



Community Consultation Meeting #1 Summary Report

August 2014



Broadview Avenue Planning Study Community Consultation Meeting #1 Report

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
fkwashi@toronto.ca

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



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1. INTRODUCTION

Facilitator David Dilks of Lura Consulting welcomed community members to the first Broadview Avenue Planning Study Community Consultation Meeting. Mr. Dilks described Lura’s role as the neutral facilitator for the project, which includes facilitating community consultation meetings and preparing reports on the feedback received. He reviewed the agenda (Appendix A) and noted that the purpose of the first consultation meeting was to:

- Introduce the project and provide an overview of the study process;
- Engage participants in a discussion to identify assets and opportunities for improvement in the study area; and
- Provide an opportunity for additional feedback.

Mr. Dilks noted that a sign-up sheet for the project’s Stakeholder Advisory Committee (SAC) – which will be formed in the Fall – was available at the registration desk, and he encouraged those who are interested in participating on the SAC to add their names to the list.

Ward 29 Councillor Mary Fragedakis also provided welcoming remarks, noting that she anticipated that the result of the study would be a set of area-specific development and design guidelines that would guide all future planning applications in the area. Councillor Fragedakis mentioned that the City had initiated an amendment to the zoning bylaw to reallocate funds (“Section 37 Funds”) for capital improvements to local parks previously secured from the development at 1048 Broadview Avenue. City staff mentioned that Notice for the Statutory Public meeting regarding the reallocation of Section 37 Funds will be provided.

157 participants signed in at registration, but attendance at the meeting was estimated at 180 individuals.

2. PRESENTATION

A project overview presentation was provided by Francis Kwashie (Community Planning, City of Toronto), the Project Manager for the study. The presentation introduced the study purpose and process, provided a background on the area and existing planning framework, and reviewed some of the current planning issues and opportunities in the study area. A copy of the presentation can be found on the City’s Community Planning webpage at <http://www1.toronto.ca/wps/portal/contentonly?vnextoid=c297966a1f075410VgnVCM10000071d60f89RCRD>.

3. QUESTIONS OF CLARIFICATION

Participants were given an opportunity to ask questions of clarification 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’.

Q1. There are a mixture of apartment classifications and mid-rise classifications shown on the maps. Are you saying that north of Pretoria there will be apartments and the other ones are considered mixed use?

A1. All of the areas that you see here are areas where the mid-rise guidelines apply. So you have a mix of residential and commercial uses. The key point is that the land can actually accommodate a mid-rise building. You have situations where the area of land is just not big enough. To give you an example, you need frontages of 20 metres on Broadview and a minimum depth of 32.6 m to accommodate a very small mid-rise building. The overall height is determined by the width of the right of way. An additional 5m for a mechanical penthouse is allowed above the maximum permitted height.

As I said, the width of Broadview means that you will have a maximum of 20 metres.

Q1. My question was specific to the apartments.

A1. These apartments were built before the current framework was in place. It has a different character. As part of the study we will need to look at that area, and determine what is appropriate around the existing sites that have tall buildings. I don't have the answer now. As we go through this process we will work to come up with answers about what we all think is appropriate for these sites.

Q2. What is the role of the Official Plan and Ontario Municipal Board (OMB)?

A2. In terms of the current status of the Official Plan, we have just completed a 5 year review and sent it to the province for approval. Essentially it hasn't changed much. Most of the land use designations have remained the same. As it applies to Broadview, it is still a mixed-use area.

In terms of the OMB, I don't think we will see many appeals pertaining to Broadview. The avenue is still mixed use and the land use designation is remaining the same. The mid-rise guidelines are the starting point of tonight's discussion. At the end of this process, we will build upon that existing framework.

Q3. To clarify, are you saying that no buildings over 6 stories will be allowed even if they go to the OMB?

A3. The OMB has the jurisdiction to review any development application. We hope that at the end of this process, the guidelines we develop will have teeth. There are many ways of achieving that. We hope to have a set of guidelines at the end of this process that can be built into a site and area specific policy, which has municipal authority just like the Official Plan. That will give it more teeth. Any development that comes in that is not consistent with whatever the end product is will have to go through a public process to explain why it doesn't conform to the guidelines.

Q4. Why is this framework stopping at Bater? Is it because the definition of an 'avenue' changes at Bater? Why doesn't the study area continue to where Broadview Avenue ends just a few blocks north at O'Conner Drive?

A4. The avenue designation stops just south of Hillside Drive.

Q5. The backyards of people living on the east side of Cambridge Avenue, which are all family homes, abut the buildings on Broadview Avenue. If building heights of between 6 and 11 stories are permitted

on Broadview, our green space will be taken away. There is not enough room there for the widths that you are discussing with the required frontage and the right-of-ways in the back. How would we handle that issue?

A5. This is the feedback we are looking for. We would be very happy if you speak to that during the workshop session.

Q6. On the maps you identify sites that are considered appropriate for high-rise or larger developments. Who came up with that designation?

A6. This is the type of question that we will get into more detail during the next session. This is just the preliminary analysis. These are large sites that have potential for development.

Q7. There are a number of areas outside of the zoning that are marked with white on the map. What are those areas?

A7. These are places of worship and are not part of the Harmonized Zoning Bylaw.

Q7. Why?

A7. These areas are not part of the Harmonized Zoning Bylaw. 1099 Broadview, for example, is a place of worship.

Q7. It's vacant?

A7. These are questions that we can get into during the next session.

Q8. Will the zoning bylaw be changed to reflect the avenue designation? And if an application complies with this bylaw would there still be a chance to go to the OMB?

A8. As part of this process we don't intend to up-zone. The current zoning bylaw reflects principles in the mid-rise guidelines.

Q9. If a proposed development complies with the bylaw, they cannot be appealed?

A9. What we have is a progressive process where we are going to come up with a vision of what we think should happen on Broadview Avenue. The resulting guidelines will guide all future development.

Q10. If I submit a site plan that absolutely fits the bylaw, there is no appeal. People can take you to the OMB, but on a planning issue, you will win. Is this correct?

A10. You are correct that if someone brings in an application for development that complies to the existing bylaw no one will have a right to appeal that. If they bring in an application that exceeds the existing bylaw or that exceeds the permissions of the existing Official Plan, the public can appeal the decision, and the developer can appeal the decision. Right now we have as-of-right planning permissions on Broadview that have fairly low height allowances of 14 m. The purpose of this study is to understand a few things: 1) if a developer comes in with an application that exceeds 14 m or exceeds density the

idea is that this study will give us a tool to know whether that application is a good idea or bad idea or needs some additional work. That means that when Council makes a decision and it possibly gets appealed, we will have this study behind us to explain to the OMB why we made a good decision to approve or refuse the application. 2) We might finish the study and decide we should increase some of the planning provisions on Broadview to make it easier for some sites to be redeveloped. We will decide that because collectively we think that it makes good planning sense. If that is the outcome, then we will take this through the process where we look at the Official Plan and make changes. That is not my anticipation right now, but I don't want to pre-judge the outcome of the study until we have had that full discussion.

Q11. I understand, but what everyone needs to understand is that the zoning bylaw, whatever it is, is what is going to govern what can happen in these various areas.

A11. There are a number of things will govern what happens in this area.

Q12. I live on Broadview and for the last 30 years, developers have been trying to push us out of our home. Can you produce a list of lobbyists before you push this plan forward? You are not going to run me out of my home.

A12. That is not the intent of this study.

Q13. The study is truncated at Bater; however the largest space of free property is just north of Bater and east of Broadview. As you go around the bend there are many deep lots on the east side of Broadview. Why are we not including all of those areas in this study?

Q13. The avenue designation stops just south of Hillside Drive. This is the type of feedback we are interested in hearing about from the community.

C1. If we vote right now, we will tell you what we want. We don't want a 6-storey building or a high-rise building right beside the Estonian house.

C2. There are three issues here: height, parking and density.

Q14. I didn't hear an answer to the question about the white spaces on the map. What are the rules for the white space?

A14. We have a harmonized zoning bylaw which has been appealed to the OMB, but is being applied. There were parts of that bylaw that maintain the provisions of the former bylaw (Borough of East York). The white spaces still have zoning on them, but they are not part of the new harmonized City of Toronto bylaw. They are part of the Borough of East York bylaw.

Q14. Does that bylaw allow bigger buildings?

A14. No.

Q15. You were talking about setbacks. Why is there no setback on Minto?

A15. Minto happened before we had this planning framework.

Q15. Hasn't the bylaw been in place since 2008?

A15. Yes, Minto went through a public process whereby the building was approved. There was an existing bylaw and Official Plan which was slightly different from what we have today. The rules have changed. What we have today is a mixed use area where you can have a mix of residential and commercial uses. Tonight we are asking if the existing planning framework is enough. Are the height and density permissions enough? What types of built form are we looking at? How can we improve the streetscape on Broadview? What can we do to make the parks and open spaces more attractive? There are retail units and commercial uses that are coming in and out. What can we do as part of this study to ensure they are retained? Those are some of the issues that we are looking at.

Q16. There are commercial and residential buildings here already. There are existing businesses and there is a sense of community here already. Why are we discussing this? Broadview is a narrow road and with the additional density that you are planning to add the traffic is going to be horrible. We are going to be adding to the problem. It is impossible to widen Broadview. We already have residential 4-storey apartments. We don't want 6, 8, or 11-stories hanging over our homes. In terms of density, we already have a parking problem. We cannot park on our own streets. This will increase the density problem, and take away the green space that exists. I don't know why we are having this planning discussion. We are a family, small business oriented district.

A16. I really like these comments. The tone of the evening has become a bit angry, and I'm not sure why as we want to do something constructive. I want to acknowledge a few things. I have heard concerns about Minto Skyy. I have heard concerns about the proposal at Broadview and Victoria. I have heard concerns about the future of Estonia House. I have heard concern about the big blocks north of Bater. Part of why we are doing this study is because applications, such as Minto Skyy, came in before we had a local planning study to help us evaluate the application. We want to do this study so that when future planning proposals come in, like Estonia House, we have better planning tools for the area that help us work through any issues and help Council make decisions. This is the first of what I expect to be three to four meetings in this study. We want to have a productive study, and at the end of the process have recommendations that everyone in the room agrees with, and that will put us in a good place to make good planning decisions on Broadview Avenue for the next 10-30 years.

C3. As we get older and want to transition to a smaller home, we would rather stay in the neighbourhood. I am interested in this study to see if there are opportunities to develop good scale condos in the neighbourhood.

Q17. Young children don't do well living in an apartment. No one wants to see any high-rise buildings here. We don't want Broadview to be lined with condos. The local schools are already at capacity and no more schools are being built. Are there going to be enough community services to accommodate this proposed density?

A17. The City has grown to become a place where we support diversity in all forms. This is why it is important to capture what we want to see on Broadview. It can range from single to semis to mid-rise developments. People have different income levels, and we want to be able to accommodate everyone.

4. SUMMARY OF PARTICIPANT FEEDBACK

Following the presentation, participants worked in small workshop groups to identify and discuss community assets and opportunities for improvement. The small table discussion was guided by the following three questions:

1. What aspects of Broadview Avenue in the study area do you really like? What are the biggest community assets?
2. What planning elements would you like to see improved or changed?
 - Building heights, densities, building articulation, window/entrance configuration
 - Public realm (e.g. public art and murals, trees and landscaping, parks/parkettes)
 - Transportation
3. Do you have any additional ideas or feedback that you would like to share?

A summary of the feedback collected during and after Community Consultation Meeting #1 is provided below and organized according to the questions above. Participants at the meeting provided their feedback by participating in a small table discussion and/or by completing and submitting a feedback form. Participants had the opportunity to email or mail their feedback to the project team following the meeting. In addition to the input provided by 7 small discussion groups, 74 hardcopy and electronic feedback forms were completed and submitted by individuals.

The following summary integrates feedback from both the small table discussions and individual feedback forms. For a full compilation of all written comments received, please see Appendix B.

QUESTION #1: What aspects of Broadview Avenue in the study area do you really like? What are the biggest community assets?

Participants outlined several characteristics and features of Broadview Avenue that they value. Based on the small table reports and individual comments, the top five biggest community assets are:

1. Small businesses along the Avenue (x37)
2. Green spaces and community parks throughout the neighbourhood (x27)
3. Variety of transit services available (subway, buses, streetcars) (x26)
4. Neighbourhood/community feel (x14)
5. Low-rise buildings (x13)

Other community assets identified by participants are outlined in the table below.

What aspects of Broadview Avenue in the study area do you really like? What are the biggest community assets?		
1. Built Form		
<p>Building Heights</p> <ul style="list-style-type: none"> • Low density, low-rise buildings (x13) • Family homes (x6) • Scale of the buildings – not too high (x4) • Minto Skyy (x4) • Mid-rise with commercial at grade (x3) • Townhouses (x3) • Current height restrictions (x2) 	<p>Building Articulation & Design</p> <ul style="list-style-type: none"> • Diversity of buildings (x6) • Large setbacks from the street (x4) • Does not feel like downtown or suburbia (x2) • New townhouse complex on Broadview is great in terms of street presence and urban design (x2) • Few driveways cross the sidewalk • Glazed commercial frontages • Open feel of the street 	<p>Land Use & Density</p> <ul style="list-style-type: none"> • Mixed use community (x12) • Managed density
2. Public Realm		
<p>Amenities</p> <ul style="list-style-type: none"> • Small businesses (e.g. Broadview Espresso, Whistlers, Dairy Queen, Denise’s Hair Salon, Big Carrot, Ottway Herbs and Vitamins, Café Fiorentino, local gas station, bank, dry cleaners, Music School, Kumon, etc.) (x37) • Local grocery store (Sobey’s) (x14) • Schools and churches (x3) • Albany Clinic (x3) • Community hubs (coffee shops, galleries, artisans) (x3) • Estonian House (x2) • Home for pregnant mothers 	<p>Parks and Open Spaces</p> <ul style="list-style-type: none"> • Green spaces/parks & parkettes (Broadview Subway Station, Don Valley ravine, green walkway on Chester Hill and Fulton, Parkette Charles Sauriol, Riverdale park and pool) (x27) • Streetscape - existing trees, green space at sidewalk, wide sidewalks, lower buildings (x7) • View and access to the Don Valley ravine (x7) • View of the skyline (x4) • Cycling and walking trails (x3) • Green space around high-rise buildings 	
<p>Character of the Area</p> <ul style="list-style-type: none"> • Neighbourhood/ family community feel (x14) • Income and demographic range of residents (x4) • Safe (x5) • Stable neighbourhood (x2) • Community involvement • Pretoria area • Character of the adjoining areas 	<p>Arts & Culture</p> <ul style="list-style-type: none"> • Art gallery • Artistic feel of the area 	

3. Transportation	
<p>Accessibility</p> <ul style="list-style-type: none"> • Proximity to Danforth Avenue (x8) • Proximity to Todmorden Mills (x7) • Proximity to Brickworks (x5) • Proximity to downtown (x3) 	<p>Traffic Flow & Parking</p> <ul style="list-style-type: none"> • Access to DVP and major highways (x5) • Good traffic flow (x4) • Broadview is not a destination but a throughfare – it is one of three ways to get in/out of the neighbourhood (Broadview Avenue, DVP, Danforth) • Broadview is not simply a thoroughfare for the residents • Free parking on the Avenue
<p>Transit</p> <ul style="list-style-type: none"> • Well serviced by transit (subway, buses, streetcars) (x26) 	<p>Active Transportation</p> <ul style="list-style-type: none"> • Walkable (x6) • Counter flow bike lane

QUESTION #2: What planning elements would you like to see improved or changed?

- **Building heights, densities, building articulation, window/entrance configuration**
- **Public realm (e.g., public art and murals, trees and landscaping, parks/parkettes)**
- **Transportation**

Participants identified a number of elements in the community that they would like to see improved. Participants noted aspects of the study area that would benefit from change, providing suggestions on how to increase the liveability and sense of place of the community. Based on the small table reports and individual feedback forms, the top five suggestions for improvement include:

1. Adding more trees and landscaping on Broadview Avenue (x21)
2. Increasing the amount of open space and parks (x19)
3. Addressing parking issues (x19)
4. Improving the streetscape (x16)
5. Maintaining current building height restrictions (4 stories) (x14)

Other areas of improvement identified by participants are outlined in the table below.

<p><i>What planning elements would you like to see improved or changed?</i></p> <ul style="list-style-type: none"> • Building heights, densities, building articulation, window/entrance configuration • Public realm (e.g., public art and murals, trees and landscaping, parks/parkettes) • Transportation
<p>1. Built Form</p>
<p>Building Heights</p> <ul style="list-style-type: none"> • Maintain current building height restrictions (4 stories) (x14) • Build mid-rise (6 storey) development in strategic locations that minimize the impact on adjoining

properties (suitable step-backs, sloped roofs, setbacks, green space) and fit in with the character of Broadview (x10)

- Build no higher than mid-rise buildings (x8)
- Build more low-rise developments (townhouses, mixed use commercial and residential) (x7)
- Build low or mid-rise condo developments that create opportunities for current residents to downsize (x5)
- Restrict high-rise developments (x4)
- Allow high-rise (30-40 stories) buildings with parking (x2)
- Plan for a mixture of low, mid and high-rise along the Avenue (x2)
- Redevelop single-family homes on Broadview into mid-rise buildings (x2)
- Implement an 8 storey height restriction
- Implement a 14 m height restriction
- Design modern duplex/triplex apartments
- Respect the privacy of the houses that back on to Broadview
- Amend the Zoning Bylaw to include increased building heights for properties with lot sizes that can accommodate taller buildings

Land Use & Density

- Build mixed-use developments (at-grade retail) (x7)
- Limit population density as it will overburden services (schools, hospitals, public transit, parking, water and power) (x7)
- Offer affordable residential and commercial rentals (x5)
- Support increased density that maintains the character of the neighbourhood (x3)
- Accompany intensification with urban design standards and parking (x2)
- Keep development to a minimum
- Restrict retail businesses from locating in converted homes

Building Articulation & Design

- Establish appropriate front and rear setbacks for new development along Broadview Avenue (x8)
- Bury power lines (x7)
- Build architecturally appealing and interested buildings (x7)
- Improve street lighting along Broadview Avenue (x5)
- Ensure uniformity of scale and integration with the rest of the neighbourhood (e.g. Minto Sky development is out of character) (x5)
- Integrate interesting facades that preserve the character of the neighbourhood (x3)
- Preserve historical buildings (x2)
- Improve the apartment buildings on Cosburn Avenue (x2)
- Improve apartment buildings opposite the Albany Clinic (812 Broadview) (x2)
- Place an emphasis on rear building articulations – consider designs that fact the neighbourhood and back onto Broadview
- Introduce green infrastructure (planting strips, stormwater elements, permeable pavement)
- Require that taller buildings are located further from the sidewalk
- Bring back the Old Toronto charm and architecture

<ul style="list-style-type: none"> • Recess window fronts • Use clay brick • Improve residential developments north of Mortimer • Ensure new developments comply with accessibility requirements • Fill in empty parking lots (i.e. site south of Bater on Broadview) • Build on top of the Sobey's (e.g. Loblaw's at St. Clair) • Improve the buildings south of Pottery Road near the Broadview Subway Station • Redevelop old and abandoned buildings • Increase the affordability of housing
<p>2. Public Realm</p>
<p>Amenities</p> <ul style="list-style-type: none"> • Plan for more small businesses (restaurants, coffee shops, pubs, retail) (x11) • Provide incentives/support to help good quality businesses survive on Broadview Avenue (x3) • Renovate the home for pregnant mothers and add a small park area for kids
<p>Parks and Open Spaces</p> <ul style="list-style-type: none"> • Add more trees and landscaping on Broadview Avenue (x21) • Increase the amount of green space/ parks (x19) • Improve and preserve existing green space (x3) • Add a public park on the open space north of 1010 Broadview (x3) • Develop parks with playgrounds (x2) • Improve the green space at the Broadview Subway Station (x2) • Redevelop the Parkette at Southwest end of Cambridge to accommodate increasing demands • Preserve sightlines to the Don Valley ravine • Create walking access to Todmorden Mill and Don Valley ravine
<p>Character of the Area</p> <ul style="list-style-type: none"> • Improve the streetscape to support pedestrian activity (add more well designed street furniture, new sidewalks that are all the same width, planters, public art, streetlights, distinctive street signage, bike parking) (x16) • Limit noise pollution (traffic, buses, bars) (x4) • Create a distinct character and sense of place through urban design (x4) • Build a library (x3) • Prevent loitering around Albany Clinic • Ensure affordability • Beautify the area
<p>Arts & Culture</p> <ul style="list-style-type: none"> • Add more public art and murals (x8) • Build more facilities for culture and arts (x3) • Develop a community centre (e.g. on the Estonian House site) (x2)

3. Transportation
<p>Traffic Flow & Parking</p> <ul style="list-style-type: none"> • Address parking issues (e.g. new developments should be required to provide parking) (x19) • Address traffic congestion (e.g. Broadview @ Danforth and Broadview @ Pottery Road) (x10) • Minimize the impacts increased density will have on traffic flow (x9) • Synchronize traffic flow (x2) • Implement traffic calming measures (x2) • Remove parking on the west side of Broadview and Pretoria (x2) • Address the traffic issues caused by the Albany Clinic (x2) • Keep automobile traffic on Broadview • Maintain Chester Hill as a one-way street • Implement size limitations on trucks and restrict driving times • Restrict the development of mid-rise buildings at the corner of abutting streets to prevent traffic congestion
<p>Transit</p> <ul style="list-style-type: none"> • Address the already limited capacity of public transportation that serves Broadview Avenue including ridership capacity at Broadview Station (x9) • Improve Broadview Subway Station entrance and parkette (add second entrance) (x3) • Move to electrification of buses (x2) • Large parking lot at Broadview subway station is of no value to local residents • Improve the 504 Streetcar route (faster, fewer stops, better right-of-ways) • Develop better north/south auto passenger TTC Station drop off arrangements • Build bus shelters on Broadview Avenue sidewalks • Add a TTC streetcar activated light at the intersection where the outbound cars turn into Broadview Avenue • Reduce the number of buses travelling northbound • Encourage transit use by removing the requirement for buildings within two blocks of Broadview Subway Station to provide parking • Discourage spilling external traffic onto side streets as shortcuts
<p>Active Transportation</p> <ul style="list-style-type: none"> • Improve safety for cyclists travelling on Broadview by adding well connected bike lanes (x8) • Make Broadview Avenue friendlier and safer for pedestrians (x6) • Make intersections safer for pedestrians (provide adequate time for pedestrians to cross, add a crossing guard at Chester Hill, don't allow southbound right turn onto Pretoria from Broadview during morning rush) (x4) • Use the unused rail line and bridge across the Don for a connection to Evergreen Brick works • Add a bike path over the DVP on the Bloor Viaduct • Create a cycle route off Broadview Avenue

QUESTION #3: Do you have any additional ideas or feedback that you would like to share?

When asked for additional feedback, many participants reiterated their thoughts on the aspects of the community that should be improved, enhanced or maintained. The table below outlines the feedback that is *not* captured in the responses to Question 1 or 2 above. A number of participants noted their concerns about the future of specific sites within the study area and others shared their recommendations on how the planning process should move forward.

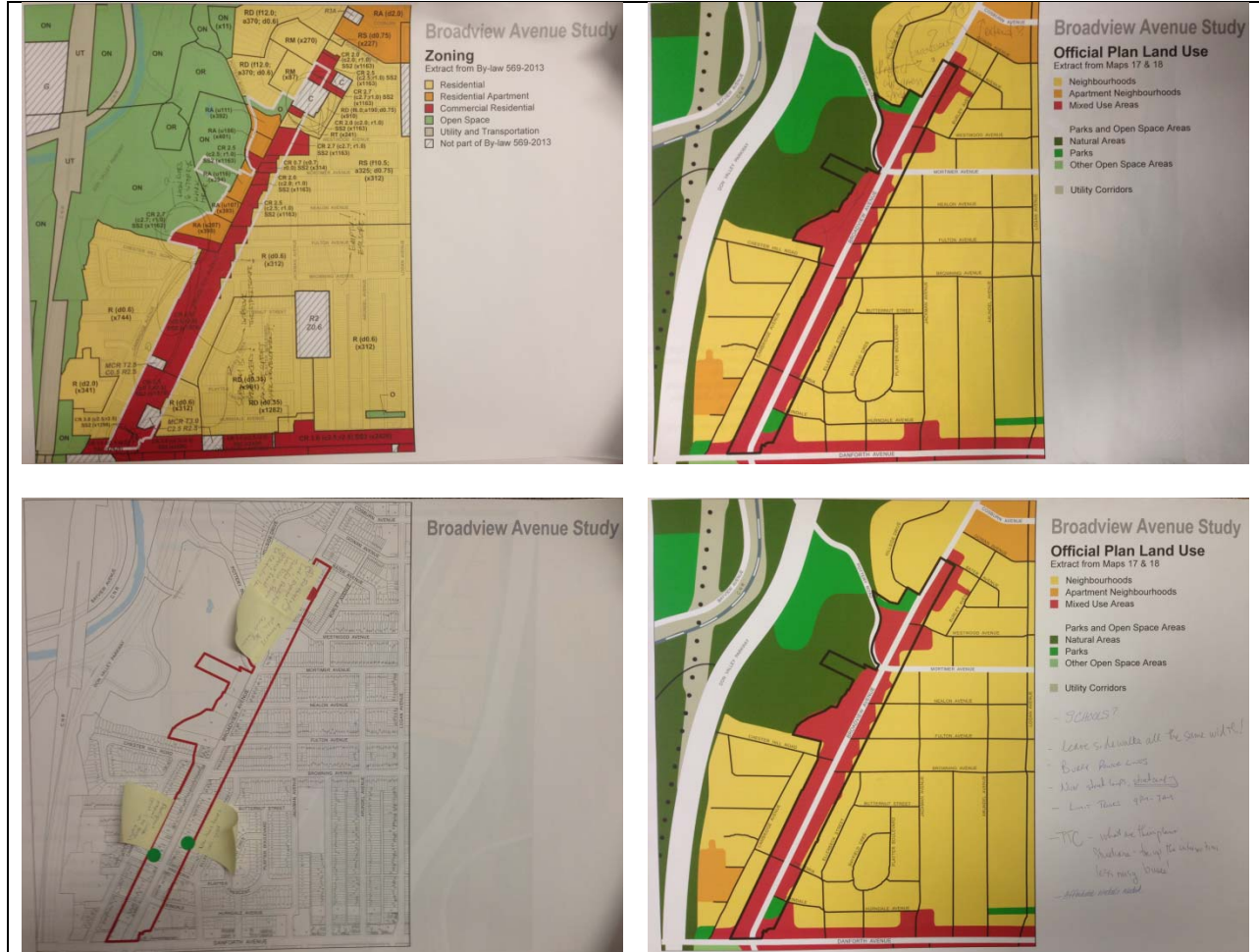
The additional feedback received from participants is summarized below.

<i>Do you have any additional ideas or feedback that you would like to share?</i>
1. Built Form
<p>Building Heights</p> <ul style="list-style-type: none"> • Concerned about the size, scope and fit of any new development on the Estonian House property – the rear of the property must be respectful of it being part of a neighbourhood and located in close proximity to the Don Valley Ravine (x10) • Concerned about the loss of privacy and property values for homes on Chester Hill that abut the Estonian House property • Poor zoning allows for an Auto Body shop in close proximity to residential and the main pedestrian throughfare between Broadview Avenue and Cambridge Avenue • Do not allow condo after condo like on Cosburn • Do not build condos on Sobeys site • Build height over Broadview TTC Station • Require that the conversion of existing properties follow these guidelines even if the existing buildings are high-rises • Lower the height of the new development at Pretoria and Broadview and increase parking
<p>Density</p> <ul style="list-style-type: none"> • Address infrastructure needs with any additional development and density (x3) • Do not build another condo across from Minto Skyy (x2) • Recent developments (such as Minto Skyy, 980, 1000 and 1010 Broadview) should not serve as a precedent to justify further high-rise development • Contact TDSB to ensure that local school spaces are adequate for any proposed increase in residential densities • Create higher density and offer incentives to consolidate single-detached houses on Broadview • Development and planning should not only happen on properties facing Broadview – the entire section of the neighbourhood is developed (those facing Broadview and those backing onto those facing Broadview), or there should not be a change in any building heights.
<p>Building Articulation and Design</p> <ul style="list-style-type: none"> • Redevelop strip plaza on Bater • Build restaurants on west side of Broadview that overlook the Valley

2. Public Realm
<p>Character of the Area</p> <ul style="list-style-type: none"> • Ensure that future changes align with the current neighbourhood feel of Broadview (x2) • Make Broadview Avenue a destination point • Do not need to make Broadview a destination – Danforth is a destination
3. Transportation
<p>Traffic Flow and Parking</p> <ul style="list-style-type: none"> • Consider the impact increased density will have on Broadview as it is a major north-south throughway • Broadview Avenue does not have the width to accommodate cyclist, pedestrian and automobile traffic to be a destination like Danforth
4. Planning Process
<ul style="list-style-type: none"> • Ensure there is better transparency moving forward (e.g. about development applications) (x5) • Expand the study area beyond Bater to O’Conner Drive (x4) • Have stronger meeting facilitation (x3) • Redo this meeting - hold another meeting (Town Hall style) to provide the community with the opportunity to hear and understand the information being presented; after this meeting, hold a Community Consultation Meeting • Identify any exclusions (i.e. white spaces) and provide clarity on the zoning • Educate community members on how and why we should accommodate the population increase in this city • Continue to engage local residents in the design process for this project • Suitable planned progression is better than developer-driven redevelopment • Stop the assembly of land holdings for future development until a clear plan is developed and approved by the community and Council • Develop a consistent plan that will eliminate variation in planning rules between old East York and Toronto • Contact the Preservation Board to see if the two apartments on the west side just north of the Danforth should be listed
5. Questions
<ul style="list-style-type: none"> • What is the period of time this study is looking at? • What role will the OMB have? • What role will the TRCA play with respect to any development on the border? • What is the status of the development at 840/842 Broadview? What is currently proposed is not an improvement. • Can you commission a study of the impact, (traffic and access to Broadview, sunlight, school capacity, park availability, etc.) of redevelopment of all the sites on Broadview Avenue (full build out scenario) as well as the redevelopment of the sites you identified in the presentation as being “large sites”? • Can you commission a study on the economic development potential of the study area in order to determine if re-development is actually feasible?

Broadview Avenue Planning Study Community Consultation Meeting #1 Report

During the small table discussions, participants were provided with large maps illustrating the zoning and Official Plan land use designations for Broadview Avenue as another means to provide feedback. The maps below illustrate the feedback received. The ideas outlined on the maps are captured in the feedback summarizes above.



APPENDIX A: Agenda

Community Consultation Meeting #1

Thursday, June 19, 2014

7:00 pm – 9:00 pm

Eastminister United Church, 310 Danforth Avenue

Meeting Purpose: 1) Introduce the Broadview Avenue Planning Study; and 2) obtain community feedback on community assets and opportunities for improvement for consideration during the study.

AGENDA

- 7:00 pm **Introductions, Agenda Review and Welcome**
David Dilks, Facilitator – Lura Consulting
Councillor Mary Fragedakis, Ward 29 – City of Toronto
- 7:10 pm **Project Overview Presentation**
Francis Kwashie, Community Planning – City of Toronto
- 7:40 pm **Questions of Clarification**
David Dilks, Facilitator – Lura Consulting
- 7:55 pm **Small Table Exercise**
Mapping exercise to identify assets and opportunities for improvement in the study area
- Discussion Questions:*
1. *What aspects of Broadview Avenue in the study area do you really like?*
 What are the biggest community assets?
2. *What planning elements would you like to see improved or changed?*
- 8:30 pm **Small Table Report Back and Plenary Discussion**
David Dilks, Facilitator – Lura Consulting
- 8:55 pm **Wrap-Up and Next Steps**
- 9:00 pm **Adjourn**

APPENDIX B: Compilation of Written Feedback

Feedback from Small Table Discussions

What aspects of Broadview Avenue in the study area do you really like? What are the biggest community assets?

Improvement and development are good and much needed.

- Diversity of building types
- We have a very good mix of people in this neighbourhood
- Broad income and demographic range – one of the area’s strengths
- Pedestrian access to/from our home to Broadview and Danforth
- Current traffic flows now work very well – our neighbourhood streets are safe for children to play. This is something we need to retain

- Mixed uses
- Excellent transit (subway, bus, streetcar) hub
- Street scale (but not enough room for a dedicated bike lane)
- Public school catchment area (Jackman P.S.)
- Green space at Broadview Subway Station

- Keep the green space that we have
- Like the existing trees
- Like the existing transit
- Like some small businesses, such as the coffee shop, art gallery, whistlers, Dairy Queen, the gas station and grocery store
- Green walkway on Chester Hill and Fulton
- Proximity to Danforth, Brickworks, etc.

- Broadview Espresso (more like this!)
- Park and parkettes
- Green space at sidewalk – need more
- Local grocery store (Sobeys)
- Mid-rise only!

- Like our homes
- Like access to transit
- Like potential opportunities

- Minto
- Townhouses (paint store)
- Supermarket in walking distance
- Coffee in walking distance
- Danforth restaurants in walking distance

- Parkettes
- TTC

What planning elements would you like to see improved or changed?

- Building heights, densities, building articulation, window/entrance configuration
- Public realm (e.g., public art and murals, trees and landscaping, parks/parkettes)
- Transportation

- More density on Broadview but sites need their own parking – not street parking
- Okay to build 30-40 stories, but need parking on site
- Great to include stores, restaurants, coffee shops and green spaces in new designs
- Improve the TTC
- Add more trees on Broadview Avenue

- As existing resident, our preference remains for continuity with present heights, but a move to six stories with suitable step-backs is far better than a corridor of 20+ storey condos
- Mixed development with some constant threads would be ideal – sites such as 68 Broadview are a good example
- Public art and suitable green space, with preservation of specific historical buildings (e.g., Broadview Espresso)
- Cities, such as Chicago, are embracing their past and build with appropriate character in historical neighbourhoods
- A suitable planned progression is far better than purely developer-driven redevelopment

- Clear and consistent plan (transparency)
- Freeze (in-the-mill) assembly of land holdings for future development until clear plan is developed/approved by community/council
- Parking – any new development needs 1 space per unit
- Need landscaping/trees (softening of hard surfaces as part of any redevelopment along Broadview)
- Any new residential density must include increases in public school spaces
- Better lighting along Broadview
- Establish appropriate rear set-backs for any new development along Broadview
- Support appropriate mid-rise development in strategic locations that minimizes the impact on adjoining/residential street
- Ensure full compliance with accessibility requirements

- More pedestrian-friendly
 - Wider sidewalks
 - Need to build sidewalks to Brickworks
 - Pedestrian access to valley
- Shared cyclist lanes
- More parking
- Building heights should be no more than 6 to 8 stories, protecting light to existing properties

and green space – large step-backs

- Maintain neighbourhood retail
- Improved parkettes and parks for multi-use
- Bury power lines
- Improved streetlights and streetscaping for more liveable space
- Size limitations on trucks and allowable driving rules during evening, night and morning
- Phase out business that don't serve the community (e.g., psychic, ghetto pharmacy, shady clinics, vacant church, etc)
- More trees
- Continuous commercial uses that encourage 'strolling' along the street (i.e. restaurants, pubs, small shops, brunch spots, etc – no big box stores)
- Try to recreate Leslieville (attract 'cool people')
- Create a distinct character and sense of place through urban design
- More incentives for pedestrian traffic
- Try to fill in empty parking lots (i.e. Mormon Church)
- Sobeys – build up (e.g. Loblaw's at St. Clair)
- Good architecture
- Bury power lines and plant trees
- Development obscuring views (i.e. development sites about low-rise residential sites)
- More sitting space and coffee shops
- Look to large US cities (e.g. Chicago, NYC)
- Keep gas station

Do you have any additional ideas or feedback that you would like to share?

Transparency – there seems to be rumours floating around about building owners along Broadview 'planning' to sell to developers for future redevelopment, and maybe even small scale land assembly to provide sufficient footprint to allow for larger scale/mid-rise development

- Streets should be going up to O'Connor Drive
- Any exclusions (i.e. white spaces) should be identified and if sold, we want clarification on zoning
- Stronger meeting facilitation – keep the meeting on point and controlled
- Build height over Broadview TTC (i.e. Sheppard and Bayview building)
- Redevelop strip plaza on Bater
- Sloping roofs that back onto existing residential homes will address overhanging concerns

Feedback from Individual Feedback Forms

What aspects of Broadview Avenue in the study area do you really like? What are the biggest community assets?

- Subway, buses and streetcars
- Access to DVP and downtown
- Walking distance to Danforth Avenue
- Mature trees and 100+ year old houses
- Schools and churches
- Anything that brings the community together (e.g. coffee shops, galleries, artisans)
- Lower density
- Close to downtown
- Relatively safe, but experienced 3 break-ins
- Residential and community feeling
- Has a 'green' feeling – lots of trees, grass, and people walking around
- While not in suburbia, it still does not feel like downtown proper
- Residential and green space along Broadview creates a neighbourhood feel
- Close in proximity to Danforth shops – no need to convert Broadview to more commercial area.
- Nice the area is not like downtown, but also not suburban
- Well serviced by transit
- Broadview Espresso – 'sense of place'
- What is amazing about Broadview is the balance between high-rise, residential homes and businesses. I feel like we have struck a perfect balance, which makes the area feel like a neighbourhood and community; not just a place to live. The combination right now strikes a perfect balance that I'd like to see preserved.
- There are very few significant assets on Broadview; the main asset of Broadview is the character of the adjoining areas
- I really like and appreciate the scale of the buildings – not too high
- The mix needs to be maintained
- We appreciate the grass/greenery on our condo property and would like to see more trees along Broadview
- Family homes/ small homes
- Small 'low-rise' at Pretoria if parking is available
- Sobeys grocery store across the street from the Minto Skyy building – convenient for the neighbourhood and owners of the condo
- The natural areas and parks – we need to keep out green spaces as they are a haven to natural

wildlife and an escape for people within the city

- High-rise condos should be spaced out so that views are not blocked and we are not looking into other people's apartments.
- Keep the artistic feel of the area

- Do not get rid of Sobeys – very important to stay there
- Protect our view of the Valley
- Traffic is already terrible on Broadview – residents that face Broadview are impacted by loud traffic noise
- Parking issues – there is nowhere to park. We don't want to increase density in this area
- Neighbourhood feel – less dense
- Green space near subways, opportunities to view valley, and green space near co-op. Create places to take dogs/cats

- Broadview needs attention and beautification. It is not well kept.
- Need low-rises, small businesses and green space

- Parkette Charles Sauriol
- Small businesses
- Low density residential (i.e. townhouses)
- Minto Skyy
- Green space
- Large setbacks from the street

- Neighbourhood feel even though it is an avenue and close to downtown
- Low-rise buildings on most of the street
- High-rise buildings in existence are recessed back so they don't feel enclosed in by buildings
- Skyline seen behind high-rises
- There are local small businesses to provide neighbourhood feel
- Residential homes with some green space/ lawns
- Feel comfortable walking on sidewalk because of lawns, porches, lower buildings

- Low density development
- Small independent businesses
- Open spaces

- I like the mid-rise concept
- I like mid-rise with retail at grade with patios and planters where applicable

- Proximity to Danforth and Broadview Subway Station
- Proximity to residential areas East and West
- Albany Clinic facilities, but not the increase traffic it has brought
- Broadview Espresso and Pretoria

- Height restrictions

- Commercial business like Broadview Espresso, restaurant at Erindale, park at Erindale and Hillside
 - Green sidewalk around Chester Hill and Fulton
 - Trees where they are existing and green lawns where they exist
- Parkette Charles Sauriol
 - Estonian House
 - Small charming businesses such as Denise's Hair Salon
 - Minto Skyy
 - Important that residents' backyards be preserved and are not negatively affected by adjoining property development
 - Low density residential
 - Large setbacks from street for larger buildings
 - Single detached residential houses
- Several bus routes with frequent service
 - Residential tree-lined streets branching off Broadview Avenue
 - Few high-rise buildings (should remain that way)
 - Parkettes
- Feel that I am not a citizen in this process, but after Minto was bought up can see there is a need for it because they did what they wanted. I have a friend who was heavily involved in the community meetings for that and they won. But in the end they were over turned by the OMB. Could that happen here?
 - I like the community aspects – close to Big Carrot, Ottway Herbs and Vitamins, Café Fiorentino, pet stores, TTC, large park south of Danforth, Broadview Espresso, and medical building further north in the PRO-ART building.
- Neighbourhood feel/ family-oriented
 - Mix of single-dwelling homes, apartments, etc
 - Small number of shops (e.g. coffee, grocery stores, personal care)
 - Access to transit, parks, Danforth Avenue, and Brickworks
 - Grocery store (Sobeys – lower cost retailer would be preferable)
 - Safe
 - Relatively good traffic flow
 - Beautiful view from Minto Skyy building
- Small businesses
 - Restaurants, dry cleaners, variety stores, drug stores
 - I can walk to the bank, Loblaws, doctor offices and the subway
- Like it the way it is
 - Small businesses, dry cleaners, restaurants, etc
 - Good access to transit

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- The open feel of it (i.e. it doesn't seem congested with one large apartment/commercial building after another.
- We could use more species like the Coffee Shop where people could congregate
- Pottery Road to Todmorden Mills is an asset
- Wide sidewalks, not compromised on width by new construction (townhouse lots) – maintain them
- Proximity to vibrant Danforth
- Convenience of public transportation
- Variety of building types
- Variety of commercial buildings and businesses
- Neighbourhood behind Broadview
- Broadview Espresso
- Albany Clinic
- Sobeys
- Access to DVP and major highways
- People in neighbourhood are old/young/different ethnic groups
- Close to Brickworks and Todmorden Mills
- Todmorden Mills
- Broadview Station
- Open spaces
- The houses
- Broadview Espresso, Albany Clinic, Sobeys
- Access to DVP and public transit
- The neighbourhood feeling – the kids walking everywhere
- This is a low-rise, close community and that is its most important quality
- There are many small businesses that have a large local cliental – will there continue to be commercial rental units that are affordable? I hope so.
- Free parking on the avenue
- TTC, Subway Station and its terminal of buses and streetcars
- Broadview Avenue character has not changed for over 30 years – it's time to make a big change
- I really like the open space and low-rise buildings. The reason I didn't move downtown was because of the fact that I don't like the 'condo city' feel of it.
- Like the community feel and character of Broadview
- 4 storey buildings
- Small family-owned businesses
- Managed density
- Green space

- Family community atmosphere
- Young families moving into the area

- Attractive townhouses at 836
- Parkette Charles Sauriol
- Two attractive yellow brick apartment buildings
- Good bus service
- Close to subway
- Broadview Express and its seating area
- Albany clinic and dental services nearby
- Grocery stores nearby

- Walkable
- Very few high-rises blocking the view
- Part of a community and neighbourhood
- Borders on the Valley

- Dairy Queen
- Home for pregnant mothers
- Sobeys, gas station
- Whistlers
- Easy access to DVP
- Todmorden Mills, Brickworks, parks
- Corner stores and dry cleaners
- Barber shop
- Modern auto
- Small shops such as Broadview Express
- TD Bank
- Broadview Subway Station
- Mix of residential and business
- Old buildings with character

- Like the community involvement for this study

- Local businesses (Broadview Espresso, Whistlers)
- Parkettes (Cosburn & Broadview, near subway)
- Streetcars from Broadview Subway Station

- Access to DVP
- Access to the Don park system
- Broadview Express
- Many community/ small businesses which are vital to our community culture
- TTC access
- Easy access by transit downtown

- Counter flow bike lane
 - Great streetcar and subway access
 - Interesting buildings
 - Low-rise nature of streets
 - Access to Valley
- Low-rise buildings
 - Parkette near Broadview Subway Station
 - Cycling lane on Chester to Bloor
 - Access to the valley and all its paths
 - Todmorden Mills
 - Small community oriented businesses with seating outside (e.g. Espresso on Broadview, Denise's)
 - Trees and greenery
 - Its history
- The fact that it is a major street in the city and it is wasted
 - So much can be changed to make it a go to place
- Mixture of residents
 - Variety of shops: food stores, speciality stores, restaurants/bars
 - Local schools
 - Excellent transit access
 - Access to cycling and walking trails as well as more rugged valley area
 - Parks with multiple uses and relatively large size (including outdoor rinks)
 - Diverse ethnic and social economic mix
 - Stable neighbourhoods – people stay for decades not years
 - Green canopy, although aging
- Small independent shops
 - Small park areas
 - Proximity to public transit/ DVP/ Danforth-Bloor
 - Good traffic flow
 - Broadview has access to subway, streetcar lines and bus routes
 - Easy walking distance to Greek Town
- Parkette's: Charles Sauriol Parkette, TTC Parkette
 - Walkable Services: Sobeys's (including good car access)
 - Theoretical Walkable Services: The two medical buildings. These serve more than the local neighborhood; and though accessible by TTC many people travel by car despite the fact that there is little on-site parking for patients
 - Restaurants, Bars, coffee Houses, catering, Whistlers, Broadview Espresso, Estonia House
 - Open spaces

- Transportation: connectivity link to/from DVP, Broadview TTC Station' subway and surface services
- I like the height restrictions
- I like the possibility for renewable – there are some buildings that attract problems and property crime is a concern
- Broadview Avenue in the section under study a bit of a dog's breakfast. Old low-rise apartments, high-rise apartments, single family dwellings, (SFD) SFDs converted to apartments, SFDs converted into commercial, new town houses, new offices. I like this diversity and would like to see it kept. I realize that everywhere changes so I am not asking for preservation. But I think that we should resist the desire to impose a uniform solution along the whole of the Avenue.
- We enjoy the mixture of residential (single family dwellings) and commercial. With the latter being small shops that fit into the community and many are within walking distance (no big box stores). A major asset is the safe, relaxed community-feel of the neighbourhood mix ranging from young families to senior citizens.
- I like the fact that the study is looking for open and inclusive feedback from all members of the community in making it a better place for all, while ensuring that we all understand that the development and change is a good and positive progression. Similar to the transitions we have seen in other neighborhoods in Toronto...adding in a sense of 'culture' like the 'Greek Danforth', Leslie Ville etc.
- The fact that the study is looking to increase the density by proposing mid-level units is a great thing.
- From a community asset perspective, I would say that in the last few years with each new development it brings a sense of revitalization to an old and tired neighbourhood. For example the new townhomes where the old paint store was, the new development proposed in the corner of Cambridge and Broadview (across from the Broadview Espresso), the new Albany Clinic.
- The fact that Broadview is so close to the downtown, but not downtown is such a wonderful asset...right by the scenic Don Valley.
- Another asset of Broadview is all the potential the properties on Broadview have for further develop and enhance the services for all residences of the neighborhood.
- I like the mix of commercial and residential in the study area. The biggest community assets in my view are (in no particular order):
 - The green space north of the subway station
 - Broadview Espresso
 - The large number of transit routes that serve this stretch
 - The green space around the high-rises on the west side of Broadview (just south of Mortimer)
 - I also like the older homes that make up much of this neighbourhood and the gardens

and green space that surround these residences

- Some green space Pottery road
- Parkette by subway (TTC needs to maintain this space. They do nothing. Maintenance is currently being done by local resident)
- Variety of building styles with preference for older (Stavely Apartments) and newer (Broadview Lofts north of Pretoria)
- Local small business

- It has a human scale. There are no or very few high-rises. Most buildings are two- or three-storey buildings, making it "relatable" on a human scale
- Although in the middle of the city, it has the feel of a small town (except for the volume of traffic)
- It provides a nice transition to the single-storey neighborhoods that surround it
- There is a nice mix of family-run businesses, and not big box or chain stores.
- Good access to public transit

- It is a mix of building use, and type.
- Most importantly with the exception of the towers near Pottery road which back onto the Don Valley the maximum height is 4 stories. It does not feel like a walled canyon but rather a collection of buildings.
- The lack of driveways crossing the side walk is very important as are glazed commercial frontages.
- What we use on Broadview most is Sobeys.... It's our only close grocery store and it is easy to use as opposed to the congested Danforth.

- I can walk almost everywhere (and yes I still own a car)...but mostly to Danforth, and not really much on Broadview
- I'm really close to a subway station
- We have great restaurants
- A wide variety of grocery stores close by
- Lots of good shopping (however, I will still drive to the Canadian Tire on Lakeshore, and Gerrard Square)
- Riverdale park, Riverdale pool, Riverdale farm, Brickworks, bike path in the valley, jogging trails in the valley, Todmorden Mills, (I haven't figured out any use for Fantasy Farms though), great concerts at the music hall

- Many of us agreed that we love Broadview Espresso, and would like to see this street more of a restaurant or small market grocery, etc., in character with The Danforth. What we don't want is a street of box stores! We don't need any more Shoppers DM, or banks, etc. We would love to see more restaurants, which again would reflect Broadview south of Danforth.

- I like the mix of low/mid-rise mixed use development from the Danforth to Mortimer. Additional high-rise in that space would cause undue congestion of traffic due to the constant

backups at Danforth. The streetcars and buses coming and out of the Broadview TTC station need and take significant street space.

- The TTC station is the biggest asset.
- I like the mix of low/mid-rise mixed use development from the Danforth to Mortimer. Additional high-rise in that space would cause undue congestion of traffic due to the constant backups at Danforth. The streetcars and buses coming and out of the Broadview TTC station need and take significant street space.
- The TTC station is the biggest asset.
- We like the fact that Broadview, while in need of a facelift in some places, remains a “neighbourhood” in feel, scale and in lived reality
- We like the low/mid-rise (maximum 3-5 stories) mixed-use character of the neighbourhood. We like the fact that there are low-rise and single-story homes in which families live.
- My children and I walk to do groceries at Sobeys and Loblaw’s, our hairdresser fronts on Broadview in a low-rise and modest and accessible (meaning visually accessible and small-scale) building, as does our karate instructor and other small-scale uses of interest and character like the Richard Johnson Gallery and architect’s office.
- Walking on Broadview doesn’t feel like walking on Bay Street or other areas where high-rise development crowds out light and visual space and a neighbourhood feel.
- We like the fact that Broadview is not, for the residents of the neighbourhood, simply a thoroughfare, through which cars and other traffic simply zoom to get to points downtown.
- Of very significant importance to us is the visual and physical access to environmental green spaces (Todmorden Mills, Don Valley Park system, Brick Works), that give the residences (including residents of existing high-rises) on the west side of a Broadview much of their character, enjoyment and quality of living. One of the distinctive characteristics of Toronto as one of North America’s largest and leading cities is the amount of green space accessible to residents in the heart of the city. Any development in the city’s central area should be exceptionally sensitive to what makes Toronto a good place to live for existing residents, committed to the neighbourhoods in which we live. No development along Broadview should act as a barrier or impediment to the existing visual and physical direct access of the current residents to this high-value benefit.
- Broadview Avenue, within the study area, has the potential to be transformed into an ideal model of a mid-rise mixed use neighbourhood located adjacent to residential neighbourhoods and a main commercial artery (Danforth Avenue), nearby green space in the Don Valley ravine and with direct access to public transit.
- The larger Right-of-Way footprint at Broadview Avenue (25.91m) offers the opportunity to revitalize this strip and introduce more green infrastructure and amenities to revitalize this section. The current streetscape is unwelcoming, unkempt and somewhat shabby almost to the point of dereliction in places. Many pedestrians prefer to divert along Cambridge or Ellerbeck Avenues which are much more visually pleasing and perhaps even safer streets at certain times of the day. The beautification of Broadview Avenue would also have the intended consequence

of increasing pedestrian and commercial traffic providing more eyes on the street and the enhanced presence could potentially contribute to improving safety and reducing crime which have been recent concerns for residents.

- There are already a number of existing businesses – mostly commercial – on this stretch of Broadview and a streetscape redesign would be a welcome move likely attracting more diverse retail businesses to the area to service both local residents and visitors. For instance, the opening of Broadview Espresso a few years ago met an unfulfilled need for a local meeting spot/hub + great cup of coffee and transformed a former x-rated video store into a thriving neighbourhood enterprise. A few more cafés, restaurants and other services + professional establishments along the stretch between Pretoria and Browning Avenues would likely be supported by local residents. Further residential intensification of Broadview must be accompanied by a commensurate increase in services and infrastructure in order to be successful – there cannot be solely disproportionate residential development.
- In my opinion, the most important community asset is the community itself and it is vital to create a new streetscape in conjunction with feedback and input from local residents that will allow the neighbourhood to continue to grow and thrive.
- Many of our neighbours on Chesterhill have replied to these questions with great expertise and sentiment. I am in support of their concerns and suggestions.
- To us, this area of Broadview has been a safe and neighbourly place to live and grow a family since I've known it. We would like to keep it that way and this should be a key feature of any future development.
- People who move into the neighbourhood stay and so are well known to each other.
- We appreciate and support the local businesses, doctors, groceries, restaurants etc. because they are all within walking distance, still affordable to most, conserve energy, reduce gridlock and pollution.

What planning elements would you like to see improved or changed?

- Building heights, densities, building articulation, window/entrance configuration
- Public realm (e.g., public art and murals, trees and landscaping, parks/parkettes)
- Transportation
- Building heights – mid-rise 8 to 12 stories
- Parking
- Trees and landscaping
- More trees and plantings along curbsides
- More green space
- Maintain building heights
- Public art and murals
- Architecturally appealing buildings
- Modern duplex/triplex apartments
- Old Toronto charm is quickly vanishing – bring back old charm and architecture

- Roadway too narrow, traffic noisy and congested
 - CIBC on corner is seedy, Albany clinic is an eyesore and there are people loitering and smoking on the street
 - While the subway entrance has been upgraded, it is littered and unsightly. People loitering provide a barrier to pedestrians entering the station – the area is considered greasy
 - Improvements and changes are a must!
- Public transit already insufficient
 - More trees and grass
 - Adhere to no more than mid-rise buildings, and keep the number of developments to an absolute minimum, if at all.
- Do not want too much density
 - If mid-rise buildings were approved, they should have to invest in the area not be too large – they should fit into and not change the overall look/feel of Broadview Avenue.
 - Only mid-rise or lower
 - Better public transportation to serve Broadview
 - Traffic is already bad – do not increase level
 - More trees and greenery
- Need to create a distinctive character through improved urban design
 - Increase density through condo buildings and mid-rise buildings with retail at grade
 - Need more restaurants on Broadview Avenue
 - Need corner pubs and places that become community hubs and gathering spaces
 - Need more park space if more condos and higher density buildings are proposed
 - Need more opportunities for young people to afford to live here
 - Create character through human-scale development at-grade
 - Ensure retail at-grade is appropriate for the neighbourhood
- I do not want to see current building height restrictions changes – no more high-rises
 - We should focus on higher density, low-rise developments, such as townhouses and mixed use business/residential
 - I would like to see more public art, more facilities for culture and arts (such as Todmorden Mills) and more green space with sports facilities and space for community events, such as farmer's markets.
- Building heights should be clearly restricted; however, I would support increasing the height limit to 6 stories, rather than 4 in order to promote responsible development on Broadview.
 - Parking is already under pressure; if mid-rise buildings are allowed to use parking, the parking will quickly be overwhelmed – new development should not be able to park on adjoining streets
 - There are no children's playgrounds in the immediate area
 - More trees and landscaping
- The transportation along Broadview seems more than adequate

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- New low-rises and high-rises will strain the parking problems even more
- Mid-rises abutting onto neighbouring single family homes seems grossly unfair
- Cleaning up the sketchy low rent buildings south of Pottery Road near the subway on Broadview.
- Improving the buildings north of Westwood Avenue where it becomes sketchy again
- Changing over/ improving the serial apartment buildings on Cosburn Avenue
- Why is Bater Avenue not being considered in this study?
- Get rid of old or abandoned buildings like the taxidermy store. What benefit does this offer? Buy this space out or help get newer businesses/ retail that meet local needs.
- Cosburn Avenue is way too dense. It is not inviting to live – bursting at the seams - Balance is key.
- Better lit parking lots
- Limit noise pollution - no more bars with loud music, buses that make loud noises when stopping and letting people off.
- More green space is needed
- No large and overwhelming buildings like on Cosburn
- Need well lit areas
- Better synchronized traffic flow
- Trees lining the street
- Building heights should be restricted to what they are currently, or less
- Population density should be limited – more people would overburden services (e.g. schools, hospitals, public transit, roads, parking, etc)
- Green space should be maximized (e.g. parkettes, large lawn setbacks, trees, etc)
- Use public art to liven up the neighbourhood
- Building heights need to remain low, especially if the street front to be covered is large
- Keep control on density since parking and traffic is increasing in the area. Density also effects water and power consumption for our grid and public transportation. Subway use is already high during rush hours.
- Add proper public park on the open space north of 1010 Broadview
- Improvements to ‘city standards’ for sidewalk design (get rid of asphalt infill)
- Put overhead utilities underground (eliminate visual clutter)
- Absolutely no further high-rise developments
- No mid-rise above 6 stories
- Need to address congestion at Broadview/ Danforth and Broadview/Pottery Road
- Full disclosure of development applications along Broadview
- Building articulation: too many of the larger commercial buildings are faceless and contribute to the bleakness of the street
- I’d like to see a move from buses with engines to electrified ones so that there wouldn’t be as

much noise, particularly when gearing up from stop lights – vehicle noise is a real problem on Broadview

- Uniformity of scale is essential
 - Make architecture blend in with neighbourhood
 - Add more green space to Broadview
 - Clear the traffic congestion
- Building height not more than 6 stories
 - Public art, landscaping and green space is very important
 - Increase transportation is essential
- Would like to keep trees and landscaping that exist that add more
 - Broadview sidewalk does not feel safe to walk along – buses and vehicles speeding by
 - Broadview is dangerous for cyclists – feel safe when I get to Chester Hill but there is no choice but to ride with traffic until I get to Chester Hill. Would also like cycling west on Browning.
- Leave building heights as is
 - Unfortunately there is no room for even bus shelters at most of the bus stops due to lack of sidewalk space
 - More trees to provide shade
 - More benches to sit on that aren't associated with having to purchase a product (for example in front of a coffee shop)
 - Set back is extremely important – both of the townhouse developments on the east side of Broadview are way too close to the sidewalk – this makes them visually unappealing and it feels like they are on top of you.
- Prevent buildings that are higher than 6 stories
- I can see it is not the prettiest street, but I feel that we have no power in this anyway
 - Streets could be improved, but like the way it is.
- Improvement to Church of Latter-Day Saints lot
 - Flow of traffic at Broadview and Danforth could use improvements
- No more high-rises
 - Improve existing murals
- Keep height restrictions to low-rises (2 to 4 stories) – not mid-rises
 - More green space
 - Less traffic, slower traffic
 - Too noise and dirty – needs beautification
- Logical space for a high-rise condo on Broadview is on the west side between Danforth and Pretoria, close to where the old low-rise apartments are
 - I've lived here for 61 years and have seen many people who get older move either to the condo on Broadview at 980 or have to move out of the area

- Low to mid-rise condo/apartment buildings that cater to empty nesters and the older demographic
 - There should not be any buildings higher than 6 stories
 - Do not build mid-rise buildings at the corner of abutting streets so as to hinder the flow of traffic
 - Any future building should take into consideration parking
 - Double parking and general traffic problems
- Transportation congestion and limited parking is already a major problem on Broadview but also on the adjoining residential streets. We pay for permit parking but can't always park near our homes.
 - Albany clinic on Broadview causes major traffic stoppages. Wheel-trans and taxis double park in front, causing all northbound traffic to stall which in turn causes streetcars to stop.
- The higher the building, the further away from the sidewalk
 - Maximum 8 storey is ideal
 - Low-rise condos for older residents to downsize
 - Streetcars should turn into subway from the opposite way – from the north and have a traffic light to make the left turn south
 - Green space at subway does not work
- Pigeon problem at park by TTC station
 - Limit high-rise development – keep to 4 stories
 - Apartments across from Albany clinic have a lot of people with substance abuse problems. Are they run by the city?
 - Difficult to find parking
 - Intersection at Broadview/Danforth needs to be more attractive – first impression of neighbourhood – seems a big 'grubby'
- The buildings opposite Albany clinic are not very safe and have some questionable people going in and out
 - Broadview Station and the parkette near the Station need some work
 - Do not want a very tall building on Estonian House site
 - The area is very busy, especially when the DVP is closed
- 14 m is a reasonable height restriction
 - Pretoria Avenue east of Broadview is not a suitable site for mid-rise development
- The mid-rise approach is good
 - The streetscape needs serious intervention
 - Hydro lines need to be buried and trees planted
 - Parking and transportation are concerns. The concept of intensification around transportation hubs is sound, except in this case of Broadview Station – it is stressed. More mass transit demand on Broadview Station cannot be handled.
- Better to make much higher building, condo or apartments

Broadview Avenue Planning Study Community Consultation Meeting #1 Report

- Subway line – north and south
- Building heights – I am okay with 4 storey buildings, but I think there are enough high-rises on Broadview as it is. Density is high enough as well.
- Transportation – there are quite a few buses running up and down Broadview, however they are already bursting at the seams during rush hour and I frequently get passed by. I am not okay with extreme density increase.
- No larger than 4 stories
- Library available now at Danforth and Pape
- More trees and green space
- Spruce up shabby houses and buildings
- Attractive townhouses like 836
- Low-rise apartments
- No high-rise at Estonia House site
- More businesses with access like Broadview Express and more attractive store fronts
- Another small restaurant
- More trees and landscaping
- More public art
- More shops like Broadview Express
- Low-rise apartment
- Respect the privacy of the houses that back on to Broadview – do not put high-rises in their backyards
- Respect the natural environment of the Valley
- Respect the historical structure on the street
- Any new buildings should be beautiful, not box-like structures
- Beautiful, coherent street furniture
- Traffic calming features
- SMART development, not boxes
- New townhouses
- Some boutique like grocery/deli/fresh fruit/flowers
- Parking issues – park on Browning Avenue one side only year round – people park for free and then go on subway or walk on Broadview or Albany Clinic
- Albany Clinic should build parking for their clinic in the old car dealers that is now a Church of Latter-Day Saints (maybe they could rent space from them)
- The home for the pregnant mothers needs some renovations and a small park area put on their property for kids
- No high-rises over 3 stories
- Some of the residential buildings on the east side need cleaning up
- Plant trees along sidewalks like on Danforth

- Put a parkette in the grassland on the south west corner of Pottery Road and Broadview
- Need parks with playground west of Broadview
- Transportation issues: parking and potential effect on traffic flow
- Impacts on shared infrastructure (e.g. schools)
- More shade and green space
- More trees lining the Avenue
- More retail available
- Less blocking of sightlines to the Valley (blocked by several high-rises)
- Improved safety at Broadview and Pretoria intersection – vehicles travelling southbound turning right onto Pretoria move very quickly and are often not aware of pedestrians
- Improved safety for cyclists travelling on Broadview
- The collection of businesses across from Broadview struggle to stay afloat and there is a high rate of turnover – could there be some sort of incentive/ support to welcome viable businesses that are able to survive?
- Access to Todmorden Mill/ Valley (for walking)
- Low-rise buildings
- Cycling access to and from Danforth an full functional left turn from Danforth for those going north
- Art/ Cultural centre
- Keep height low
- Interesting/innovative architecture
- Greenery/ green spaces and access to them
- More cycling lanes and access to lanes
- Art and cultural centre (e.g. museum, theatre, music hall)
- A space used by/ for art/cultural organizations (e.g. Artscape TTC Barns on Christie) or for social innovation (e.g. centres for social innovation)
- Public school – bring history back
- I would like to see change – we need to get rid of homes and buildings that are not maintained and update with new commercial/residential mixed use buildings
- Consistent plan to eliminate variation in planning rules between old East York and Toronto
- Mandatory parking requirements for new construction with more than one dedicated parking spot for each residential unit and a reasonable number for commercial – this is essential
- Revised on street parking regulations for consistency, and proper mandate for parking enforcement.
- Current 4 storey limit appropriate unless replacing existing high-rise structures
- Proposed 6 storey limit should be acceptable based upon site constraints
- Additional trees to replace trees – consider the proposed green trench solution

- Encourage more small retail shops from Chester Hill south to the Danforth
- Limit building heights to 4-6 stories
- Replace old low-rise apartments (i.e. south of Pretoria west side of Broadview) with modern residential with ground level retail
- Improve streetscape with modern lights
- Danforth by the Valley BIA has done some minor improvements but its limits are south of Pretoria to Danforth Avenue
- Increase density and improve residential developments north of Mortimer
- Make parking a priority for any new developments as this was not done in the past

Improvements/ Changes (Non transportation)

- Do not permit normal retail businesses in converted homes
- Consider limited home conversions for professional services/legitimate personal services e.g. # 946
- Better building articulation and integration with surroundings
- Consideration of new 4-6 plexes where some semi-detached homes now exist
- Ensure that no specific segment of the study area is/becomes a canyon e.g. north of Broadview Espresso

Improvements/ Changes (transportation)

- Better north/south auto passenger TTC station drop off arrangements (e.g. road indentations in order to facilitate better through vehicle flow)
- TTC streetcar activated light at intersection where the outbound cars turn into Broadview traffic (allows streetcars right of way)

- I want the valley edge protected and preserved – the offset needs to be held form or expanded
- I want assurance that new development is going to provide needed parking on the site itself not on the street
- I do not want to see the current traffic flows altered

- The Minto Skyy development is completely out of character with the rest of the street. Even the older high-rise towers south of Pottery Road are set back from Broadview. Minto Skyy being close to street and so much higher dominates absolutely. Some of the hostility in the room last week was the result of people feeling betrayed by “the planners”. “If you permit that sort of development, how can we trust you?” We are not going to knock Minto Skyy down, but let us make sure high-rise development is not the solution on Broadview except perhaps at the Broadview subway station.
- The public realm is a disaster. New sidewalks, benches, planters and trees would be a big improvement.

- Aspects of the area that need improving include more trees and green spaces, such as parkettes, between Browning and Erindale Avenues. At present there is very little to break up the monotony of concrete or to provide shade in the summer. Strategically placed benches as rest stops would be an asset for walkers shopping locally or strolling. The benches should be

similar to the ones located on Danforth Ave that have a partition in the middle to discourage their use as a sleeping or panhandling area.

- This is by far and large a residential area and should be kept as such. Parking and traffic are an ongoing concern, and during rush hour in the morning and afternoon, the access to Pottery Road is deplorable. No further density is need anywhere on Broadview Avenue, and certainly not condominiums such as the Minto Tower development. That building is an eyesore, and completely inappropriate for this neighbourhood.

- We would like to see Broadview have a sense of community, culture...similar to Greek Town the Danforth, Leslieville etc.
- Developing the streetscape with landscaping, interesting streetlights, park benches, planters, sculpture/art, making it a street people want to take a stroll down.
- Using all the homes on Broadview, that are single-family homes and developing them into increased mid-rise buildings would be a welcome change.
- With the development of these mixed-use properties, the mix of businesses with new multi-level residential will bring in the needed business into the neighborhood along with the residents to support these businesses.
- Broadview needs this development to make it accessible for young people to find new more affordable units, given the character and charm of the neighborhood.
- I like the aspect of increasing the building height for the property development from the existing zoning. Broadview properties have the lot size to accommodate this.
- The recessed window front is very appealing.
- Adding in a community library.
- Single-family homes don't belong on Broadview, especially south of the Estonian property.

- I would like to see more greenery and green space added to this area and other features that would be attractive to pedestrians. There is very little pedestrian traffic along Broadview and it often seems like a highway for vehicles (cars, buses etc.). This makes it quite unsuitable for strolling, lingering etc. If there was a way to create a separation (actual or implied) between the vehicle and pedestrian traffic - a buffer of sorts - I think there may be more pedestrian traffic and a greater sense of community along Broadview. I would support the addition of parks/parkettes, trees and landscaping, public art and murals etc. The addition of a bike lane may help liven up this stretch (especially as it would connect to the bike lane along Chester Hill).
- An increase in the number of small and medium sized businesses would also increase pedestrian traffic and make the area seems like less of a "dead zone". Looking north on Broadview from Pretoria, it looks like a "no man's land" for pedestrians.
- I support adding density to the area (as it would be good city planning to do so) but would like to ensure that the character of the neighbourhood is not fundamentally altered by increased density (aesthetically or practically given traffic patterns etc.).

- Building height should be the same height as the Albany Clinic
- All new buildings should have parking space for each unit and provide visitors parking because street parking would be unbelievable

- We like the lots that have setbacks, and would like to continue to have setbacks
 - A community centre and green space where the Estonian Centre is
 - Burry overhead wires – especially the ones by the subway where the pigeons poop on your head
 - Hybrid buses to reduce noise level
 - Broadview is a narrow avenue. New development should be kept to townhouses and low scale apartment buildings
- I think that density relates to what the infrastructure can support. I have no problem with mid-density buildings providing they are integrated into the neighbourhood architecturally, however I think that any higher densities are unsupportable in terms of traffic.
 - Green space on setbacks in front of new mid-rise buildings would be nice.
 - Traffic and parking are major issues. Any new development should have adequate visitor and resident parking. Parking permits should not be issued to residents of new builds.
 - Don't believe Jackman P.S. can support more students without expansion.
- Too much traffic, at very high speed.
 - Not enough green space
 - It is greatly in need of beautification (more planters, the sidewalks need re-doing, adding a central boulevard would enhance the street, and slow traffic).
 - Any new building needs to pass an architectural review process. Some of the recent additions are hideous.
 - The electrical poles need to be taken down, and the electrical cables buried - it is a terrible eyesore.
 - Better synchronization of the traffic lights to slow down traffic. Right now they are synchronize to increase the speed of traffic. This needs to be reversed.
 - Crosswalk signals need to be longer, allowing more time to cross Broadview. Currently, crosswalks signals are programmed to favour car traffic over pedestrian traffic. This needs to be reversed. There are a very large number of seniors living in the neighborhood and very frequently the lights change before they have completed their crossing, putting them at risk.
- There should not be parking in front of the residential buildings between Hillside and Pottery Rd. Whenever any major north south artery is closed Broadview takes much of the pressure - the parking there creates a big bottleneck just before the pressure release point of Pottery Rd.
 - I don't know how you would do it but a summer big lane would be nice
 - If there is residential there should be some kind of minimal landscaping as in the Minto Place - requiring a bit bigger tree from the get go would have improved things a lot. Residential front yards like those north of Sobeys should never be allowed.
 - Local small retail stores would be great at street level, and glazing should be a requirement.
 - The Preservation Board should be contacted to see if the two apartments on the west side just north of the Danforth should be listed.
 - The bluebird daycare and that strip of stores just south of Browning are perfect. The extra sidewalk width in front of those stores is ideal. When I was growing up they were a thriving, butcher and green grocery. The scale of the stores south of Browning with the residential units

over is ideal. If a fourth or fifth floor were to be added there should be a setback, which adds to the green space. The slopes in your sections are a great concept but if the terrace created results in a place to store junk its no so good!

- I would also like to suggest that the use of clay brick be encouraged, as it is really the hallmark of the area.
- Transportation: The apps telling when buses are coming is good but really the Broadview station can't take much more so you had better get the relief line up and running. Once it is, Broadview Avenue might be able to handle more people without any more cars.
- I think the Minto tower is fine. Much better that the disgusting strip mall that was there before. My only comment is that it sure could have been a much better development if the owner of the dairy queen had come to some sort of agreement with Minto to sell that corner of land... I would have loved to go to a modern DQ, with a great wrap around deck overlooking the city in a retail condo of the tower.
- Don't let them build things like the LCBO & Shoppers on The Danforth. Since both those new buildings were obviously within the existing zoning, there was no need for consultation. Higher density? Obviously not. Both those building should have had offices/residences over top.....Actually, shoppers was built around the same time that the Albany clinic was needing to expand....why wasn't a medical building built on top of the shoppers? And really, that "ginormous" boring looking building of an LCBO makes our neighbourhood look like we are just a bunch of drunks. I think the neighbourhood was let down on both counts for those two buildings. Please don't repeat this on Broadview....just to be clear, I'm not opposed to the shoppers or the LCBO. I am opposed to the buildings they chose to build.
- The plan for the consultation showed some small lots, medium lots and larger lots. The size of building that could be proposed are based on the sizes of those lots.....this brings me to the condo development for the SAKS lot. What's with 840 & 842 Broadview? The two lots north of the Saks proposal. Those are UGLY. I'd be much happier if the Saks proposal included those two parcels of land. A much nicer project with adequate access and sufficient underground parking could probably be easily designed. These are the types of changes that I would very happily support.
- There were people in the room who lived in SFD on Broadview....."I've been there for xxxx years, and no one is going to take away my house and ask me move" I have no patience for those people. It's only a house for crying out loud, and a house on a really busy street, and many of those houses are in poor shape, with poor/no parking. We can certainly do better than that. Do we need SFD's on an "avenue"? Would those parcels of land be better used in some other way? The townhomes where the REIMS was is certainly better/more attractive than what was there....and better than 2 storey semis'. Could it have been even better? I don't know.
- We live in an amazing neighbourhood, and I think we can create more retail/offices and housing. People should be able to live and work downtown in nice neighbourhoods.....I sympathize with the person who said he'd like to see affordable apartments or condos that his kids could afford. Or condo's for the empty nesters who want to downsize.
- I don't have a solution to the SAKS problem, and have no clue what the "deal is" with 840/842

Broadview. But what is currently proposed is not an improvement....Let's see what we can do to fix this before it's too late.

- We still have plenty of time to do the right thing for the Estonian house land. I know that the current owners need to make money, and whoever the developer is who buys it has to make money too. But, there must be a good solution somewhere.
- I do think we need green space and I empathize with people who don't want tall buildings to crowd out their backyards. I think that we can slowly get rid of the ugly, and replace with well thought out higher density multiple use (residential/retail/office) buildings. We need to be sure we keep the nice.....
- Continuation of low and mid-rise is appropriate, e.g. 4 or 5 stories – high-rise/high-density neither suits the area nor can it be supported.
- Broadview as a streetscape from the Danforth needs attention. The sidewalks, light standards, telephone poles, signs, wires are a mess. Regular trees planted in the sidewalk from the Danforth to Mortimer would substantively soften the feel of the area and add shade and water control.
- Any development that occurs must be respectful of the existing residential neighbourhoods and housing. Existing high-rise towers on Broadview do not have residential housing in their backyards. They cannot be used as a guide for future development approvals.
- A traffic light at the intersection immediately north of the Danforth TTC would allow better traffic flow and safer pedestrian crossing. This would also allow cars to access the public parking and reduce the burden on Broadview and surrounding streets.
- Parking on the west side of Danforth south of Pretoria should be eliminated.
- Broadview has the potential to be an attractive arterial avenue that is largely populated by low quality development. Intensification with urban design standards would be a welcomed improvement.
- I am not opposed to seeing the new planning ideas implemented on Broadview Ave.
- Many of the areas driving down Broadview are old and seeing the new buildings certainly have improved the look of the area. However, I will not be affected by having a mid-rise looking into my backyard as we live on Thorncliffe Av with the DVP as our backyard. The high-rises to the south are not an issue due to mature tree coverage along our backyards.
- I do think it is important to have the mixture of low-rise, mid-rise and high-rise along the avenue.
- We have now experienced our adult daughter who was raised on Thorncliffe Av wanting to buy and live in the area, this side of the valley. She did buy a condo at 90 Broadview Av at Queen. A lovely building in a changing area.
- Now that our children are grown there may come a time in the near future that we too would like to downsize from the 4 bedroom home to a smaller home or condo. We have decided that Toronto and this area is our home and we would like to be able to stay in this area.
- We are very concerned about further high-rise development from Mortimer south which would:

fundamentally change the character and feel of the neighbourhood; be out of keeping with the character of the neighbourhood; cause undue congestion of traffic; and improperly and detrimentally cut off visual and other access to green and open space across the valley for everyone who currently lives in or travels through the neighbourhood.

- We think it is critical for the neighbourhoods to the east and west of Broadview that the building heights and densities remain modest, not exceeding approximately 5 stories or extending far to the rear of existing properties which front on Broadview, and imposing on adjacent residents.
- Broadview as a streetscape from the Danforth needs attention. Regular trees and planters in the sidewalk from the Danforth to Mortimer would substantively soften the feel of the area and add shade and water control.
- We would like to see a crossing guard at Chester Hill. Chester Hill should remain always a one-way street and any additional traffic flow onto Pretoria, which is already congested, needs to be carefully considered and limited.

I have lived at Broadview and Danforth Avenues all my life - with long periods abroad - and have seen the neighbourhood grow and change, largely for the better. I am most interested in how the area's future will be shaped; and I have been somewhat engaged in community growth, especially where infill projects have been proposed. I have been involved in collecting signatures to petition against an unwanted development and have spoken before City Council. Having said that, I am not against all infill housing developments.

From an environmental standpoint, I recognize that we should not be developing land outside the city ad infinitum because of the loss of important animal habitat. To minimize sprawling developments outside existing urban areas we must permit some infill housing; however, my passion runs high when proposed building projects do not fit in with their surroundings. Harmony in architectural style and lifestyle are crucial to success for those residents who have chosen to make this lovely area their home. Unfortunately, some developments in the area are hideous eyesores and are a blight on our neighbourhoods visual aesthetic. The project in which I was involved in petitioning, holding local meetings and speaking before City Council was one that was inspiring only to the developer.

- I know that someone asked why the large sites on Broadview were not being discussed (e.g. the Estonian Site, the Latter Day Saints site, and the Sobey's), but the follow-up question to that would be, how do we include discussion on these sites? Please keep in mind that we do not think of Broadview north of Danforth as being a different neighbourhood to Broadview south of Danforth, or The Danforth itself. To speak of development of Broadview north of Danforth is to speak of it south of Danforth and north of Sobey's, as well as the neighbourhoods to the east and west. I still do not know why you were focusing on just one area. Perhaps you could speak on this. When we speak of Broadview, we also speak of the Sobey's site, the Estonian House site, etc., as well. It is not isolated in our eyes. It seems to me that those large sites are the most important to discuss as they will end up having the biggest impact on the neighbourhood.
- Clearly, this neighbourhood does NOT want large scale development, as we see west of the Don. We are NOT the downtown.

- For me, and I see many of my neighbours, Broadview Ave is an integral part of "The Danforth". We are not just one isolated street. The Danforth is a family neighbourhood. This is NOT the financial district, and we do not want to see the kind of destruction and redevelopment that they are currently experiencing in the downtown core, west of the Don. The Danforth feels like a small city, adjacent to downtown Toronto. This is NOT downtown Toronto, and we never want to see it developed in such a manner.
- We are a community of houses primarily, and that is how we want it to stay. If that means new housing, fine, but we do not want to see the run-away condo development that plagues the downtown. And the new housing should be small-scale, or similar to what currently exists.
- If we are going to develop Broadview, then we want it to enhance the community that we currently have. We need a new school here, without a doubt. The City needs to begin development of that now. Jackman school has a waiting list! The Latter Day Saints site might be ideal or the place across the street from it. We need a parkette north of Mortimer desperately. What I see downtown is condo developers jamming in as many condos as they can, without putting room for family growth, e.g. putting in schools and parks and gyms, etc., which will cause a collapse of that market down there. That is not sustainable development.
- I like all the ideas about buildings not being more than I believe you said 4 stories (I lost the sheets!). I like that they slope back, so that we don't get walled in.
- What I do like is green space in front of buildings. We have an amazing green canopy in this neighbourhood, and we need that to feel the small-town, family-oriented warmth that we feel now. Having a green canopy makes all the difference between our neighbourhood, and the yucky, unlivable financial district. The townhouses they developed on Broadview look nice, but they are way too close to the street, as are the townhouses just north of Sobeys. This is the kind of mistake that I do not want to see repeated. You cannot put anything green between the house and the street, and this has not been in keeping with the character of the Danforth neighbourhood. They do not fit in. We need them back further, with green in front of them, as all the existing houses currently have. This jam-them-in mind set of the downtown core is a mistake, and a shame. It makes it unlivable. Most people do not want to live in a concrete city. If they do, there is plenty of space downtown.
- Not enough was said to address the large development of this neighbourhood, and I would like to hear you speak about this issue.
- While there may be a way to jam in another tower on Broadview, I can say that most of us were very upset with the Minto development. Again, it is too close to the street, no green buffer, and took up way too much landscape for concrete. That is the exact opposite of what this neighbourhood wants.
- Someone made the point that he would like a condo development in the area for his kids when they move out, or when people living in houses want to down-size. The fact is we have two condo buildings here already. The Minto did not get filled with neighbours, but brought in people from outside, which is fine, but shows his argument is flawed. There are plenty of towers going up in Corktown and the Canary district for his kids.

I agree that the area surrounding Broadview Ave, a block and more in from Broadview in either

direction, is a nice neighbourhood. There is a sense of community and pride, and it shows.

Unfortunately, the same cannot be said of Broadview Avenue itself. There is no architectural merit to anything. The street is diverse, but ugly.

Thank god for the Minto tower, the tall buildings just south of it, and Whistlers. I am glad that the city has also identified it as an area for change.

The word that was used last night was “charms”. Let the redevelopment proceed, but let us insure that we enable the inclusion of charms, be it a coffee shop, an upscale jazz club, and/or services we all need, such as a bank, flower shop, tax preparation service, legal services, etc. It is important to include businesses that service the public in the evenings, such as restaurants and clubs.

Currently the street looks run down and is an invitation to crime. During this past year there have been several assaults in the area. Why? Because after normal business hours there is little life on the street. With increased density there will be more people on the street, supporting the various businesses that will come. This will limit the opportunity for assault, gang graffiti, and the drug trade as the street will be constantly in use and visible.

Broadview has the opportunity to be a place of pride and a destination for people from other parts of the city. It could be vibrant. Currently it is in stagnant decay and 10-20 years behind the surrounding area. All the surrounding streets have had wonderful rejuvenation and creative architectural evolution. Let’s continue this on Broadview Avenue itself.

- It is hoped that recent developments such as Minto Skyy or older high-rise multi-residential buildings namely 980, 1000 and 1010 Broadview will not serve as a template/precedent to justify further high-rise development along the corridor. Mid-rises (3-4 stories) are the appropriate scale for our neighbourhood as more intense high-rise development would further exacerbate congestion issues already evident on Broadview Avenue during morning rush hours and further test the limits of our neighbourhood’s current carrying capacity.
- Given the proximity of Broadview Avenue to the Don River Valley, there is an opportunity to showcase Broadview Avenue as a model of green infrastructure implementation with the ability to mitigate local impacts of extreme storm events. Green infrastructure features could include planting strips that can accommodate native trees and plants, stormwater elements such as bioswales, rain gardens/bioretention areas and green curb extensions as well as permeable pavement and previous concrete sidewalks. There is a relative lack of green space directly within the Playter Estates neighbourhood as a whole and the streetscape could be redesigned into a more aesthetically-pleasing pedestrian-friendly thoroughfare. An added benefit of green infrastructure would be the amenity value of a green streetscape serving as a green corridor uniting our neighbourhood. Public art, shaded seating areas, bike parking, attractive lighting, distinctive signage and kiosks providing information on the neighbourhood and local events could also be integrated further increasing the functionality and allure of the new streetscape.
- Given the previously referenced lack of public greens pace in the Player Estates neighbourhood, an opportunity also currently exists to mobilize lands adjacent to the Don Valley ravine (rear of Estonian House at 958 Broadview and corner of Broadview Avenue and Pottery Road next to 1010 Broadview). There is a marked lack of local green space north of Danforth Avenue and on

the tablelands above the ravine.

- Estonian House is an interesting unique case in point given its unique location. Its high-rise neighbours all have green 'back yards' – it does not. The rear parking lot of Estonian backs onto ten properties on Chester Hill Road and all are situated directly on the Don Valley ravine. The residents on Chester Hill Road, (of which I am one) are a concerned, engaged and close knit group of neighbours who envision the greater potential of the rear parking lot to become an amenity for all to enjoy rather than a development for a limited few. In fact, proximity to the ravine as demarcated by the TRCA regulation line should effectively restrict future development of the Estonian House site to the street level only. Furthermore, such a large expanse of impervious surface as represented by the paved parking lot adjacent to sensitive ravine lands should never be developed nor even grandfathered (as a parking lot) should the property be sold. Instead, the optimal use of the rear of Estonian House would be to revert to green space with a new direct access link crafted from the rear laneway leading directly to the ravine path for the enjoyment of all i.e. access point to our own ravine "beltline".
- The TTC already has limited capacity to transport passengers along the stretch during morning rush hour as buses are usually full and one often has to wait for several buses before being able to embark. Residential intensification would require addressing the lack of current service in the study area during peak times commensurate with the increase in the number of anticipated residents. However, there is also an opportunity to rationalize 1 or even 2 bus stops on Broadview Avenue (excluding Broadview Station) as 5 stops is excessive within the relatively small study area.
- Size, scope and fit of any development on the Estonian House property with the neighbourhood, with particular emphasis on the height of any building, setbacks and maintaining the rear of the property as appropriate to a residential neighbourhood. Ideally the rear should be green space, as it is with the buildings to the north.
- Loss of privacy and property value for the homes on Chester Hill that abut the Estonian House property
- The importance of maintaining Chester Hill as a one way street
- Traffic on Chester Hill
- Parking – that any development not further stress or impact already limited street parking
- It is important that any development stays to the east of the laneway off Chesterhill Road and not hang over our backyards or the east side of # 70 Chesterhill Road specifically also. Please see reply form Joanna Birenbaum at # 70 concerning backyards and green spaces to the rear of Estonian which I support.
- Having played on Chesterhill Road as a child when it was 2 way traffic to/from Broadview and having to watch for speeding cars and heavy traffic volume at all times I know what a detriment to children, seniors and other residents safety this would be. Do not return it to a 2 way street.
- Parking is already a problem on Chesterhill Road without new development. We have people from other streets and suburban people who work downtown and park all night / all day long.

Broadview Avenue Planning Study Community Consultation Meeting #1 Report

- My family is a regular user and depends on the TTC. Broadview Station is heavily used and will get heavier with increased population. With so many pedestrians needing to cross the street and streetcar lines and buses turning in and out around the station it is very UNSAFE.
- A park/parkette with benches and resting benches along the way between Danforth and Mortimer would be nice for seniors who would like to walk/exercise/get around would be helpful.
- Some more trees and planters along Broadview would greatly improve the feel of the area.

Do you have any additional ideas or feedback that you would like to share?

I have lived on Broadview Avenue for 60 years (family dwelling) and I grew up in the neighbourhood and saw changes in the area over the decades. Currently I'm experiencing displeasure with the surroundings. The street north of Danforth in particular has declined. There is drug use in older apartment buildings on the west side, businesses occupying ground floors lack character of Danforth community. Garbage is found on my property. In the past, developers have approached us without giving sufficient information.

I would like to add my agreement to the planning at Pretoria and would appreciate a consultation as to potential planning of the lots (east side Broadview, north of Pretoria) – in particular sale of property and timeline of development.

- Full disclosure – if developers have already applied to develop sites on Broadview, the name of the developer and which site should be disclosed to us. In that way, we know what to discuss precisely. The nature of the development applied for should be told to us too (i.e. location, size, type, height, etc).
 - Sobeys – Broadview and Mortimer – is an integral piece in the community, serving the community very well. There are no other grocery stores nearby.
 - The density would be unacceptable to build another condominium across from Minto Skyy.
 - Public transit needs to be increased as it's already insufficient.
- Do not want too much density
 - If mid-rise buildings were approved, they should have to invest in the area not be too large – they should fit into and not change the overall look/feel of Broadview Avenue.
 - Only mid-rise or lower
 - Better public transportation to serve Broadview
 - Traffic is already bad – do not increase level
 - More trees and greenery
- Do not want Sobeys to leave – the community needs the grocery store. The next closest grocery store is Loblaw's on Broadview south of the Danforth, which is not sufficient for the entire neighbourhood if the Sobeys is gone.
 - Another building across from Minto Skyy would be too dense and cause congestion that already exists at the corner of Broadview and Mortimer.
- Would like to see better quality commercial north on Broadview

Broadview Avenue Planning Study Community Consultation Meeting #1 Report

- The new townhouses on Broadview on the old paint shop are great in terms of street presence and urban design
- Should create higher density and some other incentives to consolidate single-detached houses on Broadview so that they can be developed for a better and greater use
- Meeting should be better facilitated by the facilitator as the focus of the meeting got out of control

- We are pretty excited to have recently bought a condo on Broadview having moved from a house. Please do not allow condo after condo like on Cosburn. You would destroy the neighbourhood.

- I think switching over the already existing buildings into more attractive modern buildings is a better, more affordable option for developers.
- Adding height to buildings is a bad idea. People do not want high-rises looking right over their backyards or buildings so densely packed together that they block views, light and diminish green spaces.

- Help educate people in this community on how and why we can accommodate the population increase in this city – too much NIMBY mentality.
- There must be ways to improve and make growth work for all. If statistics were presented about how Toronto is growing and the benefits of that growth, it may set a different tone.
- Low-rises and green space

I like the neighbourhood just the way it is. I have lived in the area my whole life (18 years) and it was a privilege to grow up here. Regarding future development, I believe it should stay low-rise, low-density. This is what would be most beneficial to the avenue itself and the surrounding single family residential homes. East York as a whole is primarily residential and this is good. While a small amount of condos is acceptable, there is no shortage of condos in Toronto – there is a shortage of single family homes. People (especially young families) should be able to live in the city and have a reasonably sized house with a yard and driveway. I have had the privilege of growing up in such a house and believe that more people should. Large developments would not enhance but distract from the quality of living in the neighbourhood.

It is natural to be resistant to change if something is comfortable as is. Broadview Avenue is appealing as it is now. I only hope any changes coming keep in mind its neighbourhood feel and it's not a downtown high-rise area.

- Why, for any development within two blocks of so of Broadview subway is there a requirement for any parking spots? We should be encouraging public transit use.
- Why not properly redevelop Broadview Subway Station (too small for number of people using it as it exists) and develop a space over it (higher rise would be okay here).

Broadview is a bleak street due to ugly architecture and the noise of many buses that run along the avenue, as well as sirens day and night.

With any additional development, infrastructure needs to be addressed (i.e. increased transportation,

services, schools, etc).

Would like to see a focus on making the street friendlier to pedestrians and cyclists.

- Maintain/increase green space (to complement natural green space in area)
- Do not build condos on Sobeys site!
- Keep the current character of the street
- Improve green space and add trees
- Some additional mid-rise condo construction would provide a balance of variety. It would allow option for retirees who can no longer manage a home, but who wish to stay in the area they are familiar with. There are currently few condo choices in this area. But it must have adequate parking to not cause further traffic congestion.
- There is a market for 2-3 bedroom in 4 to 6 storey condos
- There should continue to be affordable rentals
- Not 900,000 townhouses!
- Increased density needs to be matched by transportation infrastructure – present capacity is exceeded by demand.
- Don't take away Sobeys! It is the only grocery store in the area and it serves hundreds of people.
- Just needs to be spruced up
- More parking because of subway
- Traffic
- More green space not buildings
- Maintain Ma & Pa businesses
- Don't forget that Broadview is a major north-south thoroughway and whatever is above will have a major impact on traffic flow
- I do not want a high-rise or any building higher than 2 stories in the space where the Estonian House is on Broadview at Browning Avenue
- It is ridiculous that we have to move our vehicles to opposite sides of the street in the summer (if it is necessary why would you not do it in the winter to plow snow?)
- One year the roads people came on a wet day in the fall with a leaf blower between each car parked on the north side of Browning and blew the leaves into the middle of the road for the sweeper to come and pick up. One day before the change over day? Good use of taxpayers money.
- Restaurants on west side of Broadview that overlook the Valley
- Dedicated bike lane to connect existing Cosburn bike lane to Danforth bike lane
- Too many buses going northbound (every couple of minutes) creates excessive noise
- More businesses with patio space
- Library
- Broadview Avenue would benefit from a community centre supporting the needs of many residents

(elderly, special needs, children, young adults, etc). Such a facility would promote health and wellness in our community.

- Go for change! It's good for the City!
- 4 storey limit as normal process
- 6 storey is fine provided: there is adequate setback from the road and all neighbours and the first level is commercial.
- Parking is adequate for all residential units
- Conversion of existing properties need to follow these requirements even if exiting buildings in neighbourhood are high-rises per old EY plan (e.g. community centre, grocery stores)
- TDSB needs to concur that local school spaces are adequate for any proposed increase in residential densities. When the recent tower was built TDSB posted a note that space was not available at local elementary schools.
- I would like to see Broadview Avenue to become a destination point similar to other parts of the city by increasing shop, office and business development because it has the infrastructure to support intensification
- Clean up of old buildings which makes the place look run down
- I like the new 'bold' townhouse complex
- Lower the height of the new development and increase parking of the planned new development at Pretoria and Broadview
- I welcome this study because it is pro-active. As I understand it the product becomes a template against which new development proposals can be assessed.
- In general terms, I like the eclectic nature of the built form, particularly the mix of buildings; some abutting the sidewalk and some recessed. As a general principal we should NOT create a canyon.
- In an ideal world we would not have condo/apartment towers but they do exist. If possible though I would like to see a proviso in the plan that if and when those towers are to be ever to be torn down that towers that replace them (and this could be considered appropriate given they would not back onto a private residence) should have a different footprint – one that adheres to the TRCA Valley and Streams set back policy.
- It is not clear to me over what period of time the study is looking. Are we looking at a medium term, say 10 years? Longer term. Say 20-25 years? Or full build out when all exiting development has been redeveloped, perhaps 50 years? Clarity on that point will help scope my next comments.
- I question the re-development potential of many of the SFDs fronting Broadview Avenue on two grounds. First even if sites were assembled would it be economic for them to be redeveloped as town houses or perhaps six storey apartments. Certainly given my comments above about Minto Skyy, I would not be in favour of density of this scale. I would like you to commission a study on the economic development potential of the study area in order to determine if re-development is actually feasible. Second I would like you to commission a study of the impact, (traffic and access to Broadview, sunlight, school capacity, park availability to name but a few concerns) of redevelopment of all the sites on Broadview Avenue (full build out scenario) and secondly the

redevelopment of the sites you identified in the presentation as being “large sites”.

If the economic development study concludes that re-development of the SFDs fronting Broadview Avenue is not likely in the medium term (ten years) then the study should focus on how the redevelopment of the larger sites can fit into the surrounding community

- The street signs on Broadview Avenue need updating. The black on white signs are hard to read, whereas others are twisted and bent or simply nonexistent.
- With respect to the condo proposal at Broadview and Pretoria Avenues, it is most inappropriate. The area is too dense with buildings as it is, especially in view of how narrow Broadview Avenue is, and the proposal includes only 17 parking spots. On-street parking and city parking lots are already at a premium, and even more so since the Albany Clinic relocated to Broadview Avenue. This condo proposal would be better situated at Playter Blvd. and Danforth Ave., the spot previously occupied by the Albany Clinic or on the grounds of the former Church of Latter Day Saints, but with adequate parking at either location. (This is not a case of "nimbysism" as we do not live in those specific areas, and the building would have no personal affect on us, but we empathize with the neighbours who would be affected.)
- Above all, Broadview Ave., south of Westwood down to Danforth does not need or want any further condo developments, be they mid-size or more. The steel, grey "war barracks" south of Browning on the east of Broadview and the grim, glass Minto Tower are quite enough.
- Is there a possibility of creating a north/south bike lane?
- As clearly expressed by the community at the meeting, the proposal to increase the height limit on Broadview to six- or eight-stories is preposterous. Such buildings would not be sympathetic to their immediate neighbors on the surrounding streets. The current infrastructure cannot accommodate densification. The neighborhood school is over capacity. The traffic on Broadview is too intense, and needs to be slowed down. There is too much pressure on the current on-street parking capacity. It makes no sense to plan to increase the population density of the neighborhood until these issues are dealt with.
- As many people noted stopping the study at Hillside doesn't make a whole lot of sense. I suspect it's that walking distance to the subway thing but in this case from the O'Connor curve down really should be looked at.
- At this point being a Hillside resident the credibility of City Hall's ability to plan anything is in doubt considering 1150 Broadview where they treated a residential street as a lane. If they can't tell the difference between a street and a lane how are they going to create an entire new "avenue" vocabulary?
- Also I think whoever is running this study whether it's Lura Consulting or the City is woefully out of touch with the community if they thought that space could ever accommodate the people interested. I couldn't have thought of a better strategy to get the entire community so annoyed and uncomfortable they just vented. It's almost like the community consultant is being set up to fail, or at least that's what it felt like.

My concerns relate specifically to what the OMB is up to, if anything, with respect to Broadview

specifically, as well as what role the TRCA may play with respect to any development on the border of its jurisdiction. Many of our residents, as well as those in homes along Chester Hill Road, are concerned about 658 Broadview (the Estonian House) and what may be developed there.

I also would like more detail on development proposals with the city for 658 Broadview as well as the site where our Sobeys is now situated. That's 1015 Broadview. Could you point me to any applications that may be online?

With respect to the proposed Estonian House Development, redevelopment should be based on the adjoining properties. The east-end of the property fronting on Broadview to the lane way can support relatively higher density. However, the rear of the property, west of the lane way, must be respectful of, and developed and zoned in accordance with, it being part of a neighbourhood, as opposed to an "avenue". The rear of the property would most beneficially be used as green or park space, like the buildings to the north and consistent with the Todmorden Mills property below it. If the rear is to be developed at all, the TRCA line should be respected and extended, the setbacks at the south of the property line should be as would be required for new low-rise residential, and the height of any buildings very limited (below 3 stories).

Any development that occurs must be respectful of the existing residential neighbourhoods.

With respect to the Estonian House site specifically, we are concerned about the size, scope and fit of any development of the Estonian House property. The east-end of the property fronting on Broadview to the laneway could be improved through development. However, the rear of the property, west of the laneway, must be respectful of, and developed and zoned in accordance with, it being part of a neighbourhood, as opposed to an "avenue". The rear of the property would most beneficially be used as green or park space, like the buildings to the north and consistent with the Todmorden Mills property below it. The buildings to the north do not have additional housing to the rear of the buildings, nor should this be permitted on the Estonian House site. If the rear is to be developed at all, the TRCA line should be respected and extended, the setbacks at the south of the property line should be significant (equal to or exceeding those for new low-rise residential), and the height of any buildings very limited (below 3 stories).

With respect to the Estonian House Development, we are concerned about the size, scope and fit of any development of the Estonian House property. The east-end of the property fronting on Broadview to the lane way should be developed. However, the rear of the property, west of the lane way, must be respectful of, and developed and zoned in accordance with, it being part of a neighbourhood, as opposed to an "avenue". The rear of the property would most beneficially be used as green or park space, like the buildings to the north and consistent with the Todmorden Mills property below it. If the rear is to be developed at all, the TRCA line should be respected and extended, the setbacks at the south of the property line should be significant, and the height of any buildings very limited (below 3 stories).

As this was the first public meeting with information on this Study I found it very disappointing. I did not go home with much more information that I began with.

I have been to many Playter Area Residents Association meetings, Community and Campaign Meetings in that room over the 45 years my family has resided in this area. It is large enough to hold that many

people, or more, if held in like a Town Hall meeting with rows of chairs.

Unfortunately my seat was behind a pillar so I could not see the screen or understand what you were saying. I went and stood at the back so I could see the screen but still had difficulty understanding your presentation.

When it came to the short Question period the participant's queries were not answered satisfactorily or with clarity. It did leave many people with a sense of distrust.

I did not stay for the table exercise as it was far too noisy to contribute.

My suggestion to Lura Consulting is to start again. Hold another meeting (Town Hall style) to allow the Community to understand what information or ideas are expect from them. At this type of meeting everyone gets to hear the suggestions and queries that are being made. If Roberts Rules are used it would be more orderly

After this a Community Consultation meeting could be held using the June 19 format and residents could then be better equipped to put their suggestions forward.

With many people now away for summer holidays another meeting could not be held before the Fall.

An important opportunity exists to redevelop Broadview into a beautiful, functional and welcoming streetscape that should not be squandered. I am certain local residents would welcome the opportunity for continued direct engagement and participation in the design for such a transformative project that would have far-reaching impacts on both our neighbourhood and the city as a whole.

I am concerned about the size, scope and fit of any development of the Estonian House property. The east-end of the property fronting on Broadview to the lane way, should be developed. However, the rear of the property, west of the lane way, must be respectful of, and developed and zoned in accordance with, it being part of a neighbourhood, as opposed to an "avenue". The rear of the property would most beneficially be used as green or park space, like the buildings to the north and consistent with the Todmorden Mills property below it. If the rear is to be developed at all, the TRCA line should be respected and extended, the setbacks at the south of the property line should be significant, and the height of any buildings very limited. Also The Estonia House has traditionally ignored numerous noise complaints that have been logged with the Toronto Police over the years. The cars coming down the wrong way on Chester Hill when exiting from the laneway has always been a problem. Adding more units, people and cars will just add more noise and congestion to our expectations of a calm and peaceful neighbourhood.

- Crossing light at Chesterhill/Broadview needs to be better regulated. The cross time for crossing Broadview is too short for seniors and there are many seniors in the area. There also needs to be a crossing guard for the Jackman children since the traffic on Broadview has become so much heavier over the years.
- A more competitive grocery store such as Freshco or similar would be nice along with Sobeys and Loblaws.
- I know my neighbours on Chesterhill Road have given other great ideas.