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January 12, 2017

CONFIDENTIAL AND WITHOUT PREJUDICE

Our File No.: 12.2263

Via Email (sarah.oconnor@toronto.ca & kasia.czajkowski@toronto.ca)

City of Toronto
Metro Hall, 26th Floor, Stn. 1260
55 John Street
Toronto, ON M5V 3C6

Attention: Sarah O'Connor and Kasia Czajkowski

Dear Sirs/Mesdames:

**Re: 50 Humberwood Boulevard – Settlement Offer
OMB Case No.: MM160045**

Further to our meeting today, I wanted to summarize the settlement offer from the applicant.

Based on comments from City of Toronto staff during our meeting on December 14, 2016, the applicant made a number of substantial changes to the proposed plan. We reviewed the proposed changes with you at our meeting today. These changes are in addition to all of the revisions that have been made in response to comments of staff since the applications were initially filed. The comments raised in the December 14th meeting and the changes proposed to address those comments are summarized below.

The coloured site plan which we left with you after our meeting is attached as Schedule “A”.

Width of Freehold Townhouses:

The applicant was asked to revise the width of the townhouses from 5.5 metres to 6 metres. Although this has resulted in the loss of units, the applicant is prepared to increase the width of the units to 6 metres. We note that the westerly unit in Building 1 has a width of 5.5 metres. This was done to create a continuous setback on Humberwood Boulevard. If the City wishes to have the width of this unit changed to 6 metres, the applicant is prepared to make that change and accepts that the setback on Humberwood Boulevard will no longer be continuous. All other freehold units are 6 metres wide. These widths are shown on the site plan attached as Schedule “B”.

Eleven Metre Spacing Between Buildings 8 and 9 and Between Buildings 11 and 12:

During the meeting, staff members indicated that they wished to see an increase in the spacing between Buildings 8 and 9 and between Buildings 11 and 12. The applicant has increased the separation to 11 metres which is shown on the site plan attached as Schedule "B".

Rexdale Access:

The applicant has evaluated two access options. The option shown on the attached plans involves a separate westbound right turn lane into the site. Since the time these drawings were prepared, City staff provided us with an alternative design which eliminates the separate westbound access lane and extends the median as shown on the City's sketch which is attached as Schedule "C".

As stated during the meeting, the applicant can accept the City's proposal shown in Schedule "C". The applicant is content with both options.

Removal of Parking on the Public Road:

During the meeting, we were advised that City operations will determine whether street parking will be permitted on the public road. Transportation Services has indicated that they are not opposed to street parking on the public road, provided it is not being used to accommodate "required parking". This comment was addressed by removing street parking from the proposed public road shown on the plans.

Loading and Refuse Collection:

It is noted in the Request for Direction Report (at page 17) that the applicable zoning by-laws do not require that a loading space be provided. Staff requested in the report that "the applicant's transportation consultant . . . develop a solution where loading operations could be undertaken from the private driveway without blocking or restricting the fire route access along this driveway".

A Waste Management Master Report dated March 29, 2016, prepared by Cini Little, was submitted to the City as an attachment to a report prepared by BA. The Waste Management Master Report provides that refuse pick up will be privately supervised for the condo block via the private road. The plan provides for the placement of totes on garbage day at the curbside outside the travelled portion of the road in three specified areas which are shown on the site plan attached as Schedule "B". Refuse will be picked up by a mobile garbage truck. Should emergency vehicles require access, the garbage trucks are required to move out of the way. These trucks will not be left unattended or parked in the roadway.

The private road is 8 metres wide. This allows for space to accommodate parked vehicles without impeding traffic. The applicant has shown two areas which will be designated for the

parking of moving vehicles such that they will not impede traffic movement, including the movement of emergency vehicles. These areas are identified with the label “moving space” on the site plan attached as Schedule “B”.

We believe this addresses the City’s concern.

Screening of Garage Access:

We have attached a sketch of the proposed screening as Schedule “D” to this letter.

Rexdale Boulevard – Massing and Landscaping:

Our client has looked at how to increase the mass of the buildings on Rexdale Boulevard while maintaining the townhouses. The applicant proposes the following two approaches:

1. The design of the townhouses has been modified by moving certain mechanical space to the rooftop and massing that mechanical space towards Rexdale Boulevard. The mechanical space does not span the entire width of the unit and it is proposed that for the remainder of the width of the unit, an architectural treatment will be added which extends the south wall of the mechanical area in a continuous manner. This will give the appearance of a fourth storey. This approach has been illustrated in the conceptual elevations and associated plans attached as Schedule “E”.
2. During the December 14th meeting, we discussed the inclusion of a private sidewalk and plantings to improve the relationship between the townhouses and Rexdale Boulevard. This is shown on the site plan attached as Schedule “B”.

Rear Yard Setback on the Ravine:

During the December 14th meeting, there was a discussion regarding whether there was adequate amenity space at the rear of the townhouses on the ravine. As we discussed during the meeting, it is the view of the applicant’s team that the amenity space is more than sufficient. As a result of the design of the units and the site grades, access to the generous balcony, which is located across the entire width of the townhouses, is from the main living space. In addition to the balconies, there is access to a rear yard from the ground floor. We note that in every instance, the depth of the rear yard was the same or greater than the depth of the balcony, making appropriate provision for access of light to the rear yard and ground floor.

We also note that the average amount of private amenity space for these townhouses is greater than the average private amenity space proposed for the back to back townhouses which we believe has been considered appropriate by the City. We provided you with a table at today’s meeting showing this comparison. The average amount of amenity space for the back to back units is 35.71 m², whereas, the average amount for the regular townhouses is 37.55 m².

You asked us to provide you with a cross section of the townhouses on the ravine. Our client has instructed its team to prepare the cross sections and we will forward them to you shortly.

Our client is prepared to make all of these changes in order to achieve a complete settlement with the City of Toronto.


The applicant is prepared to proceed to the Ontario Municipal Board with the plans as shown in the attached Schedules. We note that the elevation is conceptual and if the approach of the architectural treatment and mechanical room location is acceptable to the City, the elevations will be refined.

We have worked in good faith to resolve outstanding issues. We appreciate the time and effort expended by City staff. In order to have these changes made and to address the resulting loss of units, it is critical to our client that the final documents required to permit the proposal, including a zoning by-law and draft plan conditions, be before the Ontario Municipal Board for approval in March.

This offer is conditional on Council's acceptance of the offer at its meeting of January 31 and February 1, 2017. If Council does not accept the offer during this meeting, the offer should be considered as withdrawn.

Yours truly,

Goodmans LLP



Catherine A. Lyons
CAL/vw

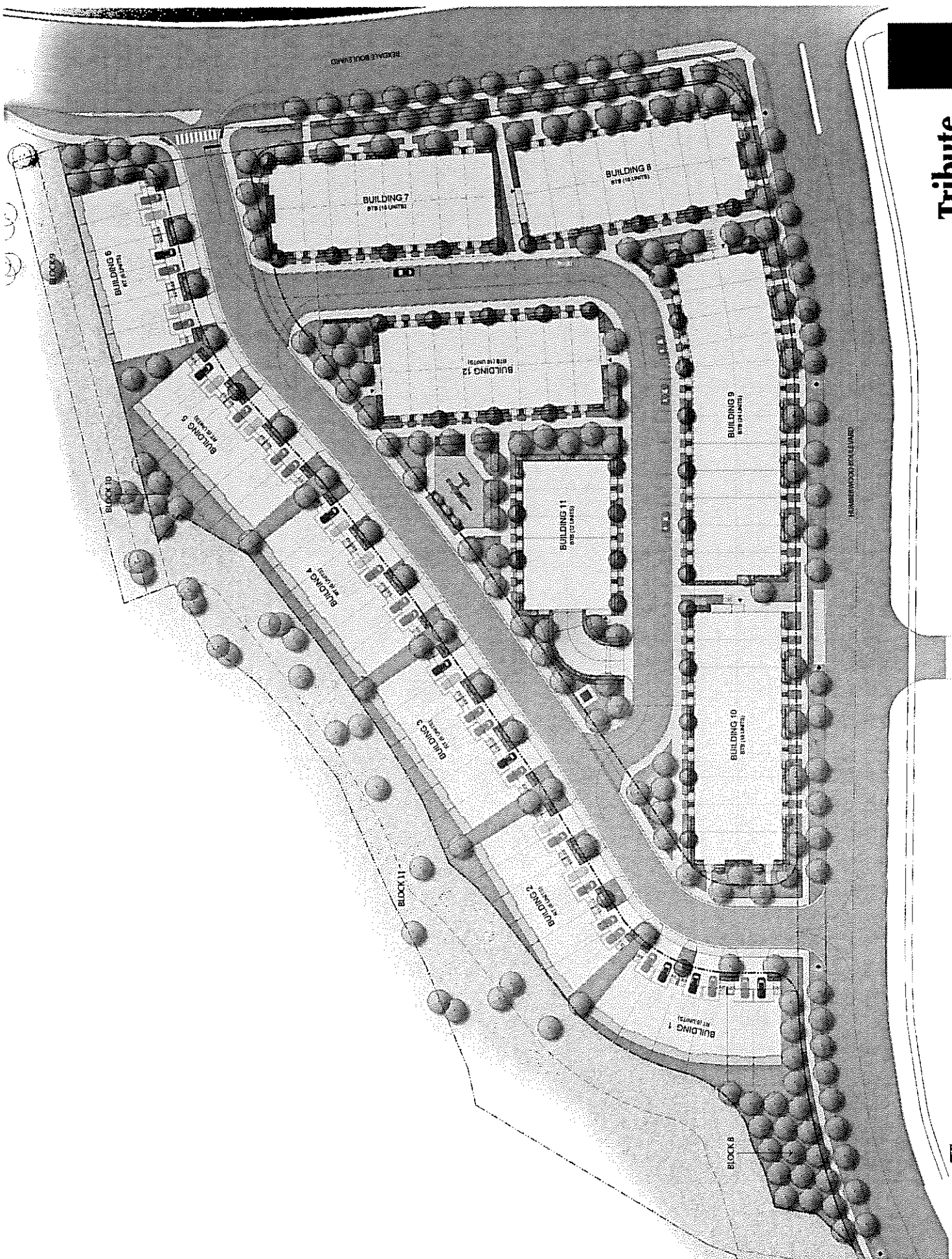
Encl.

cc: Steve Deveaux
Peter Jakovic
Leona Savoie

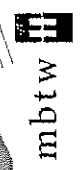
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Schedule

A



50 HUMBERWOOD BLVD. ETOBICOKE
JANUARY 2017



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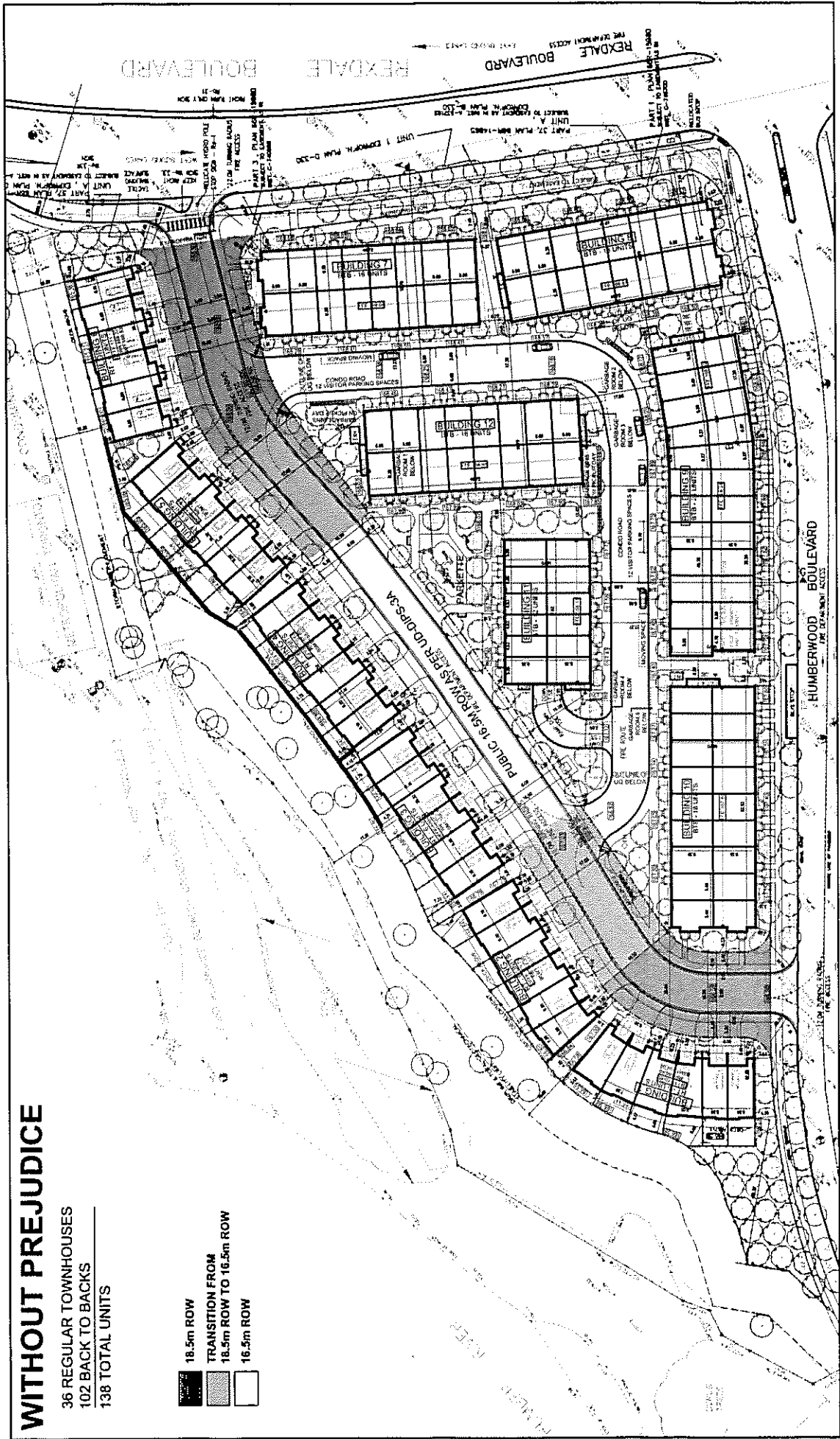
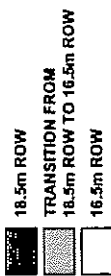


Schedule

B

WITHOUT PREJUDICE

36 REGULAR TOWNHOUSES
 102 BACK TO BACKS
 138 TOTAL UNITS



Scale: 1:750

Date: JANUARY 10, 2017

Project No. 14122 Drawing No. 1

50 HUMBERWOOD BOULEVARD SITE PLAN CURRENT - OPTION 1



CASSIDY & CO.
 ARCHITECTURAL TECHNOLOGISTS
 64 Mansfield Drive, Suite 11, Ajax, Ontario L1S 9L3
 T: 905-415-1278 F: 905-415-1288

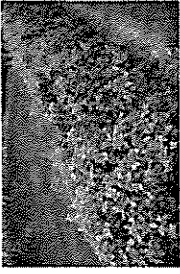
ICON
 Architects Inc.
 611-1728 Yonge Street, Toronto, Ontario M4M 1A9 T: 416-593-9111 F: 416-593-9111

Schedule

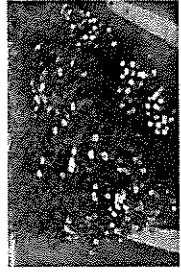
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Schedule

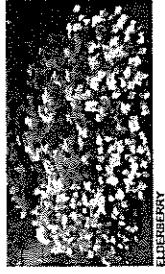
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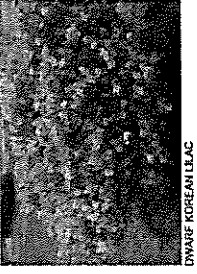
COMMON WINTERBARK



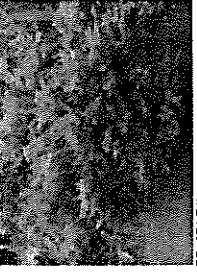
ELDERBERRY



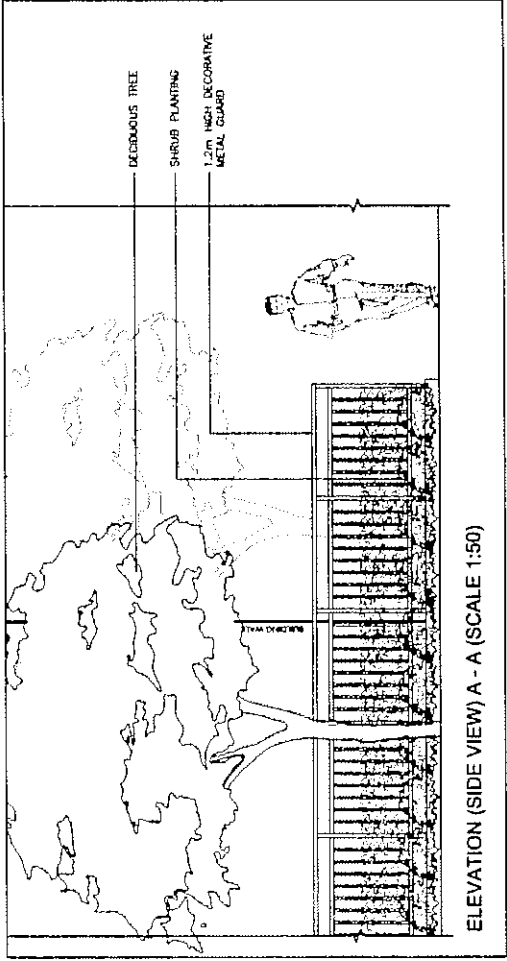
ANTHONY WATERER SPIREA



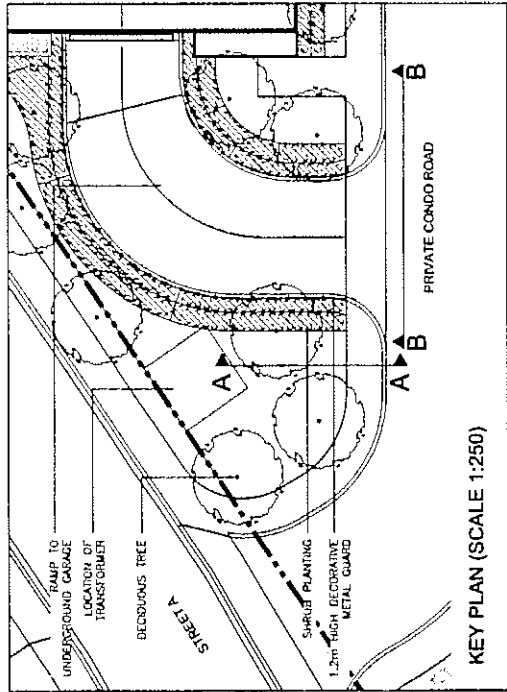
DWARF KOREAN LEAC



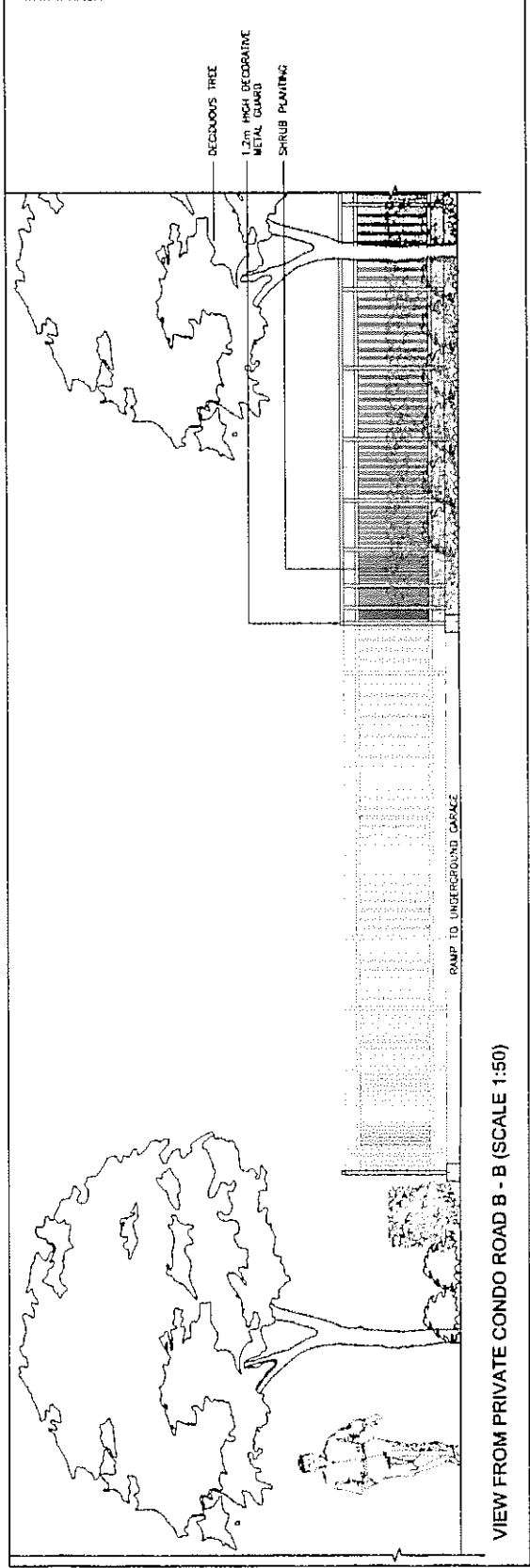
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ELEVATION (SIDE VIEW) A - A (SCALE 1:50)



KEY PLAN (SCALE 1:250)



VIEW FROM PRIVATE CONDO ROAD B - B (SCALE 1:50)

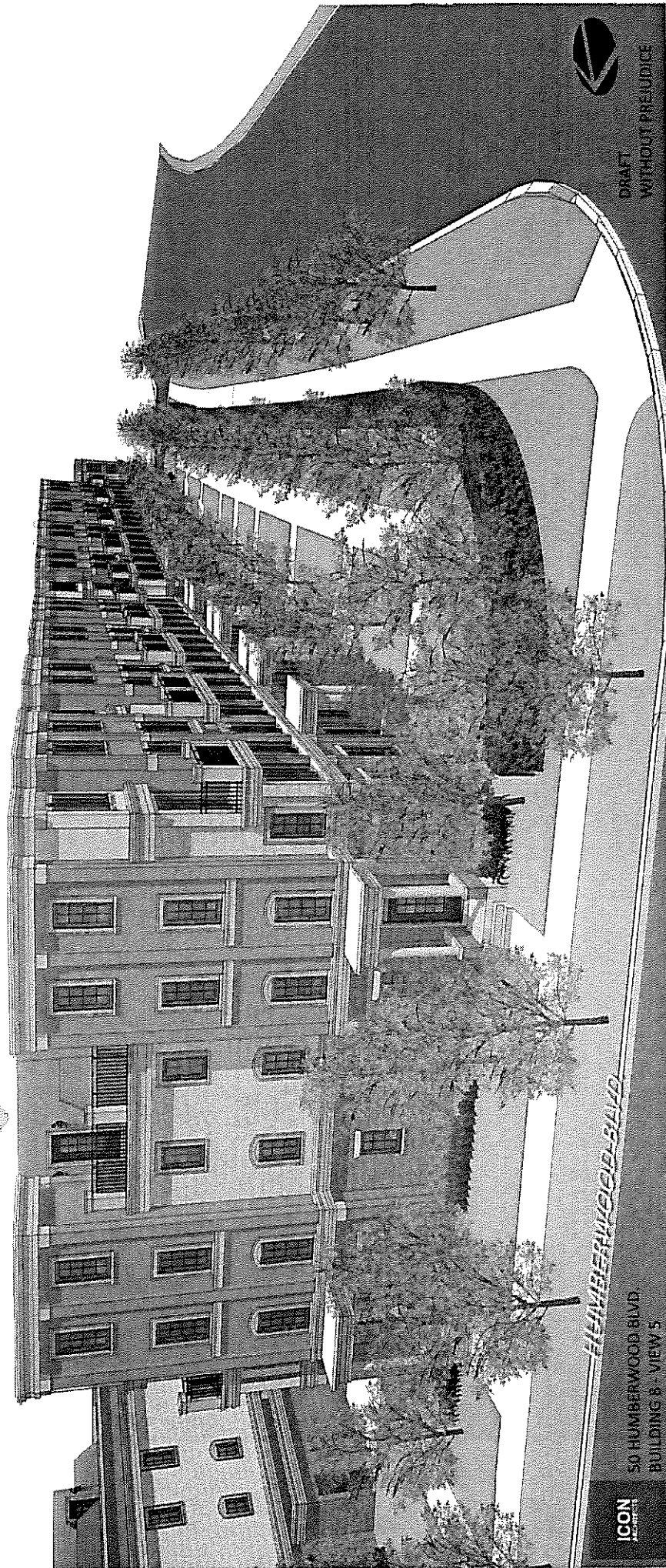
RAMP TO UNDERGROUND GARAGE

THE MBTW GROUP
JANUARY 10, 2017

Schedule

E

BUILDING 8
↓



DRAFT
WITHOUT PREJUDICE

HUMBERWOOD BLVD

50 HUMBERWOOD BLVD
BUILDING 8 - VIEW 5

ICON
ARCHITECTURE

BUILDING 8



BUILDING 9



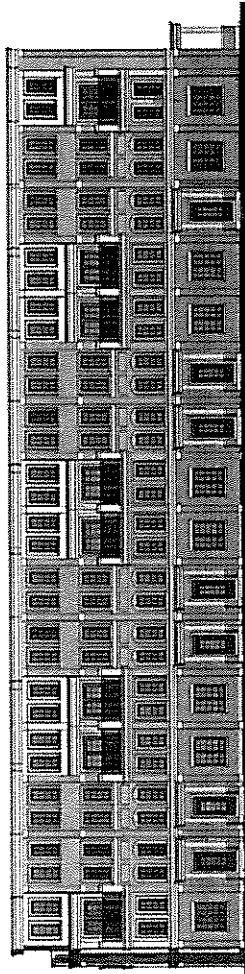
HUMBERWOOD BLVD

50 HUMBERWOOD BLVD.
BUILDING 8 - VIEW 3

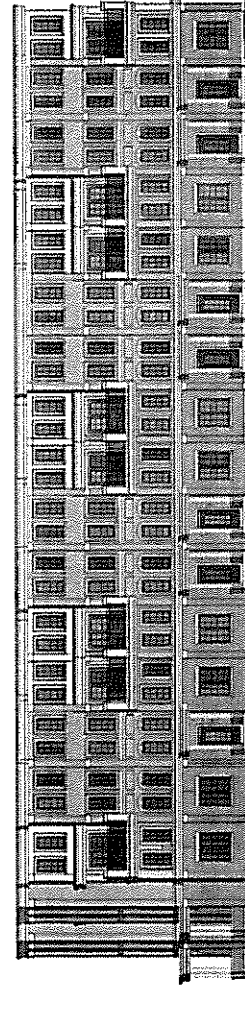
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BUILDING 7



BUILDING 8

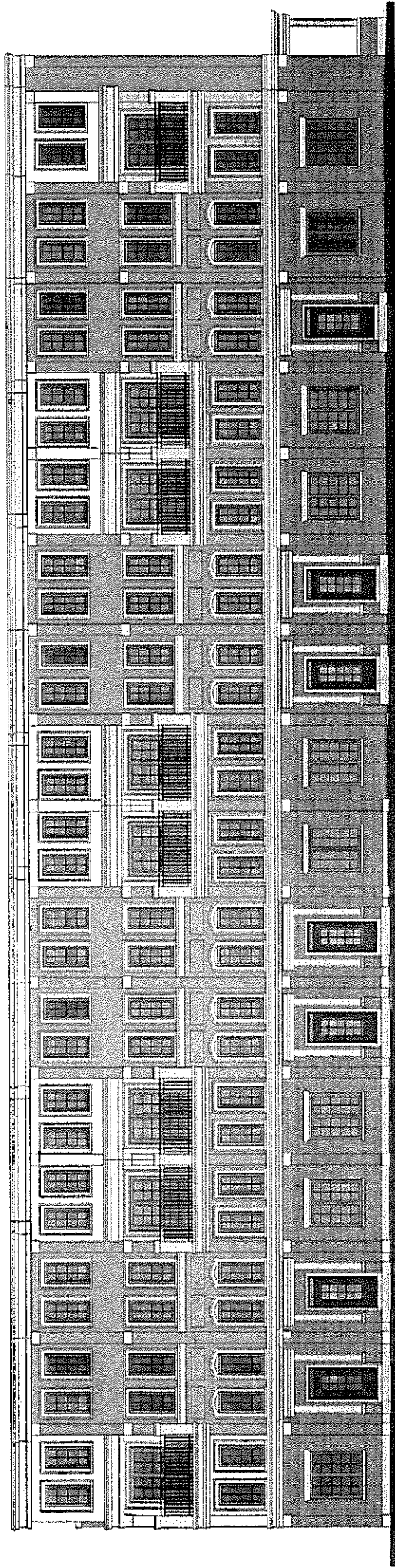


DRAFT
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50 HUMBERWOOD BLVD.
REXDALE ELEVATION



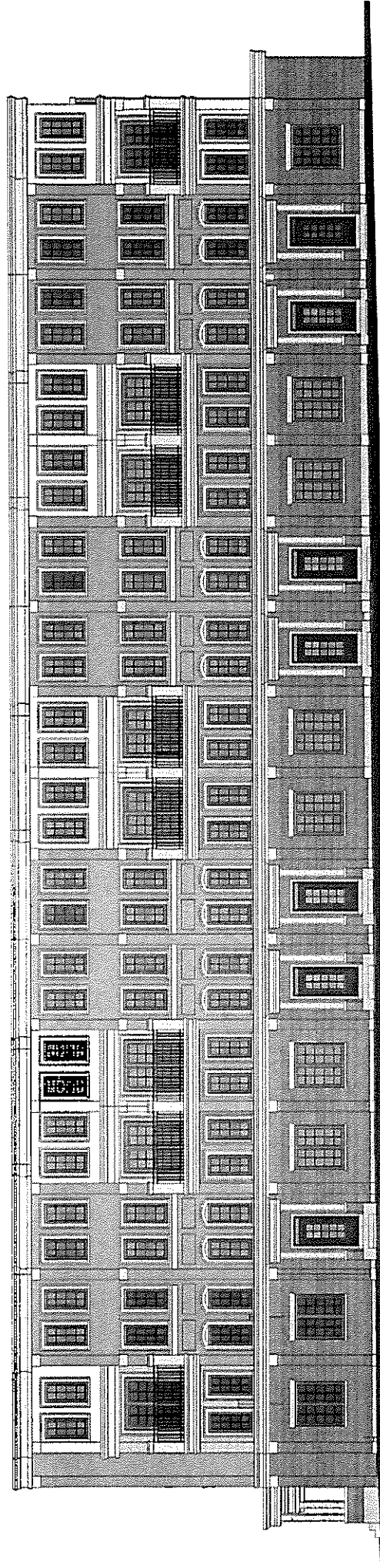
BUILDING 7 FRONT ELEVATION ON REXDALE



50 HUMBERWOOD BLVD.
BUILDING 7 - FRONT ELEVATION ON REXDALE

DRAFT
WITHOUT PREJUDICE

BUILDING 8 - FRONT ELEVATION ON REXDALE



50 HUMBERWOOD BLVD.
BUILDING 8 - FRONT ELEVATION ON REXDALE

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WITHOUT PREJUDICE

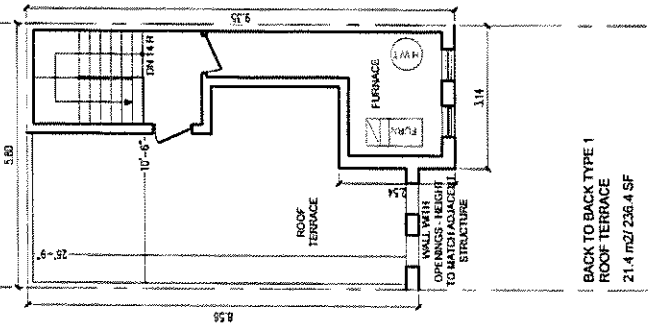
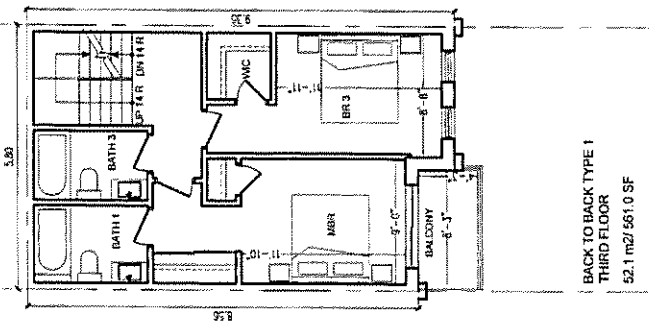
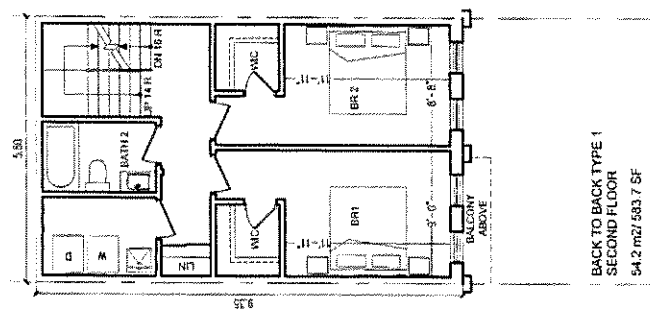
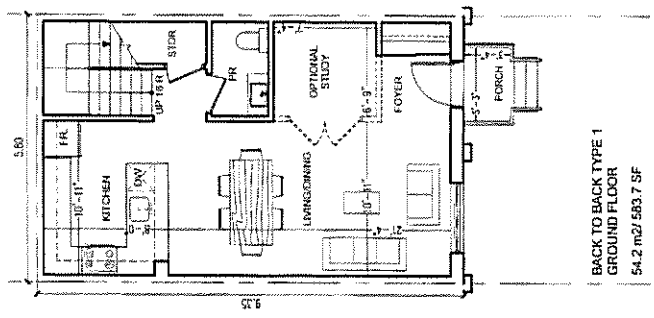
BACK TO BACK TOWNHOUSE
TYPE 8 (TYPICAL UNIT FACING REXDALE)
4 BEDROOM LAYOUT

WITHOUT PREJUDICE

ROOF STAIR AREA
 21.4 m²
 230.3 sf

TOTAL AREA:
 181.9 m²
 1,957.9 sf

AREA:
 160.5 m²
 1,727.6 sf



NOTE: TOTAL AREA IS THE SUM OF THE AREA OF ALL FLOORS SHOWN ABOVE

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50 HUMBERWOOD BOULEVARD
BACK TO BACK TOWNHOUSE - 4 BEDROOM
TYPE 8 - TYPICAL UNIT FACING REXDALE
BUILDINGS 7-8

Scale: 1:100
 Date: DECEMBER 23, 2016
 Project No. 14122 Drawing No. 1