



## **Community Consultation Meeting #3 Summary Report**

June 2015



*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:*

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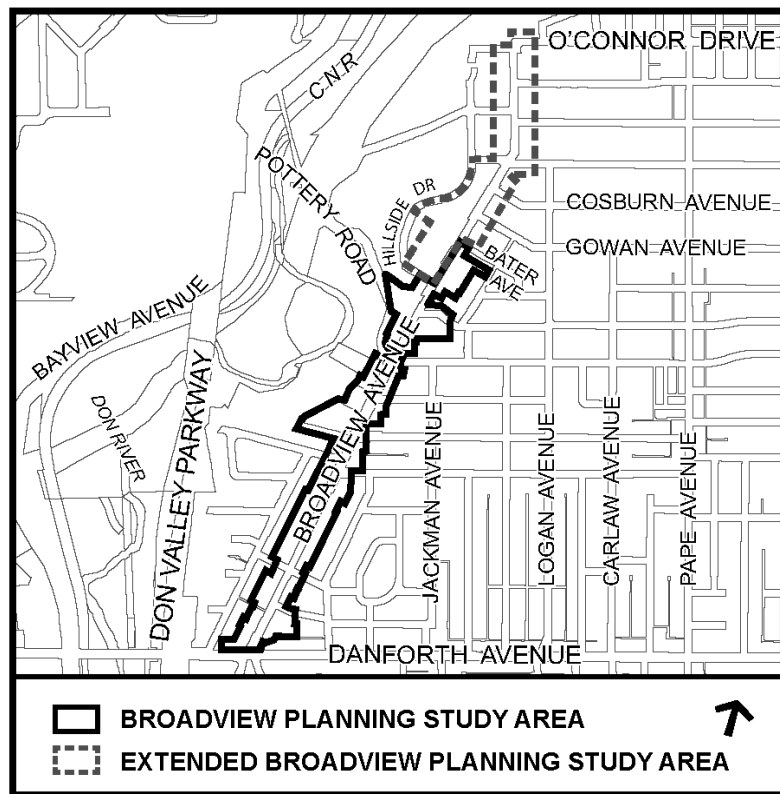
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### Appendix A: Agenda

## 1. INTRODUCTION

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

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



### ***Community Consultation Meeting #3 – June 17, 2015***

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

- Share the community feedback collected to date;
- Present the planning analysis undertaken by City staff since CCM#2; and
- Obtain feedback on options and priorities for the study area.

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

1. Proposed Vision
2. Heritage Options
3. Built Form Options
4. Public Realm Options
5. Transportation Options

Mr. Dilks asked the members of the SAC for the study to identify themselves and briefly outlined the role of the SAC. It was explained that the responsibility of the SAC is to work closely with the Project Team to review project materials and recommendations emerging from the study and provide feedback.

Ward 29 Councillor Mary Fragedakis provided welcoming remarks, outlining the importance of undertaking this planning study. Councillor Fragedakis explained that Broadview Avenue was designated as an Avenue and an area for intensification 10 years ago. In 2013, she requested that City Council approve undertaking a study for Broadview Avenue in order to guide future development in the study area. Councillor Fragedakis noted that the planning study will result in design guidelines and/or area specific policy that will have weight with the planning department, City Council and regulatory bodies like the Ontario Municipal Board. She emphasized that the result of this study should be reflective of Broadview's unique character as an area bounded by a ravine and with rich history as the gateway to the Don River Valley.

156 participants signed in at registration, but attendance was estimated at 180 individuals.

## 2. PRESENTATION

Kyle Knoeck, Manager of Community Planning – East District, thanked participants for coming to the meeting and taking the time to participate in the study. He noted that the project team has been collaboratively working on the presentation with the SAC over the last few weeks and is looking forward to receiving input on the options from the broader community at CCM #3.

A presentation was provided by Francis Kwashie (Community Planning, City of Toronto), the Project Manager for the study. The presentation provided a brief background on the study area and existing planning framework, summarized the feedback shared by residents to date with regards to the vision, study area boundary and character zones and outlined the planning analysis undertaken by the Project Team since CCM #2. Mr. Kwashie presented options and priorities for preserving the heritage elements along Broadview, improving the public realm and complementing the existing built form. Program Manager Nigel Tahair (Transportation Planning, City of Toronto) presented the various ways to plan for the transportation impacts along Broadview Avenue. A copy of the presentation can be found on the City's Community Planning webpage at:

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

### 3. QUESTIONS OF CLARIFICATION

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. We have been discussing how you plan to beautify the avenue by having larger easements along Broadview. That easement will disturb the property owners along the east side of Cambridge. Is anyone studying how those properties will be impacted?

*A1. Part of this exercise involves looking at existing conditions. The Avenues and Mid-Rise Building Guidelines include performance standards which speak to transitioning from mid-rise building heights to low-rise houses to limit the impacts on adjacent residential neighbourhoods. One strategy is to have appropriate step-backs and setbacks to maintain privacy and reduce shadows.*

Q2. Who is going to decide if a 9-storey building or a 6-storey building is appropriate for the various lots along Broadview?

*A2. The area where a modified mid-rise building of 9-storeys is an option does not have any residential houses located at the rear. You won't find that kind of density proposed in areas with adjacent low-rise homes.*

Q3. Two letters were submitted to the city from the community since Stakeholder Advisory Committee meetings #2 and #3. One of the letters outlined 20 reasons why the Estonian House property fits better in Character Zone A. Your presentation outlines that it won't be possible to put a high-rise structure on this site, so why can't it be included in Zone A?

*A3. We have received your letters and will continue that discussion tonight. What is clear about this site is that it has characteristics of both Zone A and C. As outlined in the presentation, we are developing a set of unique principles for this site which will guide any future development. A final decision on which character zone it will be located in has not been made. We have heard what you have to say and will take your comments into consideration.*

*A3. This site is very unique as it has characteristics that no other site has, such as a long and narrow lot, adjacency to backyards on Chester Hill, heritage designation and a ravine in the rear. Whether it goes in Character Zone A or Zone C, we recognize these unique features and constraints and have that in mind when we think of future development for that site.*

Q4. Can we remove the character zones and designate the entire study area as one character area that links Broadview's heritage with the public realm? This would give it more weight in terms of being able to preserve and enhance our existing "gems".

*A4. Thank you for your feedback. We will take that into consideration.*



Q5. Thank you for including the slide outlining that tall buildings are not appropriate for Broadview. What can the City do and what can we do to ensure that intension is not disregarded at the Ontario Municipal Board (OMB)?

*A5. Our study shows that this portion of Broadview is not an area that can appropriately accommodate tall buildings. That will be outlined very clearly in the final document, and there will be evidence to demonstrate that conclusion. The weight of the Study will depend on if the final outcome is the development of urban design guidelines and/or amendments to the Official Plan.*

*A5. We can't guarantee what will happen at the OMB, but we do our best to ensure we have strong policies in place that are supported by evidence and due diligence. Having community meetings like this helps us develop these policies.*

Q6. Are we still working towards creating a vision for Broadview? Do we still have an opportunity after tonight to provide feedback on the vision?

*A6. The vision is up for discussion tonight and we welcome your feedback on that topic. We will have a forth community meeting in the fall to present the final outcome of the study.*

Q7. What is the city's vision for Broadview? Where do you see Broadview in 10 years? What other areas in Toronto might it look like?

*A7. This is not the City's vision; it is a shared community vision. This is a consensus driven approach. If you think there are vision ingredients that have not yet been captured, now is the time to tell us that. We want the guidelines to reflect our shared vision for the future of Broadview.*

Q8. How will noise associated with having retail on the ground impact neighbouring residents?

*A8. All retail will front onto Broadview Avenue.*

C1. I am pleased to see the history of Broadview being presented. Broadview should be seen as the gateway to the valley, which means that we need to have public access to the views of the valley. You are proposing mid-rise buildings on two sites that currently provide views to the valley (e.g., 1010 Broadview). That development would be blocking the gateway. Perhaps a park or garden can be built there instead.

C2. Preserve Sauriol Parkette.

Q9. Is anyone considering a library in Character Zone D where the Latter Day Saints site is? This neighbourhood needs a library. Instead of only thinking about development, we need to think about community service needs.

*A9. I can't say that the city will purchase the Latter Day Saints site, but if you think that a library should be a priority, please provide this feedback. The design guidelines can't require a library, but can help influence the type of development that comes in.*

*A9. We could possibly find space in a new development that could act as a library of the 21<sup>st</sup> century - a place where people can pick up books and congregate. There will be opportunities to have a larger conversation about this as development applications come in to see how we can incorporate a library. We recognize that this community needs a library.*

Q10. What will it take to get the Estonian House in Character Zone A instead of Zone C?

*A10. We have heard your concerns and will take that into consideration. We will continue this discussion. The site has characteristics similar to sites in both Character Zone A and Zone C.*

Q11. How is feedback being weighed? How are you assessing and applying one comment versus 100 comments?

*A11. The focus is not on the number of people that provide a comment, but instead on the reasons that support the comment. We are most interested in qualitative arguments. With regards to the Estonian House, we are interested in the reasons why it should be moved from Zone C to A. The site is unique and we have come up with a number of specific principles to guide any proposed development.*

Q12. The green space on my street (Hillside Drive) was destroyed so one resident could build a driveway. We are now experiencing flooding. Is anyone looking at permeability on Broadview and how future development may result in flooding?

*A12. When any new development application is submitted, stormwater management (SWM) is part of the site plan approval process. Developers are required to comply with SWM guidelines. Development Engineers review the reports to ensure the amount of stormwater that runs off the site is no greater than the existing conditions. The alteration you experienced on Hillside Drive did not have to go through site plan approval because of the size.*

Q13. Is anyone listening or is this just lip service?

*A13. We are listening. Hillside Drive has a long history and has been heavily reported on. What happened there didn't require planning approvals. We are looking at creating planning policies for Broadview Avenue that will direct future development. Hillside Drive is a residential area where we do not encourage or expect to see intensification beyond single-storey houses.*

Q14. What features are being considered along Broadview to increase and better support bike traffic?

*A14. The city's cycling group is currently undertaking a bicycle network study and Broadview is part of the network. We are working with that team as we look at the transportation options for Broadview.*

Q15. Is it possible to look at having bike lanes on Broadview?

*A15. Yes. Having bike lanes on Broadview is included in the transportation options.*

C3. Provide a place for residents to ask questions about how this planning process works.



C4. We need more condominiums like Helliwell Place. A good location for condominiums is on Broadview near Danforth Avenue. Seniors are looking to downsize in their neighbourhood and condominiums make that possible.

C5. The City should purchase the Estonian House site as it is the perfect place to incorporate multiple uses, such as a community centre, library, parkland in the rear, access to the ravine, a bridge to the Brick Works, etc. Few sites on Broadview can accommodate all these uses.

#### **4. SUMMARY OF PARTICIPANT FEEDBACK**

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

##### **Vision**

1. Does the proposed vision capture what we value about the Broadview study area?
2. What changes or additions to the vision should be considered?

##### **Heritage Options/ Public Realm Options/ Built Form Options/ Transportation Options**

1. Do the proposed options respect the character of the Broadview study area and support our community vision?
2. Do the proposed options respect the character of the Broadview study area and support our community vision?
3. What concerns do you have?
4. What other ideas or options should be considered?

A summary of the feedback collected during and after Community Consultation Meeting #3 is provided below and organized according to the questions above. Participants at the meeting provided their feedback by completing and submitting a feedback form or writing their comments on post-it notes at the topic station. Additional written comments sent to Lura Consulting by email, mail, or by filling out the online survey are also included in the summary. A total of 47 community feedback forms were received and a number of post-it notes were posted on the display boards during the meeting.

##### **TOPIC #1: PROPOSED VISION**

Participants provided their feedback on the proposed vision for the Broadview study area. Most participants indicated that the vision effectively captures the characteristics of Broadview that are valued most, while others provided their recommendations for how the vision could be improved. It was suggested that a narrative be developed to reflect Broadview's history and characteristics that differentiate the area from all other neighbourhood within the city. This includes Broadview's close proximity to the Don River Valley, history as the "road to mill" and Aboriginal Trail, connection to Toronto's first industrial site, and unique buildings and streetscape associated with the historic Doncaster and Todmorden Village.

Participants emphasized the need to bring more services and public spaces to Broadview, such as a library, playgrounds and parkland, and better connect Broadview to existing community assets. For

example, it was stressed that better public access to the Don River Valley, one of the community's most valued assets, is needed.

**Figure 2. Vision of Broadview**



A summary of participants' feedback on the proposed vision is included in the following table.

<i><b>Does the proposed vision capture what we value about the Broadview study area?</b></i>	
<p><b>Yes (x25)</b></p> <ul style="list-style-type: none"> <li>• Like the idea of highlighting the history of Broadview (x4)</li> <li>• It seems like a great improvement to our neighbourhood</li> <li>• The vision expressed in the presentation seems to support local attempts to make the Avenue more lively, easy to negotiate and generally attractive</li> <li>• Support the idea of a family-friendly neighbourhood with wide boulevards, mixed use spaces and maintained views of the valley</li> <li>• Green Gateway is very important (x2)</li> <li>• The links to the history and natural realm is a great planning narrative, which will help build a strong identity for this area</li> <li>• The balance of green space to urban intensification is good</li> </ul>	<p><b>No (x7)</b></p> <ul style="list-style-type: none"> <li>• The neighbourhood should stay the way it is now</li> <li>• We need to create a narrative for the neighbourhood that reflects its heritage and is easily identifiable in a large city full of neighbourhoods</li> <li>• It is simply a collection of words. The reader has to figure out what matters and how it can be tied together</li> <li>• Does not seem to be family-orientated since the focus is on development for singles or couples</li> <li>• Not clear how mid-rise buildings support the direction to decrease congestion, have gradual transitions between character zones and create a people-friendly neighbourhood as included in the vision</li> <li>• Do not want to alter the character of Broadview with large buildings in order to gain a few park benches and trees that will likely die because they are planted without</li> </ul>

	<p>adequate space</p> <ul style="list-style-type: none"> <li>• Broadview needs to have an identity. Some features might include historic linkage to Don Valley; focus on mid-rise, mixed-use re-development; importance of heritage properties and communities; and addition of public art</li> </ul>
<p><b><i>What changes or additions to the vision should be considered?</i></b></p>	
<ul style="list-style-type: none"> <li>• All changes to the street should be to the human scale (x8)</li> <li>• Provide improved access to the Don River Valley and Brick Works (x6)</li> <li>• Create a boulevard feel (shops, open spaces, residential) (x4)</li> <li>• Be pedestrian-friendly (x3)</li> <li>• Be cyclist-friendly</li> <li>• No tall buildings should be developed (x3)</li> <li>• Build a library/community resource centre (x3)</li> <li>• If you hope to create a “Green Gateway” at Pottery Road and Broadview, there should be no further development at that intersection (x2)</li> <li>• Environmentally friendly (x2)</li> <li>• Promote the “village feel” by placing an emphasis on community, green space and the history</li> <li>• Bring more liveliness to Broadview</li> <li>• Ensure adequate parking is available</li> <li>• Include a playground for children</li> <li>• Improve accessibility</li> <li>• Expand village and aboriginal narratives</li> <li>• Encourage developers to provide living spaces suitable to families at an affordable price</li> <li>• More emphasis on where Broadview should be aiming in the future</li> <li>• Implement strict regulations to protect the area’s green space and open sky views</li> <li>• Encourage developers to incorporate the arts and crafts tradition of the neighbourhood in their building façades (e.g., have more aesthetically pleasing and unique buildings along Broadview)</li> <li>• Add the word "variety of building types" to the vision. Currently, there are houses, mid-rise commercial spaces (e.g., Albany Clinic), commercial spaces in houses (e.g., barber shop, art gallery, travel agency) and some low and mid-rise apartment buildings. We should aim to keep that diversity rather than create four blocks of mid-rise buildings with only a few heritage homes protected.</li> <li>• The new trees that will be planted to create the “Green Connection” along Broadview should be: a variety of different Native Species so we have diversity to protect against disease, planted in cells and spaced so that they have room to grow, protected from people trying to chain bikes to them and from foot traffic, and planted at an appropriate time of year and watered until firmly established</li> <li>• Provide incentives (or disincentives) to existing landlords to improve their premises (both landscaping and building)</li> <li>• Chester Hill is missing from the vision</li> <li>• Vision wording suggestion: Historic Broadview Avenue is a people-friendly community, with green spaces and trees abundant in the environment, a mix of ages and family sizes, and a good selection of community-oriented stores for easy, safe, walking-based living in the city</li> </ul>	

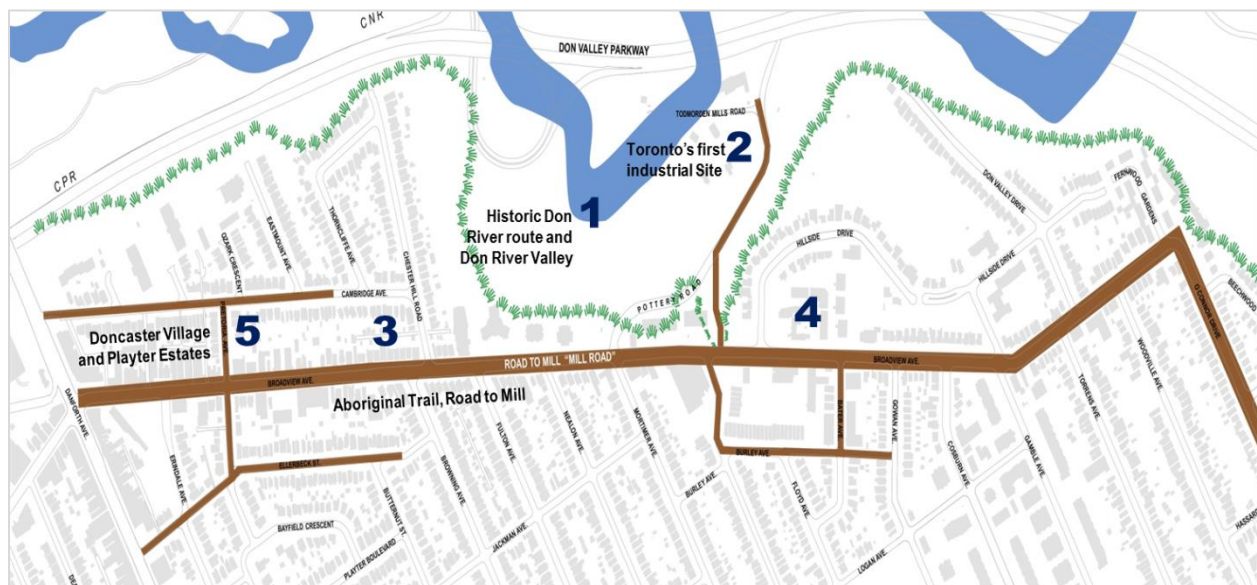
## TOPIC #2: HERITAGE OPTIONS

Participants were asked to provide their feedback on the heritage options presented. In general, there is support for the preservation of heritage elements in the area. Participants are looking to rediscover Broadview's history and better promote this narrative to residents and visitors. It was suggested that plaques and signs describing the historical significance of buildings and villages be posted. Other ideas include developing informational brochures and trail maps to inform residents and visitors of the various heritage elements in the area.

A number of participants suggested that Chester Public School should be designated as a significant heritage property and included as part of the "village" designation. Participants also highlighted that the study should recognize the history of the Helliwell family and bring more attention to the preservation of Todmorden Mills, Todmorden Theatre and the art gallery.

Although participants support the preservation of heritage buildings, there is concern that these buildings will not be appropriately integrated with new buildings. It is recommended that the City set high standards for integrating old and new buildings architecturally. In contrast, some individuals are concerned that developers may stay away from the area if the heritage restrictions and guidelines are too stringent.

**Figure 3. Heritage Elements**



A summary of all the comments received related to the study area's heritage elements is included in the following table.

<b>HERITAGE OPTIONS</b>	
<p><b>Do the proposed options respect the character of the Broadview study area and support our community vision?</b></p> <p>Yes (x23)</p> <ul style="list-style-type: none"> <li>• The study has been very thorough</li> <li>• The options seem more like necessities than “options”</li> <li>• There are options and choices to be made (x4)</li> <li>• Support option #1 and #2</li> </ul> <p>No</p> <ul style="list-style-type: none"> <li>• The proposed options for the Built Form and Public Realm do not take into account the historical buildings identified in this heritage section</li> <li>• There is no indication that Chester Public School will be designated and restored</li> <li>• Do no support option #3</li> </ul>	<p><b>What do you like about the various options?</b></p> <ul style="list-style-type: none"> <li>• Emphasis on remembering and rediscovering our heritage (e.g., village) (x8)</li> <li>• Preservation of heritage buildings (x5)</li> <li>• Focus on Toronto's history</li> <li>• Linkage to First Peoples and settlers</li> <li>• Bringing together heritage areas with residential</li> <li>• Open spaces respecting heritage</li> <li>• Recognition of early industrial site in Don Valley</li> <li>• Recognition of historical sites such as Chester Hill, Helliwell Family, and Doncaster Village (x4)</li> </ul>
<p><b>What concerns do you have?</b></p> <ul style="list-style-type: none"> <li>• Keeping to the principles of the Mid-Rise Guidelines (x3)</li> <li>• The Ontario Municipal Board (OMB) will override city guidelines (x3)</li> <li>• Loss of green space (x2)</li> <li>• Chester Village is not included (x2)</li> <li>• 811-813 Broadview should be kept as a heritage building (x2)</li> <li>• Most historical elements have been buried long ago (only remaining is Estonian House)</li> <li>• If the heritage restrictions become too stringent, developers will stay away</li> <li>• Clarify if all historically interesting properties will be preserved</li> <li>• Implementation of the options presented</li> <li>• That some of the heritage buildings will stick out. The guidance for developers needs to address this by specifically obligating them to integrate these structures architecturally</li> <li>• Concerned about how density will impact the neighbourhood</li> <li>• Developers will not preserve the area's history</li> <li>• Potential disrespect for Native history</li> <li>• Elimination of Todmorden Mills to build condominiums</li> <li>• Ensure heritage buildings and old neighbourhoods are preserved</li> </ul>	<p><b>What other options or ideas should be considered?</b></p> <ul style="list-style-type: none"> <li>• Increase and enhance connections to the Don Valley ravine, Todmorden Mill and Evergreen sites (x15)</li> <li>• Educate the community on the area's history through plaques in the community, signage and information panels (x14)</li> <li>• Preserve Chester Public School and include it as part of the “village” (x12)</li> <li>• Recognize the history of the Helliwell family (William and Thomas Helliwell) (x6)</li> <li>• Bring more attention to the preservation and use of Todmorden Mills, the art gallery and the Todmorden Theatre (x4)</li> <li>• Better link Todmorden, Doncaster and Chester Hill Village and the Don River Valley (x4)</li> <li>• Preserve the Estonian House (x2)</li> <li>• Protect the lookout at Pottery Road (x2)</li> <li>• Amalgamate Doncaster Village, Playter Estates and Chester Village as one (x2)</li> <li>• Designate the study area as a Character Area (x2)</li> <li>• Incorporate public art that celebrates the history (pioneer and aboriginal) of Broadview (x2)</li> <li>• Redevelop the Estonian House into a community hub</li> </ul>



<ul style="list-style-type: none"> <li>Do not want to see more tall glass buildings like Minto Sky</li> </ul>	<ul style="list-style-type: none"> <li>Ensure heritage properties receive appropriate regard in the development of Broadview</li> <li>Make more known about the early aboriginal presence</li> <li>Prepare a heritage walk trail map and information brochures showing the location of heritage buildings and outlining their historical significance</li> <li>Create a neighbourhood name for Broadview Avenue (e.g., Danforth is Greek Town, Queen Street is Riverside or Leslieville)</li> <li>Maintain existing older buildings</li> </ul>
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### TOPIC #3: PUBLIC REALM OPTIONS

Participants shared their feedback on the public realm options presented by outlining the strengths and weaknesses of the options and identifying other ideas that should be considered. A number of participants indicated that they are supportive of the options presented as they demonstrate a commitment to building a streetscape with wider sidewalks, more greenery and better connections to public spaces. That being said, residents are concerned that the public realm will be negatively impacted by traffic and parking issues associated with increased density. It was recommended that the options for the public realm be refined in the context of available space and parking/traffic issues. Trees planted along Broadview Avenue will not flourish unless they have adequate space to grow.

It was also noted that there is not enough green space along Broadview to support the vision of being a “Green Gateway”. As such, participants are requesting that the City purchase land on Broadview to build a park and a multi-use community centre. The Estonian House and lot located beside 1010 Broadview Avenue were identified as ideal properties for the City to redevelop into a space that is for the public.

Other ideas for improvement and feedback provided by participants are outlined in the table below.

PUBLIC REALM OPTIONS	
<p><b>Do the proposed options respect the character of the Broadview study area and support our community vision?</b></p> <ul style="list-style-type: none"> <li>Yes (x15) <ul style="list-style-type: none"> <li>Prefer option #2</li> <li>Support option #1 and #2</li> </ul> </li> <li>Maybe (x3)</li> <li>Not all of them</li> </ul>	<p><b>What do you like about the various options?</b></p> <ul style="list-style-type: none"> <li>The emphasis on planting trees along the street (x7)</li> <li>Wider sidewalks (x8)</li> <li>Connection with the valley (x5)</li> <li>Increasing green space and public space (x4)</li> <li>The community feel (x3)</li> <li>Village concept and Green Gateway (x3)</li> <li>Reference to Broadview’s heritage (x2)</li> <li>Transitioning of building heights between neighbourhoods</li> <li>Thoughtful details in many places</li> <li>Appropriate setbacks</li> <li>Viewpoint preservation</li> </ul>



<p><b>What concerns do you have?</b></p> <ul style="list-style-type: none"> <li>• Lack of open/green spaces (x6)</li> <li>• Not enough parking for new residents and their guests (on-street parking on residential streets is already a problem) (x5)</li> <li>• There are few open spaces in this plan and those we have at the top of Pottery Road are reduced to a few viewpoints which is not supportive of the green community vision (x3)</li> <li>• Clarify what "expansive front landscaping in new developments" means. The rendering of a new building at the corner of Pottery and Broadview looks like it has a small patch of grass, hardly supporting "expansive landscaping" (x3)</li> <li>• Lack of privacy for homes that are adjacent to taller buildings (x3)</li> <li>• That not enough emphasis will be put on maintaining the public realm (e.g., caring for trees) (x2)</li> <li>• Broadview and the surrounding streets will get busier</li> <li>• People use cars and anyone planning to live in this area will have a car</li> <li>• Green Gateway needs to be kept green</li> <li>• Can't visualize the presented streetscape improvements at the intersection of Pottery and Broadview</li> <li>• Environmental impacts of intensification (e.g., slope stability issues)</li> <li>• Disruption of ecology of the Don Valley ravine</li> <li>• Creation of wind tunnels</li> <li>• That there is not enough available space to implement the options presented. Problems of available space, parking and traffic management have to be addressed for any of this to be more than just wishful thinking.</li> <li>• Need more details on viewpoints (show a closer perspective in the drawings)</li> <li>• Shadows cast on yards and homes that abut lots proposed for future development</li> <li>• Need streetscape improvements throughout the entire length of the avenue</li> <li>• Broadview is too narrow for no setbacks</li> <li>• Pollution</li> <li>• Incorporate any new updates to Complete Streets Guidelines</li> </ul>	<p><b>What other options or ideas should be considered?</b></p> <ul style="list-style-type: none"> <li>• More green space (x8)</li> <li>• Install more street furniture (x5)</li> <li>• Increase and enhance connections to the Don Valley ravine, Todmorden Mill and Evergreen sites (x4)</li> <li>• Bury any wires along the corridor (x4)</li> <li>• Village style street lighting (x3)</li> <li>• Design elements that emphasize the heritage of the area (x3)</li> <li>• More public art (x2)</li> <li>• The city should consider purchasing vacant land to create new green spaces and parks</li> <li>• The city should purchase the Estonian House and turn it into a multi-use community centre with a library</li> <li>• Provide better access to Todmorden Mills by creating additional stops at Pottery Road and Broadview and at Todmorden Mills on the Brick Works shuttle bus</li> <li>• Public Wi-Fi zones and mobile charging stations</li> <li>• Options should be presented in the context of available space, parking and traffic issues. A full traffic study is needed, together with a realistic plan for ensuring parking is available to residents of the neighbourhood</li> <li>• More sheltered walking spaces and streetside café areas could be achieved if the ground floors in some of the new developments were set back even further from the street</li> <li>• Need a library</li> <li>• More accessible, safe views of connections to the Don Valley</li> <li>• More parkland dedication is welcome</li> <li>• Illustrate how streets will be plowed in the winter</li> <li>• Prioritize stewardship of unique ravine system</li> <li>• Develop a more robust plan for viewpoints and greenspaces that are not dependent on future development</li> </ul>
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#### TOPIC #4: BUILT FORM OPTIONS

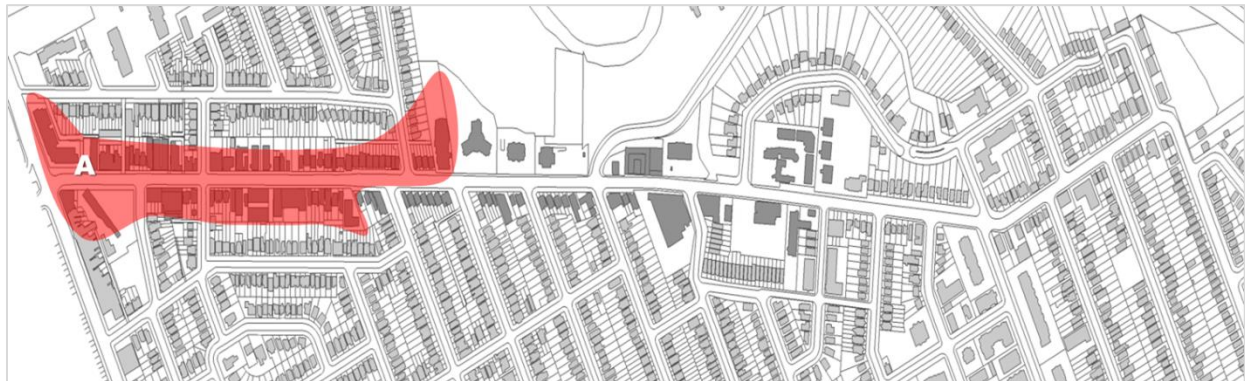
Participants were asked to provide their feedback on the various built form options presented for each character zone. A summary of the feedback received is organized by each character zone.

##### Character Zone A

In general, participants are supportive of the options presented for Character Zone A. Most participants prefer mid-rise buildings to high-rise buildings and are happy that the options reflect this. Participants emphasized their support for standard mid-rise buildings that are consistent with the principles outlined in the Avenues and Mid-Rise Building Guidelines. It was noted that mid-rise buildings fit better with the existing character of the neighbourhood and provide more opportunities for appropriate step-backs and setbacks from adjacent low-rise homes. Residents want to ensure that potential shadow and privacy impacts on abutting houses are limited. For this reason, most participants have requested that the Estonian House be moved from Character Zone C to Zone A. Other individuals are concerned that any densification along Broadview will negatively impact the surrounding residential neighbourhoods and feel that only the “no-change” option is acceptable. In contrast, some participants are supportive of 9-storey buildings in this zone because of the proximity to the subway station.

In addition to the height of buildings, participants commented on the size and function of the interior units. It was outlined that to be a community that is “family-friendly”, housing that accommodates families is required. As such, it was highlighted that new development should include units that have three bedrooms.

Figure 4. Character Zone A



Other feedback provided by participants on Character Zone A is outlined in the table below.

CHARACTER ZONE A	
<p><b>Do the proposed options respect the character of the Broadview study area and support our community vision?</b></p> <ul style="list-style-type: none"> <li>• Yes (x12)</li> <li>• No (x2)</li> </ul>	<p><b>What do you like about the various options?</b></p> <ul style="list-style-type: none"> <li>• Focus on mid-rise development instead of high-rise development which fits better with the character of the neighbourhood (x8)</li> <li>• The streetscape will be very "friendly"</li> </ul>

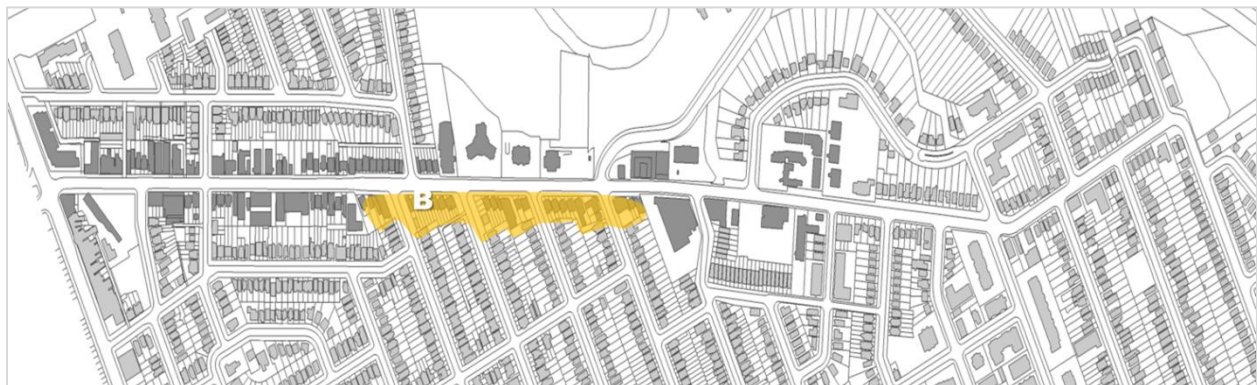
<ul style="list-style-type: none"> <li>○ All the options presented will negatively affect the residential areas abutting Zone A. These neighbourhoods are the reason for the retail stores and transportation on Broadview, and on the adjacent part of Danforth. They have history and stability, and they are collectively a key foundation of the community vision. Building up Broadview Avenue should not be done at the expense of its surroundings.</li> <li>• Standard mid-rise consistent with Mid-Rise Guidelines preferred (ROW) (x12)</li> <li>• Support option #1 (x3)</li> <li>• Support option #2 (x2)</li> <li>• Option #3 is too high (x5)</li> </ul>	<ul style="list-style-type: none"> <li>• The options limit buildings to 6-9 storeys</li> <li>• Mid-rise buildings will transition better to adjacent houses</li> <li>• Mid-rise buildings will provide new businesses as well as residential units without threatening the back edge of the properties near the Don River Valley with erosion problems (x3)</li> <li>• Appropriate step-backs</li> <li>• In keeping with the low-rise buildings that are there now</li> <li>• Mixed business and homes</li> <li>• Walkability of the street with setbacks and trees</li> <li>• 4-storey building heights with 45 degree front angular plane, 7.5 m rear setback and 45 degree rear angular setback</li> <li>• We have to do our part for density but at the same time, we mustn't destroy the health and character of our neighbourhood by building too high</li> </ul>
<p><b>What concerns do you have?</b></p> <ul style="list-style-type: none"> <li>• No tall buildings should be considered in all zones (x14)</li> <li>• Do not want to see uniform building heights (x3)</li> <li>• Not enough housing for families (e.g., townhouses) (x2)</li> <li>• Buildings should not be taller than the ROW</li> <li>• Parking is an issue at all times (x2)</li> <li>• Concern that high-rises will be considered for Zone A because of proximity to subway</li> <li>• Densification without consideration for how people will get around</li> <li>• Costs involved to renew the streetscape</li> <li>• Densification along Broadview will be to the detriment of the surrounding residential neighbourhoods, which define this part of the city. "Building up" on Broadview should not come at a cost to the residents off Broadview.</li> <li>• Step-backs will only work if the ground floors are welcoming and occupied by businesses with the potential to flourish</li> <li>• Excessive speeding along Broadview (bikes and cars)</li> <li>• Noise from mechanical rooms</li> <li>• How new buildings will affect water pressure in the area</li> </ul>	<p><b>What other options or ideas should be considered?</b></p> <ul style="list-style-type: none"> <li>• Move the Estonian House from Character Zone C to Character Zone A (x11)</li> <li>• Need a variety of Option #1, #2 and #3 in this zone (mix of building heights) (x8)</li> <li>• Ensure parking requirements are considered prior to approving any new development (x3)</li> <li>• Provide housing for families (3 bedrooms) (x2)</li> <li>• Support 9-storey buildings in this zone (x2)</li> <li>• Intensification that is respectful of low-rise homes needed near the subway</li> <li>• Ensure there are limits to how close the back wall of a building can come to the rear lot line</li> <li>• Mandate that a buffer zone of greenery be planted at the rear of all new buildings</li> <li>• Ensure shadow impacts on abutting houses and gardens are studied before approving new buildings</li> <li>• The densification of Broadview should be limited because of the extra strain it will place on public transportation</li> <li>• Encourage developers to create buildings that fit with the arts and crafts tradition of the area</li> <li>• Ensure new buildings have façades that are consistent with the brick structures that currently line Broadview Avenue</li> </ul>

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|---|--|
| <ul style="list-style-type: none"> <li>• Townhouses north of Pretoria on the east side are too close to the street</li> </ul> | <ul style="list-style-type: none"> <li>• Maintain a good sewage system to prevent flooding</li> <li>• Have some consistency between all zones</li> </ul> |
|---|--|

### Character Zone B

There is mixed opinion about the proposed options in Character Zone B. Some participants support the various options because they maintain the character of the area by proposing development that is lower in height. Others feel that the options are focused on densification, without regard to building a functional community. For example, participants are concerned that there will not be enough parking to support new residents and their visitors. In addition to parking and traffic concerns, participants do not want to see this portion of the street lined with mid-rise buildings. Residents want to maintain the staggered frontages and have a mixture of building types that accommodate all life stages (e.g., existing houses, 4-storey buildings and mid-rise mixed use buildings). Participants commented that they do not want to see high-rise buildings in any of the character zones.

**Figure 5. Character Zone B**



A summary of all the comments shared by participants specific to Character Zone B are included in the following table.

CHARACTER ZONE B	
<p><b>Do the proposed options respect the character of the Broadview study area and support our community vision?</b></p> <ul style="list-style-type: none"> <li>• Yes (x11)</li> <li>• No (x4)                             <ul style="list-style-type: none"> <li>○ The options appear to be about densifying Broadview, not about building a functioning community</li> <li>○ No homes are indicated in this zone</li> <li>○ Standard mid-rise height of 20 m is not acceptable - it would create a tunnel</li> </ul> </li> </ul>	<p><b>What do you like about the various options?</b></p> <ul style="list-style-type: none"> <li>• The options maintain the character of the area by proposing development that is lower in height</li> <li>• Infill/densification is necessary so it seems wise to do it in a way we can control</li> <li>• Mid-rise development with setbacks and tree lined streets</li> <li>• Some commercial development</li> <li>• 4-storey building heights with 45 degree front angular plane, 7.5 m rear setback and 45</li> </ul>



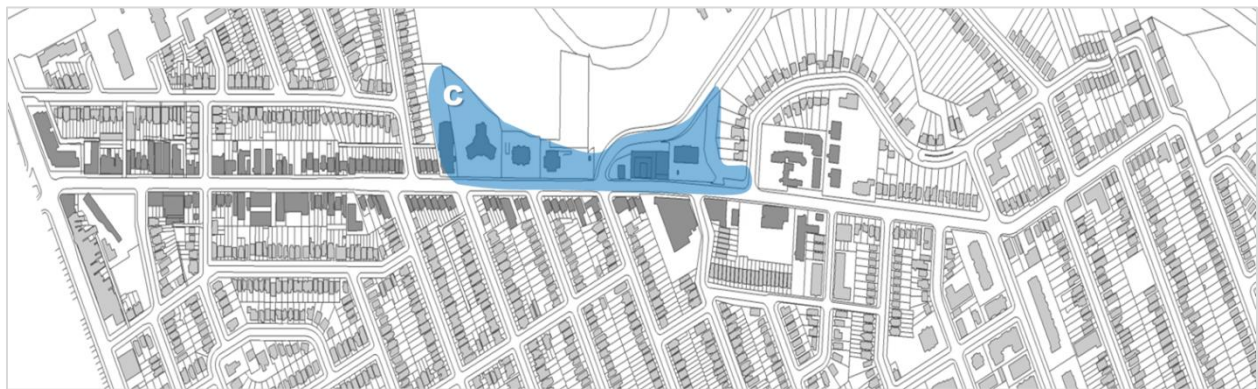
<p>effect</p> <ul style="list-style-type: none"> <li>○ Prefer lower maximum heights</li> <li>• Standard mid-rise consistent with Mid-Rise Guidelines preferred (ROW) (x10)</li> <li>• Support option #1</li> <li>• Support option #2</li> <li>• Support option #3</li> </ul>	<p>degree rear angular setback</p> <ul style="list-style-type: none"> <li>• Consistent building types</li> <li>• Nothing</li> </ul>
<p><b>What concerns do you have?</b></p> <ul style="list-style-type: none"> <li>• No tall buildings should be considered in all zones (x9)</li> <li>• Inadequate parking (x3)</li> <li>• Densification without consideration for how people will get around (x3)</li> <li>• Cost of revitalization - who will pay?</li> <li>• Too many mid-rise building will diminish the residential feel of the area</li> <li>• Unattractive buildings</li> <li>• Why are only buildings shown for Zone B? Need to maintain some low-rise houses.</li> <li>• Lack of green space and community services for the number of people intended to live here</li> <li>• Buildings over 4 storeys</li> <li>• Noise from mechanical rooms</li> <li>• Overdevelopment and loss of village and community feel</li> <li>• The drawings are a bit misleading because they seem to show the buildings right up at the sidewalk, which I don't think is the intention</li> </ul>	<p><b>What other options or ideas should be considered?</b></p> <ul style="list-style-type: none"> <li>• Implement mandatory variations in building heights (x2)</li> <li>• Maintain the staggered frontages to provide more visual interest and relief from flat façades</li> <li>• Examine parking in the area to ensure adequate supply</li> <li>• Mandate that a buffer zone of greenery be planted at the rear of all new buildings</li> <li>• Make sure development plans for families and cars that people use</li> <li>• Provide mixed income housing</li> <li>• Encourage conversions and infill development in this zone</li> <li>• Enhanced architecture</li> <li>• No change</li> <li>• Ensure new buildings fit with the residential character, rather than cheap looking commercial buildings</li> <li>• 14 m included is option #1 would be more visually pleasing if the top two floors were stepped back</li> <li>• 17 m modified 5-storey mid-rise would be more acceptable if the top 3 floors were stepped back</li> <li>• If all of the new buildings on Broadview were stepped back starting with the third floor, it would provide more growing space for all of the new trees and reinforce the “Green Connections” vision</li> <li>• Since Zone B is mostly residential, mixed use development should focus on the lowest height of mid-rise to better transition to the houses and to maintain the residential and family-friendly character of the area</li> <li>• Southeast and northeast corners of Mortimer should be in Zone D</li> </ul>

## Character Zone C

When asked to comment on Character Zone C, participants focused on the future of the Estonian House and the sites at the corner of Pottery Road and Broadview Avenue. There is general consensus from participants that the Estonian House should be moved from Zone C to Zone A, and that the corner of Pottery and Broadview should not be developed. With regards to the Estonian House site, participants noted that by moving the property to Zone A, the neighbouring properties on Chester Hill will be protected from a tall building casting shadows and overlooking their backyards. Additionally, it was noted that the change from Zone C to A would help to protect the bank of the Don Valley ravine, and ensure that the neighbourhood feel of Broadview south of Zone C is maintained.

Participants also voiced their concern for the future of the Pottery Road and Broadview Avenue intersection. It was suggested by most participants that this site should not be developed in order to maintain access to the viewpoints. It was suggested by a few participants that this area should serve as the “gateway to the valley” and be redeveloped into a public park.

**Figure 6. Character Zone C**



Other feedback provided by participants on Character Zone C is outlined in the table below.

<b>CHARACTER ZONE C</b>	
<p><b>Do the proposed options respect the character of the Broadview study area and support our community vision?</b></p> <ul style="list-style-type: none"> <li>• Yes (x7)</li> <li>• No</li> <li>• Support option #1 (x4)</li> <li>• Support option #1 and #2 (x4)</li> <li>• Support option #2 (x2)</li> <li>• Do not support option #2 and #3 (x2)</li> <li>• Support smaller building heights</li> </ul>	<p><b>What do you like about the various options?</b></p> <ul style="list-style-type: none"> <li>• Mid-rise buildings instead of high-rise (x4)</li> <li>• The green space and access to the valley (x2)</li> <li>• Development principles for Estonian House (x2)</li> <li>• Maintained frontages</li> <li>• Building setbacks and trees lining the street</li> <li>• Support option 2 for corner of Pottery and Broadview</li> <li>• Chester Hill preservation</li> <li>• Practical</li> </ul>



<p><b>What concerns do you have?</b></p> <ul style="list-style-type: none"> <li>• The corner of Pottery and Broadview should not be developed any further than it is. Access to significant views should be preserved and the area should act as the gateway to the valley (x20)</li> <li>• Adequate separation distance must be maintained between the Estonian House and the neighbouring Chester Hill residents (x5)</li> <li>• The current plan to develop the Estonian House is a really bad idea and not in keeping with the plan or the character of the area. It will only compound the mistakes of the past. The study seems to recognize that. At the same time, Estonian House is a valuable resource for the Estonian community and potentially for the neighbourhood and the proposed development has been promoted as the only way they can survive financially. We need to get creative and find a way to help this organization through appropriate development (x3)</li> <li>• Inadequate parking for new developments (x2)</li> <li>• Protection of TRCA areas is important. Do not increase access to Todmorden Mills from Zone C in order to keep the conservation lands natural (x2)</li> <li>• Impact on city services such as increased flow of water and sewage</li> <li>• Lack of green space, community services, and schools for the number of people living here already</li> <li>• Do not want to lose the Dairy Queen</li> <li>• Helliwell Place residents live in a tall building, but don't want one next door (this is NIMBYism)</li> <li>• Minto Skyy should be set back more from the street</li> </ul>	<p><b>What other options or ideas should be considered?</b></p> <ul style="list-style-type: none"> <li>• Move the Estonian House property to Zone A to preserve the transition to the neighbours to the south and to protect the bank of the Don River Valley. This will also respect the character of the area and ensure that the neighbourhood feel to the south of Zone C is maintained. The site has little in common with most other properties in this zone except lot depth (x22)</li> <li>• Link Estonian House to Chester Village (x5)</li> <li>• No special zone for Estonian House (x3)</li> <li>• Build a parkette with benches at the southwest corner of Broadview and Mortimer (development would cause increased traffic congestion in this area) (x3)</li> <li>• Do not build more tall buildings to this area (x3)</li> <li>• The city should purchase the Estonian House and turn it into a multi-use community centre with a library (x2)</li> <li>• If Dairy Queen were to sell, build a parkette, not a building with POPS (x2)</li> <li>• Building heights to be consistent with mid-rise guidelines, no taller than right of way (x2)</li> <li>• Any new development on the Dairy Queen site should be kept as low as possible to preserve sightlines</li> <li>• Improve trail to Todmorden between 950 and 1000 Broadview</li> <li>• Limit "cultural hub" to that provided by present Estonian House</li> <li>• Use of Section 37 for developers to gain height by funding community space</li> <li>• Enhance Sauriol Parkette</li> <li>• Provide more public seating (e.g., at significant viewpoints)</li> </ul>
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#### Character Zone D

Most participants support the options presented for Character Zone D, with a few individuals outlining their preference for Option #1. The 15% parkland dedication policy for development sites in this zone was viewed positively by participants. Increasing green space and improving connections to existing public spaces has been outlined as a top priority for the community, and this policy is viewed as a step in the right direction.

Losing the Sobeys was identified as a main concern for many residents. Participants noted that the Sobeys is an important amenity that serves the entire neighbourhood, and therefore any redevelopment of this site should maintain the grocery store.

A number of participants stated that they do not want Zone D extended to include the southeast and northeast corners of Mortimer. This corner is currently included in Zone B, and participants expressed that they want those sites to remain in that zone.

**Figure 7. Character Zone D**



A summary of the comments shared by participants specific to Character Zone D are included in the following table.

<b>CHARACTER ZONE D</b>	
<p><b>Do the proposed options respect the character of the Broadview study area and support our community vision?</b></p> <ul style="list-style-type: none"> <li>• Yes (x11)</li> <li>• Support option #1 (x3)</li> <li>• Support option #2 (x2)</li> <li>• Do not support option #2 and #3</li> <li>• Standard mid-rise consistent with Mid-Rise Guidelines preferred (x2)</li> </ul>	<p><b>What do you like about the various options?</b></p> <ul style="list-style-type: none"> <li>• Dedication of 15% parkland on development sites (x13)</li> <li>• Focus on mid-rise development (x2)</li> <li>• The green space options</li> <li>• Parkland option B at Sobeys site</li> <li>• No tall buildings</li> </ul>
<p><b>What concerns do you have?</b></p> <ul style="list-style-type: none"> <li>• Do not extend this zone to include the southeast and northeast corners of Mortimer (keep in Zone B) (x11)</li> <li>• Need to preserve Sobeys as it is an important amenity to the entire neighbourhood (x6)</li> <li>• No parks considered (x3)</li> <li>• Traffic congestion issues (x2)</li> <li>• Parkland proposed for the Sobeys' site is placed at the back which does not enhance the "Green Corridor" along Broadview</li> </ul>	<p><b>What other options or ideas should be considered?</b></p> <ul style="list-style-type: none"> <li>• The city should purchase land to create a park. This would be of great benefit to the neighbourhood</li> <li>• Maintain open spaces</li> <li>• Promote mixed use development</li> <li>• Smaller building heights for the possible development of the Sobeys' site and property owned by the Latter Day Saints</li> <li>• No more tall condominiums</li> </ul>

<ul style="list-style-type: none"> <li>• Only option 1 and 2 should be considered out of respect for neighbours located at the rear</li> <li>• Parking and traffic</li> <li>• Increased school enrollment</li> <li>• Obstruction of views</li> <li>• Do not want parkland dedicated to increase height demand</li> <li>• Waste problems due to increased density</li> </ul>	<ul style="list-style-type: none"> <li>• Need setbacks to keep the street from looking like the Minto Skyy. This type of development must not happen again</li> </ul>
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### Character Zone E

All of the participants that provided comments on Character Zone E indicated that they support “no changes to the existing built form character in this area”. Participants, did however, indicate that streetscape improvements should be made to this portion of Broadview.

**Figure 8. Character Zone E**



<b>CHARACTER ZONE E</b>	
<p><b>Do the proposed options respect the character of the Broadview study area and support our community vision?</b></p> <ul style="list-style-type: none"> <li>• Yes (x16)</li> </ul>	<p><b>What do you like about the various options?</b></p> <ul style="list-style-type: none"> <li>• No change in this area makes sense. It has appropriate density for the area</li> <li>• Developing closer to the Danforth makes more sense</li> <li>• Single family dwellings remain with no thought of intensification</li> <li>• Respects the neighbourhood</li> </ul>
<p><b>What concerns do you have?</b></p> <ul style="list-style-type: none"> <li>• That this area will be neglected</li> <li>• If restrictions are too harsh, development will not happen</li> <li>• Each zone should be developed independently</li> <li>• Developers will be able to buy property and develop it in a way that does not support the community's vision</li> <li>• Need more trees and greenery</li> </ul>	<p><b>What other options or ideas should be considered?</b></p> <ul style="list-style-type: none"> <li>• Provide streetscape improvements (x3)</li> <li>• Consider densification in Zone E</li> </ul>

#### TOPIC #4: TRANSPORTATION OPTIONS

Participants were asked to provide their feedback on the following three transportation options:

1. Option 1: Maintains existing right-of-way configuration and improves the boulevard with street furniture
2. Option 2: Maintains sidewalk width with changes to traffic configuration (e.g., bus lane with sharrows, painted bike lanes, off-peak parking and sharrows)
3. Option 3: Changes sidewalk width and traffic configuration requiring major reconstruction of infrastructure (e.g., layby parking with sharrows and one lane of traffic, sharrows with wide sidewalks and one lane of traffic, layby parking with wide sidewalks and one lane of traffic or wide sidewalks with one lane of traffic)

Most participants indicated their support for the options, but outlined a number of concerns and suggestions for other ideas that should be considered. Of particular importance to participants is improving the safety of all road users (pedestrians, cyclists and drivers). The implementation of bike lanes was suggested as a way to increase safety for cyclists and pedestrians. It was also recommended that speed limits be reduced on Broadview and a number of alterations be made to street lights to provide pedestrians with the right-of-way and better support the flow of traffic.

The future of 811-813 Broadview was identified as a concern for many residents. Participants do not want to see this heritage property torn down in order to create a parking lot. The significant heritage elements of Broadview were emphasized in the presentation and participants feel this development would contrast the community's vision to preserve and promote their neighbourhoods history.

A summary of all the feedback provided by participants related to the transportation options is outlined in the table below.

<b>TRANSPORTATION OPTIONS</b>	
<p><b>Do the proposed options respect the character of the Broadview study area and support our community vision?</b></p> <ul style="list-style-type: none"> <li>• Yes (x11)</li> <li>• No                             <ul style="list-style-type: none"> <li>○ Support the way it is now - no parking during rush hours in both directions</li> </ul> </li> <li>• Not all of them (x3)</li> <li>• Option 1 is the most appropriate (x2)</li> <li>• Supportive of option #3 (x2)</li> <li>• Do not support option #2 and #3 as they will restrict traffic on an already busy thoroughfare</li> <li>• Do not support option #3</li> </ul>	<p><b>What do you like about the various options?</b></p> <ul style="list-style-type: none"> <li>• Increased pedestrian friendliness (x3)</li> <li>• Street parking on Broadview (x2)</li> <li>• Sharrows or some kind of bike lanes to encourage forms of transportation other than cars (x2)</li> <li>• Greater public transit reflects the areas commitment to people, walking, sustainability and nature (x2)</li> <li>• Install bus shelters along the Avenue (x2)</li> <li>• Walkable communities with benches, trees and flowers</li> <li>• Places for people to congregate</li> <li>• The options make sense</li> <li>• Option of reducing Broadview to 2-lanes</li> </ul>

<p><b>What concerns do you have?</b></p> <ul style="list-style-type: none"> <li>• Don't tear down heritage properties (811-813 Broadview) for Green Parking (x13)</li> <li>• Accommodating vehicular and pedestrian traffic safely (x6)</li> <li>• Broadview Station and the Broadview/ Danforth intersection can't handle the extra pressure of a Relief Line without reworking the entire area (x6)</li> <li>• Parking and the number of cars (x4)</li> <li>• Excessive speeding along Broadview (x3)</li> <li>• As a major alternative artery, we need to be careful about restricting traffic flow too much (x2)</li> <li>• The options represent wishful thinking and clearly cannot be implemented given the available space and the needs of buses. More realism is needed (x2)</li> <li>• Too much congestion on Broadview (x2)</li> <li>• Don't want buses stuck in traffic (x2)</li> <li>• Significant increase in complexity (in some options) for drivers and pedestrians</li> <li>• No feasible options presented for cyclists</li> <li>• No clarity on parking issues</li> <li>• Conflict between parking for residents and for visitors. The former is essential, especially for people who have to drive but not all the time.</li> <li>• A designated bus lane will slow traffic</li> <li>• Children safety when walking to school</li> <li>• Many of the built form options seem to imply a reduction in vehicular traffic, but this will not happen overnight.</li> <li>• The increase in the density of population on the west side of Broadview will bring a need for underground subway access from that side of the road</li> <li>• Broadview should not be seen as a throughway</li> </ul>	<p><b>What other options or ideas should be considered?</b></p> <ul style="list-style-type: none"> <li>• Support expansion of cycling infrastructure/ bike lanes (cycling on sidewalks is dangerous) (x14)</li> <li>• Reduce speed limits on Broadview (x5)</li> <li>• Cycling connection from Cosburn to Chester Hill (x2)</li> <li>• Need parking at Albany Clinic (x2)</li> <li>• Counter flow bike lanes on Browning</li> <li>• Give priority to moving buses quickly up and down Broadview because of the high levels of pollution they are creating in the neighbourhood. Make these routes a priority for lower polluting buses</li> <li>• Hybrid buses (less noise)</li> <li>• Traffic along Broadview should be kept at four lanes</li> <li>• Do not permit parking along Broadview when there is a closure of the DVP</li> <li>• Provide parking for the public with each new development</li> <li>• Explore off-street parking options</li> <li>• Ensure adequate right-of-way and turning lanes for developments to keep traffic flowing</li> <li>• Reduce the options to a set that can clearly be realised</li> <li>• Ban non-local commercial traffic</li> <li>• Adjust traffic lights' timing when Broadview is forced to serve as an alternate to the DVP because of closures</li> <li>• Implement a longer advance turn at the Danforth so more cars can get on the bridge before pedestrians are allowed to cross.</li> <li>• Implement an advance green light at Mortimer and Broadview to allow cars going southbound on Broadview to turn onto Mortimer</li> <li>• Build a parking garage at the subway to accommodate the people who park on residential streets when at the Albany Clinic</li> <li>• Have drop off zones around busy buildings</li> <li>• Impose permit parking on all residential streets around Broadview with no parking from midnight until 10:00 am</li> <li>• Need pedestrian signal button added to North side of Chester Hill</li> <li>• Provide a sufficient number of bicycle racks</li> </ul>
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	<p>along Broadview so people are not tempted to use the new trees</p> <ul style="list-style-type: none"> <li>• Redevelop Broadview Station</li> <li>• Prohibit street parking for condominium owners</li> <li>• Make densification conditional on increased public transportation capacity (in particular subway capacity)</li> <li>• Consider and include different transportation scenarios (e.g., different seasons, times when the DVP is closed, times when the Danforth is closed, etc.)</li> </ul>
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### OTHER IDEAS

Participants were asked to provide any other ideas or feedback that they would like to share regarding the study. The other ideas provided by participants can be summarized under the following five comments:

- Support mid-rise buildings that are consistent with the principles and standards outlined in the Avenues and Mid-Rise Buildings Guidelines (e.g., right-of-way)
- Continue to exclude tall buildings from the study area
- Integrate Broadview's unique history into all aspects of the study
- Designate the entire study area as a Character Area
- Ensure the end result of the planning study has weight at both the City and the Ontario Municipal Board

All of the other feedback provided in this section has been organized and included in the appropriate sections above.

### ADDITIONAL FEEDBACK

A community letter was submitted to the project team and councillors office in advance of the meeting, which outlined nine positions that the community believes to be critical to the success of the Broadview Avenue Planning Study. The nine positions articulated in the letter received support from 50 community members. These positions include:

1. The Broadview Avenue Guidelines follow the City's Mid-Rise Guidelines in respect to the building heights equalling the width of the Right of Way throughout all character zones.
2. The character zones merely describe the existing state and are not a guide to future development. Future densifying development will follow the Mid-Rise Guidelines regardless of character zone.
3. The Broadview Avenue Guidelines anticipate and incorporate (when completed) the City's Complete Streets Guidelines, recognizing the importance of improved sidewalks and support for cycling resulting in improved Walkscores for study area.



4. The Broadview Avenue study area requires a holistic traffic study to define current and projected future traffic (pedestrian, cycling and vehicle) patterns and volumes with the aim of avoiding unanticipated and unwanted vehicle patterns while aiming to achieve the objectives of the City's Walking Strategy.
5. A complete parking inventory must be conducted of the Broadview study area and with the aim of optimizing existing inventory and private capacity before the Toronto Parking Authority acquires new properties and develops new capacity. This inventory should consider how Mobile Pay technologies, which the TPA has recently introduced, could be used in the area to better manage capacity.
6. Historical sites in the Broadview Avenue study area be protected and enhanced while also connected to the broader context outside the study area – Todmorden Mills to the west and the Broadview Hotel to the south and all other historical properties along the historic Don Mills road.
7. That the community develop, and the City recognize, a conceptual statement that defines the character of the area in regards to its proximity to the Don Valley, the history of Toronto, the westerly views of the city and the proximity to large naturally protected areas.
8. That Broadview Avenue Guidelines include a specific standard of curbside pickup of trash that is consistent for every property regardless whether the property is mid-block or corner block unless the property is exceptionally large or a tall tower and able to allow a "forward in – forward out" pickup by the truck that doesn't negatively impact the pedestrian realm.
9. That the Guidelines identify sites beyond the scope of the study that have strategic impact in supporting the objectives of the Broadview Avenue Plan such as Broadview/Cambridge Alley, Todmorden Mills, Jackman School, the Playter Gardens parkette and bicycle lanes parallel to Broadview.

## APPENDIX A: Agenda

### Community Consultation Meeting #3

Wednesday, June 17, 2015

6:00 pm – 9:00 pm

Estonian House, 958 Broadview Avenue

**Meeting Purpose:** 1) Share the community feedback we've heard so far and the project team's analysis; and 2) Obtain your feedback on options and priorities for the study area.

### AGENDA

- 6:00 pm                    **Open House and Displays**
- 7:00 pm                    **Introductions, Agenda Review and Welcome**  
*David Dilks, Facilitator – Lura Consulting*  
*Councillor Mary Fragedakis, Ward 29 – City of Toronto*
- 7:10 pm                    **Presentation – What We've Heard and Options & Priorities for Moving Forward**  
*Kyle Knoeck, Community Planning, City of Toronto*  
*Francis Kwashie, Study Project Manager, Community Planning, City of Toronto*  
*Nigel Tahair, Transportation Planning, City of Toronto*
- 7:40 pm                    **Questions of Clarification**  
*David Dilks, Facilitator – Lura Consulting*
- 7:55 pm                    **Topic Stations – Vision, Options and Priorities for the Broadview Study Area**  
*Please visit the Topic Stations (listed below) of interest to you and provide any comments using your Feedback Form. City staff will be available at the stations to respond to questions and provide information. Completed Feedback Forms can be submitted at the Registration Table before you leave or by Friday, June 26 2015, if you would like more time.*
1. *Proposed Vision*
  2. *Heritage Options*
  3. *Built Form Options*
  4. *Public Realm Options*
  5. *Transportation Options*
- 8:55 pm                    **Wrap-Up and Next Steps**
- 9:00 pm                    **Adjourn**