenue. Those buildings will choke off what we are calling the “gateway to the valley”. It would be a missed opportunity to not add or improve the greenspace here and tie it to Todmorden Mills, the Brickworks and the trail system.

C10. Congratulations to the planning staff. In particular, Heritage staff did a great job capturing some amazing things about Broadview that we might not have known before starting this study. One of the opportunities that we should look at from a heritage point of view is making Broadview a heritage route,



rather than a district. Broadview was the route from the Old City of York to the industrial site lands. That would help connect Broadview with the valley, which is so important. We are located beside one of the largest greenspaces in Toronto, but we can't get to it. If we add more buildings in this area, accessibility to the valley will be further reduced.

C11. We have two cycling routes linked to Broadview: the valley cycling route and cycling route on Bloor. What separates them is about 50 yards between Chester Hill and Pottery Road. We need to link these two routes.

C12. In the presentation it says that pedestrians are an impediment to traffic, but pedestrians should be seen as an important mode of transportation.

C13. We have been able to live through just 2-lanes of traffic during some construction. This opens up the opportunity to look at some of the transportation options you have put forward. The road is being resurfaced next year, so perhaps this is an opportunity to think about new painting patterns to implement these transportation recommendations.

C14. There is a statement in the presentation that says parking supports local business. I don't believe this to be true. Parking does not draw people to the neighbourhood; it supports people who already work here. A recent Ryerson report looking at Danforth Avenue suggests that 80% of business comes from people who walk. We are seeing a lot of research showing that parking actually leads to congestion.

C15. As a member of the Estonian House committee, we have a mandate to look at development possibilities for this site. The Estonian community has been a part of this community for 55 years and we hope to continue to be part of this community for many more. We believe we have a very unique site here with unique needs and a unique future. We have some concerns with the study and have written about these in a letter to the City. We look forward to working with the City and the community to look at what we can do on this site that respects our neighbours and greenspace.

Q7. I live at the north end of Character Zone D. There is a large lot in this zone that has been sold and I live in the building immediately next to it. Are there any guidelines to prevent the OMB from allowing taller building heights? What is the plan for this site?

*A7. The recommendation for this site is 6-storeys. We are of the view that a 6-storey building is appropriate for the site. Part of this recommendation is ensuring adequate transitions from the front and rear.*

Q8. What about the transitions from the side?

*A8. We will consider a side yard setback. Typically, you see a 7.5 metre rear yard setback and a 45-degree rear angular plane. From the front, there is a 45-degree front angular plane above the 5<sup>th</sup> floor. We do this to protect neighbouring properties from shadow and privacy impacts.*

C16. I would like to express my support for designating the area as a Heritage Conservation District.

Q9. I hope that the word “unique” used by the Estonian House committee member is not code for a unique ask. How can the City ensure that developers follow these guidelines?

*A9. The planning study will result in Urban Design Guidelines and an area specific policy in the Official Plan that will have weight with the planning department, City Council and regulatory bodies like the Ontario Municipal Board. City Council and the OMB are required to have consideration for Official Plan policies. That policy will not be as detailed as the Urban Design Guidelines, but it will capture some very key elements. The stronger the web of tools that we have in place, the better position we will be in to achieve that.*

Q10. How do we ensure that development doesn’t come forward and ask for rezoning so 6-storeys doesn’t become 8 and 10-storeys?

*A10. Under the provincial legislation every landowner has the right to apply for rezoning. These Urban Design Guidelines and Official Plan policy will inform the recommendations planning staff put forward to City Council.*

Q11. The presentation includes lovely pictures of restaurants and cafés lining the street. Isn’t the building use decided by the developer? How can we actually achieve this type of streetscape?

*A11. When we review applications during the site plan stage we look at building materials, vertical rhythm and articulation, having recessed entrances, etc. These are the types of features staff will be looking for.*

C17. I am concerned that the street will be lined with a row of condos, not restaurants and cafés as depicted in the presentation.

Q12. Schools are not discussed in this plan. Right now children are shipped outside the neighbourhood. How can we ensure this is a community with schools?

*A12. We will be monitoring opportunities for community centres and facilities in the area. We need to work with the province and school board, so we cannot guarantee additional schools at this time.*

C18. When building a community, you need to look at infrastructure and ensure there are adequate services. This includes the provision of schools.

#### 4. SUMMARY OF WRITTEN FEEDBACK

Following the presentation and question and answer session, participants had the opportunity to visit the five topic stations and provide their comments on Feedback Forms. Participant feedback was guided by the following questions:

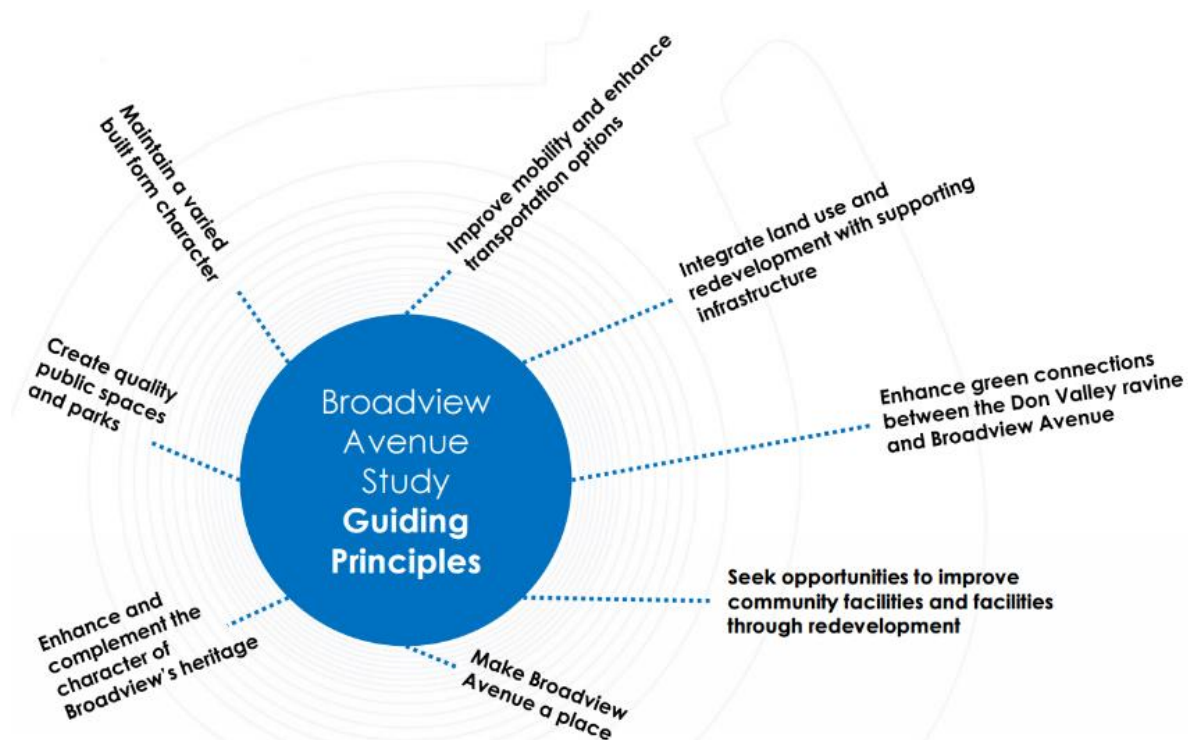
1. Do the recommendations capture our desired vision and future directions for the Broadview Avenue study area? Why or why not?
2. Should any changes or additions to the recommendations be considered?
3. Do you have additional feedback regarding any aspect of the Broadview Avenue Planning Study?

A summary of the written feedback collected during and after Community Consultation Meeting #4 is provided below and organized according to the questions above. Participants at the meeting provided their feedback by completing and submitting a Feedback Form. Additional written comments sent to Lura Consulting by email or regular mail are also included in the summary. Close to 60 hardcopy and electronic feedback forms were submitted.

**QUESTION #1: Do the recommendations capture our desired vision and future directions for the Broadview Avenue study area? Why or why not?**

Most participants indicated that, for the most part, the recommendations do effectively capture the characteristics of Broadview that are valued most. Participants outlined that they were satisfied with the recommendation for mid-rise buildings of up to, but not taller than, 6-storeys along the length of the study area. The plan emphasizes the community's unique proximity to the Don River Valley and incorporates opportunities to reflect this natural asset in the built form and public realm. Some participants suggested that the connection to the Don River Valley be emphasized even further with better access points and the preservation of significant viewpoints. Participants continue to support the vision of Broadview Avenue as a "people-place" that promotes walkable, green and dynamic streets that not only respect but highlight the unique historical features of the area.

A few participants indicated that they were unhappy with the recommendations, outlining concerns that more density along Broadview Avenue will result in more vehicular traffic to an area that is already congested, as well as additional transit riders that cannot be accommodated by existing TTC service.



## QUESTION #2: Should any changes or additions to the recommendations be considered?

Two primary concerns were highlighted by participants: 1) additional height allowances of above 6-storeys on 1099 and 1015 Broadview Avenue are not appropriate, and 2) development at the corner sites of Pottery Road and Broadview Avenue would eliminate important views into the Don Valley.

Several participants (close to 30 individuals) articulated their opposition for any additional density for sites over 5,000 m<sup>2</sup> in Character Zone D beyond 6-storeys. It was strongly requested that the provision for additional heights on 1099 and 1015 Broadview Avenue be removed from the final Planning Study. Particular concern for traffic impacts as well as the potential loss of the Sobey's was expressed. Conversely, a few participants shared their support for higher densities on these larger sites, noting that additional intensification might result in better transit, more pedestrian-traffic and more businesses.

More than 20 participants outlined their opposition to any future development on the southwest and northwest corners of Pottery Road and Broadview Avenue. Preserving these sites as public parkland (not privately-owned publicly accessible space) was recommended. Participants noted that permitting 6-storey buildings on these sites was inconsistent with the overall vision of enhancing connections to the Don Valley, preserving the history of the area and protecting significant viewpoints of the valley. Participants suggested that the City consider innovative ways of enhancing the views of the valley on these sites, improving accessibility to the trail system in the Don Valley and celebrating Broadview as the "gateway" to the Don River Valley.

Additionally, several participants requested that the City complete a more comprehensive transportation study of the area. Concerns were raised about increased vehicular traffic in an area that is already congested, TTC ridership increasing beyond capacity, on-street parking issues and current unsafe pedestrian and cyclist experiences.

Other feedback provided by participants on the recommendations is outlined in the table below.

<i><b>Vision of Broadview</b></i>
<ul style="list-style-type: none"> <li>• Ensure that the final report prioritizes contributions that acutely relate to the vision of the study. This would include public realm projects that reflect the area's ties to First Nations communities, borrow from the natural aesthetic of the valley, enhance public enjoyment of views, etc.</li> <li>• Core elements of vision should be incorporated into all projects.</li> </ul>
<i><b>Heritage Recommendations</b></i>
<ul style="list-style-type: none"> <li>• Consider designating the entire study area as a Heritage Conservation District.</li> <li>• Incorporate stricter rules to ensure the heritage elements of heritage buildings are preserved (this is not reflected in the design of the Estonian House or Montessori School).</li> <li>• Highlight heritage buildings as an important link to the past.</li> <li>• Include historical information on each of the buildings that are listed, or have the potential to be listed, in the City of Toronto Heritage Property Inventory to help emphasize the heritage planning narrative.</li> <li>• Refer to the Estonian House as the Old Chester Public School/ Estonian House.</li> <li>• Include wording to ensure new development and alterations along Broadview respect, conserve and maintain the integrity of the existing and potential cultural heritage properties and be of a scale, form, material and character that supports and complements these resources.</li> </ul>

- Require Heritage Impact Assessments be done for development applications that affect existing and potential heritage properties in the area.
- Include wording that requires any new development in areas identified as having archaeological potential in the City of Toronto Archaeological Master Plan include a Stage 1 Archaeological Resource Assessment as part of any planning application.

### ***Public Realm Recommendations***

- Plan for more and better parks along Broadview Avenue.
- Incorporate more benches and pleasant places to sit along the street.
- Give equal consideration to improve the streetscape in Character Zone E.
- Permit larger setbacks from Pottery Road and Broadview Road to accommodate cycling.
- Improve access to the Don Valley (e.g., cable car connection).

### ***Built Form Recommendations***

- Restrict development on 1099 and 1015 Broadview Avenue to 6-storeys.
- Eliminate future development as an option at the corner sites of Pottery Road and Broadview Avenue in order to preserve the invaluable viewpoints of, and connection to, the Don Valley.
- Ensure any Section 37 benefits are consistent with the core elements of the vision: greenery, enhanced public spaces, reflections of the area's history, etc.
- Include greater setbacks for future development in Character Zone C in order to preserve views.
- Locate the Old Chester Public School/ Estonian House in Character Zone A, not Zone C.
- Maintain the height restriction of 6-storeys on the Estonian House site.
- The Estonian House site can support a taller building than 6-storeys.
- Encourage developers to build low-rise affordable rental housing, not just condominiums.
- Maintain the existing 14 metre height limit in Character Zone A, as developers will look at these heights as a minimum, rather than a maximum.
- Consider wind impacts associated with any new development.
- A specific recommendation on the treatment of the alley between Broadview and Cambridge is required to deal with the potential redevelopment to small scale commercial with apartments above in order to animate the area.
- Include a statement that new developments are to follow the City of Toronto's Green Development Standard performance targets, measures and strategies that promote sustainable development and design excellence.

### ***Transportation Recommendations***

- Focus on reducing car traffic and encouraging alternative modes of transportation (public transit, walking and cycling).
- Build a proper bike lane connection between Bloor/Danforth and the Don Valley trail system.
- Build separated bike lanes along Broadview Avenue.
- Incorporate better crossing sites for pedestrians (especially for seniors).
- Keep traffic on Broadview Avenue rather than diverting it to side streets.
- Support no fewer than 4 lanes of traffic on Broadview Avenue.
- More parking is not the preferred transportation solution.
- Ensure adequate transportation infrastructure to support additional density.

***Community Facilities and Services Recommendations***

- Actively look into the possibility of having a branch of the Toronto Public Library located in the study area.
- Build more schools in the area.

**QUESTION #3: Do you have additional feedback regarding any aspect of the Broadview Avenue Planning Study?**

Several participants articulated their appreciation for the level of community involvement throughout the planning process. Some participants outlined their concerns about the legitimacy and “teeth” the Urban Design Guidelines will have. Participants are worried about developers applying for additional height and winning concessions from the City or the province (OMB).

Several property-specific letters were received and are included in Appendix B.



## APPENDIX A: Agenda

### Community Consultation Meeting #4

Wednesday, January 20, 2016

6:00 pm – 9:00 pm

Estonian House, 958 Broadview Avenue

**Meeting Purpose:** To obtain community feedback on the recommendations for the Broadview Avenue Planning Study.

### **AGENDA**

- 6:00 pm                    **Open House and Displays**
- 7:00 pm                    **Introductions, Agenda Review and Welcome**  
*David Dilks, Facilitator – Lura Consulting*  
*Councillor Mary Fragedakis, Ward 29 – City of Toronto*
- 7:10 pm                    **Presentation – Broadview Avenue Planning Study Recommendations**  
*Kyle Knoeck, Community Planning, City of Toronto*  
*Francis Kwashie, Study Project Manager, Community Planning, City of Toronto*
- 7:40 pm                    **Questions of Clarification and Feedback on the Study Recommendations**
- Discussion Questions
1. *Do the recommendations capture our desired vision and future directions for the Broadview Avenue study area? Why or why not?*
2. *Should any changes or additions to the recommendations be considered?*
- 8:10 pm                    **Open House Resumes and Completion of Feedback Forms**  
*Please review the display panels and provide any comments using your Feedback Form. City staff will be available to respond to questions and provide information. Completed Feedback Forms can be submitted at the Registration Table before you leave or by Friday, January 29, 2016 if you would like more time.*
- 9:00 pm                    **Adjourn**

## **APPENDIX B: Site Specific Comments**



Project No. 15195

January 28, 2016

Mr. Kyle Knoeck  
Community Planning Manager – East Section  
City of Toronto, City Planning Division  
City Hall, 100 Queen Street West  
Toronto, Ontario M5H 2N2

Dear Mr. Knoeck:

**Re:   *Broadview Avenue Planning Study***  
***1015 Broadview Avenue, Toronto***

---

We are planning consultants to Sobeys Developments Limited Partnership with respect to their property at 1015 Broadview Avenue, located on the east side of Broadview Avenue, north of Pottery Road (the “subject property”). The subject property is 6,435 square metres (1.59 acres) in size and is currently occupied by a single-storey Sobeys grocery store and surface parking to the south and east.

We have participated in the BAPS community consultation process and has been following the study. We have reviewed the Broadview Avenue Planning Study (BAPS) Community Consultation Meeting materials, particularly the final meeting materials dated January 2016. While our client is supportive of a planning study being conducted for Broadview Avenue, it has concerns regarding the final planning study recommendations, specifically with respect to retail size limit, height limit, expansive streetscape front yard landscaping, and on-site parkland dedication.

#### **Retail Size**

As a large-scale grocer, Sobeys requires an adequately sized store in order to serve the community. The existing Sobeys grocery store on the subject site is 3,286 square metres. A 500 square metre size limit for ground floor retail would be a significant concern for our client should a redevelopment proposal be brought forward in the future for the replacement of the large-format grocery store on the subject property.

It should be noted that the existing zoning permissions for the property permit, among other uses, commercial uses and do not restrict these uses to the ground floor nor do they limit the size of these uses. It is our opinion that the proposed recommendation would unnecessarily

and inappropriately limit the existing retail permissions on a large property.

On behalf of our client, we would request that the subject property be excluded from the recommended 500 square metre ground floor retail size limitation.

## **Height**

The most recent Zone D height recommendations (January 2016) indicate a maximum height of 6 storeys with a height range of 7 to 8 storeys for sites over 5,000 square metres. We note that the June 2015 height recommendations provided for up to 10 storeys on the property, subject to achieving an appropriate transition to the adjacent low-rise residential uses.

It is our opinion that, given the larger site size as compared to other shallower and narrower sites in Zone D, and the on-site parkland requirement, 1 to 2 storeys of additional recommended height beyond other sites in Zone D (from 6 to 8 storeys) does not proportionately reflect the larger site size nor does it appropriately compensate for the development impact of the proposed requirement for a 10-15% on-site parkland conveyance. Further, it is our opinion that the revised height recommendation would unnecessarily limit the height in advance of a future proposal being brought forward that may be able to demonstrate that a greater height could be achieved without any unacceptable built form impacts.

On behalf of our client, we would request that the recommended height maximum for the subject property be revised back to 10 storeys, subject to achieving an appropriate transition to the adjacent low-rise residential uses.

Additionally, we would note that one of the corridors being considered for the Downtown Relief Line is along Broadview Avenue. It is our opinion that, if the Broadview Avenue corridor be chosen for a future subway line, additional height and density should be considered in proximity to future subway stations in accordance with policies set out in the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe, which specifically promote intensification within "major transit station areas". Arguably, the Downtown Relief Line corridor should be determined in advance of the completion of the BAPS in order to better inform the appropriate level of intensification.

## **Streetscape / Sidewalk Zone**

The recommended sidewalk zone width for the subject property is shown to be 10 to 12 metres. The dimension appears to be taken from the curb of Broadview Avenue to the face of the building. The existing building setback from the curb is approximately 6 metres. If a 10 to 12 metre wide setback was provided, as recommended, a future proposed building would have to be set back an additional 4 to 6 metres from where the existing building face is located today.

The Avenues and Mid-Rise Design Guidelines recommend a minimum sidewalk zone dimension of 4.8 metres. The existing sidewalk zone is 6.0 metres, in excess of the Avenues and Mid-Rise Design Guidelines recommendation.

It is our opinion that the existing 6.0-metre wide sidewalk zone allows sufficient space for street trees and a generous pedestrian zone. Additionally, the properties on the same block, to the immediate south, are recommended to have a width dimension of 6.0 metres.

On behalf of our client, we would request that the recommended sidewalk zone dimension be reduced from 10 metres to 6 metres to reflect the existing generous sidewalk zone condition and better relate to the adjacent proposed 6 metre wide landscaping dimension to the south.

### **Parkland**

The on-site parkland dedication requirement for the subject property is shown in the BAPS to be 10 to 15% of the site area. The combination of the proposed on-site parkland dedication, the expansive sidewalk zone, and requirement to provide an appropriate transition to the low-rise residential uses significantly affects the development potential of the subject property and its ability to accommodate a large-format grocery store and associated loading.

On behalf of our client, we would request that the parkland requirement not be limited to on-site dedication at this time. At the community meeting on January 20<sup>th</sup>, 2016, we heard from several community members that the area on either side of Pottery Road was their preferred location for an open space in order to retain views. Given that a detailed study has not been undertaken as to the optimal location for parkland along the corridor, it is our opinion that it is premature to apply an on-site parkland dedication based on site size rather than based on desired or strategic location within the study area.

### **Conclusion**

For the reasons outlined above, we request that consideration be given to the following prior to preparing the Final Report to Toronto and East York Community Council:

- the subject property be excluded from the recommended 500 square metre ground floor retail size limitation;
- the recommended height maximum for the subject property be revised back to 10 storeys, subject to achieving an appropriate transition to the adjacent low-rise residential uses;
- the recommended sidewalk zone dimension be reduced from 10 metres to 6 metres; and
- the parkland requirement not be limited to on-site dedication at this point in time.

We appreciate your consideration of the foregoing submission. Should you require any additional information, please do not hesitate to contact me.

Yours very truly,

**Bousfields Inc.**



Sasha Lauzon, MCIP, RPP

cc: *Francis Kwashie, Toronto City Planning*  
*Councillor Mary Fragedakis*  
*Christine Yee, Sobeys Development Limited Partnership*  
*David Binder, Hanard Investments Limited*





Project No. 15220

January 28, 2016

Mr. Kyle Knoeck  
Community Planning Manager – East Section  
City of Toronto, City Planning Division  
City Hall, 100 Queen Street West  
Toronto, Ontario M5H 2N2

Dear Mr. Knoeck:

**Re:   *Broadview Avenue Planning Study***  
***1099 Broadview Avenue, Toronto***

---

We are planning consultants to Sobeys Developments Limited Partnership with respect to their property at 1099 Broadview Avenue, located on the east side of Broadview Avenue, north of Pottery Road (the “subject property”). The subject property is 5,787 square metres (1.43 acres) in size and is currently occupied by a 1- to 2-storey building and surface parking to the south and east (formerly the Church of Jesus Christ of Latter-Day Saints).

We have participated in the BAPS community consultation process and has been following the study. We have reviewed the Broadview Avenue Planning Study (BAPS) Community Consultation Meeting materials, particularly the final meeting materials dated January 2016. While our client is supportive of a planning study being conducted for Broadview Avenue, it has concerns regarding the final planning study recommendations, specifically with respect to retail size limit, height limit, expansive streetscape front yard landscaping, and on-site parkland dedication.

#### **Retail Size**

Given the site size and its ability to accommodate a large commercial tenant, a 500 square metre size limit for ground floor retail would be a significant concern for our client should a redevelopment proposal be brought forward in the future for the replacement of the commercial tenant on the subject property.

It should be noted that the existing zoning permissions for the property permit, among other uses, commercial uses and do not restrict these uses to the ground floor nor do they limit the size of these uses. It is our opinion that the proposed recommendation would unnecessarily and inappropriately limit the existing retail permissions on a large property.

On behalf of our client, we would request that the subject property be excluded from the recommended 500 square metre ground floor retail size limitation.

## **Height**

The most recent Zone D height recommendations (January 2016) indicate a maximum height of 6 storeys with a height range of 7 to 8 storeys for sites over 5,000 square metres. We note that the June 2015 height recommendations provided for up to 9 storeys on the property, subject to achieving an appropriate transition to the adjacent low-rise residential uses.

It is our opinion that, given the larger site size as compared to other shallower and narrower sites in Zone D, and the on-site parkland requirement, 1 to 2 storeys of additional recommended height beyond other sites in Zone D (from 6 to 8 storeys) does not proportionately reflect the larger site size nor does it appropriately compensate for the development impact of the proposed requirement for a 10-15% on-site parkland conveyance. Further, it is our opinion that the revised height recommendation would unnecessarily limit the height in advance of a future proposal being brought forward that may be able to demonstrate that a greater height could be achieved without any unacceptable built form impacts.

On behalf of our client, we would request that the recommended height maximum for the subject property be revised back to 9 storeys, subject to achieving an appropriate transition to the adjacent low-rise residential uses.

Additionally, we would note that one of the corridors being considered for the Downtown Relief Line is along Broadview Avenue. It is our opinion that, if the Broadview Avenue corridor be chosen for a future subway line, additional height and density should be considered in proximity to future subway stations in accordance with policies set out in the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe, which specifically promote intensification within “major transit station areas”. Arguably, the Downtown Relief Line corridor should be determined in advance of the completion of the BAPS in order to better inform the appropriate level of intensification.

## **Streetscape / Sidewalk Zone**

The recommended sidewalk zone width for the subject property is shown to be 10 to 12 metres. The dimension appears to be taken from the curb of Broadview Avenue to the face of the building. The existing building setback from the curb is approximately 4 metres. If a 10 to 12 metre wide setback was provided, as recommended, a future proposed building would have to be set back an additional 6 to 8 metres from where the existing building face is located today.

The Avenues and Mid-Rise Design Guidelines recommend a minimum sidewalk zone dimension of 4.8 metres. The existing sidewalk zone is 4.0 metres, slightly less than the Avenues and Mid-Rise Design Guidelines recommendation.

It is our opinion that a sidewalk zone of 4.8 metres allows sufficient space for street trees and a pedestrian zone.

On behalf of our client, we would request that the recommended sidewalk zone dimension be reduced to 4.8 metres to be consistent with the “commercial frontage” dimension of the BAPS and reflect the Avenues and Mid-Rise Design Guidelines recommendation.

### **Parkland**

The on-site parkland dedication requirement for the subject property is shown in the BAPS to be 10 to 15% of the site area. The combination of the proposed on-site parkland dedication, the expansive sidewalk zone, and requirement to provide an appropriate transition to the low-rise residential uses significantly affects the development potential of the subject property and its ability to accommodate a large-format grocery store and associated loading.

On behalf of our client, we would request that the parkland requirement not be limited to on-site dedication at this time. At the community meeting on January 20<sup>th</sup>, 2016, we heard from several community members that the area on either side of Pottery Road was their preferred location for an open space in order to retain views. Given that a detailed study has not been undertaken as to the optimal location for parkland along the corridor, it is our opinion that it is premature to apply an on-site parkland dedication based on site size rather than based on desired or strategic location within the study area.

### **Conclusion**

For the reasons outlined above, we request that consideration be given to the following prior to preparing the Final Report to Toronto and East York Community Council:

- the subject property be excluded from the recommended 500 square metre ground floor retail size limitation;
- the recommended height maximum for the subject property be revised back to 9 storeys, subject to achieving an appropriate transition to the adjacent low-rise residential uses;
- the recommended sidewalk zone dimension be reduced to 4.8 metres; and
- the parkland requirement not be limited to on-site dedication at this point in time.

We appreciate your consideration of the foregoing submission. Should you require any additional information, please do not hesitate to contact me.

Yours very truly,

**Bousfields Inc.**



Sasha Lauzon, MCIP, RPP

cc: *Francis Kwashie, Toronto City Planning*  
*Councillor Mary Fragedakis*  
*Christine Yee, Sobeys Development Limited Partnership*

January 13, 2016

Francis Kwashie  
Community Planning, Toronto and East York District  
City of Toronto, City Hall  
100 Queen Street West, 18<sup>th</sup> floor  
Toronto, ON M5H 2N2

Dear Mr. Kwashie:

***Re: Broadview Avenue Planning Study  
Estonian House, 958 Broadview Avenue***

---

We are writing to provide comments on the Broadview Avenue Planning Study on behalf of Estonian House.

**Background**

Estonian House has a long-established presence on Broadview Avenue. The Toronto Estonian House was purchased on April 1, 1960. It is located in what was the Chester Public School house, built in 1891. Two additions were built, the first in 1963, when a 400 seat hall was built at the rear of the building, and the second in 1976, when a four storey facade was constructed. It houses a number of Estonian organizations such as the Toronto Estonian School, the Toronto Estonian scout troop Kalev, the Põhjala Tütred Guides, the Estonian Toronto Credit Union, Heinsoo Insurance, the Estonian Central Council in Canada, choruses for men and women and a folk dancing group, and the Estonian Consulate in Toronto.

Estonian House has been located on Broadview Avenue for over 55 years, and wishes to remain in this location as part of the community into the future and to evolve into a true cultural hub.

In order to do so, it must renew and update its facilities on the site and has for some time been exploring options to redevelop the site by adding community residential uses as part of a mixed-use development. Given the size and depth of the site and its location within an area of apartment development, we believe that there is a significant opportunity to achieve all of these objectives in a responsible and sensitive way.

Partnering with Alterra Development Group, we have studied the opportunities for a community redevelopment on the site. We believe that given the unique site characteristics there is an opportunity to develop a taller building along the Broadview Avenue frontage incorporating new facilities for Estonian House with a lower building behind that would take advantage of the depth of the site and the proximity to the Don Valley open space system.

## Request

We have significant concerns with the materials that have been published to date as part of the Broadview Avenue Planning Study in that they do not appear to recognize the unique set of circumstances that apply to the Estonian House property within the Broadview corridor, as described above. Accordingly, the preliminary directions outlined in the study would not appear to allow the realization of the contemplated mixed-use development and cultural hub.

In order to address the concerns of Estonian House, we are requesting that the Estonian House property **not** be included in the final Avenue Study recommendations. Estonian House and Alterra are intending to file a site-specific rezoning application for the property in the near future. Given the unique site characteristics, we believe that it would be preferable to establish a planning framework for the site that is responsive to those characteristics through the site-specific analysis of a development application rather than attempting to impose a development template that is premised on the more typical configurations of the lots fronting on Broadview Avenue to the south and east.

## Comments

It is clear from a review of the June 2015 City Planning presentation that the subject site has a unique location at the interface between the apartment neighbourhood to the north backing onto the valley (Zone C) and the shallower street-related properties to the south, which back onto the low-rise residential neighbourhood to the west (Zone A). Recognizing this interface location the presentation notes that while the Estonian House property was included in Zone C, the City heard comments that the property should be moved to Zone A.


However, as noted in the description of Zone A, properties in that area have typical lot depths of 30-40 metres and back onto low-rise residential properties. In contrast, the subject site has a depth of over 135 metres and backs onto the Don Valley. In this respect, the site has much in common with the apartment sites to the north, which have heights of 23 storeys (980 Broadview), 18 storeys and 19 storeys (1000 and 1010 Broadview) and 23 storeys (1048 Broadview).

Based on our review of the materials, it is not apparent whether City Planning is recommending the application of the Zone A template to the subject site or the Zone C template. With regard to the latter, the options for Zone C are premised on the analysis of the two sites at Pottery Road; there does not appear to be any specific recommendation for the Estonian House. The Estonian House page within the Study (page 49) appears to show only the existing building. As noted above, we do not believe that any of the standard development templates appropriately recognize the special character of the site or the opportunity to create a mixed-use cultural hub.

Thank for your consideration of these comments. If you have any questions, please do not hesitate to contact me directly to address these concerns.



Yours very truly,

A handwritten signature in dark ink, appearing to read 'Raivo Remmel', with a large, stylized initial 'R' and a long, sweeping tail.

Raivo Remmel, P.Eng.  
President  
Estonian House in Toronto Limited

cc: Kyle Knoeck, City Planning  
Councillor Mary Fragedakis