

APPENDIX B: Compilation of Written Feedback

Feedback from Small Table Discussions

Do you have any feedback you would like to share regarding the character zones & extended area boundary? Are you supportive of the four character zones identified? Would you like to see the study area extended to O'Connor Drive?

- Yes, extend to O'Connor
- Extend "D" to salvation army
- Zone A – mix intensified
- Not sure B disconnected from A
- Zone C – Makes Sense
- Add Zone E – stable/streetscape
- Extending to O'Connor would be worth while
- Current characterization which provides for significant green space is essential to preserve existing neighbourhood character
- 1 person does not want to extend development to O'Connor
- Another said they would like to see development north of O'Connor
- Some are worried about high-rises
- The Massey Complex and Sally Ann area slotted for 250 home development
- South on Broadview from O'Connor the lots are very deep
- Let's make it one comprehensive package
- Some want to keep it residential
- No strong bias about the 4 zones
- Estonian House isn't a high-rise and should be included in area A
- The character zones seem reasonable. The boundary should be extended north to O'Connor if it does not delay the study's completion and/or is significantly more costly.
- Like the four character zones

Area A

- Split zone into 2 sections: Danforth to Pretoria and Pretoria to Cambridge

Area C

- A portion on the south end (Estonian House) might be better suited for Area A
 - Preserve sight lines
 - Less impact on adjacent residential properties
- Okay to extend to O'Connor as long as it doesn't slow down the present study
- We are in agreement with the 4 character areas but we are concerned about transition between the areas being gradual.
- Area C as a distinct area should not be interpreted as a carte blanche for high-rise development, particularly at the south end → impact on residential back and side yards on Chester Hill is a concern

- 4 character zones make sense
- Okay to extend the study area – the extension should be the 5th character zone
- How did you come up with the character zones? Just because high-rise dominates one zone does that mean we should build more of the same? Could you use a legend to help describe the zones? We don't have sufficient information to comment properly
- There is an overlap between red and yellow zones – residential and commercial both – why distinguish A & B?
- Majority to extend the study to O'Connor to include Clinic
- Character zones → appropriate and identifiable
- Can heritage buildings be destroyed? How to prevent that from happening.
- Area A should be the most intensively developed – mid-rise with commercial on first floor
- The character zones make sense
- Character zones might be helpful – need to understand what they mean
- Move Estonian House into character zone A – it should be low-rise
- Use Mortimer as boundary for character zone D
- Supportive of extending the study area to O'Connor as long as residential character preserved
- Extend study to O'Connor
- Zone A is primary concern, to Mortimer
- Supportive of character zones as recommended
- Agree to extend the study area to O'Connor
- Question the need to go to O'Connor – does this City not have enough condominiums?
- The other zones seem to be based on architecture which exists now, which is fine. Does that mean Zone A would be developed first?
- Concerned about 'hollowing out' of the community – loss of community feeling
- This is a place to live in, not invest
- Can't shake the feeling that this is inevitable – that all these 'small table' discussions mean nothing – it is all decided. Lobbyist rule!
- Estonian House fits more with Zone A
- Not supportive of four character zones since lot on far south of C should be in zone A – lot width, institutional character
- No need to extend the study area north to O'Connor

Pick 3 themes and identify your top 3 goals (what you would like to see accomplished or improved in the future) for those themes

Our Buildings

- "Sense of main street" (enhance streetscape)
- Right site for right area (mid/high-rise)
- High rise to diversify building structure (tower renewal)
- Low/mid scales
- Liven street scape

Area Character

- Small business – street scape
- Complete street (bike lanes)

How We Move Around

- Multi-modal transportation
- Pay attention to cross walks (traffic calm)
- More traffic lights
- Setbacks

Our Buildings

- Mid-rise development – not high-rise
- Street and community related uses on ground level
- Quality materials and finishes (brick)
- Important to have setbacks on new developments

Our Streetscape

- Complete streets – accommodating all transportation modes
- Burry phone and hydro lines – Green Infrastructure
- Tree Canopy

Parks and Open Space

- Green infrastructure to improve open space amenities
- Keep open feel of visual space (view of valley)

How We Move Around

- Parking on-site to match units development
- Improve of Broadview public transit (over capacity at peak hours, street cars block traffic, Additional subway entrance on west side of Broadview)
- Infrastructure limited because of limited capacity car traffic on Broadview

Our Buildings

- Don't want continuous look of buildings all the same
- Maintain hodgepodge look of varied buildings
- New buildings should be mindful of abutting properties
- Could be more retail (coffee shops, restaurants)

Area Character

- Maintain character and heritage buildings
- More variety of stores
- Seating – more community space
- Setback of new development
- Library in the neighbourhood
- Want buildings to have same character like church development on Pape

How We Move Around

- When the DVP is closed limit parking on Broadview

- Scary along Broadview where we cycle – shared recognition that bikes share the same lanes (e.g. pavement markings on Pottery Road)
- Safety of pedestrians – buses are too close to the sidewalk. Very dangerous.

Our Buildings

- Human scale
- Mixed Use
- Green/energy efficient

Our Streetscape

- Resilient greenery
- Connections to human scale retail
- More pedestrian friendly

Our Parks and Open Spaces

- More/better access to green spaces and the valley
- Trees at Broadview Parking lot

Area Character

- Maintain pedestrian/cyclist friendly with small businesses to meet the needs of community

Community Services

- Transportation, libraries, schools adequate to any intensification

Streetscape

- Greener, add trees, places to sit and meet
- Access to green spaces
- Nicer place to walk
- Keep sense of history
- Keep low-rise to mid-rise – keep a mix

Our Buildings

- Limit to low rise with adequate setbacks (zone A & B)
- Mid-rise in zone D with multi-use, small or urban size spaces (e.g. community services or retail space)
- Creative ways to increase community services and resources with building development

Our Streetscape

- Preserve more friendly property facings (trees, benches, planters, lighting, ‘promenade feel’)
- Develop a ‘Broadview’ brand/style to be considered for facing properties
- Specifically focus on making Pretoria to Chester less industrial and more walkable

Our Parks and Open Spaces

- Develop community rooftops/playgrounds/shareable spaces on new builds
- Reserve mixed use spaces in new developments for indoor community resources

Our Buildings

- More focus on higher quality, better looking buildings (height and size are not the only criteria)
- Any building must provide adequate parking for all uses (visitors, delivery as well as residents)
- Underground parking

- Any building must minimize the impact on current residents (including the construction phase)

Our Streetscape

- Make it more pedestrian friendly
- Wider sidewalks and green (realize problem if traffic is to be controlled)
- More consistency aesthetically

How We Move Around

- Bike lanes
- Streetcar congestion blocking Broadview: improve
- Maintain traffic controls such as one way streets to prevent north-south alternate traffic corridors (when Broadview is backed up)

Our Buildings

- Sustainable environment – green plantings
- Follow City's mid-rise guidelines
- Consider garbage service and rear articulations

Our Streetscape

- Pedestrian friendly (bury wires, more trees, wider sidewalks, shared community seating)
- Bins for garbage
- Scale/horizontally width consistency

Our Community Services

- Seniors homes for the area

How We Move Around

- Driver compliance with rules – speed limit on Broadview
- Transit
- Cyclist infrastructure

Our Buildings

- Low to mid-rise mix
- Sufficient road to building setbacks

Our Streetscape

- Welcoming to residents and visitors
- Relationship between people and built environment

How We Move Around

- Pedestrian friendly
- Minimize congestion on Broadview and vehicle emissions
- Bike lanes on Broadview

Our Buildings

- Low to mid-rise (design and architecture)
- Parking spots = number of units
- Set-back and sight-lines

Our Streetscape

- Benches at TTC stops
- Greenery
- Lighting – street is dark

How We Move Around

- Better parking management
- Noise from buses, ambulances, etc.
- Width of sidewalks

Our Buildings

- Consistency in design for new buildings
- Save and revitalize some old buildings

Our Streetscape

- Small businesses
- Greenery

Area Character

- People friendly
- Family friendly
- Pedestrian friendly

How We Move Around

- Create underground parking
- More pedestrian friendly
- Wide sidewalks

Our Buildings

- ‘Parisian’ Mid-rise Boulevard – 4-6 storeys max.
- Mixed use
- Green roofs and green standards
- Include ‘stepped’ buildings that are constructed properly to sustain trees/shrubs on various levels (see Michael Hough’s “City Form and Natural Process”)
- Include green roofs that are usable for recreation and dog exercise areas

Our Streetscape

- More bike racks
- More greenery and trees
- More social hubs, benches and wider sidewalks

Our Parks and Open Spaces

- Use current lots – Latter Day Saints – for new park space
- Easy access to Todmorden Mills
- Provide additional views – Back of 958 Broadview
- Better maintained Broadview Subway parkette

Our Buildings

- Height with limitations – not to exceed as low as possible

- Making appropriate design to fit the neighbourhood (e.g. step backs)
- Greening the area around buildings – using density bonus or developer’s fund

Area Character

- Pedestrian friendly and walkable (wider sidewalks with trees, garbage bins)
- Mixed-use (cafés, small businesses, residential)
- Art work (including graffiti)
- Blend new development with extending buildings

How We Move Around

- Crosswalk at bus shelters
- Traffic lights that change faster and/or sync above the avenue
- More transit – fix the subway station to accommodate rush hour because Broadview is a hub

Our Buildings

- 4 to 6 storeys consistent with current buildings
- Architecturally consistent – do not encourage uniformity
- Sustainable buildings and quality construction

Our Streetscape

- Pedestrian friendly
- Cyclist friendly
- More attractive streets (street art, murals, better lighting)

Our Parks and Open Spaces

- More parks and open spaces (there are more none right now)
- Wider sidewalks and green planters
- More places for people to congregate

Our Buildings

- Follow original height restrictions (5 storeys max.)
- Need sunlight more than just 5 hours a day
- More room for greenery

Our Streetscape

- Traffic load is onerous. Question the assertion that traffic is flat lining. Safety of pedestrians is important too.
- Parking is already overloaded. Question the philosophy that cars must be given up because that is not happening.
- More parks, not fewer. No reductions of parks we have now.

Area Character

- Keep character of the neighbourhood – unique urban character
- Maintain the look and feel of Broadview at the moment. Mix of façades (old Georgian house, photo gallery, Broadview Espresso, grocery stores)

Our Buildings

- Mid-rise intensification, not high-rise

- Minimize glass – green technology
- Not ultra-modern architecture

Our Streetscape

- More planters and trees
- Wider sidewalks

Area Character

- Preserve heritage buildings
- Light is important

Our Community Services

- Potential for lower sewage capacity with high-rise development

Our Parks and Open Spaces

- No negative impact on Todmorden – landslide potential

How We Move Around

- More density may have a negative impact on bus service at peak hours
- Bike lane down Broadview needed

Our Buildings

- Mid-rise only – no tall buildings; family friendly
- Protect by policy inclusion, not guidelines (relation to ROW)
- Step back of upper storeys requirements to allow

Our Streetscape

- Greener
- Street furniture
- Accessible to people of all abilities
- Improved pavement and sidewalk materials (remove asphalt from boulevards)

Area Character

- More mixed use development for more urban feel
- Pedestrian friendly

Our Community Services

- Library

Our Parks and Open Spaces

- More parkette/ green space
- Preserve views of the Don Valley

How We Move Around

- Add bicycle lanes/ safety for cyclists
- Continue good access to public transit

Now, thinking about this study area as a whole, identify 3 key words (ingredients”) that you would use to describe your area in the future

- Neighbourhood inclusive
- Intensify smart(priority to business)

<ul style="list-style-type: none"> • Street / Retail
<ul style="list-style-type: none"> • Diverse, integrated, dynamic • Family, neighbourhoods and pedestrian friendly • Mid-rise integrated with low-rise development
<ul style="list-style-type: none"> • More green spaces with seating • Play areas for children • A neighbourhood community centre/library, coffee shops • Traffic light north of Pretoria – maybe a crosswalk across Broadview to get to medical building (986 Broadview)
<ul style="list-style-type: none"> • Green • Pedestrian
<ul style="list-style-type: none"> • Connected community • Eclectic and artistic • Clean and green
<ul style="list-style-type: none"> • More focus on higher quality, better looking buildings → aesthetics • Destination – make Broadview a destination • Walkable to create more of a neighbourhood
<ul style="list-style-type: none"> • People friendly • Broadview TTC redesign
<ul style="list-style-type: none"> • Pleasing • Walkable • Harmonious
<ul style="list-style-type: none"> • Neighbourhood feel • Vibrant – people friendly • Greener
<ul style="list-style-type: none"> • Boulevard (human-scale, low to mid-rise, greenery, mixed use, social/friendly) • Community feel (friendly, social hubs) • Eclectic and historical
<ul style="list-style-type: none"> • Greener, cafés, trees • Mixed use buildings • Walkable
<ul style="list-style-type: none"> • To keep everything the way it is – we like it. • Limit height to 5 storeys – no more. Encourage townhouse development • Keep a sense of community somehow
<ul style="list-style-type: none"> • Mixed usage • Medium to low rise • Green and pedestrian friendly
<ul style="list-style-type: none"> • Mid-rise development only – high-rises of 1970's should not be perpetuated • Greener (trees, open space)

- Pedestrian friendly, both in streetscape design and building forums; keep human scale

Do You have any additional ideas of feedback you would like to share regarding the study?

- This is an areas to live in, not to profit from
- New buildings must fit in with adjacent neighbours
- We want to ensure that any application for development submitted prior to the study's completion be evaluated considering study results
- No applications should be approved until study has been completed
- Fix the Cambridge/Broadview alley to make it a public space (like Distillery)
- Split the study – make preliminary results as a guideline then complete the rest of the study
- The City should encourage owners of the church north of Sobeys' do something with the space (e.g. playground)
- A closer look to what kind of business is allowed (e.g. Body Shop?)
- Keep tree canopy
- Require shadow studies – people want gardens and flowers
- Concern for overcrowding of schools if high-rises go in

Feedback from Individual Feedback Forms

Do you have any feedback you would like to share regarding the character zones & extended area boundary? Are you supportive of the four character zones identified? Would you like to see the study area extended to O'Connor Drive?

- Study area should be extended to O'Connor
- A good idea to include northern area so it's not lost in the planning process – a mix of D + B
 - Zone A is very close to Danforth – maintain the quality of that area but B, C, D need to provide better option for community that is farther from Danforth
- Otherwise character areas are a good assessment of the area
- Zone A – Mixed Use
- Zone C – Building lots, tall buildings and landscaping at the front
- Zone D – Big lots, less development
- I don't have an opinion on the character zones
- Zones okay
- Support extending study to O'Connor
- Expansive Zone C landscaping allows for mitigation between the high rises and single family areas
- Extension of the study to O'Connor is sensible
- Support extension to O'Connor
- If the Project Team is currently studying Broadview Avenue, then they might as well extend their study to O'Connor. Quite likely the same concerns would apply in this area as well.
- The residential streets do not want to be overwhelmed by high-rises, but if low-rise and mid-rise developments are acceptable then hopefully sufficient parking will be planned on each development site.
- It is unrealistic to expect that more cars can be accommodated on the streets. An example is the new Albany Clinic on Broadview, which has no parking for either staff or patients. Everyone parks for free on our residential streets, which we as homeowners pay the city for annual parking permits, but we can rarely find a parking spot on our own street. Albany Clinic does not have a designated parking area for wheel-trans or taxis, instead these vehicles double park on Broadview and block the entire traffic flow.
- Instead I would like to see the study and zones extended to include the residential streets at the back (to the west) of Broadview Avenue.
- Underground connection from retail on west side to the subway which would allow commercial and residential traffic
- The property at 958 Broadview (the Estonian House) has been put into Character Zone C. The other properties in Zone C are mostly high-rise buildings and none are immediately adjacent to any homes. While 958 Broadview does have a deeper lot and does back onto the valley (open space condition) I think the more important characteristic of this property is that the side yard

and backyard of the property are immediately adjacent to quite a number of backyards of houses on Chester Hill Road. This fits the criteria for Zone A more closely than it does for Zone C. Also, the current building on the site of 958 Broadview is harmonious with the houses on Chester Hill Road as well as the rest of Zone A given its height.

- Extend study area to O'Connor Drive
- Agree in principle with the four character zones
- I support the idea of extending the study up to O'Connor Drive. (In fact, looking at the map of designated "Avenues" in the Official Plan, I'm puzzled why that designation ends at Bater Ave. As an area resident, I feel like all of Broadview north of Danforth has a consistent, continuous "feel." Is the current separation an artifact of old East York boundaries?)
- Within the current area of study, I think the suggested 4 character zones makes sense, assuming the final output of this Study (for example zoning bylaws or urban design guidelines) integrate them into a harmonious whole.
- One group reported their request that your team make a change in the picture of the coloured Character Zones A and C shown on page/slide 33 in the power point presentation. Our group made the same point very strongly. I just want to make sure our recorder got it down. By putting the Estonian property into C, we think it can be read as "high-rise precinct", even though your description distinguishes it only as wider and deeper lots and backyard to open space. Putting in the blue C zone prejudices the case, our group thought, in effect saying go ahead and apply for a rezoning to high-rise density. The existing structure, including the heritage building, is closer in scale and usage to the A red zone, and is adjacent to a row of backyards along Chester Hill that are not in the planning area, but would be affected.
- The group urges that an amended slide show that property, either in the A red zone. My proposal would be to give it a different colour of its own, and describe it as something like heritage, mixed use, transitional.
- Each zone should have its own scenery, distinctive structures/buildings, architectural style, and be lightly populated.
- Designate different designers and developers to each zone to encourage diversity and style
- Any new developments should be as pedestrian friendly as possible
- I think the Estonian House has been incorrectly places in Zone C. It should be in Zone A because its backyard is adjacent to the backyards of houses on Chester Hill Road. Also, the Estonian House is 2 storeys high like most of the buildings in Zone A. Even through the Estonian House is near the Helliwell Place high-rise, It does not fit with the high-rise building in Zone C.
- I'd like the study area extended to O'Connor
- The Avenue Policies in Toronto's Official Plan contain an Avenues vision supported by various Avenue Studies which recommend "mid-rise building forms – that can be accommodated within the existing lot depths, and fit within the neighbourhood." I support these efforts to move toward intensification, but believe that high rise development on Broadview Ave. should be stopped and that 4-6 storey mid-rise buildings are more consistent with the character of the neighbourhood (mirroring the characteristics of the Danforth).
- In order to prevent any further development of high-rises, I would propose that The Estonian Centre (adjacent to the houses on Broadview just north of Chester Hill Road) be included in

Zone A. In addition it does not have the expansive front landscaping that most of the other Zone C buildings south of Mortimer. Furthermore, it's backyard is adjacent to backyards of houses on Chester Hill (backyard to backyard condition) The existing high rises in Zone C are clearly not in line with the Avenue vision, but were built before a more forward looking City plan.
<ul style="list-style-type: none"> • My only concern is that 958 Broadview Avenue belongs in Area A, not Area C. It is low-rise like other buildings in A and unlike buildings in C. Also, it meets the backyard-to-backyard criterion for Area A as its backyard is adjacent to backyards on Chester Hill Road. • Extending the study to O'Connor is a plus as long as it does not slow the study down.
<ul style="list-style-type: none"> • I am supportive of the four character zones identified • I think I would like to see the study area extended to O'Connor Drive
<ul style="list-style-type: none"> • 958 should belong to Zone A • Estonian House backs onto homes on Chester Hill
<ul style="list-style-type: none"> • I strongly believe that the boundary of character zone A should extend to include the Estonian House property because of the proximity to the 2 storey homes on Chester Hill Road. • While the Estonian House property is a wider and deeper lot, it is also adjacent to the backyards of the houses on Chester Hill Road and satisfied the condition of 'backyard-to-backyard' as in Zone A. The Estonian House seems to be a good buffer between the 2 storey homes and the row of high-rises.
<ul style="list-style-type: none"> • I don't have an opinion on extending the study area to O'Connor Drive, but I do feel that the end of Zone C (high-rises) should end at 980 Broadview on the border closest to Danforth Avenue. We don't need more high-rises in the area, as they would detract from the existing feel of the neighbourhood.
<ul style="list-style-type: none"> • Six storeys is high enough in each zone • Each character zone needs to include living plants in plots on lamp posts • Underground parking needs to be included in each new building • I think that if the study area is extended to O'Connor Drive the study will take too long to complete
<ul style="list-style-type: none"> • Yes I support the 4 character zones • Yes the study area could extend to O'Connor Drive
<ul style="list-style-type: none"> • Estonian House should be included in area A. The Estonian House backyard is adjacent to backyards on Chester Hill Road and not right criteria for a building to be in Area A. Estonian House is a 2 storey building as others in area A. It does not confirm with high-rise buildings in Area C.
<ul style="list-style-type: none"> • The Estonian House should be moved to Zone A. While the lot is deep is much narrower than the other lots in Zone C. It is a low-rise building that fits better with Zone A.
<ul style="list-style-type: none"> • This area study was unclear – street names and areas poorly defined. More explanation about this guide would be welcomed.
<ul style="list-style-type: none"> • Would like to see the study area extended to O'Connor but not if it delays the delivery of recommendations to council. • Would like to see 958 Broadview, the Estonian House, included in Zone A. Like Zone A, 958

Broadview's backyard is adjacent to the backyards on Chester Hill Road. That is the same criterion for buildings in Zone A. 958 Broadview should not be Zone C.
<ul style="list-style-type: none"> I think that at this point in time, the study should concentrate on the four identified zones as they comprise a mix of residential, commercial, low-rise and high-rise. The area to O'Connor is primarily residential with a small amount of service retail.
<ul style="list-style-type: none"> Area C includes existing high-rise condominium apartments. The current map also shows the Estonian House in Area C. This is a low-rise building which would fit more properly in Area A
<ul style="list-style-type: none"> I find the inclusion of the Estonian House in area C puzzling as it is clearly a lower/mid-rise building with many houses behind it. This land (the Estonian House property) should be included in area A.
<ul style="list-style-type: none"> Yes The Estonian House does not fit into Zone C
<ul style="list-style-type: none"> I believe there is a flaw in the character zones as shown. Character zone A should include the Estonian House property, considering the backyards and building height. Otherwise, I support the character zone concept and the plan in this outline. The study area should include the length of Broadview to O'Connor Drive
<ul style="list-style-type: none"> No to extending the study to O'Connor Drive at this time as it would possibly delay the study currently underway. But yes to later.
<ul style="list-style-type: none"> The Estonian Centre should be placed in zone A, the centre is adjacent to backyards on Chester Hill Road
<ul style="list-style-type: none"> If maintained, the character zones segregate the geographic area of the study to the detriment of the area allowing inappropriate development in the future. All of the study area should be treated the same – is to allow only mid-rise and perhaps no more than 6-8 storey buildings The Estonian House lot (if character zones are maintained) should be placed in Zone A because it is a low-rise currently and it is adjacent to 2-storey low-rise houses - the Estonian House lot does not belong in Zone C The study area can be extended if it will not delay the results of the study and the production of guidelines for this area.
<ul style="list-style-type: none"> A new building should be of character 'A' to maintain the tapering factors, from a high-rise like 980 to a two-storey at the corner of Broadview and Chester Hill Road.
<ul style="list-style-type: none"> Like the feel of the area as it is There is no need for Estonian House to change from a two storey building. It fits in perfect within the feel of the buildings to the south of it.
<ul style="list-style-type: none"> I think Cosburn would be the best northern boundary given the high-rises that exist there. There are many low-rises on the west side and they are ideal I wonder why the Estonian House falls into C as it is surrounded by backyards on its south side
<ul style="list-style-type: none"> I do not feel that the study area needs to be extended to O'Connor Drive, as this area is mainly a single family residential and should not be considered for intensification I am in favour of the four character zones identified. There is some benefit in dividing and

grouping like areas
<ul style="list-style-type: none"> • The limits of these areas seems to be appropriate to me
<ul style="list-style-type: none"> • Need to maintain mixed use feel. Too many high-rises will make it feel like downtown and not a community where there is still greenery, open sky, safe and not too noisy.
<ul style="list-style-type: none"> • All study area should be treated the same • Good to extend study area as long as it doesn't delay study • If character zone maintained, Estonian does not belong in zone C • Estonian House Belongs in Zone A- because it is not a high-rise and is adjacent to backyards and 2 storey homes or in a new "heritage" zone including CIBC bank, (Broadview and Danforth)
<ul style="list-style-type: none"> • Have no comments right now
<ul style="list-style-type: none"> • The Estonian Centre should be placed in Area A due to the adjacent backyards and because it is only a two storey building.
<ul style="list-style-type: none"> • Area A should be a place for the Estonian Centre • Whether or not the study is extended to O'Connor Drive is dependent on the already received input by residents
<ul style="list-style-type: none"> • The Estonian Centre should be in Area A because it abuts the backyards of houses only 2-3 storeys high and fits in with that area as it now exists. • Make area A an attractive entry point to Broadview with mid-rise buildings, wider sidewalks and patios – high-rises would be a barrier rather than an invitation • Don't see another high-rise in zone C. Green space here would be good. Tall buildings will overshadow the street. Need to consider sewage, traffic, and parking.
<ul style="list-style-type: none"> • My belief is that we should extend the study north to O'Connor Drive. In conversation with others, the same opinion has been put forward. • Ending the Study Area at Bater Avenue seems quite arbitrary. The area north of Bater Avenue is one continuous strip of Avenue. What is build will affect the look and feel of Broadview Avenue. • It will benefit the entire Broadview re-development to have clear guidelines as to what can be build north of Bater. • The Estonian Centre fits in with character zone A. It is next to the backyards of Chester Hill Road and 'backyard-to-backyard' is the criteria for zone A.
<ul style="list-style-type: none"> • I have reviewed the character zone boundaries and have the following comments: <ul style="list-style-type: none"> ○ I believe the study should encompass all of Broadview Avenue ○ The south and north east corners at Mortimer are commercial so it makes more sense to be part of Zone D ○ 958 Broadview Avenue, the Estonian House, falls into Zone A of 'mixed lot sizes and land uses, backyard-to-backyard' condition. It is not a high-rise.
<ul style="list-style-type: none"> • In my opinion 958 Broadview (the Estonian House) should be included in Zone A. It is a 2 storey building.
<ul style="list-style-type: none"> • According to the character zone map, the Estonian House should be Area A, not Area C. • The main reason why it should be in Area A is that the backyards of Chester Hill Road residents abut the Estonian House property. The Centre is a two storey building as are most of the

buildings in Area A.

- The Estonian Centre should be in Area A. The centre is a 2 storey building consistent with buildings in Area A. The criterion from Zone A for backyard- to-backyard conditions is consistent with the Estonian House.
- I feel that the Estonian Centre should be in area A for the following 2 reasons:
 - The centre's backyard is adjacent to backyards on Chester Hill Road and "backyard-to-backyard condition" is the criterion for a building to be in Area A.
 - The Centre is a 2 storey building, as are most of the buildings in Area A. It does not fit with the high-rise buildings in Area C.
- Yes to O'Connor Drive, but not along O'Connor Drive.
- At the meeting the 'view' came up several times. I live on the 38th floor and after a while the view is of very little importance. To me, the layout (design) and the direction the apartment faces is far more important
- I believe that character zone C is incorrectly labelled because it has a "sideward condition" the same as Zone B and C. In fact, the most southern boundary in Zone C should be included in Zone A (Estonian House is not a high-rise).
- As for extending the Study Area to O'Connor Drive – my only objection would be not if it slows down the Broadview Study now in progress.
- I would think it is not wise to extend the study area to O'Connor since the timeline for completion of the current study would likely have to be extended which will just slow things down. The process and results of the current study could be used for further studies related to Broadview and other streets.
- Regarding Zones A and C, the criteria suggests that the Estonian Centre should be designated Area A (mix of lot sizes and land uses, backyard-to-backyard condition) since its backyard is adjacent to the Chester Hill Road backyards. It fits with the two storey buildings that comprise most of area A and it does not have expansive front landscaping or setback that most of Zone C south of Mortimer Avenue has. The high-rises that exist in Zone C currently obviously have to remain. Any further high-rise development I feel should be avoided. In this case, only the existing high-rises should be included in zone C.
- Yes.
- Re: Wind Tunnel – several years ago, crossing north my walker was blown out of my hands. I managed to grasp part of the walker on its way down. Could have caused an accident on avenue if blown there. Having more wind tunnels on south side of building would make for a hazardous zone. I find out sidewalks are narrow and slanted in certain areas (poorly maintained). Must keep eyes on walkways.
- In viewing the four character zones, by all accounts the Estonian House should be displayed under Zone A. The Estonian House is situated on a very long and narrow property adjacent to the homes on Chester Hill Road. This being said, a 24-26 storey building does not fit in with the high-rise buildings in Zone C.
- No, we are not supportive of the 4 character zones identified. The heritage building known as

the Estonian Centre should be area A, not area C since its backyard is adjacent to 10 of the backyards of 2 storey homes on Chester Hill Road. It fits in with the 2 storey buildings height of those homes on Chester Hill.

- Extending this study area to O'Connor Drive should only be done to improve the 'look' of the entire area, not to permit future massive construction of high-rise buildings.
- The Estonian House at 958 Broadview Avenue is shown as being in Zone C, but that building and lot are similar to those in Zone A beside it. It is a two storey building like the buildings to the south of it; its backyard is backyard-to-backyard with the buildings on the north side of Chester Hill Road and it does not have expansive front landscaping. The building is right up against Broadview Avenue like all the buildings in Zone A to the south. The building and lot should be considered part of Zone A.
- I do not understand the purpose of identifying the four character zones. I am not in favour of construction of additional high-rise buildings on Broadview Avenue north of Danforth Avenue in the study area as it is presently defined.
- I do not have sufficient information to respond to the question about extending the study area to O'Connor Drive.
- According to the character zones map the Estonian Centre should be in Area A instead of Area C.
- The reason why it should be in Area A is that the backyards on Chester Hill Road is the criterion for a building to be in Area A and the Centre is a two storey building as is most of the buildings in Area A.
- I am concerned that the Estonian Center is grouped into Zone C. The boundary is adjacent to the backyards on Chester Hill Road and backyard to backyard condition is part of the criteria for a building to be grouped in Area A. The other buildings in Zone Care high-rises. The Estonian Centre is a 2 storey building like the other buildings in Zone A.
- While extending the study might be advantageous I am concerned that the study does not get prolonged. There are current proposed projects which may not be addressed by this study if it is prolonged too long. I would strongly urge that this study be completed before any proposed projects be allowed to proceed.
- The Estonian Centre should be area A for the following reasons:
 - The centres backyard is adjacent to backyards on Chester Hill Road and backyard-to-backyard condition is the criteria for a building to be in Area A
 - The centre is a two storey building as are most of the buildings in Area A. It does not fit with high-rise buildings
 - The Estonian Centre was a school originally and the area might need school in the future for mixed development or sports
- Should it not be too expensive or delay the study already underway, the study area could be extended to O'Connor Drive.
- The Estonian Centre is a two storey building and zoned for three storeys so it should have been included in Area A, not C.
- The different zones make for an interesting look and feel to the street. It is important to get the study completed and passed to protect Broadview Avenue from more high-rises. We're looking

forward to its rapid conclusion.

- I would like to see 958 Broadview included in area A. It is different from the properties in C in that is backs/sides directly onto single, two storey homes. In addition, the building there now is a 2 storey building. As such, it is not the same as the high-rises in Area C.

Pick 3 themes and identify your top 3 goals (what you would like to see accomplished or improved in the future) for those themes

Our Buildings

- No more than 5-11 storeys which is now in effect
- Anything higher will greatly diminish privacy and sunlight

Our Streetscape

- Do not want to see existing trees removed
- Need more greenery along Broadview Avenue
- Possible boulevard

How We Move Around

- If anything is approved over the height now set for mid-rise it will create massive traffic pollution
- Parking will also be diminished

Our Buildings

- Preserve historical character of area
- Develop interesting architecture
- Preserve safe and quiet community

Our Streetscape

- Improve quality and buildings
- Maintain liveability and use by pedestrians and cyclists
- Make is greener

Area Character

- Safe, friendly community
- A little boho but also quiet
- Diverse: can meet all your basic needs in the neighbourhood (on foot)

Our Community Services

- Make sure they can meet the intensified population needs (schools, libraries)
- Make sure transportation (transit especially) can handle increased volume
- Calm drivers; they are angry about parking and they disregard pedestrians

Our Parks and Open Spaces

- Make them more available and accessible
- Preserve Don Valley wilderness and views
- Add trees to streetscape where possible

How We Move Around

- Protect pedestrians and cyclists (watch driveways on the avenues)

Our Buildings

- Medium density housing with parking (preferably underground)

Our Streetscape

- Green infrastructure with ROW (e.g. bios wale planters, trees with silva cell root support)
- Walkable streets with lush trees

Our Buildings

- 4-6 storeys
- Architecturally consistency
- Sustainable buildings

Our Streetscape

- Pedestrian friendly
- Cyclist friendly
- Street art, attractive, more light

Our Parks and Open Spaces

- More parks and green spaces
- Wider sidewalks and green planters
- Places for people to congregate

Our Buildings

- Mid-rise

Our Buildings

- 6-8 storeys max height

How We Move Around

- Crosswalks

Our Buildings

- Developers should provide on-site parking for any building
- A mix of some low-rise and mid-rise could be considered, if sufficient

Our Streetscape

- Any new development should require the installation of greenery (trees, boulevards, etc.)

Area Character

- High-rise development does not maintain the area character

Our Community Services

- Enforce sidewalk snow shovelling responsibility by both residential and commercial property owners

Our Parks and Open Spaces

- Have the Brickworks bus make a stop at Todmorden Mills
- Pave a walkway in the open space on the east side of Broadview from Broadview subway to the first side street Erindale. Pedestrians already walk and wear down the grass the entire length of this area to avoid the sidewalk. If you don't know why, walk along the sidewalk and prepare to be pooped on by about 500 pigeons.

Our Buildings

- Commercial and residential high-rise

Area Character

- Busy
- Prosperous
- Upscale

Our Community Services

- Schools
- Daycare

Our Parks and Open Spaces

- Little or no room for parks

How We Move Around

- Streetcar
- Subway – connect Broadview to downtown
- Bus

Our Buildings

- No more high-rise buildings along Broadview. Three of the high-rise buildings were constructed about 40 years ago when the City and the residents had different ideas. It would be a shame to make Broadview look like Cosburn Ave or Gamble Ave where the buildings are pretty much all high-rises.
- Other new construction along Broadview has been primarily townhouses which are about 2 or 3 stories tall. These townhouses have been in keeping with existing building heights along the street. The Albany Clinic structure is a low/mid-rise building which is also in harmony with the rest of the neighbourhood height-wise.
- Unfortunately none of the new construction has provided any buffer/green space/gardens between the buildings and the sidewalk.

Our Streetscape

- The Broadview neighbourhood is one that encourages walking - to the subway, to the Danforth or just to enjoy the heavily treed areas just off Broadview. Any future construction needs to keep that in mind and needs to provide occasional seating areas for walkers to rest.
- Since recent construction has been right up to the sidewalks on Broadview it seems there is no road allowance to widen the street. Any intensification along Broadview will result in additional traffic.
- We have a property which has been identified as a potential heritage site but not yet designated - 958 Broadview - Chester Hill School. Restoring this property to its original construction would provide the neighbourhood with a lovely setting for picnics, weddings, events, etc.

Community Services

- Broadview and Danforth is a very busy area for restaurants but very few are on Broadview itself. The few restaurants/coffee houses on Broadview have a loyal clientele. It would be good to construct buildings which encourage the opening of more family run businesses (not more

McDonalds or Burger Kings) and specialty restaurants such as vegan or gluten-free.

Streetscape

- Should consider mid-rise condo re-development on west side of Broadview, opposite to TTC subway station and Parkette

Area Character

- Within each of the character zones, there should be NO continuous footprint developments right to the sidewalk (Plan for select setbacks and tree plantings)

Parks and Open Space

- Broadview/Pretoria Intersection: The existing footprint setbacks(east and west should be retained; and made attractive
- Estonia House redevelopment (assuming a tear down) MUST conform to TRCA valley wall set back of 30 meters.

How We Move Around

- Consider a mandatory 'No right turn onto Bloor'; rather all vehicles must turn at the first light north of that. This would help facilitate better north-south through movement across Bloor/Danforth
- Consider a priority light for exiting buses/street cars at (from Broadview Station) onto Broadview Avenue

Our Streetscape

- Where boulevard widths permit (at a minimum, all stretches highlighted in green or blue on p. 27 of your Feb. 4 presentation), introduce/augment green infrastructure elements such as bios wales and larger-caliper, salt and pollution-tolerant tree species that are sustainably planted in Silvacell-type installations. Landscaping like the bios wales on the east side of Bay St. between Wellesley St. and Grosvenor would greatly enhance the walkability of Broadview Ave., which is currently hot and dusty and noisy. Studies show that car drivers slow down on tree-lined streets. Soft landscaping could soak up more rainwater before it pours into the Don Valley. Trees absorb noise. (How can we get Broadview Ave. into Transportation Services' Beautiful Streets program? See question at end of this note.)
- Enforce consistent, wider setbacks. Do not permit developments like the "Bold Towns" townhouses at 837 Broadview that overwhelm and suffocate the streetscape. Instead, mandate "wide sidewalks with trees" as shown in the City's 2010 illustration of Key Components of the Avenues and Mid-Rise Buildings Performance Standards.
- Add more benches like the ones shown in your photo of Broadview Espresso (corner of Pretoria) -- in particular, in conjunction with shade trees and planters. Better still, encourage patios!

Community Services

- Enable more small businesses. For example, if the huge tract of land owned by the Church of Latter Day Saints is developed, look for a design that invites multiple retailers (including dine-in restaurants) rather than one large retailer.
- Encourage retail on ground floors of the existing high rise apartments.
- Extend the TTC's 2-hour timed transfer project (piloted on St. Clair W.) to all bus routes servicing

Broadview Ave. This would encourage riders to stop off and patronize local businesses on their way home from work or school. If even a small % of them stopped off, that could really animate the street.

How We Move around

- Bike lanes - encourage cycling; keep cyclists safe from the very heavy bus traffic.
- Do a pedestrian safety study at the corner of Broadview and Mortimer, currently a very scary place to cross the street. (As a driver, I think that corner could also benefit from "advanced green" signals, particularly westbound.)
- To enhance walkability, plant more trees for shade, transpiration, and absorption of air pollutants.

Our Buildings

- Plot parcelisation - smaller plots should be given to developers--encourage buildings with more character
- Diverse range of colours, materials, window heights and shapes
- Mixed residential living between rent-to-own and market rents/buys

Streetscape

- Low-rise/mid-rise buildings to minimize the congestion of cars and foot traffic in the area. To have high-rise buildings--which would only benefit the commercial owners in the area and not necessarily the residents--you will force this low-key commuter area to accommodate growth concentrated in one of the key zones, not all of the key zones. It would be better to balance that growth throughout strategic development of low-rise/mid-rise buildings throughout each zone which will allow for community development to come about more naturally, but also create sustainable zones for the future.
- More trees/distinct areas/outdoor communal spaces to enhance the beauty of the streets and encourage people to walk because the area is so well developed
- Forgo public art – it's not sustainable

Area Character

- Aesthetically diverse in building types/designs
- Township feeling and pedestrian friendly
- Efficient use of space and building plots = higher return per square metre

Community Services

- Business network should be developed--if it does not already exist--so that a percentage of earnings go towards maintaining the streetscape at the foot of the zone by Danforth.

Our Parks and Open Spaces

- Courts/courtyard
- Tennis courts/curling lanes
- Bench areas/sitting areas

How We Move Around

- Spread the development throughout the zone, by implementing a policy that outlines low-rise/mid-rise buildings for the area. This will spread out the density and growth throughout the area and in turn balance out the car congestion and foot traffic throughout the zones.

- Otherwise, through high-rise buildings-you end up creating one central area which are extremely dense and turn each street into a bottleneck, which will frustrate, not only new residents, but old residents as well.

Our Buildings

- Low (4 storey) to mid-rise (max 8 storey) buildings with historical buildings like Chester Hill School Preserved.
- There must be a buffer zone between a high-rise and 2 storey houses with a tapering from the highest building (Helliwell Place at present) to those 2 storey houses
- New construction shouldn't create a hazard of landslides into the valley and shouldn't damage nearby building foundations.

Our Streetscape

- I'd like pedestrian and cycling friendly streets: wider sidewalks for walking, bike lanes for cyclists, benches on street
- The mature trees need to be preserved and new ones planted along with flower planters
- No further wind tunnels. There's extreme wind between 980 and 958 Broadview. Don't want this increased with further high-rises

Area Character

- Would love a small village feel that's friendly to both families and elderly with mixed housing, not more high-rises
- Encourage more independent businesses. For example, Broadview Espresso has brought a positive meeting space to the Avenue.
- Preserve and encourage the diverse, community oriented, affordable neighbourhood we have.

Our Community Services

- Would love to have a community centre or arts centre
- Love to have more small independent restaurants and range of innovative independent businesses
- Public library would be great

Our Parks and Open Spaces

- More green areas – another parkette with benches/seating
- Easy link to Todmorden and the valley
- Broadview Station parkette needs to be redesigned so it becomes a space for meeting and not just walking through

How We Move Around

- Wider sidewalks needed for increased ease of pedestrian traffic. The stretch on the west side from Chester Hill to Pottery Road is very narrow
- Do not increase car traffic through high-rise developments. Instead I would like cycling lanes and bike parking at Broadview Subway
- Do not add further wind tunnels like one between 980 and 958 Broadview. Extreme wind makes walking difficult and dangerous

Our Buildings

- Neighbourhoods are considered non-growth areas in the Official Plan. Given that this area of Broadview is clearly a neighbourhood, buildings should be only low to mid-rise (preferably no more than 4-6 stories)
- Buildings should retain the look and feel of the heritage neighbourhood that is Broadview and Danforth. Any historical/heritage buildings should be preserved.
- City guidelines should be followed that require a buffer and tapering between highest and lowest buildings.

Area Character

- A neighbourhood character needs to be maintained. Small, independent and diverse retailers and restaurants should be encouraged, rather than large corporate ones. This will help support the character and stability of the neighbourhood and will build on the strengths of the Danforth to draw people up Broadview to support retailers there.
- Maintain the sense of community and the senior and family friendly character that arises from the residential areas which surround Broadview and the unique, small and independent business on the Danforth.
- Preserve some of the eclectic and historic charm of the neighbourhood.

How We Move Around

- Ensure that any new development has sufficient parking space to deal with the visitors, residents, shoppers, etc. that will use it. Parking is already a huge problem in the area and needs to be addressed. This affects not only properties on the Danforth but surrounding residential streets.
- Consider the extent to which new development will add to traffic on Broadview as there is already a major issue there.
- Avoid creating more wind tunnels related to the size, shape and positioning of buildings.

Our Buildings

- I would prefer low-rise to mid-rise buildings
- I support the current city guidelines that require a tapering from the highest building to the lowest
- Any new construction must have parking within it not only for residents but also for guests, visitors and other users
- New construction should not create damage to nearby building foundations

Our Streetscape

- I would like more bike lanes and cycling stands on Broadview
- I am concerned about wind tunnels. Walking between buildings on the west side of the street just below Pottery Road can be treacherous on windy days, particularly for older people. I would not want any more wind tunnels than we have now.
- I'd like the streets to have a friendly, walkable feel to it

Area Character

- Please preserve and encourage the culturally and demographically diverse, friendly and community oriented neighbourhood that we already have
- Encourage unique businesses like the Espresso on Broadview

- Create connection between the business feel on Broadview and residential areas which surround it.

Our Community Services

- I'd like us to have a local library
- It would be good to have more small restaurants and cafés

Parks and Open Spaces

- I'd like more access to the views to the valley
- The little park north of Broadview Station could be more of a park than it is now – friendlier, cleaner

How We Move Around

- Please – nothing that would add traffic on Broadview
- No more wind tunnels
- The Broadview TTC Station can barely service existing passengers. A large influx of additional passengers cannot be accommodated. The Broadview TTC station must be improved so that there are no backed up streetcars blocked the street so that entering and existing is easier for passengers.

Our Buildings

- No more buildings higher than eight storeys
- More architecturally interesting buildings
- Preservation of buildings that are more than 70 years old

Our Streetscape

- Preservation of mature trees
- More plant containers and bedded flowers
- More benches to sit on

Area Character

- Encourage sidewalk walking
- More street festivals and events
- Encourage neighbourhood housing and no high-rise buildings

How We Move Around

- Wider sidewalks and pavements
- Relieve the terrible congestion with streetcars and buses at Broadview Station
- Ban all cycling on sidewalks

Our Buildings

- Low to mid-rise buildings
- Preserve historical properties – make them accessible, not buried underneath a high-rise structure (e.g. Chester Hill school)
- Follow City guidelines to require tapering from highest to lowest building heights

Our Streetscape

- Sidewalks and roads which encourage walking and cycling
- More trees, planters on Broadview encouraging people to stop rather than pass through like a

thoroughfare.

- Bike lanes

How We Move Around

- Intensification will overwhelm existing Broadview Station (5 bus routes, 2 streetcars, subway and 1 entrance). Redevelop Broadview Station to be more efficient and safe for users.
- Congestion on Broadview will spill over to side street like Browning populated by families with small children
- More bike lanes and cycling amenities

Our Buildings

- Limit new construction to low or mid-rise buildings, so as to preserve a good buffer zone between the houses and the existing taller buildings.
- Maintain the charm of the area by preserving historical buildings like Chester Hill school
- Careful consideration should be taken with all new construction so that it will not create damage to nearby buildings or the hazard of landslides into the Don Valley

Our Streetscape

- To improve the walkable score of the avenue
- To preserve the mature trees and to plant new trees and other plants
- To minimize 'wind tunnels' that occur between high-rise buildings

How We Move Around

- No more backlog of streetcars that block Broadview avenue (Broadview station needs to be improved)
- No increased traffic on Broadview
- No more wind tunnels in the area

Our Buildings

- If further development is to occur, it would be nice to have low-rise buildings that transition from houses to the existing high-rises
- Low to mid-rise buildings could offer a range of commercial stores and accommodation units
- Buildings should be developed that do not overshadow neighbouring properties

Our Streetscape

- Well lit and easily walkable sidewalks to increase pedestrian flow
- Development of greater incentives for cycling
- Maintain feel of a 'treed' neighbourhood. The trees are a component of what makes our neighbourhood great.

Area Character

- A family friendly area that offers opportunities for local businesses such as Broadview Espresso
- A mixture of homes, businesses and low-rise, but not a series of condominium towers
- An area that is culturally wide ranging

How We Move Around

- Broadview Station is extremely busy – think forward to accommodate additional demand
- More cycling lanes

- Wider sidewalks for pedestrians

Our Buildings

- Low 4-6 storey new buildings
- Historical buildings such as Chester School be preserved
- No damage to ravine

Our Streetscape

- Green living plants be added all along the avenue
- Bury hydro lines if possible
- Walkable and cycling friendly

Area Character

- European feel
- Link to ravine

Our Community Services

- All buses using Broadview to leave access to the subway

Our Parks and Open Spaces

- New development has some green space or landscaping
- Easy access to ravine

How We Move Around

- Keep Broadview walkable and bike-friendly

Our Buildings

- Mid-rise building (max. 8 storeys)
- Do not create damage to nearby building foundations
- Buffer between a high-rise and 2 storey houses

Our Streetscape

- Friendly, walkable sidewalks
- No additional wind tunnels
- More trees and planters
- Shops

How We Move Around

- Do not create more congestions on Broadview Avenue – no more traffic
- No more wind tunnels
- Improve congestion of buses and streetcars at Broadview Station

Our Buildings

- Low 4 to mid-rise only should be allowed
- Historical buildings should be preserved (i.e. Chester Hill school)
- Tapering from highest (Helliwell Place) to lowest 2 storey houses

Our Streetscape

- Preserve mature trees
- Encourage more greenery in front of businesses along Broadview Avenue

- Bike lanes

Area Character

- Preserve mixed housing not blocks of high-rises
- Encourage unique businesses
- Preserve community neighbourhood we now enjoy

Buildings

- There should be a buffer between low-rise buildings and high-rise buildings
- Building should be mid-rise to low-rise. The mistakes of the 70's allowing high-rise buildings should not be continued

Our Streetscape

- Broadview is in desperate need of beautification (trees, benches, green spaces). The main reason for walking along the street now is to get to the subway. Making it friendlier for families would encourage pedestrian traffic and result in better retail opportunities which would in turn increase pedestrian traffic

Area Character

- Community oriented neighbourhood – family and senior friendly
- Mixed houses; not just high-rise or single family

Our Community Services

- A community centre to attract more pedestrian traffic (library, recreation centre, etc.)
- More family friendly retail businesses

Our Parks and Open Spaces

- From an overhead view it appears the area has a lot of green space with Todmorden Mills and Don Valley ravine. However, that space is not very accessible because of the steep incline of Pottery Road. The street really needs to be broken up with green space, trees, and benches. The boulevards have been covered with asphalt eliminating what little green space previously existed.

How We Move Around

- A bicycle lane to protect riders
- Parking lot for improved retail development
- Wider sidewalks with greenery to encourage pedestrian traffic
- Low to mid-rise buildings to eliminate adding wind tunnels to an already unpleasant street

Our Streetscape

- Areas to sit on street, benches
- Artwork
- Well lit streets
- Areas for bicycle lanes

Area Character

- More family businesses (restaurants, small specialty stores)
- Welcoming feeling for seniors and families
- Mixture of buildings, low-rise, mid-rise, high-rise

Our Community Services

- Meeting place – lots of activities for all ages
- Library
- Affordable restaurants, delicatessens, etc.

How We Move Around

- Broad sidewalks
- Broadview traffic kept to a minimum
- Parking areas for people with disabilities

Our Buildings

- The 1960s-1970s high-rise buildings were a city planning mistake! Why repeat it with another condominium?
- The Minto Skyy construction caused major structural damage to its neighbour, Dairy Queen
- 980 Broadview's podium is very close to the property line of the proposed development

Our Streetscape

- A stronger wind tunnel? I saw a 8-9 year old girl riding on her bicycle on the sidewalk blown onto Broadview Avenue by a strong gust of wind from the west between 1000/980 high-rises. As a senior, I am also vulnerable to the wind tunnel effect of more high-rises.

Area Character

- We have a distinct neighbourhood built over many decades. Across the Don Valley to the west, I see Rosedale – no high-rises, no coffee shops, cultural hubs, pharmacies, clinics, not even a taxidermist. Knock down a few old mansions in Rosedale? Why our neighbourhood?

Our Community Services

- All essentials within walking/TTC/biking distance are available

Our Parks and Open Spaces

- We have a lack of parks in our area
- The Todmorden/Valley trails are over used by mountain-bikers who often disregard hikers safety
- Where will the prospective residents of a new high-rise with no yard, go for green space?

How We Move Around

- When the DVP is closed to traffic, Broadview is the alternate route – consider traffic, noise, air quality and safety issues re: ambulance, fire services.

Our Buildings

- I would like Broadview to have 'European' look
- Buildings should be 4-6 storeys
- Any new building must preserve the privacy of the homes on Chester Hill Road

Our Streetscape

- Any large building will create parking problems
- Any large building will create wind tunnels – not pleasant to walk in the winter cold
- Trees must be preserved

Area Character

- As a retired history teacher, I feel the city should preserve the old Chester School as a historic site
- Friendly housing, not a solid block of high-rises
- Senior and family friendly

Our Community Services

- More small restaurants and eateries
- Community centre, for young and seniors
- Diverse services

Our Parks and Open Spaces

- More access to views of the valley
- Benches/seating areas in Broadview Station parkette

How We Move Around

- No increased traffic on Broadview
- No wind tunnels
- Improvements to Broadview Station

Our Buildings

- Too close together
- No privacy

Our Streetscape

- Overcrowded

Our Parks and Open Spaces

- No natural light
- No trees
- High winds

Our Buildings

- New constructions or constructions based on existing/current forms should not cause potential damage to surrounding, fragile lands, such as landslides into the Don Ravine.
- Low to mid-rise buildings that incorporate retail and residential
- Set-backs so more green spaces aren't over-shadowed by light-blocking buildings.

Our Community Services

- There is currently only one space in the neighbourhood that is within walking distance, and that is the Estonian House.
- A place where people of all ages can meet, vote, have planning studies done, etc. is important.
- Many Broadview residents are getting older. Being able to remain in this neighbourhood with its good access to public transportation and 24 hour grocery store is necessary. Perhaps too we could see a broadening of other services, such as a library, similar to the one at Todmorden Community Centre on Pape.

How We Move Around

- Whenever construction is done on Broadview and Mortimer sidewalks are closed and pedestrians (some with canes/some pushing baby carriages) have no way to safely traverse the street. Broadview should/could be more like a boulevard, with wider sidewalks and bike lanes.
- Broadview Station is always crowded. If the intention is to increase population in this neighbourhood, the TTC needs to upgrade both the station and the schedules of service.
- More parkette and green spaces, plus encouragement of the use of trails to the ravine – less traffic on Broadview.

Our Buildings

- Preservation of existing historical and ‘character buildings’
- Demolition of out-dated semi-industrial buildings
- New buildings should have a deeper back to facilitate pedestrians and bikes

Our Streetscape

- Height capped at mid-rise
- More trees, landscaping

Area Character

- More street level retail/meeting places
- Keep the ‘off Danforth’ residential feel

Community Services

- A mix of retail at ground level

Our Parks and Open Spaces

- More parks
- More open spaces
- Better use of existing open spaces

How We Move Around

- Identified bike lanes
- Walkable trails
- Better coordination of traffic lights to improve flow

Our Streetscape

- Pedestrians and bike friendly – could use improvements (walk light doesn’t come on at traffic signals unless the button is pushed – the signal is very car friendly)
- Wind tunnels make walking difficult 4-5 months of the year – let’s not construct more

Area Character

- I generally walk on the side streets, which are more pleasant than Broadview (older houses, well-kept gardens, birds, etc.)
- Developing Broadview to be more attractive would be helpful

Our Community Services

- Library at Pape and Broadview

Our Parks and Open Spaces

- We are perched above a large green space that is not easy for some seniors to access, directly

from Broadview Avenue.

- The Brickworks shuttle from Broadview Station does give access to the ravine

How We Move Around

- As pedestrians we are all in favour of wider sidewalks
- The TTC Station is still being renovated and during peak times it is very congested on the surface vehicle platforms.
- Some newer buildings downtown are reducing the number of parking spots to encourage car-free people to buy into the development.

Our Buildings

- Low rise buildings are a ground introduction to the neighbourhood 'high street' – the Danforth
- Historical buildings should be preserved
- No more high-rise buildings. It will be a wall on the valley

Our Streetscape

- Better street level commercial small businesses
- Need better cycling infrastructure on Broadview as many cyclists get 'doored'.
- More trees!

Area Character

- Preserve the ethnic history of the neighbourhood
- Mixed use structures
- No more high-rises. It'll look like 'people storage'

Our Community Services

- We need a local community centre
- Local library
- More small businesses

Our Parks and Open Spaces

- Preserve green spaces. More benches to look across the valley
- Easier pedestrian way of getting into the valley. Pottery Road is treacherous some times.
- Fix the parkette at Broadview Station. It looks sad.

How We Move Around

- Cycling infrastructure on Broadview. It's a freeway most of the time that accumulates traffic from O'Connor, Cosburn, Mortimer, etc.
- No more tall buildings. The wind makes the street unwalkable.

Our Buildings

- I am in support of low to mid-rise buildings in my community. I do not want to live in a community that has a cluster of towers.
- Without consideration of block and street profiles in relation to location of towers we will be subject to over shadowing and down drafts.
- The construction demand in building a tower has a more disruptive effect on the neighbourhood. It requires a large amount of deliveries and a high intensity of activity on an

already very busy street.

Our Streetscape

- We are in need of community gardens, trees and flowers with places to sit and chat with our neighbours
- A better walking environment
- Need to reduce the congestion on our streets and promote a healthy lifestyle of physical activity.

Area Character

- Pedestrian-friendly retail and community uses of small mom and pop shops, home based businesses and community services.
- Reduce the speed limit that creates a major threat to the safety and security of our children and seniors.

Our Community Services

- Community centre
- Senior buildings so our seniors can continue to live in our neighbourhood
- More day cares

Our Parks and Open Spaces

- More parks needed – lack of green space on Broadview and lack of trees
- Lack of social meeting spaces
- Need flowers and gardens along Broadview Avenue

How We Move Around

- Broadview Station must wait daily for three or four subways to get downtown each day. Walk to the station, buses are too full.
- Bike path would promote a healthy lifestyle
- Reduce the flow of traffic on Broadview

Our Buildings

- Low buildings and possibly mid-rise to a maximum of 8 storeys is best suited to this area.
- Any historical sites and buildings should be preserved and in particular the Chester Hill School site.
- Due to the landslide hazard into the valley, heavy construction should be avoided.

Our Streetscape

- A mixture of building types is best for this community. There are enough of the high-rise structures and little of the low-rise type.
- Trees and vegetation should be preserved and planted.
- Expand the TRCA land as much as possible and create access to this park area.

Area Character

- The family friendly nature of the community is important.
- There is a character of both senior and children residing in this area and this should be a prime consideration.

- There is an old world charm about this area and it should not be destroyed.

Our Community Services

- Bicycle paths and walk ways should be added as much as possible.
- A community centre would be a welcome addition.
- Small businesses along Broadview should be promoted.

Our Parks and Open Spaces

- There should be better public access to Todmorden and the valley below.
- Parking areas should be established to provide entry points to the parks and trails
- Viewing areas and seating areas, as at the foot of Chester Hill should be established. Senior access needs consideration.

How We Move Around

- Broadview TTC is overcrowded. A large infill of added people should be avoided.
- Broadview is congested with vehicular traffic at peak times. Any increase in traffic should be avoided.
- Cycling is very hazardous on Broadview. A cycling path needs consideration.

Our Buildings

- Low-rise, stacked townhouses
- Preserve historical buildings in particular Chester Hill School.
- A buffer between high-rise and 2 storey buildings. Who deserves to have a 23 storey solid wall as your back yard boundary line?

Our Streetscape

- No additional wind tunnels
- Preserve 100 year old trees
- No bumper to bumper traffic on our streetscape.

Area Character

- Mixed small low 4 storey limit, no more high-rises
- Preserve old charm character and sense of community.
- Small town feel

Our Community Services

- A local library
- More small restaurants and eateries
- Publically accessible link to Chester Hill School

Our Parks and Open Spaces

- Broadview Station clean-up (no pigeons)
- Easy link to Todmorden and the Brick Works
- Public art

How We Move Around

- No more wind tunnels
- Improvements to Broadview TTC Station and traffic back up blocking major intersections.

- No increase in traffic on Broadview Avenue. The Street is not that wide.

Our Buildings

- No high-rise buildings that create more traffic and noise, wind tunnels
- We would like to see more low to mid-rise buildings with small business offices, stores and cafés on the street level with flower arrangements and other landscaping and artwork for us to enjoy.
- Chester Hill School should be preserved.

Our Streetscape

- Green space and parkettes needed with benches
- There are too many buses on the street now that pollute the air and are noisy that make the street unpleasant to walk along.

Area Character

- We would like to see a small town and friendly feel and pleasant to walk along to enjoy in the summer time.

Our Community Services

- Community services along Broadview close to the subway station
- Library and community centre

Our Parks and Open Spaces

- Parkettes and benches needed
- The park at Broadview Subway station is noisy and polluted.
- Keep mature trees

How We Move Around

- Walking and cycling along Broadview down to the Danforth – bike lanes needed
- An easier link to the valley without a car would be nice

Our Buildings

- I am in support of low to mid-rise buildings on Broadview Avenue I do not want to live on a street of concrete slabs. High-rise buildings cause shadows and down drafts.

Our Streetscape

- Better walking environment with seating for us seniors
- Need to reduce congestion on Broadview Avenue
- Our street is in need of trees, flowers and places to sit and chat

Area Character

- I would like to see more community services, small retail shops and businesses.
- Don't want to see large towers.
- Safer streets for seniors and children

Our Community Services

- We need a community centre
- Homes for seniors to continue to live in the neighbourhood.

Our Parks and Open Spaces

- Not enough parks or green spaces
- Lack of trees on Broadview Avenue
- Community gardens and flowers and seating areas

How We Move Around

- Reduce the traffic on Broadview Avenue
- Buses are always full when they come along Broadview Avenue

Our Buildings

- Low to mid-rise buildings, max 6-8 storeys.
- “European” style boulevard – mix-use residential and commercial.
- Maintain appropriate “tapering” and transitions between buildings (i.e. next to high-rise allows only max 6-8 storey)

Our Streetscape

- Friendly, walkable streets
- More cycling stands along Broadview
- Seating hubs – commission local artists/designers to create innovative unique seating spots

Area Character

- Should be small town feel, friendly and inviting community
- Should encourage unique independent small businesses and organizations (e.g. Broadview Espresso – see examples on Queen Street East and West, Leslieville)
- Should include heritage and historic buildings with inclusion of public art

Our Community Services

- Should include a public library branch – think of Chester Hill school (built in 1891) – how to preserve and incorporate art and culture into that building which is still intact beneath two additions
- Create community centre with range of art and recreational activities for all ages (lots of children and elderly in the area)
- More small unique restaurants and eateries

Our Parks and Open Spaces

- Create easy access to Todmorden and Valley (.e.g. walk signals)
- Improve parkette near Broadview Subway Station – change seating area and add landscaping so it is more of a social hub (vs a transition space)
- More trees along Broadview Avenue and perhaps use the Latter Day Saints lot for a park

How We Move Around

- Maintain counter flow bike lane on Chester Hills
- Add bike lanes on Broadview and connect with existing ones
- Better parking facilities, especially along Broadview

Our Buildings

- Keep the large green area at the back of 980 – very important
- New building (proposed) would cause serious problems

- New high-rise would badly affect the building conditions of 980 (E.g.: sunshine)

Our Streetscape

- Keep our areas free of overcrowding
- Let us live in peace

Area Character

- Retain our liveability

Our Buildings

- Openness of area, as buildings are set back from street
- European feel
- Preserve the character of the buildings

Our Streetscape

- Friendly walkable streets
- Feel like you are not in the middle of the city because of all green and yet we are close to everything
- Mixed housing adds character

Area Character

- Friendly community oriented neighbourhood
- Senior and family friendly

Our Parks and Open Spaces

- Preserve green park and green space
- Add more benches

How We Move Around

- Improve Broadview Station, so blocked up street cars cause issues for passengers and drivers
- No more high-rise in this area, cannot handle increased traffic

Our Buildings

- Montreal is a beautiful city, with great density, avenues and dominated by 4 storey mid-rises
- There is little left of Toronto's most important history east of the Don Chester school
- Has anyone considered how big a podium must be to prevent landslides?

Our Streetscape

- Considering it is residential, Broadview has not enough trees, benches. The lighting is dangerously insufficient with so many elderly, has to be protected
- Parts of the street are windiest in Toronto

Area Character

- The Danforth areas and by extension its boarder avenues, Pape and Broadview, should maintain a certain look and sensibility, walkable, with small businesses
- At street level, a mixed of low and mid-rise residential, office and retail and maintain their current neighbourhood feel which makes them very desirable in which to live

Our Community Services

- More and better retail, preferably independent, at ground level

- A Toronto public library branch would be great. Maybe in the old Chester School where the Estonian Centre is?

Our Parks and Open Spaces

- I would like to see the area at the top of Pottery Rd. developed into a true Broadview park for all to see
- Any new construction should include street furniture and trees

How We Move Around

- The traffic at Broadview and Danforth is now getting out of control. Streetcars cannot move and the effect at rush hour is reflected all along King and Dundas streets
- Also by the time trains arrive at Broadview from the east at morning rush, they are packed
- Broadview station has access issues for the disabled
- Broadview should have lower speed limits to accommodate children and elderly

Our Buildings

- Increase intensification in the A area to mid-rise buildings. More commercial units on the ground level
- Allow developers to construct newer buildings and demolish older run down units in the A area
- Insist on adequate parking to accommodate the increase facilities (E.g.: underground parking)

Our Streetscape

- Add more trees to soften streetscape
- Add more garbage stations and benches on Broadview
- Improve access and egress to Broadview Station

How We Move Around

- Improve traffic flow in the A zone (limit street parking during rush hour)
- Add parking wherever possible
- I am not in favour of bike lanes on Broadview, as the street is not large enough to accommodate bike lanes
- Bike lanes could be added to the nearby residential areas

Our Buildings

- Low rise buildings to maintain more neighbourhood feel
- Not too big where there is more people and more traffic and congestion problems

Our Streetscape

- Wind tunnels is already an issue on Broadview

Area Character

- Maintain neighbourhood feel

Our Buildings

- Montreal / Paris “European” height of 4-5 storeys (human scale)
- Buffer between high-rise and 2 storey homes
- Preserve heritage / historic building like Chester school which should be used as a library, a

publically accessible space and community hub

Our Streetscape

- More greenery and setbacks (where property size allows)
- No additional wind tunnels such as between 980 and 958 Broadview
- Benches, public art, bike stands (people friendly)

Area Character

- Replace Broadview Transportation corridor with community / destination reality
- Many artistic people in the area – build on this as cultural and demographic diversity – include seniors
- Preserve heritage buildings

Our Community Services

- Access into Chester School
- Community arts centre/ library/ park
- Café feel

Our Parks and Open Spaces

- Need public parks and parquets
- Publically accessible look out from Estonian lot
- Link, by trail to valley / evergreen

How We Move Around

- Slow down traffic (seniors crossing)
- Cycling lanes on Broadview and maintain Chester Hill bike lane
- Wider sidewalk

Our Buildings

- No more multi-storey buildings as we have enough in a small area

Area Character

- The comfort and residential feel will be gone if another tall building is built

Our Community Services

- As it is we have difficulties at the bus stop when going to work because of over-crowding on the buses. New development will make it even more difficult

Our Parks and Open Spaces

- The open space south of 980 will be affected due to lack of sunlight

Our Buildings

- Preserve Chester Hill School – it is a historical building (school house dates back to the late 1800s)
- High-rise buildings should not back on to adjacent backyards
- Need a 2 storey or low to mid-rise building – not high-rises on the street – too many high-rises

Our Streetscape

- Need more trees

- Need seating along Broadview
- Better street lighting on Broadview Avenue

Area Character

- More mom and pop businesses, one of a kind retails and stores
- No to high-rises

Our Community Services

- Build mid-sized senior homes in our community
- Community centre
- Outdoor patio restaurants and eateries

Our Parks and Open Spaces

- Only two parkettes on Broadview – in need of more green space
- Seating for seniors at the bus stop and along the street
- Reduce street speed from 50 to 40 – safer for seniors crossing the street

How We Move Around

- Have to wait for several buses – buses are always full, no seats for seniors on the buses – buses are always full, no seats for seniors
- No increase in traffic on Broadview. Very busy street from 7 am to 7 pm

Our Buildings

- My main concern is that new construction not cause damage to any building foundations, or create another landslide into the valley
- It's imperative that there should be a buffer between a high-rise building and a 2 storey home
- Consideration must be given to how another high-rise building in this area would affect roads, water mains and sewers.

Our Streetscape

- We must preserve mature trees which are necessary to the environment in addition to enhancing the area.
- Maintain friendly, walkable streets
- Trees, trees, trees

Area Character

- We do not need a block of high-rise buildings
- Presently we have a demographically diverse and community oriented neighbourhood which should be maintained
- Unique businesses like coffee shops should be encouraged

Our Community Services

- Community centres create an ideal environmental for all age groups in order to keep people engagement in health benefits (physical and mental)

Our Parks and Open Spaces

- Broadview Station parkette should be made into a cleaner (no feeding pigeons) place with benches where people can meet and chat

- Parks and open green places are a must for family living

How We Move Around

- Before going ahead with any more high-rise buildings in this area consideration must be given to the flow of traffic. Traffic is already impacted by the Albany Clinic. Traffic gets held up and buses can't move. Traffic is increasing and it is already chaos when the Don Valley Parkway is closed.
- Street parking should be maintained

Our Buildings

- Paris-like
- Preserve historical buildings
- Taper from high-rise to 2 storeys

Our Streetscape

- Underground parking
- More trees and greenery
- Walkable, friendly, safe streets
- No wind tunnels
- More patios

Area Character

- Improve park at Broadview Station
- Unique businesses like Broadview Espresso
- Good connection between houses and businesses

Our Community Services

- Library branch
- Easier access to Don Valley and Todmorden
- Community centre

Our Parks and Open Spaces

- More parks

How We Move Around

- Good bus and bike lanes
- Improve arrangement of streetcars entering Broadview Station

Our Buildings

- The City guidelines which require a tapering from the highest building to the lowest makes sense and I support that.
- Low to mid-rise buildings (2-11 storeys) makes sense in order to feel more like a European city. Would not want to live an area lined with high-rise buildings (such as on Bay Street).

Our Streetscape

- The spirit, friendliness and walkable streets should be encourage and preserved.
- Preserve trees and add planters, public art, street furniture

Area Character

- Historical buildings should be preserved – the old as well as the new to make the

neighbourhood interesting and people-friendly

Our Community Services

- Goods and services along Broadview should be diverse
- Small, independent businesses such as the Espresso coffee shop should be encouraged. More chains, such as Second Cup/ Starbucks, are discouraged
- A community centre that offers a variety of arts and recreational activities for all age groups.

Our Parks and Open Spaces

- Parks and parkettes should be preserved. Permanent tables and chairs should be added
- The parkette at Broadview Station is a bleak, dirty area. It should be improved.

How We Move Around

- Keeping building heights low will help to keep Broadview traffic from seriously increased. This will also prevent an increase in wind tunnels. Wind tunnels are already a problem making it difficult for seniors as well as for children.

Our Buildings

- Complementary style to existing buildings
- Street set back of over 2 storeys to maximum of 6 storeys
- Maintaining any historical or unique buildings

Our Streetscape

- Walkable and friendly feel with park benches
- Preservation of all existing trees
- Natural blend of commercial and residential

Area Character

- Create a local community
- Mixed architectural streetscape
- Large and wide sidewalks

Our Community Services

- Local professional encouragement (dentist, doctor, optometrist, hair salon, etc.)
- Local eateries – walkable
- Public library and community gathering space

Our Parks and Open Spaces

- More seating in green spaces
- Walkable access to enjoy city views from the Don Valley
- More flower pots at seating benches

How We Move Around

- Location for local bike rentals
- Decrease not increase of car traffic on Broadview
- Improvement needed for TTC, Streetcar, pedestrian flow of traffic at Broadview Station

Our Buildings

- I like to see low-rise buildings, no higher than 5 storeys
- Preservation of historical buildings (e.g. Chester Hill School)

- Concerned about landslides into the valley

Our Streetscape

- Nice wide sidewalks
- Benches for seating when walking
- More trees planted on sidewalks

Area Character

- Maintain low-rise profile of housing
- Prevent creation of wind tunnels
- Nice mix of residential and business

Our Community Services

- Bike rentals
- Small community centre
- Restaurants and cafés

Our Parks and Open Spaces

- Some more green space such as little parkettes, benches, bushes and flowers
- Plotted plants and trees on sidewalks
- More pedestrian crosswalks on Broadview

How We Move Around

- Better traffic arrangement (especially to help pedestrians)
- Increase bicycle paths and lanes

Our Buildings

- Restoring walls must be constructed to prevent landslides in the valley
- Guideline must be required regarding the tapering from the high-rises to the lowest
- Retain the low and mid-rise buildings already development in this neighbourhood

Our Streetscape

- Develop better friendly streets
- Reduce the wind tunnel between tall buildings on Broadview
- Encourage business and home owners on Broadview to have planters in front of their business or home

How We Move Around

- No more wind tunnels, especially for seniors
- Wider sidewalks on Broadview
- When the Don Valley is under highway maintenance, Broadview Avenue should be labelled as no parking area from the Danforth to O'Connor and beyond

Our Buildings

- Historical buildings should be preserved
- Support city guidelines requiring tapering between building heights
- Low 4 storey to mid-rise 8 storey is preferable for maximum height to maintain the street feel

Our Streetscape

- All transportation should be considered – plan must work for vehicles, bicycles, pedestrians and transit
- Infuse nature into the design (trees, greenspace)
- Community space on sidewalk and parks (i.e. benches)

How We Move Around

- As a cyclist, pedestrian and driver, I want a street that safely provides all the modes of transportation
- Concerned about walking on sidewalk as buses pass by – speed should be reduced
- Transit is important – enjoy current access

Our Buildings

- Low (4 storey) to mid-rise (8 storey) buildings
- I support city guidelines that require tapering from highest to lowest buildings
- There should be a buffer between high-rise and 2 storey homes.
- New construction should not create hazard of landslide into valley, damage to nearby building foundations and damage to wildlife

Our Streetscape

- No additional wind tunnels as we now have between 980 and 958 Broadview
- I would like mature trees preserved
- Friendly, walkable streets

Area Character

- Senior and family friendly
- Mixed, friendly housing – not a solid block of high-rises
- Encourage unique businesses on Broadview

Our Community Services

- Community centre with range of art and recreational activities for all age groups
- More small restaurants and eateries
- Accessible link to Chester Hill School

Our Parks and Open Spaces

- Benches or creative seating areas in parkettes
- Parkette/green space
- Easy link to Todmorden and the valley

How We Move Around

- No more wind tunnels
- No increased traffic on Broadview
- Bicycle parking at Broadview Station

Our Buildings

- Let's restrict the height to what is now allowed (4 to 8 storeys) to maintain our neighbourhood
- Any new buildings should have character designed into them – so many new buildings now are uninspired.

- Maintain any historical heritage properties that exist now include the Chester Hill School and the Massey Centre

Our Streetscape

- Stop the wind tunnels. I have seen elderly people literally blown over on Broadview sidewalks where the high-rises are now.
- We need a good community feel similar to the Danforth, with benches, interesting stores, etc.
- Broadview now is not a pleasant street to walk, but we can improve it.

Area Character

- Let's make it friendly – a place that we want to go to, not a row of anonymous high-rises with nothing on the street.
- I would like to stroll down Broadview – now it is noisy, dirty and uninteresting
- Broadview/Danforth should be a community – like a small town – safe quiet and enjoyable.

Our Community Services

- A library would be wonderful
- Community Centre with seniors programs, a gym, dance studio, arts and crafts and large meeting room for community events (you had to use the basement of a church – which wasn't good and then switched to the Estonian House)
- Do we need another Green P? Parking is very difficult on the street. The new LCBO store was allowed to be built with no parking. More high-rises will increase this problem.

Our Parks and Open Spaces

- We have our wonderful valley available with little chance to see it from Broadview. This would be like cutting off Lake Ontario because of the condo down there. It is public space.
- A larger park area on Broadview. If buildings are coming down they don't have to be replaced with more buildings
- Presently there are no open spaces on Broadview within the Study Area except for the tiny space at the TTC Station.

How We Move Around

- Traffic – there isn't a lot of space on Broadview and when the street cars are lined up to get into the station the blockages at Broadview and Danforth are severe
- It is very dangerous to attempt to cycle on Broadview. The bicycles are constantly crowded out by cars and trucks
- The TTC Station is not very user-friendly. High-rise buildings and the people they bring would be a problem.

Our Buildings

- To maintain the character of the neighbourhood all efforts should be made to keep any new development to low-rise (4 storey) buildings. To turn the neighbourhood into another crowded high-rise area would be unwanted.
- There should be a buffer between 2-storey houses and much higher buildings. Again the feeling of community and neighbourhood needs to be maintained (the city itself has guidelines re: tapering)
- Any new construction that changes the fundamentals of buildings in all zones (e.g. height) should be postponed until this planning study is completed and approved.

Area Character

- Maintain the history, heritage and neighbourhood character of the community. Avoid transforming it into a high-rise haven.
- Preserve the history and heritage of our community – as it hasn't been preserved in other parts of the city
- A friendly, unique and diverse community is what I believe to be the current character and should be maintained

How We Move Around

- Do nothing that will increase the already extremely busy traffic situation on Broadview. Similarly, ways to decrease the need for parking on the street should be examined.
- More cycling lanes
- Wider sidewalks

Our Parks and Open Spaces

- Re: parkette at Broadview Station – very unattractive. Would like to see safe and attractive benches.
- Would welcome several more benches on the sidewalk.

How We Move Around

- Do not travel the TTC anymore, but found the service adequate formerly.

Our Buildings

- Existing buildings in Area Zone C have that old time characteristic. Wider lots and stronger foundations support these high-rises. We have been notified of landslide (i.e. Minto Skyy building having to be shored up).
- My husband and I would, support low to mid-rise construction on this side
- Existing buildings fit into the present 'look' (i.e. solid brick construction)

Our Streetscape

- Broadview Avenue has never been viewed as a concrete/glass jungle
- Congestion of streets is already maxing out especially in front of the Estonian House with traffic, bus stops, etc.
- We are concerned for the cyclists safety as at present there are no designated lanes

Area Character

- I love the areas character as is. Perhaps more people friendly gather spots (i.e. benches, and also ensure a continuance for future community meetings)

Our Community Services

- A have no comment on community services. We have libraries close by (Pape/ Danforth). Add at our fingertips all the amenities we need.

Our Parks and Open Spaces

- Parkette at Broadview Station is nice and welcoming
- We could use more trees and/or planters along Broadview Avenue to buffer the carbon from all the traffic
- Again, it is a short walk to Withrow and Riverdale parks. No problem here.

How We Move Around

- Number 1 problem with building a high-rise is the impending traffic issues. Backlogs are common along Broadview both Northbound and Southbound when DVP is closed for all kinds of reasons. Broadview is a main alternate route and it becomes a nightmare. It is also a main route for emergency vehicles all hours (i.e. police, fire, ambulance).
- I am concerned of the water pressure and drainage as Minto Skyy has experienced some issues already.

Our Buildings

- Any new buildings must adhere to city guidelines that require tapering from high-rise to low-rise/2 storey homes
- New construction must not create hazards to the landscape, such as landslides into the valley, damage to adjacent properties and buildings/foundations/sewage/water systems
- New construction must maintain all heritage buildings
- Design should fit in with the existing structures

Our Parks and Open Spaces

- Maintain/create more green space/parks
- Have more playgrounds/play areas safe for children

How We Move Around

- Improve/repair sidewalks
- Improve street lighting, especially at intersections and crosswalks and transit stops/bus stops
- Build/extend sidewalks down Pottery Road/ Bayview Avenue extensions to the Brick Works

Our Buildings

- 4-8 storeys
- Historical buildings preserved
- Buffer between high-rise and 2 storey houses

Our Streetscape

- Friendly, walkable streets
- No additional wind tunnels
- Preserve trees and encourage planters

Area Character

- Preserve and encourage culturally and diverse, friendly and community-oriented neighbourhood
- Mixed housing

Our Community Services

- Coffee shops and other eateries
- Local library

Our Parks and Open Spaces

- Green spaces with gardens
- Views
- Art

How We Move Around

- Visitor parking
- Wider sidewalks
- Cycling lanes and amenities

Our Buildings

- Should have buffer area between high-rises and two storey houses
- Support city guidelines requiring tapering from the highest building to the lowest
- Maintain European feel

Our Streetscape

- Preserve mature trees
- No additional wind tunnels – wind tunnels between existing high-rises at 980 and 1000 Broadview Avenue (quite bad and dangerous for seniors)
- Preserve friendly, walkable streets

Area Character

- Preserve the friendly, community-oriented neighbourhood that already exists
- Preserve mixed housing, not a block of high-rises

Our Community Services

- Local library
- Arts centre
- Community centre with a range of activities

Our Parks and Open Spaces

- Parkette and green spaces
- Access to views of the valley
- Easy access to Todmorden and the valley

How We Move Around

- No large influx of additional passengers at Broadview Station, which is currently at capacity
- No more wind tunnels that affect walkability
- No increased traffic and increased demand for parking on Broadview

Our Buildings

- It is important to have a space between the tallest buildings and single family dwellings (e.g. a building of intermediate size or an open space)
- Buildings, especially tall buildings, should have a generous set-back from the sidewalk
- Old buildings should be preserved to maintain the memory of the history of the community

Our Streetscape

- The safety of our streets and of the neighbourhood must be maintained
- Our row of three high-rises on the west side of Broadview was recently enlarged to four high-rises. Additional high-rises will add to traffic congestion, more long shadows and more wind tunnels.

Area Character

- The cultural diversity of our neighbourhood is wonderful and should be encouraged

Our Community Services

- A vital, strong community must provide services to its residents, either to all residents or to a particular group of residents (e.g. children, youth or services)
- I think a small or medium community centre would be a wonderful asset for our community. People could meet for wide range of activities – student study groups, music groups, book clubs, etc.

Our Parks and Open Spaces

- We should have more parks and open spaces
- The views over the Don Valley are beautiful, and vary with the time of the day and with the seasons. There should be more placed on Broadview Avenue at which people could admire the views, north of Danforth.

How We Move Around

- Good public transportation is vital. Fortunately, our community has good access to the TTC. A shelter at our TTC stop would be welcome.
- Over the years, our local buses have become very crowded, and our subway station is very crowded.
- I think bicycle lanes on Broadview Avenue would help traffic. Traffic lights should give pedestrians our time to cross the street.

Our Buildings

- City guidelines requiring the tapering from the highest (23 storey) to the lowest (2 storey)
- Retain the low and the mid-rise buildings as already in the neighbourhood
- Retaining walls must be constructed to prevent landslides in the valley

Our Streetscape

- To encourage businesses and home owners on Broadview to have planters in front of the property
- Reduce the wind tunnel between the tall buildings on Broadview
- Develop better and more friendly, walkable streets

Area Character

- Be family friendly for all residents, children and seniors
- Preserve the old charm character
- Create better connections

How We Move Around

- No more wind tunnels, especially for seniors on Broadview
- Wider sidewalks on Broadview
- When the Don Valley is under highway maintenance Broadview Avenue should be labelled as no parking from the Danforth to O'Connor and beyond.

Our Buildings

- Since the vast majority of the buildings are low-rise, I would hope that this is preserved
- There are historical buildings that should be preserved

- Where any new construction might have multiple storeys. I would strongly urge that the city guidelines requiring tapering from highest buildings to lowest buildings be maintained + buffers between high-rises and two storey houses be maintained.

Our Streetscape

- Additional high-rises create wind tunnels. The new Minto Skyy condominium is a perfect example of a strong wind tunnel affecting pedestrians on Broadview
- Many of the mature trees are nearing the end of their life cycle. We need to preserve the ones that remain.
- Most people in the area walk. We need to preserve friendly, walkable streets.

Area Character

- We have a unique blend of mixed housing that should be maintained. Broadview Avenue is not the place for high-rise development.
- There are many buildings with 'old world' charm. They should be preserved.
- Encourage local owner-operated businesses as opposed to 'big box stores' or large corporate businesses.

Our Community Services

- There are far too few places for community activities – too few community centres of activities for low income families.
- More Arts Centres and access to a library
- More activities for after school and before school activities.

Our Parks and Open Spaces

- Not enough playgrounds for children
- More access to the valley, pathways, views
- More planned greenspaces that don't seem like thoroughfares

How We Move Around

- Walking along Broadview in the 'wind tunnels' between high-rises can be extremely dangerous when with young children. My granddaughters have almost been blown on the road.
- More bike lanes
- It is very difficult to accommodate existing density (traffic, biking, Broadview Subway Station, etc.) so increasing density will have an overall negative effect on traffic patterns and accommodating additional people. E.g. turning left onto Broadview from the bridge at rush hour is very blocked up. So is coming up Pottery Road and travelling south on Broadview in the morning. Increased density will create too many cars travelling on Broadview.

Our Buildings

- Low-rise to max. of 5 storeys
- Should be buffers between high-rise similar to Cambridge and Eastmount Avenue
- New construction should not create damage or hazards to nearby buildings or trees

Our Streetscape

- Preserve mature trees with buffer zone for roots and general good health of trees
- No additional wind tunnels (example on 980 and 958 Broadview Avenue)

- Widen sidewalks and boulevards to encourage pedestrian traffic

Area Character

- Create better connection with local businesses in area surrounding it
- We want mixed friendly housing not a solid block of high-rises. There are more than enough on this area of Broadview
- Encourage a diverse senior and family neighbourhood.

Our Community Services

- A school or focal point to the area – none exists
- More businesses that service Broadview Avenue (restaurants, art centre, small coffee shops)
- A community college with sports facilities

Our Parks and Open Spaces

- More access to the views to and from the valley
- Easy link to Todmorden and Brickworks
- Parks on Broadview north of Danforth

How We Move Around

- Wide sidewalks
- Walkability
- Broadview TTC station can barely service existing passengers

Our Buildings

- New constructions should not create the possibility of a landslide into the valley
- New constructions should not create the possibility of damage to nearby buildings
- It's a good idea and we support the city guidelines that require tapering from the highest building. There should be a buffer between high-rise and 2-storey buildings

Our Streetscape

- We do not want more wind-tunnels like the one between 980 and 958 Broadview. We would like to preserve mature trees, also more trees and planters.
- More benches would be welcomed
- As for our suggestion for artwork, Orangeville, Ontario has beautiful artwork on the streets: wood carvings of wild animals climbing on tree-trunks, etc. We do not know if the artist is commissioned, or maybe this is his/hers hobby. Perhaps the authorities should look into this, to make our neighbourhood more pleasant.

Area Character

- We want mixed friendly housing, not solid blocks of high-rises

Our Community Services

- A local library would be nice
- Also, a community centre with recreational activities for all age groups

Our Parks and Open Spaces

- It would be nice to have more benches, picnic tables, etc. to make the place friendlier

How We Move Around

- The Broadview Subway Station is already crowded in rush hours. The more high-rise buildings would make it even worse, with a large number of additional people.
- The subway station should be improved so that the streetcars wouldn't block the traffic.

Our Buildings

- Low to mid-rise in the study area
- The absolute necessity of having a buffer between high-rise and two storey buildings
- Tapering from the highest building to the lowest as per city regulations

Our Streetscape

- Preserve and plant new trees giving adequate space to grow
- More bike lanes

Area Character

- Mixed housing to suit all needs, not just high-rises
- Preserve the character of the neighbourhood as it is already: a community-oriented neighbourhood
- Encourage unique businesses that will add character to the neighbourhood

Our Community Services

- It seems to me that we have services on nearby streets. If these are maintained I'm happy to walk to use these facilities

Our Parks and Open Spaces

- Maintain the existing parkettes and green space already in the Broadview area study

How We Move Around

- Too much bus/streetcar traffic to the Broadview TTC station resulting in traffic congestion
- More cycling lanes – and then charge cyclists who insist on riding on the sidewalks

Our Community Services

- Would like to see more small business (restaurants and eateries)
- Would love to see a library in the area. Perhaps as part of a larger community centre
- One of the reasons I moved to this area is because of the community feel! A community within the city. Bringing in more high density housing does nothing to encourage people to get out and be part of the community. We need mixed, low-rise housing, family and senior friendly, preserve and encourage small businesses

Our Parks and Open Spaces

- Bike lanes!
- No more wind tunnels
- Encourage play up the beauty of the valley, the value of the trees in our area, plant more on Broadview.
- Would like to see park area north of Fulton, not just the parkette near the subway

How We Move Around

- Broadview Subways barely able to handle streetcar/bus traffic now – often vehicles backed up onto street

- Very limited parking
- No bike paths (except short one on Chester Hill). Believe it is already difficult to get around on a bike. It is dangerous because of buses, parked cars. Believe adding any more high density housing will put cyclists in danger.

Our Buildings

- Mid-rise buildings preferred, particularly if next to a house
- Potential for landslide in the valley

Our Streetscape

- No additional wind tunnels
- Preserve mature trees

Area Character

- Loss of 'village' type neighbourhood

How We Move Around

- If large buildings constructed there will be increased traffic

Our Parks and Open Spaces

- Add a decorative fountain and drinking water fountain to Charles Sauriol Parkette

Now, thinking about this study area as a whole, identify 3 key words (ingredients") that you would use to describe your area in the future

- Much improved streetscape from Danforth North to O'Connor
- Green – more trees, etc.
- Conformity
- Friendly, connected and safe community
- Eclectic, artistic human-scale neighbourhood
- Clean and green
- Green
- Safe
- Residential (houses) or low-rise, possibly some mid-rise
- Easier traffic flow on Broadview (eliminate double parking in front of Albany Clinic) which ties up buses, streetcars and everyone
- Hopefully those of us who pay for permit parking on our streets can actually find a space
- A combination of mid-rise and high-rise development
- Secondary subway downtown stop at Broadview station
- Combination of commercial and residential development
- A coherent, well-planned neighbourhood
- Respect for the heritage of the area
- No more random developments that have no integration with the existing buildings and feel of the neighbourhood.
- Complete
- Walkable

<ul style="list-style-type: none"> • Human-Scale
<ul style="list-style-type: none"> • Sustainable • Balanced • Strategically built to accommodate future growth • Controlled growth
<ul style="list-style-type: none"> • Village feel: low to mid-rise human scale buildings and no increased car traffic • More green space – more trees/planters to help air quality and morale • Friendly, diverse neighbourhood with variety of businesses, homes
<ul style="list-style-type: none"> • Historic • Small town • Friendly
<ul style="list-style-type: none"> • Neighbourhood feel • A street that is interesting to walk down
<ul style="list-style-type: none"> • Quiet and relaxing • Walkable • Safe and friendly
<ul style="list-style-type: none"> • Welcoming • People-centred • Safe
<ul style="list-style-type: none"> • Charming • Community • Walkable
<ul style="list-style-type: none"> • Diverse • Family friendly • Balanced (mixture of residential and local businesses)
<ul style="list-style-type: none"> • European feel • Mid-rise development • Complete streets
<ul style="list-style-type: none"> • Safe • Friendly • Accessible
<ul style="list-style-type: none"> • Wonderful walk score we now enjoy • Community feeling we now enjoy • Green, with more trees and planters
<ul style="list-style-type: none"> • Human-scale building • Green • Inviting – a place to visit, not avoid
<ul style="list-style-type: none"> • People friendly • Community oriented

<ul style="list-style-type: none"> • Vibrant 	
<ul style="list-style-type: none"> • A liveable, safe community where residents say 'hello' to each other • Small businesses which make their living selling newspapers, milk, bread, etc. • Families and kids who have good memories about growing up in East York. I have those since 1951! 	
<ul style="list-style-type: none"> • Neighbourhood – a consistent aesthetic with a variety of services (e.g. Roncesvalles and Leslieville) • Respect – for views, light and nature • Quiet – more trees to buffer noise and pollution coming from buses, vehicles, as well as often very fierce wind tunnels 	
<ul style="list-style-type: none"> • Vibrant • A community • Family-oriented 	
<ul style="list-style-type: none"> • Healthy gardens (native trees and plants) • Pedestrian friendly • Connection the valley below 	
<ul style="list-style-type: none"> • Valley • View • People 	
<ul style="list-style-type: none"> • Pedestrian friendly with small shops and community services and more places to get together • Do not want to live surrounded by concrete slabs • Reduce the congestion on Broadview Avenue 	
<ul style="list-style-type: none"> • Family friendly • Senior safe • Children considered 	
<ul style="list-style-type: none"> • Retain natural sunlight – nothing grows without it • Stop developers until study is complete – watch out for the sneaky ones • Keep our area small town and not a concrete jungle with falling glass and other inferior material used in this day and age 	
<ul style="list-style-type: none"> • Low to mid-rise buildings only • Less traffic. Clean air and enjoyable to walk along. No wind tunnels. • Friendly neighbourhood 	
<ul style="list-style-type: none"> • Pedestrian friendly • Less towers on our streets • Reduce congestion on our streets 	
<ul style="list-style-type: none"> • Unique – preserve current heritage listings (e.g. Chester Hill School and bank), have public art and artful graffiti murals by local artists, unique businesses and organizations • Boulevard – European feel tree lined with mix (residential, and small businesses) and social hubs along Broadview (interested seating areas that encourage meeting and chatting) 	

<ul style="list-style-type: none"> • Inclusive – inclusive, preserves diversity, affordability, small town feel, place where you can walk to the store and know people
<ul style="list-style-type: none"> • Liveable – uncrowned • Pleasing to the eye • Community services not overcrowded
<ul style="list-style-type: none"> • Keep the area to feel like being in suburbs even though in middle of city • Allow European feel and look, high-rises make the area cold and concrete • Preserve the green, buildings should not be up to sidewalk
<ul style="list-style-type: none"> • Intelligent Development • Pedestrian-friendly • Residential
<ul style="list-style-type: none"> • Re-new, revitalize • Increase green areas, soften hard areas • Add mid-rise buildings
<ul style="list-style-type: none"> • Communities • Social inclusive – middle class • Boulevard feel, European style, greenery, café, people centred
<ul style="list-style-type: none"> • Would like Broadview to have more of a community feel to it • Flowers along Broadview would be a nice touch • Newer buses on Broadview Avenue
<ul style="list-style-type: none"> • Neighbourly • Inclusive • Environmentally attractive
<ul style="list-style-type: none"> • Inviting • Eclectic • Green
<ul style="list-style-type: none"> • A friendly, interesting, walkable neighbourhood • An attractive neighbourhood – full of greenery • Diversity – of businesses, buildings, people
<ul style="list-style-type: none"> • European street feel and energy • Green and pleasing visually • Mixed styles
<ul style="list-style-type: none"> • Green and please visually • Mixed style of building
<ul style="list-style-type: none"> • A community – street, businesses and residents enjoy a vibrant and active street • Well planned – spaces are well thought out – new additions add to the area and complement • Calming – the changes to the street should not cause stress – community should feel calm; like home
<ul style="list-style-type: none"> • No more high-rise buildings

- No increase in traffic
- The city should not let rapid development to slip in unaffected by concerns already expressed by neighbourhood residents
- A community – you can't create a community without community time and interaction between community members. This means that we need to create community 'spots' for members to meet and spend time.
- I want it to be a place where I want to stay, not escape from Broadview
- Family friendly - all ages happy to be here receiving the service they need regardless of income, age, ethnicity, etc.
- A real neighbourhood feel
- Safe
- Low-rise (to medium at most)
- Clean
- Maintain/add green space, trees, plans
- Neighbourhood
- Inclusive
- Low-rise
- Safe and peaceful
- Diverse and tolerant
- Rooted in our past and looking forward to the future
- Small town neighbourhood feel
- Friendly community
- Preservation of historical buildings
- Family friendly with easy access to all residents with activities available to everyone regardless of income.
- Community space, interior and exterior, available for community activities
- A community that is able to accommodate the density of the residents
- A friendly neighbourhood not divided into different groups
- A safe area free from traffic, crime and congestion
- Preserve old established houses in the area
- Diversity – Broadview now is very diverse and interesting. Any changes should be done with this in mind
- A community feeling that everyone would be proud of and pleased to be living here
- New buildings that would respect the character of the neighbourhood

Do You have any additional ideas of feedback you would like to share regarding the study?

- Animate the street
- Blend residential with commercial
- More street space with seating
- Play areas for children

- It appears this planning study is going to be suffering from scope creep. It is a common and very annoying characteristic of most public exercises. Changing the original study parameters after 1 year is going to complicate the study by introducing new stakeholders and will extend the time-frame such that it may take several more years to arrive at a plan.
- In the meantime, applications for high-rises and other buildings not in keeping with the interests of the residents and the area will continue to flow into the City and will continue to be approved under the existing rules and guidelines.
- While coming up with a comprehensive plan for the area is not an overnight job, we need to get something in place sooner rather than later. If it will take 2 or more years to finish this study we may as well not bother.
- Developers will have gained approval to change the entire streetscape by then.

Under the heading "Our Parks and Open Spaces", there is really only one parkette that I can think of on this stretch of Broadview and that is Charles Sauriol Parkette. I think that a decorative fountain would be a welcome addition to that parkette, not to mention a drinking water fountain. As mentioned in the meeting, there are not nearly enough trees on that stretch of Broadview Avenue, and on a hot summer's day, a drinking water fountain would be a welcome sight. The decorative fountain could be constructed so that children could run through it to cool off on a hot day. The small flowerbed that is presently there could be modernized with tall decorative grasses and other flowerbeds added. Perhaps a historical plaque could be added letting passersby know who Charles Sauriol was and why the parkette is named after him. Currently many of the park benches are close to the sidewalk and face out to the street. It would be great to add a few more benches and have them face the fountain.

Question: Does a Planning Study ever serve to trigger a new Beautiful Streets project? Or do local groups need to organize & lobby separately for such consideration? If that is the case, should interested parties wait until the Planning Study is finished and its recommended changes are approved by Council? Or should they try to submit a Beautiful Streets application as soon as possible? The Bay Cloverhill landscape design shows it was done by Robert Mays, a Project Officer in Transportation Services' Beautiful Streets program, but I have not been able to find out how that project was launched.

We need a commitment from developers and designers to build well thought out structures, that are not only appealing and balanced with the landscape--highlighting the views and the beauty of the area--but also, creating structures that are sustainable, that are able to handle energy, water and waste in an efficient manner. All this in order to encourage and attract the right types of residents/tenants into the area.

I have lived in the neighbourhood for 30 years. It has a very unique character which people from outside Toronto (and often anti-Toronto) find wonderful. I feel it is very important to preserve the small-town aspects of the neighbourhood along with the eclectic mix of historic buildings (perhaps not designated as officially "heritage") and small independent businesses. Too much of "old" Toronto has been slowly eroded away by "development". I recognize the need for intensification, but at what price? I would prefer low-rise only, but understand the need for mid-rise if necessary for SOME of Broadview. There is, however, no room for more high-rise which would continue to erode the character of the neighbourhood.

I would hope that City moves immediately to develop a set of policies based upon consensus items to date with regard to the Broadview study and not allow new development to slip in before the residents' concerns are heard. Ideally, no approvals for new development should go forward on Broadview until this study is completed and approved.

I appreciate the work that is being done on this study. I was sceptical going into the February 4 meeting, impressed by the end. The meeting was well designed and well fun. It felt like democracy in action. I felt listened to. So I am concerned that the views collected be put into action. I am very concerned that buildings, knowing this study is happening, will attempt to get their own plans approved before this study is done.

Please do what you can to ensure that whatever consensus is formed is put into action as soon as possible. I don't know how this works within the City's processes. If you can, formulate recommendations based on that consensus and submit them to be turned into policy ASAP allowing remaining issues to await a second application. At minimum, please be sure that the community's voice is heard and acted on when applications for development are submitted by builders.

Preserving what we have now and improving on it would be paramount. Replacing any buildings that are low-rise or building new high-rises would be horribly disruptive and agony to live with.

A recent resident of Broadview Avenue, I was drawn to the sense of community here. We are close to downtown but we aren't. We feel safe whether we walk, cycle, drive or take TTC.

We are more alike than not in the area and our vision for it. Consultation to date suggests residents do not support an avenue for high-rises. I encourage the city to move on consensus items for developing Broadview and develop necessary policy.

I think that the City should immediately adopt a set of policies based upon the consensus items that have already come out of the planning study; these consensus items should be considered for any new projects in the area.

A primary concern is that the neighbourhood may turn into a large area of high-rise developments that will put a great toll on power/water demands and create a feel that is more akin to downtown, rather than a neighbourhood. My sense at the meeting was that there was a significant portion of attendees who want to limit development to mid-rise. I think this is a good idea and encourage the study to start setting policies to avoid developers putting plans in place before the study is complete.

Broadview is an ugly street in need of beautification. Without good planning control it could become a tunnel between high-rise towers making it uglier than it already is as small business owners succumb to the big money of developers.

If this condominium is built, units will be just a few feet from each other. The grounds will be dead, as no sunlight. 06-07-08 units need more hydro, as no natural light.

The fear is that developers may circumvent the wishes of the community by putting in applications for construction before the Broadview Avenue Planning Study delivers its findings to council. I would like to see criteria such as what I've named here influence how the City approves new construction to ensure that the Broadview community has a say.

I am concerned that new towers in the neighbourhood will create landslides in the valley and the construction would crack the foundation of older houses and buildings. Most of the houses built in Easy

York are 80-90 years old.

There are many parents, seniors and grandparents and their children, grandchildren and great-grandchildren should be assured maintenance of the safe and uncongested nature of this community they have chosen to live in.

We think the Albany Clinic is just the max. height we should go. Stacked townhouses look great and have a sense of home.

I am concerned what new construction on our street would do the valley below

This study is extremely important for our area. Use the findings to date to create 'junior policy' so that it can already be applied to any development proposals that would and will come before study completion.

A new building should not exceed five floors at the very most

- Help us to maintain the beauty and character we have
- Do not make us live in concrete blocks

My concern is that as developers look further east to build their glass towers, a beautiful residential community will be destroyed. I urge the city to more quickly to complete and implement its study.

I think that there is opportunity to include a few high-rise developments in the A and B zones

- Create policy based on learned to date (as developer will want to get application without heeding this study)
- Complete study area

For residents of 980, many have invested their life savings to buy a unit here. It will be unfair if the new building affects the value of their entire life savings.

Put as much of this plan in place ASAP.

I urge the planning committee to act on the consensus of the information already received – immediately – to develop a set of policy which will be in the best nature for the community.

As a local resident I feel the information collected in this study can be immediately categorized and any consistent concerns should be taken into consideration by the study committee now not when the study is complete. Building applications now should be reviewed with study results in mind.

Any new building applications should be regarded with the findings of this survey even if it is not yet complete.

Broadview Avenue is a nice street, pleasantly walkable to the Danforth with its shops and restaurants and its public transportation to the city. Underlying any plans for intensification is a fear of a complete change in the character of the avenue as more and more people crowd the pavement, the road and the facilities. The mere threat of acceptance of the plans for the 24 storey conversion of the Estonian Centre can indicate a total rejection of any planning decisions for the future of the street. Can one item anticipate a host of 24 or more storey condominiums running along the street all the way to the Danforth. What will that do to the facilities, the accessibility and the traffic along the street?

Currently the street is overcrowded with vehicles, especially at rush hours. The Broadview Planning Study has a page entitled "Vehicle Traffic Growth Rate". It shows traffic volume in the past 15 or so

years and shows it to be decreasing. Poppycock! I have lived at 980 Broadview for the past 15 years and can attest to the complete inaccuracy of the graph shown as I am sure could most of those attending the recent study meeting. It reminds me of when Minto were seeking approval of their project. Traffic on Broadview was illustrated in their brochure with a photograph which must have been taken at 6:00 am or on a holiday morning.

One can accept the need for densification within the boundaries of the city of Toronto. The present restriction of further buildings built is 5-11 storeys to conform to the buildings in place at the end of the street near the Danforth. However I would wish that any new buildings should by law have a preponderance of 2 or 3 bedroom suites. This will give opportunity for families with children to be accommodated. That will help provide increasing numbers at our local schools and help nullify the threats of their eventual closure for low attendance. Additionally by reducing the number of separate dwelling places in any conforming densification, this will contribute to a lower increase in traffic volume. To take the point further our city government should be legislating for a significant increase in larger apartments in any potential densification increase within the city boundaries.

Toronto is not a European City. It is the 4th largest city in North America. Supposedly a world class city. Why is everything on a small scale? Surely the talented engineers weigh in on everything including landslides with the planned tower.

Do we have bike lanes now? I have not seen any.

I would like to have a basic policy for Broadview developed immediately to prevent developers from getting in ahead of the communities desires.

Act on the consensus from information collected already and immediately develop a set of policies in the best interest of the Broadview community. Continue the study on remaining issues. Move forward quickly with information already collected.

I am very pleased to be part of this study and I am grateful to our Councillor for asking for it to be done. I have also found the process enjoyable and informative. The consultant, city staff and our councillor make me feel that my opinions matter. It was good to see the analysis after the first meeting – I felt heard.

Love the community consultation. Now if the city would put a hold on any proposed development on Broadview until the study is finalized then the community consultation will be real.

Enclosed is an article about Door Park on St. Clair with a 'meeting place' spirit.

I urge the City to move quickly to develop policies based on information already received – I am concerned that rapid development could slip in unaffected by concerns already expressed by neighbourhood residents.

While this study is being concluded, there are existing proposals underway which, if approved, may go ahead even if the results of this study would have otherwise prevented them from proceeding. New projects should not be approved until this study is completed or at the very least, develop a set of policies guiding future development based on the current opinions and concerns expressed by the Broadview area residents.

Act on the consensus from information collected already and immediately develop a set of policies in the best interests of the Broadview community.

Further study history of the soil on narrow edge, and damage that has occurred

As newcomers to the city, we are delighted with condo living on Broadview. All items on our wish list are met with this purchase. We feel that any changes on the street should not have any impact on our condo's value. The city needs to respect the wishes of the people already in the neighbourhood while looking at requests for new buildings exceeding code.

In 1960 the old Chester School at 958 Broadview was listed as a heritage property and as such it was recommended to be included in the Inventory of Heritage properties. I believe that 958 Broadview should be moved from listed to designated in order to avoid a "Stollerys" situation. Given the ongoing erosion of our historical and heritage properties in Toronto due to lack of City action and/or pressure from developers and lobbyists I suggest that more proactive and immediate attention be paid to all listed properties. The urgency of attending to 958 Broadview is critical because of the current activities related to the Broadview Avenue Study and the likelihood that development projects may begin prior to this study being completed in order to avoid the outcome of the study.

The displays were clear and obviously a lot of work went in to them, however, they told nothing that the audience did not already know: everyone in the audience lives in the area and how the displays figure in to the planning process was not clear.

1. Too many jargon terms. Your audience is not awed by them, only annoyed. What do you mean by 'build form' or 'massing' or 'zbl'?
2. In a mixed age audience, there will be a number who do not hear well. It is a good idea to ask the audience if you can be heard....way in the back.
3. During the presentation, talk towards the audience –not the screen.
4. Ensure that the ppt slides can be read. In your case the font was too small.
5. Ensure that your presenters identify themselves. The third speaker on transportation did not do so.
6. If a presenter is heavily accented, ensure that his/her delivery will be understood.

I have lived in Ward 29 for less than a year. I sought out and chose to buy a unit at 980 Broadview Avenue. The building's community-minded reputation, its large units and green space made it an appealing choice.

I have always loved this part of Toronto. Danforth and Broadview has a distinct village-like feel, not unlike the Danforth itself. After all, Broadview is where the Danforth begins. Broadview has long been characterized by family homes, low- to mid-rise residential buildings and many small businesses servicing area residents. Having amenities so close at hand is extremely convenient.

This neighbourhood invites you outdoors. I'm heartened to live in a neighbourhood where people walk their children to school, where residents and visitors enjoy and feel safe riding their bikes.

Here are some of my concerns about potential impacts that may come with proposed intensification of Broadview:

- Increased traffic congestion on Broadview will cause overflow onto side streets. If it's too busy to turn north onto Broadview my default route is to go along Browning where I encounter many young families with children. I'm concerned traffic spillover to these side streets puts children and seniors at risk from vehicular traffic. Toronto and Leaside in particular still mourn the loss of Georgia Walsh, the Leaside girl struck and killed last year.
- Increased and unsustainable demand on public transit operating out of Broadview Station

- Transit routes are already heavily travelled
- Increased bus traffic along Broadview will increase diesel exhaust emission, a known human carcinogen according to the International Agency for Research on Cancer. Vehicle traffic is the biggest contributor to air pollution in Toronto. I am a member of the Occupational and Environmental Working Group of the Toronto Cancer Prevention Coalition, a Toronto Public Health initiative. Please an overview of the group's work over the last twenty years. [TCPC Occupational and Environmental Working Group](#).
- Note also the Medical Officer of Health is now tasked with incorporating [Healthy Streets Evidence Review](#) into the City of Toronto Complete Streets Guidelines. <http://www.toronto.ca/legdocs/mmis/2015/hl/bgrd/backgroundfile-74525.pdf>
- Only one entrance/exit from Broadview Station makes it congested and unsafe as you dodge streetcars and buses around the station.
- Added building and population will put added demand on aging sewer, water and other City infrastructure
- Possible damage to the Don Valley. The Minto Sky construction contributed to a landslide and lengthy closure of Pottery Road.
- Damage to foundations and structures of neighbouring buildings

Area residents have come aware of the proposed redevelopment of Estonian House. Here are my early concerns:

- Destruction of the historical important Chester Hill School
- Possible damage to the ravine and ecologically sensitive marsh areas below Estonian House
- Damage to foundations and structures of neighbouring buildings

I encourage City Planning staff to move ahead on consensus items to date from the Broadview Avenue Planning Study to develop the area in a safe and sustainable manner.

- Designate Broadview-Cambridge alleyway a woonerf
- Rationalize n/s city property with auto body property
- Add TTC access on west side of Broadview
- Create a pedestrian friendly retail destination
- Take advantage of westward views
- Anticipate unintended consequences of changes to traffic access from Broadview
- Explore private "right of way" alleys to see if there are potential win/win solutions to access/parking. Why have two alleys (one for residents – one for developments) right beside each other?
- Connect the bike lanes and separate car traffic from bicycle and pedestrian traffic
- Section 37 potential for improvements to one of the few parks near Broadview avenue