TORONTO

STAFF REPORT
ACTION REQUIRED

City Initiated Humbertown Area Study Phase 2 – Site and Area Specific Policy – Final Report

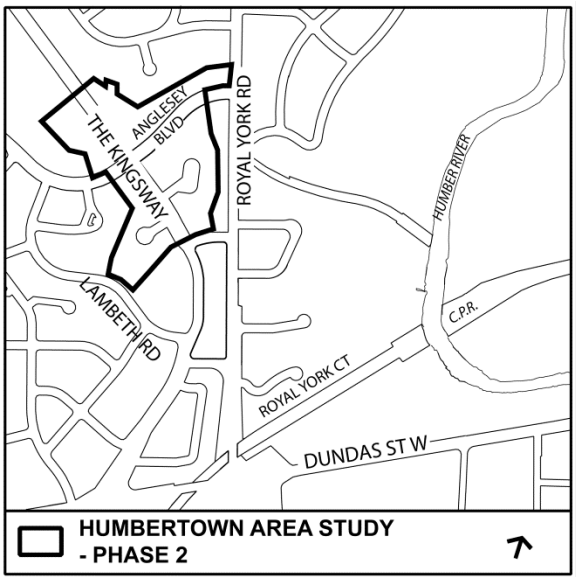
Date:	February 4, 2016
To:	Etobicoke York Community Council
From:	Director, Community Planning, Etobicoke York District
Wards:	Ward 4 – Etobicoke Centre
Reference Number:	13 224536 WET 04 OZ

SUMMARY

This report presents the findings of the City Initiated Humbertown Area Phase 2 Study – Site and Area Specific Policy. The Phase 2 study was undertaken to develop a Site and Area Specific Official Plan Policy and related *Apartment Neighbourhoods* Design Guidelines that would establish the long term vision for the Study Area and guide future development(s).

This report recommends amending Chapter 7 of the Official Plan to introduce a Site and Area Specific Policy (SASP) for lands designated *Apartment Neighbourhoods* within the Study Area. This SASP would implement a maximum building height limit of 6 storeys and would require any new development to adhere to the proposed Edenbridge-Humber Valley Apartment Neighbourhood Design Guidelines.

The proposed amendment is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe and City-building policies in the Official Plan.



RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan for the *Apartment Neighbourhoods* designated lands in the Humbertown Study Area, substantially in accordance with the proposed draft Official Plan Amendment attached as Attachment No. 4 to the report dated February 4, 2016 from the Director, Community Planning, Etobicoke York District.

2. City Council adopt the Edenbridge-Humber Valley Apartment Neighbourhood Design Guidelines attached as Attachment No. 6 to the report dated February 4, 2016 from the Director, Community Planning, Etobicoke York District and direct staff to use these Guidelines in the review of all new development applications in the Humbertown Study Area.

3. City Council authorize the City Solicitor to make such stylistic and technical changes to the Draft Official Plan Amendment as may be required.

Financial Impact

The recommendations in this report have no financial impact.

BACKGROUND

In August 2014, Etobicoke York Community Council (EYCC) considered the staff report on the first phase of the study for the Humbertown Secondary Plan Area Review. The report concluded that a Secondary Plan should not be pursued for the Study Area and recommended advancing to a second phase of the study to create a Site and Area Specific Policy (SASP) to enhance the existing policy framework. EYCC adopted the recommendations of the staff report without amendment and City Council adopted EYCC recommendations on August 25, 2014. The August 2014 staff report and Council decision can be found at the following link:
http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.EY35.14

On January 13, 2015, Etobicoke York Community Council directed Planning staff to prepare a Site and Area Specific Policy (SASP) for the lands designated *Apartment Neighbourhoods* in the vicinity of the Humbertown Shopping Centre. The SASP was to have regard for policy direction and provide clarity on appropriate building heights and density, urban design, traffic, transportation infrastructure, community services and facilities and rental housing supply and rehabilitation. City Council adopted the EYCC recommendation and included a direction requiring further public consultation with local residents, landowners, community association(s) and the Ward Councillor. The Council direction also required a Final Report to Council at the completion of the study process. The Council direction can be accessed using the following link:
http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.EY3.53

Decision History

A chronology of the direction to initiate Phases 1 and 2 of the Study Area is summarized below:

At its meeting of October 11, 2013, City Council directed Planning staff to prepare and issue a Request for Proposals (RFP) to select an external consulting team to undertake a comprehensive review for a potential Humbertown Secondary Plan Area (Study). This City Council direction followed a September 10, 2013 EYCC recommendation after considering an August 23, 2013 report from the Director, Community Planning, Etobicoke York District. IBI Group was retained to undertake the study. The August 23, 2013 staff report and City Council direction can be found at the following link: http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.EY26.7

The Study was initiated to examine the future of the Humbertown Area with respect to potential redevelopment and resulted from community concerns with the Humbertown Shopping Centre redevelopment application for commercial and residential uses. It was anticipated the Study would develop a stronger policy framework, providing clarity for any potential redevelopment of the *Apartment Neighbourhoods* designated lands north of the Humbertown Shopping Centre.

IBI Group was retained to undertake public consultation and to review background information, existing neighbourhood characteristics, planning policies and planning tools to determine if additional policy direction was required for the Study Area and to recommend appropriate direction for future phases of the review.

Humbertown Shopping Centre Redevelopment Application

The Humbertown Shopping Centre currently contains 13,750 m^2 of retail and office uses in 1 and 2 storey buildings, with a large component of the 3.6 ha site being devoted to surface parking and has served the surrounding community since the 1950s.

The application to redevelop the Humbertown Shopping Centre created significant community interest and concern regarding both the amount and form of development proposed for the shopping centre site, as well as the impacts the development could have on the surrounding established residential community.

A Preliminary Report on the redevelopment application was considered by Etobicoke York Community Council (EYCC) in March 2012. EYCC directed Planning staff to review the application and schedule a community consultation meeting with expanded notice. Planning staff were also directed to report to the May 15, 2012, EYCC meeting on the feasibility of conducting a Secondary Plan review or area specific zoning by-law or policy to be created for the Humbertown Shopping Centre expansion, including the existing apartment neighbourhood area immediately north of Humbertown, as well as the northerly portion of Dundas Street West. The Preliminary Report and EYCC direction can be found at the following link:
http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.EY14.3

In May 2012, Planning staff submitted a report to EYCC, noting that after a thorough assessment of existing Official Plan policies, staff were of the opinion that a Secondary Plan review was not required. EYCC directed Planning staff to include in their review of the Humbertown application, a thorough examination of the contextual surroundings of the Humbertown Shopping Centre, considering all potential impacts on the community character, as well as the need to preserve the unique character and long-term stability of the residential communities that surround the site. EYCC further requested that the review include the consideration of potential alternative development concepts that could provide a more compatible relationship between the development and the surrounding community in terms of height, density, land use mix, traffic impact and overall urban design. The staff report and EYCC direction can be found at the following link: http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.EY16.2

In May 2013, Planning staff submitted a Final Report to EYCC recommending approval of the Zoning By-law Amendment application for the Humbertown Shopping Centre to permit the development of 21,800 m^2 commercial space, 28 townhouse units and 576 apartment units in three buildings of 3, 10 and 12 storeys. EYCC did not support the recommendations of Planning staff and recommended the application be refused. The Final Report and EYCC direction can be found at the following link: http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.EY24.1

The applicant appealed the application to the Ontario Municipal Board (OMB) in May 2013 following City Council's above decision.

At its meeting of June 11, 2013 City Council refused the application to amend the Zoning By-law and directed the City Solicitor to oppose the appeal with the assistance of outside consultants. City Council directed the Chief Planner and Executive Director, City Planning, to initiate a Secondary Plan process covering all of the *Mixed Use Areas* and *Apartment Neighbourhoods* designated lands in the vicinity of the Humbertown Shopping Centre, and report to the September 10, 2013 EYCC meeting setting out a work plan, budget and schedule for completing the review. City Council's decision and direction can be found at the following link: http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.EY26.7

EYCC at its September 2013 meeting, after considering the staff report from the Director of Community Planning, Etobicoke York District, directed Planning staff to prepare and issue a Request for Proposals (RFP) to select an external consulting team to undertake a comprehensive review of the potential Humbertown Secondary Plan Area. The Secondary Plan review was to include a public consultation program comprised of both broad community wide forums and smaller working groups, and was to include area residents and businesses, local community associations, property owners within the potential Humbertown Secondary Plan Area, the Ward Councillor(s) and representatives of City Divisions and external agencies, as appropriate. The staff report and EYCC direction can be found at the following link: http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.EY26.11

In October 2013 City Council adopted the above noted directions from EYCC.

As a result of OMB led mediation sessions in October and November 2013, City Council, at its meeting of December 16, 17 and 18, 2013 considered a Settlement Report from the City Solicitor on the Humbertown redevelopment application which resulted in a Settlement Agreement between the parties. An OMB Hearing was held on January 23, 2014, where the Settlement Agreement endorsed by City Council was finalized and approved by the OMB. The City Solicitor report and City Council direction can be found at the following link:
http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.CC45.5

St. Stevens Court Redevelopment Proposal

On May 7, 2013, Zoning By-law Amendment and Rental Housing Demolition and Conversion applications were submitted for the lands municipally known as 289 and 291 The Kingsway and 1, 3, 5 and 7 St. Stevens Court.

A Preliminary Report dated August 23, 2013, was considered by Etobicoke York Community Council (EYCC) at its meeting of September 10, 2013. The decision of Community Council and the Preliminary Report can be found at the following link:
http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.EY26.11

At this meeting, EYCC directed that:

- Planning staff review the applications concurrently and in the context of the City Council directed Humbertown Secondary Plan Area Review, the study boundary of which included the subject site in its entirety;
- Schedule a community consultation meeting for the applications in the fourth quarter of 2013, in consultation with the Ward Councillor; and
- Submit the Final Report on the applications for Council consideration after the Review has been completed.

Subsequent to the EYCC meeting of September 10, 2013, the Ward Councillor introduced a motion at the November 19, 2013 EYCC meeting, directing Planning staff not to proceed with a community consultation meeting for the applications until the Humbertown Secondary Plan Area Review was completed. The Motion and EYCC direction can be found at the following link:
http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.EY29.45

At its meeting of January 13, 2015, EYCC directed Planning staff to proceed with the community meeting for the applications, as previously directed on September 10, 2013. The EYCC direction can be found at the following link:
http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.EY3.54

On March 26, 2015, a community consultation meeting was held for the Zoning By-law Amendment application.

On July 23, 2015, the owner appealed the Zoning By-law Amendment application to the Ontario Municipal Board (OMB) citing City Council's failure to make a decision within the time prescribed by the *Planning Act*. On January 19, 2016, Etobicoke York Community Council considered a Request for Directions report dated December 16, 2015 from the Director of Community Planning, Etobicoke York District. Among the recommendations in the report was a recommendation that City Council direct the City Solicitor and other appropriate staff to attend the OMB in opposition to the appeal. EYCC adopted staff recommendations with modifications. A Pre-Hearing Conference is scheduled for February 17, 2016. A link to the staff report and EYCC decision can be found at the following link:
http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EY11.2

ISSUE BACKGROUND

Reasons for the Study

The purpose of the Phase 2 study is to establish a Site and Area Specific Policy (SASP) framework that builds on the Phase 1 recommendations, while assessing the unique characteristics of the Study Area, and to develop a policy framework to guide any future potential redevelopment of the *Apartment Neighbourhoods* lands within the Study Area.

Study Area and Surroundings

As directed by City Council, the original Study Area included all the lands designated *Apartment Neighbourhoods* around the Humbertown Shopping Centre site. The Humbertown Shopping Centre, approximately 3.6 ha in size, was also included in the original study boundary for contextual purposes. The total Study Area was approximately 15.6 ha. As the Humbertown Shopping Centre site has a different land use designation and was the subject of a 2014 Ontario Municipal Board approval, the proposed Site and Area Specific Policy would exclude these lands. Any reference to the Study Area in this report refers to the lands designated *Apartment Neighbourhoods* within the Study Area; with the addition of St. Stevens Court Parkette, which is designated *Parks* in the Official Plan.

The Study Area is an established residential neighbourhood of primarily low-rise apartment buildings. It is characterized with a mix of low-rise apartment buildings ranging in height from 2.5 storeys to 4 storeys. There is also a 17-storey rental building located at 289 The Kingsway within the Study Area. There are approximately 44 low-rise apartment buildings in addition to the 17-storey building within the Study Area. Beyond the larger *Apartment Neighbourhoods* lands are *Neighbourhoods* lands consisting primarily of single detached houses on large lots.

There are two public streets that transverse the Study Area which provide frontage and vehicular access to the majority of the properties; being The Kingsway and Anglesey

Boulevard. Two other shorter public streets, Bexhill Court and St. Stevens Court, are also located within the Study Area and provide frontages to the remaining buildings.

The only active development application within the Study Area is the St. Steven Court Zoning By-law Amendment application, affecting the properties at 291 and 289 The Kingsway and 1, 3, 5 and 7 St. Stevens Court. As previously noted, the application has been appealed to the Ontario Municipal Board (OMB). If Council adopts the proposed SASP and the OMB approves the St. Stevens Court redevelopment application, the OMB decision would ultimately define the applicability of the SASP. In the event Council adopts the SASP and the OMB does not approve the St. Stevens Court redevelopment application, the SASP would apply to any potential future redevelopment applications.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key objectives include: building strong, healthy communities; wise use and management of resources; and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The Toronto Official Plan contains policies and objectives that guide future growth and development in the City. It is based on themes of diversity and opportunity, beauty, connectivity, stewardship and leadership. Decision making in the context of these themes is intended to achieve a sustainable City that reflects a balance of environmental, social and economic considerations, an attractive and safe city with vibrant neighbourhoods and streets, a comprehensive transit system, a connected green space network, housing choices, diverse employment areas and high quality architecture and urban design.

The lands within the Study Area are primarily designated *Apartment Neighbourhoods,* with a small component designated *Parks* (St. Stevens Court Parkette) on Map 14 - Land Use Plan in the Official Plan (see Attachment 2 – Official Plan). The Humbertown Shopping Centre lands are designated *Mixed Use Areas* and the majority of the remaining lands surrounding the Study Area are designated *Neighbourhoods*.

Apartment Neighbourhoods

Apartment Neighbourhoods are comprised of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. This designation does not anticipate significant growth within these areas; however, compatible infill development may be permitted on a site containing an existing apartment building that has sufficient underutilized space to accommodate one or more new buildings while providing a good quality of life for both new and existing residents. The Plan includes criteria that directs the form and quality of development in this land use designation

The Official Plan establishes that *Neighbourhoods* and *Apartment Neighbourhoods* are not growth designations. Physical change in *Neighbourhoods* is to be sensitive, gradual and generally 'fit' the existing physical character, with new development respecting and reinforcing the general physical patterns in a neighbourhood.

Apartment Neighbourhoods are distinguished from *Neighbourhoods* because a greater scale of buildings is permitted with different scale-related criteria to guide development. Built up *Apartment Neighbourhoods* are stable areas of the City where significant growth is generally not anticipated.

Healthy Neighbourhoods

The Healthy Neighbourhoods policies in Chapter 2 of the Official Plan provide guidance for development in *Apartment Neighbourhoods* and *Neighbourhoods*. The policies recognize that some physical change will occur over time in these neighbourhoods as enhancements, additions and infill housing occurs on individual sites. A cornerstone policy is to ensure that new development in these neighbourhoods respects the existing physical character of the area, reinforcing the stability of the neighbourhoods.

Built Form

Chapter 3 of the Official Plan contains built form policies that emphasize the importance of ensuring that new development fits harmoniously into its existing and/or planned context, while limiting impacts on neighbouring streets, parks and open spaces. These policies ensure that new buildings are designed to provide appropriate massing and transition in scale that will respect the character of the surrounding area.

Agency Circulation

The proposed Draft Official Plan Amendment was developed in consultation with City Divisions and external agencies. Input received assisted with the formulation of the Draft Official Plan Amendment.

COMMENTS

This report recommends adoption of a Site and Area Specific Policy (SASP) and approval of related urban design guidelines for the Humbertown Study Area. The proposed Draft Official Plan Amendment and proposed Edenbridge-Humber Valley Apartment Neighbourhood Design Guidelines are included in this report as Attachments 4 and 6.

The proposed amendment provides a planning framework to guide any future potential redevelopments within the Study Area. The proposed amendment is the result of an extensive consultative study process undertaken over a two-year time frame; Phase 1 in 2014 and Phase 2 in 2015. This report summarizes the outcome of the consultation process, and the analysis, findings and conclusions.

The proposed SASP is consistent with the Provincial Policy Statement as it promotes efficient land uses, reduces land consumption and utilizes existing infrastructure. The proposed SASP also conforms and does not conflict with the Growth Plan as it promotes a compact and efficient form of development that would optimize the utilization of existing services and infrastructure and transit. The SASP also ensures sustainability of the existing housing stock within the Study Area.

Community Consultation

The Phase 2 study included significant consultation with area residents and stakeholders. The consultation program was created in coordination with the Ward Councillor and consisted of three Open House/Community Meetings, four Working Group Meetings and one Land Owners' Meeting. Other consultation formats included questionnaires and feedback/comments forms, and a dedicated study website. A detailed summary of community consultation is presented in Attachment 5.

Through the community consultation process, a number of key issues emerged:

Building Height and Density

The community expressed a strong desire that future development should be modest and compatible with the existing low-rise apartment character of the Study Area. The condominium apartment building located at 30 Anglesey Boulevard provided an illustration of how additional building height can be achieved within the Study Area while respecting the current built form of the area.

Study Area Character

The community expressed a desire to retain the existing character of the Study Area including its open spaces, building setbacks and landscaping/trees and expressed concern regarding the potential to change the Study Area's character through the recent approval of the Humbertown Shopping Centre application and the current St. Stevens Court application.

Open Space

There are no public parks within the Study Area, with the exception of the St. Stevens Court Parkette and there is no opportunity to provide additional public parks without demolishing buildings. Nonetheless, the Study Area is characterized by privately-owned open spaces due to the generous building setbacks and the open space located on the Bexhill Court property. The community expressed the desire to maintain the existing building setbacks, particularly from the street edge to ensure that new development

would be properly buffered from road activity and there would be adequate space to accommodate features such as mature trees, sidewalks and street furniture.

Rental Housing Protection

There are approximately 993 rental apartment units located within the Study Area. The community was strongly in favour of maintaining the existing stock and ensuring that they remain affordable should any of the properties be redeveloped. Although it was noted that a few properties were in a state of disrepair, most of the properties appeared to be well maintained and the vacancy rate is relatively low within the Study Area.

Traffic Congestion

The community expressed concern with potential new traffic that could be generated by redevelopment in the Study Area and from planned and approved residential/commercial developments in the Humbertown Area and adjacent areas such as Dundas Street West and Eglinton Avenue West. In particular, concerns were expressed regarding existing traffic queues along Royal York Road during peak periods.

Community Services

There were concerns related to the potential impact of new development on existing community services and facilities, especially in relation to schools in the Study Area.

Planning Framework

Land Use

All lands in the Study Area, with the exception of St. Stevens Court Parkette, are designated *Apartment Neighbourhoods*. Significant growth is not anticipated within this land designation. Additionally, the properties abutting the Study Area, with the exception of the Humbertown Shopping Centre site, are designated either *Neighbourhoods* or *Parks*. All three land use designations are intended to reinforce the existing physical character. As such, the proposed Official Plan Amendment does not recommend a change in land use designation of any site within the Study Area. As detailed below, the proposed amendment would ensure a compatible built form that would result in an appropriate level of infill development and maintain the existing 'low rise' character of the Study Area.

Official Plan Five Year Review

As part of the City's ongoing Official Plan Five Year Review, City Council adopted Official Plan Amendment No. 320 on December 10, 2015. OPA 320 strengthens and refines the Healthy Neighbourhoods, *Neighbourhood*s and *Apartment Neighbourhoods* policies to support Council's goals to protect and enhance existing neighbourhoods and to allow limited infill on underutilized apartment sites in *Apartment Neighbourhoods*. In December 2015, the City submitted OPA 320 to the Minister of Municipal Affairs and Housing for approval. While OPA 320 is City Council's adopted policy, it is not yet in force.

While OPA 320 is not yet in force, it represents City Council's intent for the direction of growth within the City's neighbourhoods. The proposed changes would continue to maintain the original intent of limiting growth in *Apartment Neighbourhoods,* with the exception of underutilized sites that can accommodate additional buildings.

The Study Area requires careful consideration to address the local contextual characteristics. Although some growth is permitted within *Apartment Neighbourhoods*, the low-rise character of the Study Area requires a 'tailor made' policy to ensure lands can be redeveloped with a built form that is compatible with the existing context.

As such, the proposed site specific Official Plan Amendment would provide for a modest level of infill development that would conform to the current Official Plan policies and the emerging policy adopted by City Council for Healthy Neighbourhoods and *Apartment Neighbourhoods.*

Built Form and Height

A key component of the Humbertown Study was the determination of appropriate built form and building heights.

The Study Area is comprised of approximately 44 rental buildings with the majority of buildings ranging in height from 3 to 4 storeys, with the exception of a 17 storey building located at 289 The Kingsway. A detailed assessment of the lot fabric and development pattern in the Study Area revealed that there are limited opportunities for infill development. There is only one vacant site within the Study Area. Any redevelopment within the Study Area is likely to take the form of demolition and replacement of the existing apartment buildings.

A great deal of the consultation process was focused on collaborating with the larger community and the Working Group to address the issue of appropriate building heights. This included a design workshop organized by Planning staff with the Working Group, where the members had an opportunity to discuss potential building heights within the Study Area.

Planning staff undertook a built form analysis utilizing factors such as land ownership, lot pattern, the Development Criteria for *Apartment Neighbourhoods* in the Official Plan, Zoning By-law requirements, local context and Working Group input. The policy framework resulting from this analysis reflects the approach taken, achieves the objectives of the Official Plan and provides for development that is compatible with the 'low-rise' character of the Study Area.

Proposed Site and Area Specific Policy

The proposed Draft Official Plan Amendment provides policy direction that would augment the City-wide development criteria for *Apartment Neighbourhoods*. Specifically, the amendment proposes a maximum building height of 6 storeys within the Study Area. Land ownership within the Study Area is fragmented, resulting in limited redevelopment potential for some parcels. Of the 29 parcels, the site at 4-11 Bexhill

Court presents the greatest opportunity for redevelopment given its size of approximately 1 ha in addition to St. Stevens Court. Land assembly would be required to create appropriately sized development sites for narrower parcels.

Through the massing exercises, it was determined that modest increases in building height could be appropriate, depending on lot sizes and location within the Study Area. On lots that could accommodate increased height through a redevelopment application, the building height would be limited to a maximum of 6 storeys (20 metres). Although there are no designated *Avenues* in the Study Area, Planning staff would seek guidance from the Mid-Rise Building Design Guidelines, in addition to the proposed Edenbridge-Humber Valley Apartment Neighbourhood Design Guidelines to determine appropriate built form for any new redevelopment, should the SASP be approved.

The Zoning By-law building height limit in the Study Area is 14 metres. To reduce the overall appearance of the proposed 6-storey building height, all new buildings would be required to have a maximum street wall of 14 metres reflecting the existing zoning permission at which point the building would be required to step back. Any portion of the building higher than 14 metres would be required to fit within a 45-degree angular plane measured from the street wall. In addition to the step-backs at the front of the properties, a 45-degree angular plane would be taken from the rear or side lot lines that abut lands designated *Neighbourhoods,* allowing for an appropriate transition.

Apartment Neighbourhood Design Guidelines

The proposed Edenbridge-Humber Valley Apartment Neighbourhood Design Guidelines, (Attachment No. 6) have been developed to provide urban design guidance for any potential future redevelopment in the Study Area. The Guidelines provide clear direction on how new development within the *Apartment Neighbourhoods* designation should be developed to ensure compatibility with development within the Study Area.

The Edenbridge-Humber Valley Apartment Neighbourhood Design Guidelines are intended to be a companion document to the SASP through the articulation of appropriate massing of built form. The Guidelines provide direction regarding building massing, adequate light and privacy and appropriate transitions to adjacent *Neighbourhoods.* The guidelines also include a framework to preserve landscape features and recreational space due to the significant role they play within the Study Area.

It is recommended that City Council adopt these Guidelines and direct staff to use them in the review of all new development applications in the Humbertown Study Area.

Transportation

Although no specific transportation policies have been included in the proposed Site and Area Specific Policy, a comprehensive transportation analysis was undertaken through the study process.

The goal of the Transportation Study was to integrate transportation planning and infrastructure requirements that support and guide the planning policy framework for the

Site and Area Specific Policy. Its main purpose was to provide a comprehensive analysis of the existing transportation network and conditions in the Study Area and also to estimate future conditions by assessing the impact of planned and approved developments and any future redevelopment of the *Apartment Neighbourhoods* lands.

The Primary Study Area for the transportation analysis mirrored that of the overall Study Area while a Secondary Study Area, bounded by Eglinton Avenue West (north), Bloor Street West (south), Humber River (east) and Islington Avenue (west) was established to capture the broader transportation issues in the area.

The transportation analysis included an evaluation of traffic data (turning movement counts, historical counts) transit ridership data and service guides (supplied by the Toronto Transit Commission) and intersection collision data. For the traffic analysis, a Synchro traffic model was established using Highway Capacity Manual parameters. The overall transportation analysis followed the City of Toronto's *Guidelines for the Preparation of Transportation Impact Studies (2013)* and Synchro Guidelines.

The results of the transportation analysis indicated that the existing local area transportation network can accommodate the potential population increase arising from any future redevelopment in the Study Area through the proposed SASP. In the future 2025 condition, some of the signalized intersections in the larger Secondary Study Area are projected to operate at or near capacity with poor levels of service. However, this is primarily the result of background traffic growth and other new developments as opposed to traffic from any redevelopment in the Study Area. The analysis also indicated there is sufficient transit capacity in the Primary Study Area to accommodate the potential future growth resulting from the proposed Site and Area Specific Policy.

Rental Housing

The Study Area is characterized mainly by a large number of low rise apartment buildings containing approximately 993 rental units. Most of the buildings were built in the 1960s, the only exception being the building located at 30 Anglesey Boulevard which was constructed in 1998. Throughout both phases of the Study, some of the property owners who participated in the consultation process indicated redevelopment of their properties was not part of their immediate plans. However, given the age of the buildings, it is inevitable that the buildings will need to be replaced as time goes on, therefore replacement of the existing rental units must be addressed.

The background work undertaken by IBI Group in the first phase of the study highlighted that vacancy rates throughout the Study Area appear to be quite low compared to City-wide vacancy rates. The only properties identified as having a higher than average vacancy rates were the properties associated with the St. Stevens Court redevelopment application. Site visits conducted during the study revealed that the majority of the buildings are well maintained. Maintaining the existing stock of rental housing was identified by the community as an important consideration for the study.

The Official Plan states that a full range of housing, in terms of form, tenure and affordability will be provided and maintained to meet the needs of residents. Planning staff are of the opinion the rental housing policies in Chapter 3 of the Official Plan are appropriate for the Study Area. As such, the proposed Site and Area Specific Policy does not contain any specific rental housing policies and the Chapter 3 policies will continue to apply to infill and redevelopment within the Study Area.

Servicing Infrastructure

High-level hydraulic analyses were undertaken to confirm the ability of the existing watermain and sanitary sewer networks to accommodate additional population growth in the future; and where necessary, identify infrastructure that would require upgrading.

Generally, simulation results suggest there would be available infrastructure capacity to support the potential population increase resulting from the proposed Site and Area Specific Policy, excluding the watermains on St. Stevens Court and Bexhill Court which require upgrades. Notwithstanding this, it is expected that proponents of any future redevelopment proposal in the Study Area would undertake a detailed servicing analysis to reconfirm the simulated results and demonstrate there is sufficient infrastructure capacity to support the proposed development.

Community Services and Facilities

A Community Services and Facilities Inventory (CS&F) was prepared by IBI Group as part of the Phase 1 Study. To evaluate CS&F needs generated by the potential population increase for the Study Area resulting from the proposed Site and Area Specific Policy, the area bounded by Eglinton Avenue to the north, Humber River to the east, Bloor Street West to the south and Kipling Avenue to the west was considered.

A comparison of the Phase 1 inventory completed by IBI Group, and the potential population increase within the Study Area resulting from the Site and Area Specific Policy indicates that the population increase would not generate a need for new facilities.

A service gap has been identified relating to the provision of daycare spaces. There may be a need to renovate or modify existing child care centres to accommodate additional spaces for specific age groups. This can be monitored on an ongoing basis as part of CS&F submissions associated with individual development applications.

School Boards

There are 5 elementary schools and 2 secondary schools of the Toronto District School Board (TDSB) in the Study Area and the surrounding area. There is also one Toronto Catholic District School Board (TCDSB) elementary school and three private schools located in the Study Area and the surrounding area.

Based on the current enrolment levels, both the TDSB and the TCDSB can accommodate more students, either within existing elementary schools in the case of the TDSB, by providing portables on site, or by busing pupils to schools outside the Study Area.

Should development proceed in the Study Area, the need for additional space for pupils will be further evaluated by both the TDSB and the TCDSB. In particular, the TCDSB has limited schools in the area and no identified plans for new schools or expansion within the Study Area. Both school boards will review and monitor enrolment impacts as part of the development review process for individual development applications.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Although there are no parks within the Study Area, the Study Area is not within a parkland acquisition priority area, as per Chapter 415, Article III, of the Toronto Municipal Code. All development applications will be subject to the City of Toronto's Parkland Dedication By-law.

Conclusion

The proposed Site and Area Specific Policy (SASP) and proposed Edenbridge-Humber Valley Apartment Neighbourhood Design Guidelines recognize the unique contextual character of the Study Area and reinforce the long-term stability of the surrounding residential communities through a planning framework that establishes appropriate built form and building heights to guide any potential future redevelopment. The proposed SASP and accompanying Design Guidelines are the result of an extensive community consultation process and represent good planning. Planning staff recommend approval of the City initiated Humbertown Area SASP and adoption of the related Edenbridge-Humber Valley Apartment Neighbourhood Design Guidelines.

CONTACT

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Fax No. (416) 394-6063
E-mail: cowusug@toronto.ca

SIGNATURE

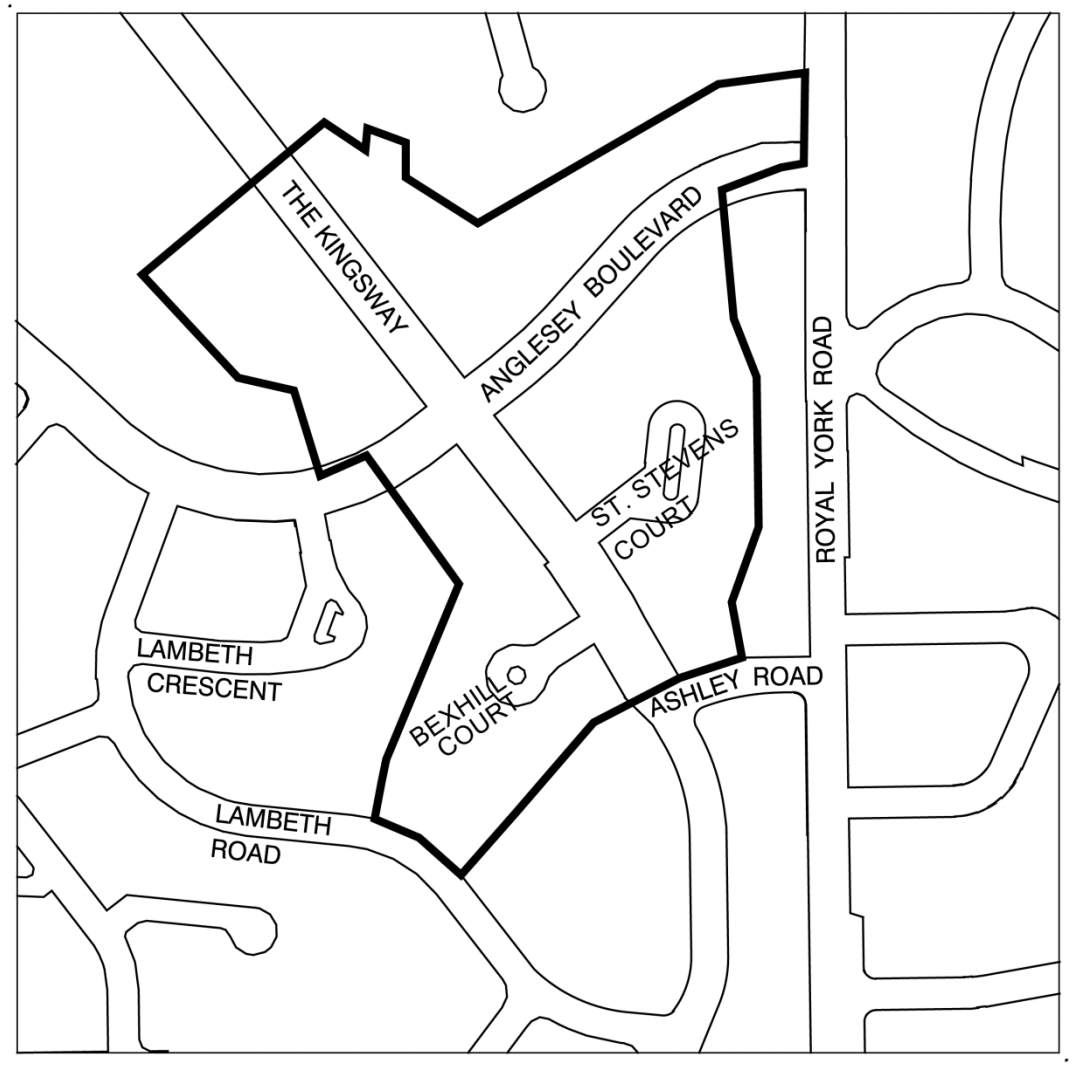
_____

Neil Cresswell, MCIP, RPP
Director of Community Planning
Etobicoke York District

ATTACHMENTS

Attachment 1: Study Area
Attachment 2: Official Plan
Attachment 3: Zoning
Attachment 4: Draft Official Plan Amendment - Site and Area Specific Policy (SASP)
Attachment 5: Working Group Meeting Summaries
Attachment 6: Edenbridge-Humber Valley Apartment Neighbourhood Design Guidelines

Attachment 1: Study Area



TORONTO
City Planning Division

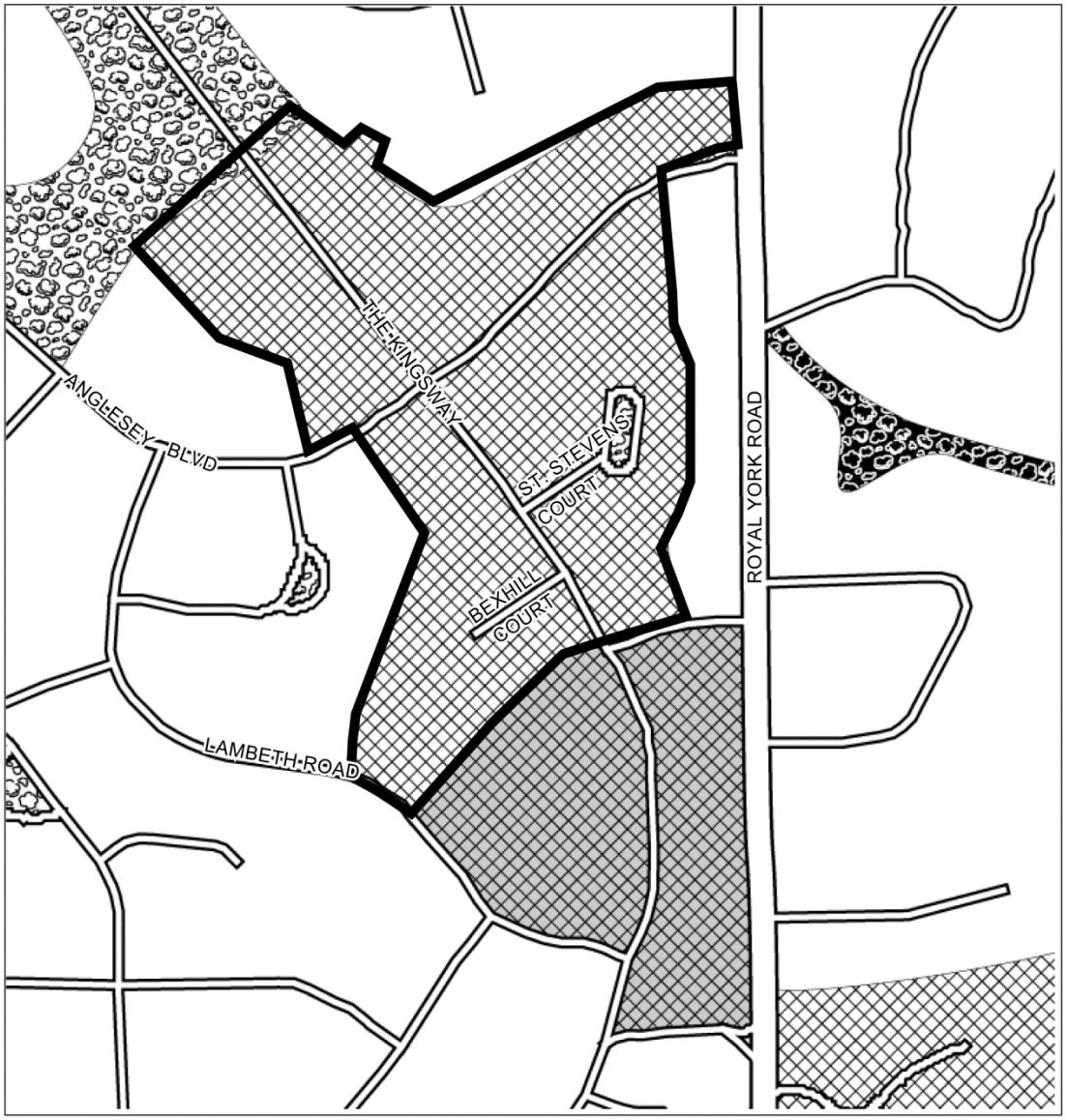
Humbertown Area Study - Phase 2

Boundary Map

Study Area Boundary

February 2016

Attachment 2: Official Plan



TORONTO City Planning

Extract from Official Plan

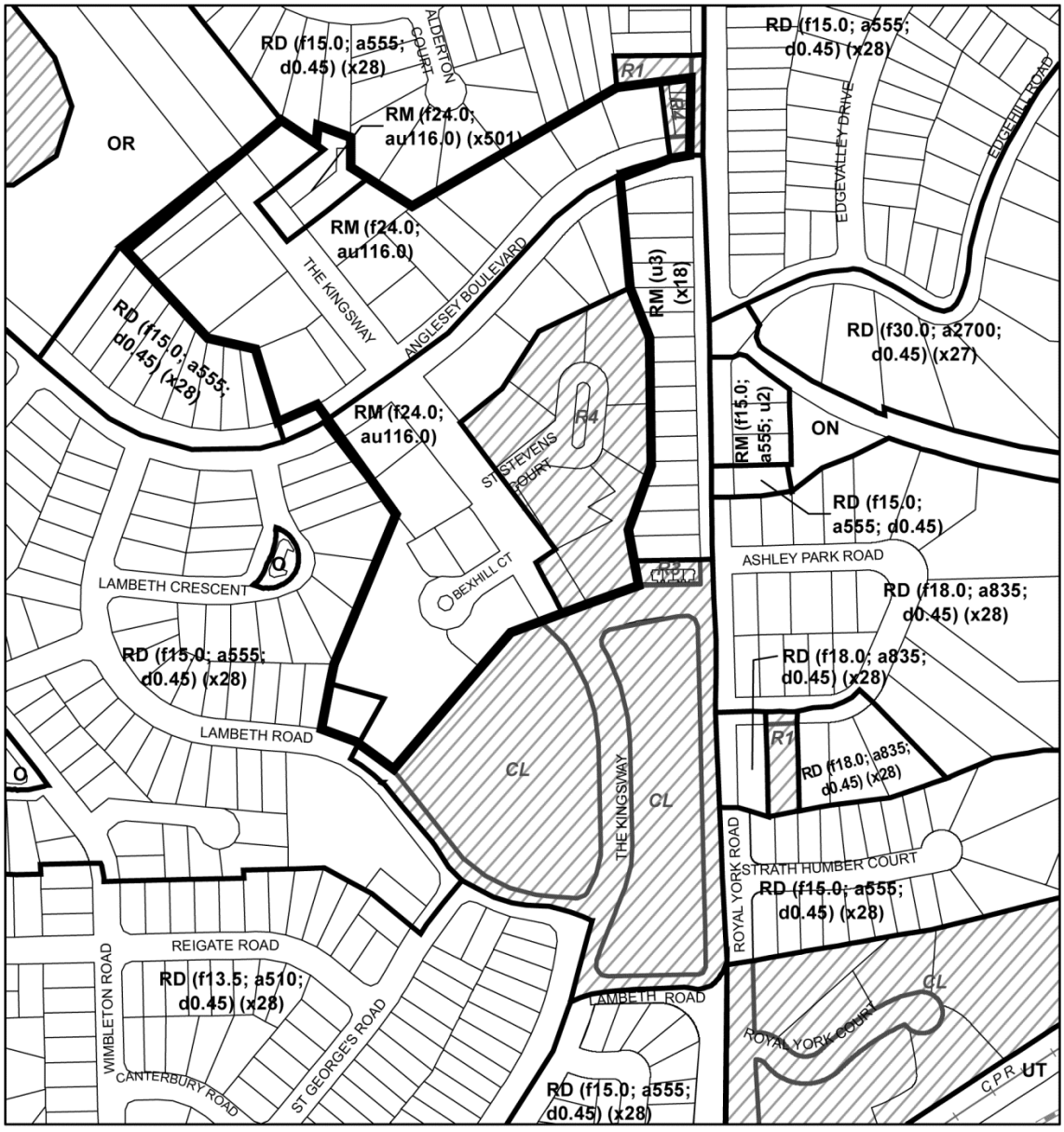
Humbertown Area Study - Phase 2

File # 13 224536 WET 04 OZ

Site Location
Neighbourhoods
Apartment Neighbourhoods
Mixed Use Areas
Parks & Open Space Areas
Natural Areas
Parks

Not to Scale
01/20/2016

Attachment 3: Zoning



TORONTO City Planning

Humbertown Area Study - Phase 2

Zoning By-Law No. 569-2013

File # 13 224536 WET 04 OZ

Location of Application

RD	Residential Detached	O	Open Space
RM	Residential Multiple	ON	Open Space Natural
RA	Residential Apartment	OR	Open Space Recreation
		UT	Utility and Transportation

See Former City of Etobicoke By-Law No. 11,737

R1	Residential First Density
R3	Residential Third Density
R4	Residential Fourth Density
CL	Commercial Limited

Not to Scale
Extracted: 01/18/2016

Attachment 4: Draft Official Plan Amendment - Site and Area Specific Policy (SASP)

Authority: Etobicoke York Community Council Item:- as adopted by the City of Toronto Council on - , 20--

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

To adopt Amendment No. 298 to the Official Plan for the City of Toronto respecting the *Apartment Neighbourhoods* surrounding the Kingsway and Anglesey Boulevard, west of Royal York Road.

WHEREAS authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law;

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The text and map attached hereto are adopted as an amendment to the Official Plan for the City of Toronto.

2. This is Official Plan Amendment No. 298.

ENACTED AND PASSED this ____ day of ___. A.D. 2016

JOHN TORY
Mayor

ULLI S. WATKISS
City Clerk

AMENDMENT NO. 298 TO THE OFFICIAL PLAN

The Official Plan of the City of Toronto is amended as follows:

OFFICIAL PLAN AMENDMENT

1. Chapter Seven, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 500. The subject lands within the *Apartment Neighbourhoods* as shown on the attached Schedule "A" shall be developed pursuant to the *Apartment Neighbourhoods* policies, along with the following Site and Area Specific Policies:

2. Redevelopment of the lands will be compatible with the existing built form and reinforce the 'low rise' character of the area.

3. The maximum permitted building height shall be 6 storeys (20 metres).

4. New development shall adhere to the *Edenbridge-Humber Valley Apartment Neighbourhood Design Guidelines.*

5. New development shall provide transition through the use of a 45-degree angular plane measured from the lot line abutting *Neighbourhoods* lands.

6. Building heights will be limited to a maximum of 4 storeys (14 metres) at the Anglesey Boulevard, Bexhill Court, St Stevens Court and The Kingsway street frontage to correspond to existing building heights, but may step back to the maximum height of 6 storeys (20 metres) as long as the development adheres to the *Edenbridge-Humber Valley Apartment Neighbourhood Design Guidelines.*

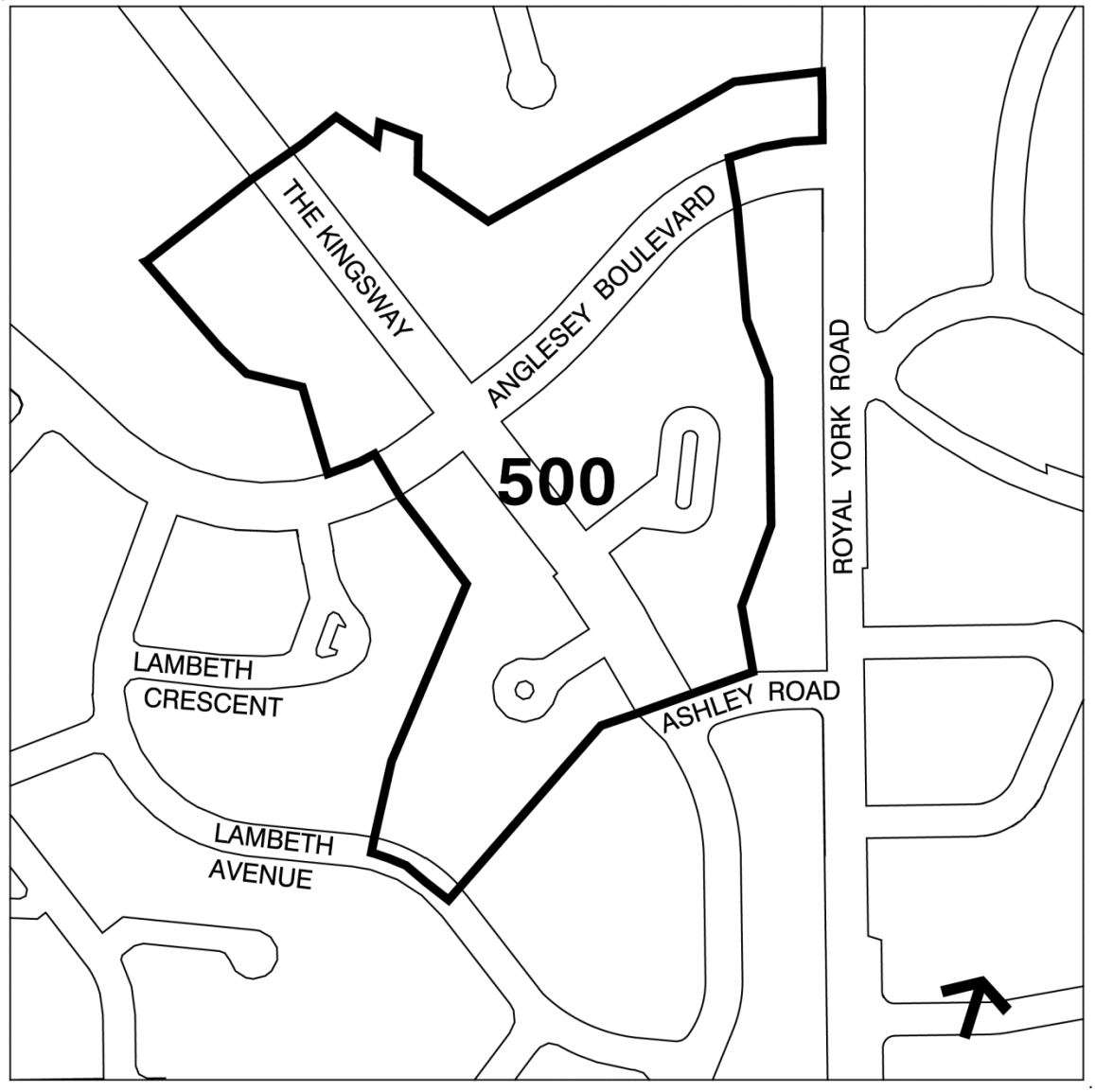
7. Land assembly may be required to create appropriately sized development parcels in order to achieve a development that meets the design criteria in the *Edenbridge-Humber Valley Apartment Neighbourhood Design Guidelines.*

8. To respect and reinforce the characteristics of the area related to open space and vegetation, new development shall provide the following building setbacks:

    a. 7 metres from the front lot line;
    b. 7 metres from side lot line; and
    c. Rear yard building setback of: a minimum of 20% of the building depth of the lot but not less than 7.5 metres from the rear lot line.

Schedule "A"

AMENDMENT NO. 298 TO THE OFFICIAL PLAN



Attachment 5: Community Consultation Summaries

Working Group Meeting # 1 – Thursday, May 14, 2015, 2015
7:00 pm – 9:00 pm
2 Civic Centre Court

Present

City of Toronto: Cynthia Owusu-Gyimah, Garvin Tom, Jack Krubnik, Bill Kiru, Richard Beck, Anthony Hommik

Working Group Members: Joanne Pickard, Melanie Von Diergardt, Christine Mackiw, Marria Elliot, June Naggy, Ivan Franko, Ivana Hrabak, John Varley, David Williamson, Jeremy Skinner, Anne Anderson, Andrea Pearson

Councillor's Office: Sarah Ness

Introductions

Cynthia Owusu-Gyimah welcomed everyone, thanking those in attendance for signing up to be part of the working group for the continuation of the study, especially to the returning members from the Phase 1 Study.

The meeting was organized into three sessions (staff presentation followed by a breakout session and then a feedback session).

Cynthia Owusu-Gyimah gave PowerPoint presentation after the introductions. The presentation gave an overview of the purpose of the study, City Council direction, areas to address, and the policy framework of the Study Area.

Note: a copy of the presentation can be found at the study website (www.toronto.ca/humbertown) under 'Working Group Meeting # 1 (Complete)'. Also, a summary of the working group meeting number 1 was part of the recap for meeting number two and included in the presentation for meeting number 2.

- There was a breakout session for the working group members in two groups to answer 4 questions that staff had prepared. These questions were part of the presentation and can be found below.

The following is a summary of the groups' responses to the questions:

Q1: What are the characteristics of the Study Area that appeal/do not appeal to you?.

Appeal	**Do not appeal**
Peaceful (Tudor style) architecture	Green roof
Green space (especially at Bexhill Crt) and gardens	Anglesey area is too dense, not enough community services and facilities
Low rise (minimal shadowing)	Safety issues with youth
Good setbacks (9.12 m and 8.14 m)	Not enough open spaces

Rental units, spacious for families	No dog park
Sidewalks are very walkable	Too much congestion surrounding study area (Royal York northbound)
Several bus stops, accessible to subway	Lack of street furniture
Street parking	Limited seating and facilities
Walking distance to Humbertown	Lack of street art
Abundant tree canopy	garbage
Solar panels	State of disrepair, no sense of pride
Safety (for children)	Lack of community facilities
Simplicity of the buildings, timeless, classic simplicity to architecture	289 The Kingsway; out of character and too tall
Consistency of building heights	Inadequate green space
Easy transition to residential neighbourhood	Unimaginative use of green space
Parking hidden under buildings	Traffic lights needed
Green space between buildings	Lack of family oriented units
Safe distances to road	
Small town feel	
Low crime behaviour	
Lower density and heights results in good strong communities	

Q: Locate opportunities for green space/open space within the Study Area.

Q: Locate Areas with potential for intensification within the Study Area

Q: Transition should be considered between properties. How should front, rear, side yard building setback respond to adjacent properties.

- The two groups used the maps provided to answer questions 2 through 4. A snapshot of the boards is shown below.
- Some members identified that transition should occur where the Study Area abuts a low rise residential property.
- The southern half of the Bexhill Court property was identified as areas for more heights. **Note:** Group later clarified a height of up to 6 storeys.
- Similarly, one of the St. Stevens Court properties and the properties at the southeast of Anglesey and The Kingsway were also identified as areas for potential for more height.
- There was a suggestion of eliminating one property at Bexhill Court to create a park.
- There was also a suggestion for the City to consider a property swap with the applicant for St. Stevens Court to create a park at the intersection of St. Stevens Court and The Kingsway. **Note:** Group later clarified a maximum height of up to 6 storeys.

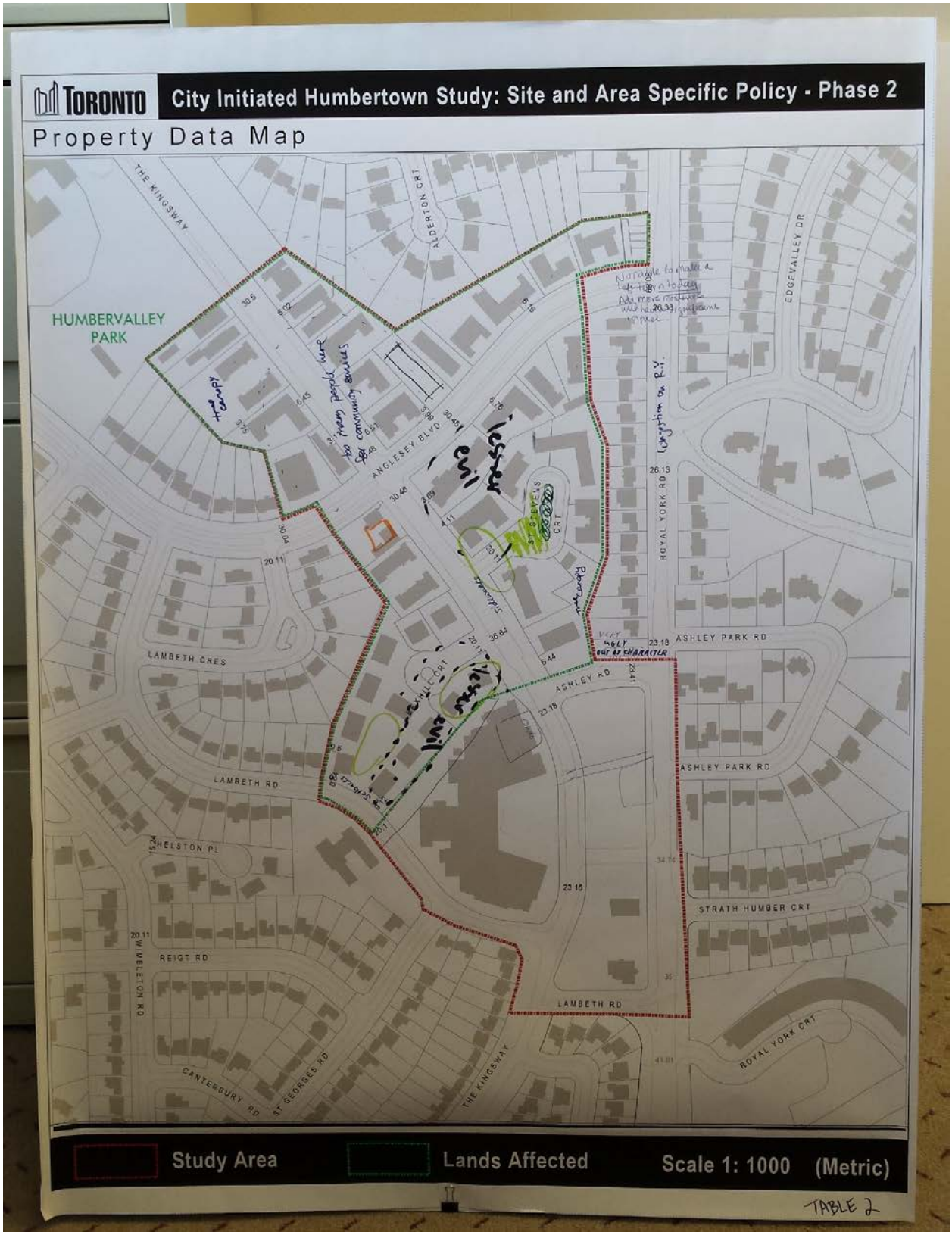
The following questions and comments were raised during the meeting:

Q: Is there an Official Plan category for low rise apartment buildings?
A: No. The Official Plan has the two categories: Neighbourhoods, which consists of buildings up to 4 storeys and Apartment Neighbourhoods for residential buildings beyond 4 storeys.

Q: Is there an example of a SASP done for an Apartment Neighbourhood like ours?
A: None that staff is aware of; therefore staff will follow up with on that with the group.
Note: Staff subsequently found there have been others but none sufficiently similar to this study area.
Comment: the R4 zoning permits up to 14 metres and land coverage of 40% therefore there should be no more heights afforded to the property owners.

- At the end of the meeting, the group were reminded that the next working group meeting was scheduled for May 28, 2015 at the same venue.

Working Group Members are asked to notify Cynthia Owusu-Gyimah, Planner, Etobicoke York District of any errors or omissions to these draft summary:
Tel: (416) 394-2608 Email: cowusug@toronto.ca


TORONTO
City Initiated Humbertown Study: Site and Area Specific Policy - Phase 2
Property Data Map
HUMBERVALLEY PARK
THE KINGSWAY
ALDERTON CRT
EDGEVALLEY DR
ANGLESEY BLVD
ROYAL YORK RD
ASHLEY PARK RD
LAMBETH CRES
LAMBETH RD
ASHLEY RD
HELSTON PL
REIGT RD
STRATH HUMBER CRT
ROYAL YORK CRT
CANTERBURY RD
ST GEORGES RD
Study Area
Lands Affected
Scale 1: 1000 (Metric)
TABLE 2


TORONTO
City Initiated Humbertown Study: Site and Area Specific Policy - Phase 2
Property Data Map
HUMBERVALLEY PARK
THE KINGSWAY
ALDERTON CRT
EDGEVALLEY DR
ROYAL YORK RD
ST STEVENS CRT
LAMBETH CRES
LAMBETH RD
ASHLEY RD
ASHLEY PARK RD
TRAFFIC CONSIDERATION
STRATH HUMBER CRT
ROYAL YORK CRT
CANTERBURY RD
ST GEORGES RD
THE KINGSWAY
Study Area
Lands Affected
Scale 1: 1000 (Metric)
TABLE 1

Working Group Meeting # 2 – Thursday, May 28, 2015
7:00 pm – 9:00 pm
2 Civic Centre Court

Present

City of Toronto: Cynthia Owusu-Gyimah, Garvin Tom, Jack Krubnik, Mark Hargot

TTC: MaryAnne George

Working Group Members: Jeremy Skinner, Ivana Hrabak, Rob Davies, John Varley, Joanne Pickard, Judy Hamilton, David Williamson, David Cox, Dave Black, Chris Mackiw, June Naggy, Kathryn Minioloff

Councillor's Office: Councillor John Campbell

Introductions

Cynthia Owusu-Gyimah welcomed everyone, thanking the members for their continued participation in the Working Group. She explained that the notices for the June 15th Open House have been sent out, and residents should be receiving them shortly.

There was a group introduction around the tables.

- Cynthia Owusu-Gyimah and Jack Krubnik provided a brief summary of Working Group #1 and reviewed some of the issues that were heard during that evening. Jack invited members to provide any photographs of some of the items discussed at the first Working Group meeting to staff.

Subject of Meeting: Transportation

- Garvin Tom introduced the purpose and scope of the transportation aspect of the study. Speaking to a handout that was distributed to the group, he presented a preliminary list of key transportation issues that have been heard to-date, and invited members of the Working Group to provide their input.

- Garvin provided a handout with a detailed scope and spent a considerable time to explain in detail the extent of work to be completed at study completion. This included:
  - Doing field work by collecting travel data in the month of June and possibly in September
  - Building a transportation model
  - Examining current conditions and possible future conditions
  - Review of data including accident rate feed the data

The following questions were raised by members of the Working Group:

Q: What density will staff be using to feed into the model to come up with future condition?
A: It was explained that as part of the study, the City will come up with development scenarios from which any additional density beyond existing will be derived.

Q: Will the City consider examining Royal York Court/James Garden?
A: That was not part of the scope of work however staff will consider including that in our scope of work.

Q: What is the benchmark for traffic movement that the City will be using to analyze the collected data?
A: City Staff advised that our priority is to keep traffic moving. The analysis will follow acceptable transportation measures.

Q: Will the City be looking at one-way streets?
A: Staff noted that one-way streets are not ideal but it can be investigated further with our Road Operations unit. It was also noted that this can be looked at beyond the scope of the study if that is the community wants, however it could also increase speeding in the area.
There was discussion about other traffic calming measures and some residents suggested speed bumps, one-way street incorporating tree plantings and other traffic calming options as proposed for the Humbertown redevelopment.

Comment: The city should recognize that traffic data being collected now will not provide a full picture as universities and colleges are closed during June.

Comment: Buses can't get out of Anglesey unto Islington
A:TTC staff explained that there are regular gaps in the traffic for the buses to make the turn within the allotted travel time. The drivers have been specifically asked and they have not indicated that there is a problem.

Q: Can the transit schedule be revised to allow for proper spacing?
A: TTC staff: the schedules were adjusted as a result of the construction on Weston Road. There is proposal to route 73B be reinstated. TTC is also looking at a night bus south of Bloor on Royal York. There is now funding for fleet and storage.

Q: What is peak time?
A: Peak time is 6:00 am – 9:30 am and 3:30 pm – 7:00 pm.

Q: Has the TTC considered lay-bys on Royal York?
A: No. TTC is considering eliminating lay-bys because there is delay for buses to merging back into traffic after stopping.

Q: What is going on with the Islington Terminal?
A: TTC: there are structural issue at Islington Bus Terminal first two bus bays and it is therefore not acceptable for use.

Q:How long will six point interchange delay people from using the area?
Comment:

Other Comments
The following additional comments/questions were raised by members of the Working Group:

- The elimination of "Road" between the LCBO and Bulk Barn will create traffic problems
- There is lack of pedestrian crossings within the study area.
- The intersection of Anglesey and The Kingsway is a 2-way stop, however it should be a 4-way stop.
- Royal York station is not accessible. Need an express bus from Humbertown
- Jeremy Skinner provided 3 handouts to the group in relation to the rail crossing at Royal York.

Summary of Individual Group Discussions
The overall working group was divided into 3 smaller groups that discussed questions related to the Humbertown area road network, local area transit, cycling and walking based on the individual experiences of each group member. The following is a summary of the discussion questions and group responses by topic:

Humbertown Area Road Network

Q1: Which roads / routes do you use on a regular basis?
Q2: What is your primary direction of travel?
Q3: What issues you have encountered during your regular commute?

Group 1

- St. Georges Road: "no turn" from Wimbleton Road onto St. Georges Road on Saturdays due to higher traffic going to Humbertown. This will now be everyday;

- Left turn off Wimbleton Road onto Dundas Street West dangerous and impossible;

- St. Geroge Hill decomposing;

- Off-ramp from Royal York Road to The Kingsway dangerous. It should be a T-junction;

- Going North and South on Royal York around Dundas – Anglesey very slow and backs up everyday;

- The exit from Royal York Court onto Royal York Road almost impossible;

- Pedestrian crossing @ Anglesey and Royal York Road intersection non-existent. There needs to be a pedestrian crossing;

- Impact of Rona Development (4208 Dundas Street West) on Royal York Road to take this into account;

- Wimbleton Road decomposing due to amount of renovation/construction hard to turn left onto The Kingsway from Humbertown;

- Much more traffic on Wimbleton; and

- The amount of traffic and speed a problem on Lambeth Road.

Group 2

- Mostly go South on Royal York Road, often to get onto Dundas Street West;

- Often we use small streets to avoid traffic jams on Royal York Road and/or Islington Avenue (e.g Hilldowntree Road, Chestnut Hills Parkway, Wimbleton Road and Edenbridge Drive);

- Road surfaces can deter drivers from using certain roads (e.g. Anglesey Boulevard); and

- Lack of safe pedestrian crossing (.e.g Anglesey Boulevard & Royal York Road).

Group 3

- Vehicle lines on west side of Royal York Road – would prefer to turn left onto Royal York, but sometimes turning right and right is the easier option;

- Vehicle line on Royal York Court – vvery difficult, to turn left onto Royal York Road and proceed southbound. Also difficult when travelling southbound to turn left into Royal York Court;

- Resident of Wimbleton Road. Enjoy shortcut between LCBO and Bulk Barn. Will be denied by Humbertown Development. A "first" world problem"; and

- Intersection of Anglesey Boulevard and The Kingsway – existing 2-way stop should be a 4-way stop.

Local Area Transit Service

Q1: Which transit routes do you regularly use?
Q2: Where are your stop location(s)?;
Q3: Reasons why you don't use transit?

Group 1

- Use 73 & to Royal York subway from Humbertown;
- Walk from Humbertown to Royal York Subway Station;
- 4 out of 6 group members take transit;
- The Route 48 & 73 buses seem to arrive @ Anglesey at same time. Should they be staggered? Desire to blend the Anglesey & Royal York buses;
- Peak ridership seems quite high;
- Hard to drop off passengers at Royal York Subway Station, even in the designated drop off lane. There are lots of taxis; and
- Access Royal York Subway Station very difficult,

Group 2

- 2 group members go from Royal York Subway Station to downtown Toronto;
- Usually get a car ride to and from subway station. One group member uses Islington Subway Station provided they can cross Islington Avenue safely to catch the bus;
- No passenger drop-off on west side of Royal York Road opposite the subway station, The Kiss & Ride at Royal York Subway Station designed for "hamsters" and taxis add to congestion; and
- Islington Station bus terminal renovations have been underway for past 3+ years: combined with too many buses from Mi-way transit system.

Group 3

- No notes.

Cycling and Pedestrians

Q1: Do you use any existing on-street bike lanes and/or off-street multi-use trails?
Q2: Primarily for commuting, recreation or both?
Q3: What are your main cycling routes?
Q4: What are your primary walking route(s)?

Group 1

- Some good roads exist for cycling – Eglinton Avenue West, Martin Grove Road and Rathburn Road;

- Others roads are dangerous for cycling (e.g. The Kingsway);

- Pavement conditions are very bad in some areas;

- Dedicated bike lanes are the best;

- Need safer pedestrian crossings on Royal York Road;

- It is impossible to safely cross Dundas Street West in between Bruno's Plaza and light one east of Islington Avenue; and

- Access to informal path on the east side of Royal York Road facing west 8126 – difficult to cross Royal York Road and dangerous too,

Group 2

- Islington Avenue has no bike lanes for commuting to Islington Subway Station;

- The width of the bike lanes on Royal York are not wide enough;

- Road surfaces on many roads (e.g. Kipling Avenue) are extremely dangerous for biking; and

- For recreation trails, many bike paths need the hedges and shrubs to be trimmed (i.e. bushes cross onto 30% of the width of the trail).

Group 3

- No notes.

Future Working Group Meetings
The group was reminded that the next Working Group Meeting date is September 17, 2015 and Open House meeting is June 15, 2015.

Working Group Members are asked to notify Cynthia Owusu-Gyimah, Planner, Etobicoke York District of any errors or omissions to these draft minutes:
Tel: (416) 394-2608 Email: cowusug@toronto.ca

Working Group Meeting # 3 – Thursday, September 17, 2015
7:00 pm – 9:30 pm
2 Civic Centre Court

Present

City of Toronto: Cynthia Owusu-Gyimah, Garvin Tom, Jack Krubnik, Bill Kiru, Richard Beck

Working Group Members: Jeremy Skinner, Ivana Hrabak, Judy, David Cox, June Nagy, David Finlay, Rob Davies, Ann Anderson, Sue Harrison, Ivan Franko

Councillor's Office: Councillor John Campbell, Sarah Ness

Introductions

- **Cynthia Owusu-Gyimah welcomed everyone, thanking the members for their continued participation in the Working Group. She explained there were series of questions to be answered by the group as we go through the number of presentation boards that staff had prepared. Additionally, the group was advised that transportation staff had also prepared a presentation for the group to review analysis of existing traffic conditions within and around the Study Area.**
- Cynthia Owusu-Gyimah and Jack Krubnik explained to the group that the series of presentation board illustrate images in response to community request and feedback from the study process so far.
- There were 10 display boards in total for discussion. These boards included three dimensional massing models (3D).
- A number of questions came up during the review and discussion of the display boards.

Building/Massing Discussions

There were fewer members of the working group members in attendance, as such all members were gathered into one group around a table for discussions.

The following is a summary of the discussion questions and group responses by topic:

Q: What is the impact of 30 degree angular plane and why is that being presented?
A: There was a request from the 2nd open house from the community to explore a 30 degree angular plane from the opposite site of the street that is why that option is being presented. This particular angular less restrictive when taken from the opposite side of the street, therefore could result in much taller building.

Q: What is the angular plan on the Kingsway for the Humbertown application?
A: Can not confirm now the exact figure however, staff will follow up and advise the group.

Q: What is the Midrise Performance standard and why are we using that here?
A: The Midrise Performance standards are evaluation criteria arising from a citywide study conducted by City Planning staff develop a set of criteria to use when evaluating development of mid rise buildings (buildings greater in height from 4 storeys to 11 storeys) on parcels of land along 'main' streets which are designated *Avenues* in the Official plans. These lands are usually designated *Mixed Use Areas* in the Official Plan.

Notes: clips from a video of the Midrise Performance standard were projected unto a screen to explain the basic principles of the performance standards. It was clarified that the entirety of the Study Area is designated Apartment Neighbourhoods and the Kingsway is not considered an Avenue in the Official Plan, therefore not every aspect of the criteria can be utilized here, however it's being used a guide.

Q: Why are we looking at midrise buildings when community members have raised concerns about increase height and specifically said no increased height should be permitted?
A: Although not everyone supports additional height, collectively, the community has communicated a measured approach to any potential height increase and these massing of 6 to 8 storey buildings are reflective of the range that community has communicated to staff as a possible threshold.
Note: Some members later clarified that the maximum threshold for height was up to 6 storeys.

Comment (staff): The purpose of this exercise it to respond to the question what would happen if these properties in the Study Area were to be redeveloped.

Q: Will there be a different angular plane on the Kingsway?
A: Staff has not come to the conclusion of what will be appropriate on the Kingsway

Q: To what extent will new policy resulting from this study impact the Elia Corp application?

Comment (staff): Planning staff recommended in the preliminary report for the Elia Corp application that the final report on the application and study should be considered at the same time at Council. This would allow the work undertaken for the study process to inform staff evaluation of the application.

Q: What will happen to the Study results if the Elia Corp application is approved?

Comment (staff): It was clarified that since the application is currently under appeal, we need to be careful about what we say because it could potentially come up during the hearing if we are party to the hearing.

Comments (public): There is no relevance to the Study process if the application has been appealed.

Q: Are there examples where a Site and Area Specific Policy (SASP) relieved an applicant from providing rental replacement on site?
A: Nothing comes to mind but staff will follow up on this and respond to the group.

Comment (Councillor): Has met with Housing staff and they have provided one example across the city in Etobicoke where there was relieve however, these were less than 10 units in that instance.

Q: What are the heights for the 3D massing on the presentation boards?
A: The 3D massing model was developed using 4.5 metres for the first floor and 3 metres for subsequent floors. The first floor height will likely be reduced as the model evolves because 4.5 metre height is used where retail is contemplated.

Transportation Presentation

- Garvin Tom provided an update on the traffic data collection efforts that have occurred since the previous working Group meeting. He discussed the use of existing City of Toronto turning movement count data that was supplemented with additional updated turning movement counts (at some intersections). These updated counts were collected in June 2015 by the City's Transportation Services Division and transportation consultants hired by area residents (specifically to count traffic at Royal York Road and Royal York Court). Garvin gave an overview of how the Synchro Traffic Model was set-up and calibrated and the methodology used to model and analyze transportation conditions.

- Using a series of PowerPoint slides, Garvin showed traffic volume maps and samples of the Synchro Traffic Model and the provided a summary of the existing transportation conditions in the Humbertown SASP Primary and Secondary Transportation Study Areas. He provided details on the overall operations at signalized intersections and the operations of critical movements at unsignalized intersections for the weekday morning and afternoon peak hours. He also provided information on the operating capacity of the Study Area's peak direction TTC bus routes during the morning peak period

The following is a summary of the discussion questions/comments and group responses following the transportation presentation:

Comment

- It would be appropriate to include one more intersections south of the Dundas southbound ramp to Royal York intersection.
- We need to contain and focus the boundaries of the Transportation analysis to a reasonable area given the resources at hand.
- TTC data is not broken down by bus but by peak time
- Buses are not spaced properly which leads to multiple busses arriving at the same time with a full buss followed immediately by an empty bus

- TTC buses are not permitted to pass each other for safety reasons and this has impact on spacing
-

Future Working Group Meetings

- The Councillor raised a question about possible ways of communicating the outcome of future analysis to the group.
  Cynthia responded that staff has anticipated that there may need to be another meeting with the group as staff progress however discussions have not happened internally yet as what appropriate course of action will be. Once there is a determination, the group will be notified via email.
- Printouts of the questions for the session were presented to group. The group were advised that the presentation boards will be made available to them electronically for commenting.
- A member of the group advised that it would be appreciated for staff to send out questions or agendas to the group ahead of time to facilitate a better outcome at the meeting. It was noted that not having agenda and materials for discussion prior to the meeting made it challenging and confusing to participate effectively.
- Staff noted that such issues will be rectified in any future meetings.
- A working group member asked if an additional meeting with the group would be held prior to staff finalizing the study recommendation.

Working Group Members are asked to notify Cynthia Owusu-Gyimah, Planner, Etobicoke York District of any errors or omissions to these draft minutes:
Tel: (416) 394-2608 Email: cowusug@toronto.ca

Working Group Meeting # 4 – Wednesday, October 28, 2015
6:30 pm – 9:30 pm
2 Civic Centre Court

Present **City of Toronto:** Cynthia Owusu-Gyimah, Garvin Tom, Jack Krubnik, Bill Kiru, Richard Beck

Working Group Members: David Williamson, Dave Black, Anne Anderson, Sue Harrison, Joanne Pickard, Kathryn Minialoff, Ivana Hrabak, Christine Mackiw, Jeremy Skinner, Romualdas Juknevicius, David Cox, Ian Ihnatowycz, Pat Forbes, Ivan Franko,

Councillor's Office: Councillor John Campbell, Sarah Ness, Amber Morley

1. Introductions

Cynthia Owusu-Gyimah welcomed everyone, thanking the members for their continued participation in the Working Group. She explained to the group that this 4th working group was convened to address concerns from group at the September 17th, 2015 meeting. She updated the group about the upcoming November 25th Community Open House.

- Cynthia Owusu-Gyimah and Jack Krubnik gave a PowerPoint presentation to the group after the introductions. The presentation touched on the following areas:

    a. history of the Study process from Phase 1 to present
    b. the purpose of the study
    c. Draft Urban Design Guidelines for the Study Area
    d. Timing of staff report to Etobicoke York Community Council
    e. Status of the St. Steven's Court application related to the Ontario Municipal Board
    f. Developed 3D Massing Model for the Study area implementing the proposed Urban Design Guidelines.

- There were 7 display boards in total for discussion. These boards included three dimensional massing models (3D). Some boards illustrated shadow impact studies for the existing built form and suggested built form.

2. The following is a summary of the discussion amongst the group and Staff that followed the presentations:

Q: Staff stated in during the presentation that Zoning By-law 569-2013 has been appealed to the OMB, who made the appeal?
A: The appeals on the By-law are from numerous property owners across the City and have no bearing on the study area.

Q: The proposed massing suggests only 2 additional floors beyond what is permitted, is that realistic from a developer's stand point?
A: That may not be realistic; however, the Apartment Neighbourhood designation is not identified as a growth designation. Additionally, some of the landowners throughout the study process have expressed their desire not to redevelop their properties.

Q: Why did staff not study the shadow impacts for the month of June and also why didn't the September and March shadow studies evaluate early morning and late evening hours?
A: the City's terms of reference for sun/shadow studies requests that shadow impact studies are conducted between the hours of 9:18 am and 6:18 pm. These are the same standards that applicants are required to apply for proposed development. Staff wanted to be consistent with our practices. Staff can investigate hours beyond the industry standard.
Note: Staff did not review June 21st because it provides a very narrow view of impact. As the longest day of the year, the shadow impact is often minimal for even tall buildings and do not provide an accurate reflection of the sun/shadow conditions for the majority of the year.

Q: Why hasn't the St. Steven's Court application site included in the massing model?
A: That application has been appealed therefore any discussion on that site will happen within the context of the OMB appeal.

Note: Staff reminded the group that the application has been appealed therefore any commentary made publicly could be brought up at the OMB hearing.

Q: Does/can the Group have any position on the application?
A: There will be an opportunity to depute on the application when the staff report is considered at Etobicoke York Council Meeting.

Q: Does this mean that the work the Group has been doing is meaningless?
A. No. the work conducted to date will inform staff's conclusion on policy framework for the larger study area to assist in the evaluation of any future development application.

Q: Why do the models all show 6 storeys and not a mixture of 4 to 6 storeys?
A: Not all properties are massed at 6 storeys. The 3d massing model demonstrates a variation in building heights. Some properties are 6 and others are 5 whilst some have not been massed and maintain the existing building heights.

Comments:

- Group: 30 Anglesey was initially proposed at 9 storeys and was eventually reduced to the existing height.

- Group: The City's requirement of one-to-one rental unit replacement hinders redevelopment of the existing buildings communities across the City similar to the context of the study area.

- Staff: The one-to-one requirement is necessary to ensure that the housing needs are met as most of recent developments have not included rental units. Additionally, the policy works on the *Avenues* and *Mixed Use Area* properties across the city where there is usually less rental units to be replaced.

- Group: Most of the members would prefer a maximum building height of 4 storeys. It would be helpful to consider traffic impact in addition to the shadow impacts.

- Staff: The 6 storey height reflects what the group has communicated to staff. This consideration also takes into account the Official Plan policies for *Apartment Neighbourhoods*.

- Group: There is a difference between the 3D massing images and the Urban Design Guidelines. The 45o angular plane is appropriate. Staff should also consider density caps, and density transfer as a tool to minimize growth in the study area.

- Group: Density transfer might not be appropriate in this context because a all the properties within the study are have the same land designation (Apartment Neighbourhoods) which limits growth.

- Group: It should be clarified that developers are not the focus of the study. It should be recognized that a maximum building height of 6 storeys is a modest increase considering that most new houses that have been built in the area have increased in size through Minor Variance applications. Providing some flexibility in height strengthens the community's point for future OMB hearings.

- Group: Consider including a density provision in the policy. An appropriate starting point would be 2/3 of the density achieved for Humbertown plaza redevelopment.

- Group: The maximum building heights should be closer to Humbertown.

- Group: The Urban Design Guidelines is a great start. Staff should figure out a way to include important elements in the SASP.

3. Closing

The group was reminded that there will be a community meeting on November 25th, 2015 at the Humber Valley United Church.

- A working group member requested that an image of the massing model be sent to the group. The purpose of this was to allow the members to mark up the suggested building heights and send back to staff.

Note: These were forwarded to members of the Working Group on October 30, 2015. The members were requested to return material to staff by November 4th, 2015.

- Working group members commended staff on the effort in organizing the 4th meeting and sending out the agenda and discussion materials ahead of time to allow for a more productive meeting.

Working Group Members are asked to notify Cynthia Owusu-Gyimah, Planner, Etobicoke York District of any errors or omissions to these draft minutes:
Tel: (416) 394-2608 Email: cowusug@toronto.ca

Attachment 6: Edenbridge-Humber Valley Apartment Neighbourhood Design Guidelines

TORONTO

Edenbridge-Humber Valley
Apartment Neighbourhood
Design Guidelines

EDENBRIDGE-HUMBER VALLEY APARTMENT NEIGHBOURHOOD DESIGN GUIDELINES

URBAN DESIGN GUIDELINES

2016

City of Toronto
Edenbridge-Humber Valley Apartment Neighbourhood Design Guidelines - Adopted by Toronto City Council May 2016

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Table of Contents

Mandate

The study of this Edenbridge-Humber Valley neighbourhood was initiated by the City of Toronto to evaluate the existing planning framework within the Study Area and to make recommendations to guide future development. The Study had two phases.

In 2014 IBI Group was retained by the City of Toronto to undertake Phase 1 of a Humbertown Secondary Plan Area Study. The objective of the Phase 1 Study was to determine whether a Secondary Plan was required for the Study Area, or if the policies of the Toronto Official Plan and other 'planning tools' were sufficient to guide the review of future development applications within the context of the objectives of the Official Plan. Phase 1 was not intended to test land use or development concepts or to establish a vision for the Study Area.

An analysis by IBI Group found that some of the policies of the Official Plan are either too vague to provide a consistent approach to dealing with the issues facing the Study Area or they are not applicable given the specific characteristics of the 'Apartment Neighbourhood' lands. IBI Group concluded that a Secondary Plan may not be the most appropriate tool for the Study Area, but that the 'Apartment Neighbourhoods' lands would benefit from more detailed and localized policies.

IBI Group recommended that a Phase 2 Study be undertaken to develop Site and Area Specific Policy (SASP) for the Study Area. They also recommended continued public consultation and the establishment of a long-term vision for the 'Apartment Neighbourhoods' lands, guiding principles, and the testing of built form concepts among other things. To this end staff have created Site and Area Specific Policy and these Urban Design Guidelines to clarify the long-term vision for the Study Area, and to help guide future development within this 'Apartment Neighbourhood'.

1.0 Introduction

The purpose of this Phase 2 study is to establish Urban Design Guidelines and a Site and Area Specific Policy framework for the Study Area, that incorporates the Phase 1 recommendations while assessing the unique characteristics of the Study Area to provide clarity on how the Official Plan would apply to any potential redevelopment of the Apartment Neighbourhoods lands within the Study Area. The intended outcome of the study is to develop a policy framework to guide future redevelopment within the Study Area.

1.1 ROLE OF THE GUIDELINES

Development in this Edenbridge-Humber Valley Apartment Neighbourhood will be consistent with the following urban design guidelines. These guidelines are to be read in conjunction with the polices in the Official Plan, and have been formulated to be used as a tool to interpret and implement Official Plan policies for the purpose of providing guidance to future development in the Study Area. These guidelines intend to ensure high quality urban design and built form that is sensitive to and compatible with the existing apartment neighbourhood as well as the neighbourhoods surrounding this study area. These guidelines are also intended to provide guidance on massing with good proportion to achieve compatibility and to attain appropriate transition between areas of different development intensity and scale. Furthermore, it is the intention of these guidelines to reinforce the significance of existing features within this Apartment Neighbourhood that embody the character of the Study Area, and speak to the importance of their preservation and promotion.

Figure 1: 309 The Kingsway

Figure 2: Looking East at 11 Bexhill Court

Figure 3: Looking North along St. Stevens Court

1.2 STUDY AREA

These guidelines apply to the Study Area, as identified in Figure 4, which encompass an Apartment Neighbourhood within Edenbridge-Humber Valley. It is bounded by a mixed use development at its southern perimter, and Royal York Road at its northeast end. Humber Valley Park is located at the northwest boundary of the study area, and Lambeth Road defines the southwest point of the study area. Anglesey Boulevard and The Kingsway are two local collector public roads that traverse the study area. The majority of the Study Area is surrounded by lands designated Neighbourhoods in the Official Plan.

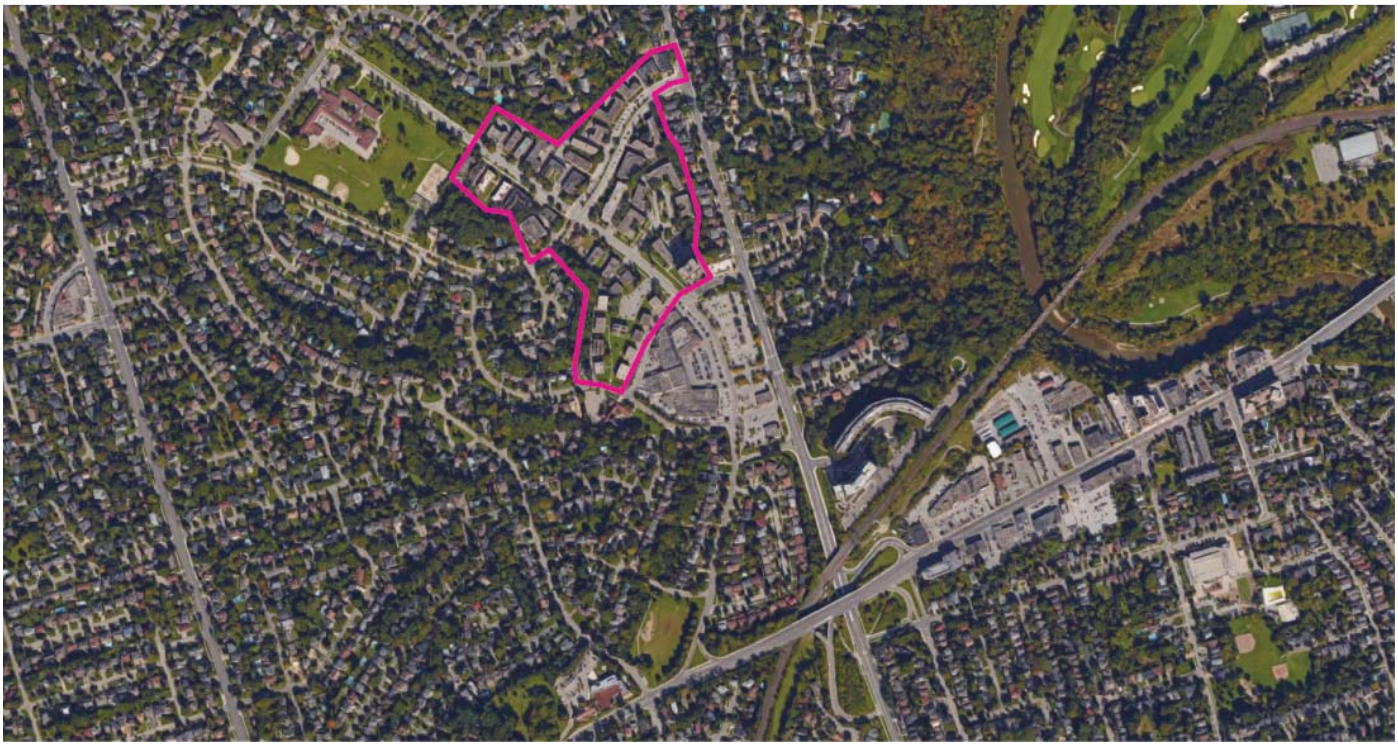

Figure 4: Aerial of the Study Area

1.3 PUBLIC CONSULTATION

Phase 2 of the Humbertown Area Study involved a series of public Open House meetings and smaller Working Group meetings to engage the local community and interested stakeholders at large. The engagements took place over the course of eight months (April to November) in 2015.

Three public Open Houses were held on April 30, June 15 and November 25 of 2015. To increase public convenience and participation in the Study, the Open Houses were organized into two sessions on each of these dates. The public was provided an opportunity to attend an earlier 4pm-6pm Open House or a later 7pm-9pm Open House at their convenience. This format provided more flexibility to the community and provided participants with more time for dialogue and the facilitation of a question and answer period. People also expressed more comfort in expressing themselves in this smaller meeting format.

Open House #1 introduced the purpose and scope of the study, provided an overview of the Study history, and reached out to the community to identify Working Group participants. Open House #2 presented the emerging framework that came out of the Working Group sessions, presented staff findings and emerging direction, and obtained public input on the information and materials presented. Open House #3 presented some of the staff findings and introduced the Site and Area Specific Policy and the Urban Design Guidelines in draft form.

Over the course of the Study the City engaged in four Working Group meetings. The Working Group dates were May 14, May 28, September 17, and October 28 of 2015. The Working Group consisted of area residents, landowners, and community association members. The meetings offered staff and working group members a small group setting in which to provide and receive feedback over the course of the Study. They also assisted in communication dissemination with the community throughout the Study, and resulted in a more thoughtful and fullsome discussion to help inform the final product.

A Landowner Meeting also took place on May 4, 2015. The landowners were presented with the purpose and scope of the study, and an overview of the Study history. Feedback on these items as well as thoughts on the future direction for the Study was solicited from participants.

Figure 5: Community Consultation #3

Figure 6: Community Consultation #3

1.4 GOALS AND OBJECTIVES

The role of these guidelines is to provide clear direction on how new development within this 'Apartment Neighbourhoods' Study Area can demonstrate compatability and ensure appropriate transition with the existing apartment and neighbourhood context. In the Toronto Official Plan 'Neighbourhoods' and 'Apartment Neighbourhoods' are considered to be physically stable areas. Therefore development within 'Neighbourhoods' and 'Apartment Neighbourhoods' will be consistent with this objective and will also respect and reinforce the existing physical character of the buildings, streetscape and open space patterns in the Study Area.

These Guidelines intend to respond to these policies of the Official Plan by clarifying the massing and height of built form in the 'Apartment Neighbourhood' Study Area that would be considered compatible with the area and surrounding context. The guidelines also provide direction related to the transition of built form for the maintenance of adequate skyview, light and privacy for the Neighbourhoods, as well as attenuating resulting traffic and parking impacts on adjacent Neighbourhood streets. These Guidelines incorporate the following goals and objectives:

- Preserve and enhance the generous open space amenity and "green" landscaped character of the Study Area
- Identify, preserve and reinforce the architectural qualities of the Study Area
- Preserve and enhance the wide boulevards and enhanced public realm
- Demonstrate built form that is sensitive and compatible to the existing neighbourhoods in scale and mass
- Provide guidance on new built form massing with good proportions
- Strengthen the connection between built form and the public realm
- Demonstrate appropriate transition between areas of different development intensity and scale
- Encourage an appropriate building treatment and design
- Identify appropriate parking and servicing arrangements and locations

These guidelines are intended to be read together with the Official Plan, applicable zoning by-laws, and other applicable City policies, standards, guidelines and requirements. In considering whether to permit development on a site-by-site basis many other planning issues must first be taken into account. This includes but is not limited to, the site context and availabilty of adequate infrastructure, public transit, parks and open spaces, and community services and facilities. If it is determined that development is appropriate, and represents "good planning", these Guidelines will then apply.

Figure 7: 313 & 315 The Kingsway

1.5 CONTEXTUAL CONSIDERATIONS

This Edenbridge-Humber Valley 'Apartment Neighbourhood' is a residential community. There is no commercial use existing or proposed within the study area as the adjacent mixed use development on the southern boundary of this study area fulfills this role. Therefore these guidelines intend to reinforce the residential character of this 'Apartment Neighbourhood' Study Area. New development will fit into this context and will not include commercial uses.

With the exception of one building, all buildings within the Study Area are low-rise, not exceeding four storeys in height. New development will acknowledge the low-rise character of the area by maintaining a three to four storey street wall that reinforces this condition. The street wall will ensure a strong physical connection to the contextual surroundings.

The guidelines for setbacks, step-backs and angular planes vary based on the following three lot conditions: properties that share a rear lot line with lands designated 'Neighbourhoods'; properties that share a side lot line with lands designated 'Neighbourhoods' and 'Parks and Open Space Areas'; properties that do not share a lot line with lands designated 'Neighbourhoods' and 'Parks and Open Space Areas'.

The Study Area has been characterized as "low-rise" and "green" owing to the generous built form setbacks, ample private open space, generous and mature tree canopy throughout, and to the fact that all the buildings, with the exception of one, do not exceed four storeys in height. These guidelines aim to preserve, reinforce and enhance these attributes where new development is proposed.

Figure 8: 11 Anglesey Boulevard

2.0 Open Space

This Edenbridge-Humber Valley Apartment Neighbourhood Study Area is generally characterized by wide right-of-ways that allow for on-street parking, wide grassy boulevards, and ample mature street trees and private trees. The streets are defined by generous and relatively consistent building setbacks and low scale buildings (with only one of 44 buildings exceeding four storeys). The Study Area is supported with numerous and varied private open spaces with significant public open spaces in close proximity. The predominant built form surrounding the Study area is single detached houses, located on large deep lots. All of these factors contribute to the characterization of this Edenbridge-Humber Valley Apartment Neighbourhood as a low scale, low density neighbourhood providing ample open space and mature vegetation. It is for some of these reasons that residents love the neighbourhood and have contributed to this area's continued success.

2.1 PRIVATE AND PUBLIC AMENITY

The Humber River and its valley lands and parklands are this areas significant public open space amenity. Closer to the study area is Humber Valley Park, which is a public open space on the border of this Edenbridge-Humber Valley Apartment Neighbourhood. A smaller public open space amenity area adjacent to the Study Area is the Saint Stevens Court Parkettte. These public open spaces are augmented by private open spaces located throughout the Study Area. The largest example is located centrally within the Bexhill Court property limits, surrounded by low-rise apartment buildings which front onto this space. Numerous smaller private outdoor amenity spaces exist throughout the Study Area. Many of these are in the form of a courtyard, forecourt, or urban garden. To retain an appropriate amount of both private and public amenity space, the following guidelines will apply:

1. In order to maintain the consistent front yard building setback and reinforce the existing wide boulevard character and generous pedestrian environment, new development will maintain a front yard setback from the property line of 7 metres. This will help preserve and reinforce the existing private and public boulevard tree canopy and the "green" character of the boulevards, and will maintain a consistent and generous front landscaped amenity space adjacent to the public streets.

2. The front entrances to existing buildings in the Study Area are often prominent features on the front facades. New development will continue to strengthen the prominence of primary entrances through the use of elements such as canopies, the introduction of secondary materials, projections or recesses, architectural details, and will ensure primary entrances are on the front facade and face onto the public street. Primary entrances are to also be directly connected to the municipal sidewalk by walkways which are a minimum of 2.1m in width.

3. Courtyards, forecourts, and urban gardens are types of private open spaces located within the Study Area. These types of private but publicly accessible open spaces help to reinforce the existing character of ample open spaces within this Edenbridge-Humber Valley Apartment Neighbourhood. New development will preserve and reinforce these features.

Figure 9: Urban Garden, Walkway

Official Plan Reference

2.3.1 Healthy Neighbourhoods: Policy 1, 5
2.4 Bringing the City Together: Policy 14
3.1.1 The Public Realm: Policy 1, 2, 13, 14
3.1.2 Built Form: Policy 1, 3, 4, 5, 6
4.2 Apartment Neighbourhoods: Policy 2, 3

2.1 PRIVATE AND PUBLIC AMENITY

4. The prevalence of shared or common open space within existing development makes it a defining characteristic of this Study Area. New development will preserve and reinforce the abundance of shared or common open space. To achieve this, new development will provide a minimum of 4m^2 of outdoor amenity space per residential unit, exclusive of balconies, and 2m^2 of indoor amenity space per residential unit. Although outdoor amenity space may be provided at the rooftop level of new development, a minimum of 2m^2 of outdoor amenity space per residential unit is to be grade related to preserve, reinforce and enhance the existing open spaces within the Study Area.

5. Ground floors shall be lined with residential units which enhance the safety, amenity and animation of adjacent streets and open spaces.

6. Provide pedestrian scale lighting and planting. Use lighting that compliments the building design and streetscape. Lighting is an architectural element that can also provide interest and consistency to the front facades.

7. Green roofs are to be provided in all new development greater than 2000m^2, and should be pursued in all new development regardless of size.

Figure 10: Forecourt at 4 Anglesey Boulevard

Figure 11: Urban Garden at 30 Anglesey Boulevard

Figure 12: Landscaped Setback at 310-318 The Kingsway

Official Plan Reference

2.3.1 Healthy Neighbourhoods: Policy 1, 5
2.4 Bringing the City Together: Policy 14
3.1.1 The Public Realm: Policy 1, 2, 13, 14
3.1.2 Built Form: Policy 1, 3, 4, 5, 6
4.2 Apartment Neighbourhoods: Policy 2, 3

2.2 PUBLIC REALM AND THE PEDESTRIAN ENVIRONMENT

The public streets within this Edenbridge-Humber Valley Study Area are generally characterized by wide right-of-ways that allow for on-street parking, significant building setbacks, wide grassy boulevards, and ample mature public and private trees. All of these features complement the low-scale apartment buildings and are a compliment to the surrounding low-scale neighbourhood. They contribute to the sense of openness and greenery. The following guidelines acknowledge these important characteristics of the Study Area:

1. The northern boundary of the study area, adjacent to Humber Valley Park and its public open space, has been identified as a gateway into this Edenbridge-Humber Valley 'Apartment Neighbourhood'. Both the western and eastern boundaries of the study area, within and adjacent to Anglesey Boulevard, have also been identified as gateways into the Study Area. Special landscape features and unique planting arrangements, on both public and private property, are to be located within these places to mark one's arrival into the Study Area.

2. Public art is encouraged within the Study Area. Appropriate locations for public art are: Humber Valley Park; Saint Stevens Court Parkette; the landscape medians along Anglesey Boulevard; and within the privately owned publicly accessible spaces of new development visible from The Kingsway and Anglesey Boulevard.

3. The prevalence of large and mature trees within the study area is evidence that trees are an important defining characteristic of the Study Area. As such, special care will be taken to preserve existing trees from injury or removal.

4. New development is to exceed the minimum required private tree replacements on site.

5. Preserve and/or relocate important landscape features identified within the Study Area.

6. New development will provide abundant private landscaping, and will contribute to the beautification of the boulevards.

7. New community services and facilities will be situated in prominent locations.

8. Pedestrian crosswalks consisting of special treatment, such as concrete unit pavers, will be pursued across all roadways at the intersection of Anglesey Boulevard and The Kingsway. This treatment will be implemented through new development or as part of municipal street improvement projects. Landscaping within the public medians is encourged and special landscape features will be provided by new development at this intersection.

Figure 13: 309 The Kingsway Looking South

Figure 14: St. Stevens Court Looking East

Official Plan Reference

2.3.1 Healthy Neighbourhoods: Policy 5
2.4 Bringing the City Together: Policy 14
3.1.1 The Public Realm: Policy 1, 2, 5, 6, 13, 14
3.1.2 Built Form: Policy 1, 3, 4, 5
4.2 Apartment Neighbourhoods: Policy 2, 3

2.3 STREETSCAPE IMPROVEMENTS

The Kingsway

The Kingsway is the primary north-south public street that bisects the Study Area. It is generally in the range of 30 metres wide north of St. Stevens Court and 36 metres south of St. Stevens Court. The following guidelines are proposed for The Kingsway:

1. On street parking along The Kingsway is to be maintained. Public street parking plays a role in supporting this Edenbridge-Humber Valley 'Apartment Neighbourhood'.

2. The Kingsway boulevard is to be provided with trees within the street right-of-way. Tree planting details can be located on the City of Toronto Parks, Forestry & Recreation website. These improvements will be implemented with new development.

3. Private tree planting between the front face of a building and the public right-of-way is to be provided in order to augment the street tree planting, and to reinforce the "green" character of the street, with a double row of trees defining the Kingsway streetscape.

4. Private pedestrian scale lighting is to be provided adjacent to the public sidewalk.

5. The public boulevard, at both the south and north limit of the Study Area, are appropriate locations for gateway landscape features and public art.

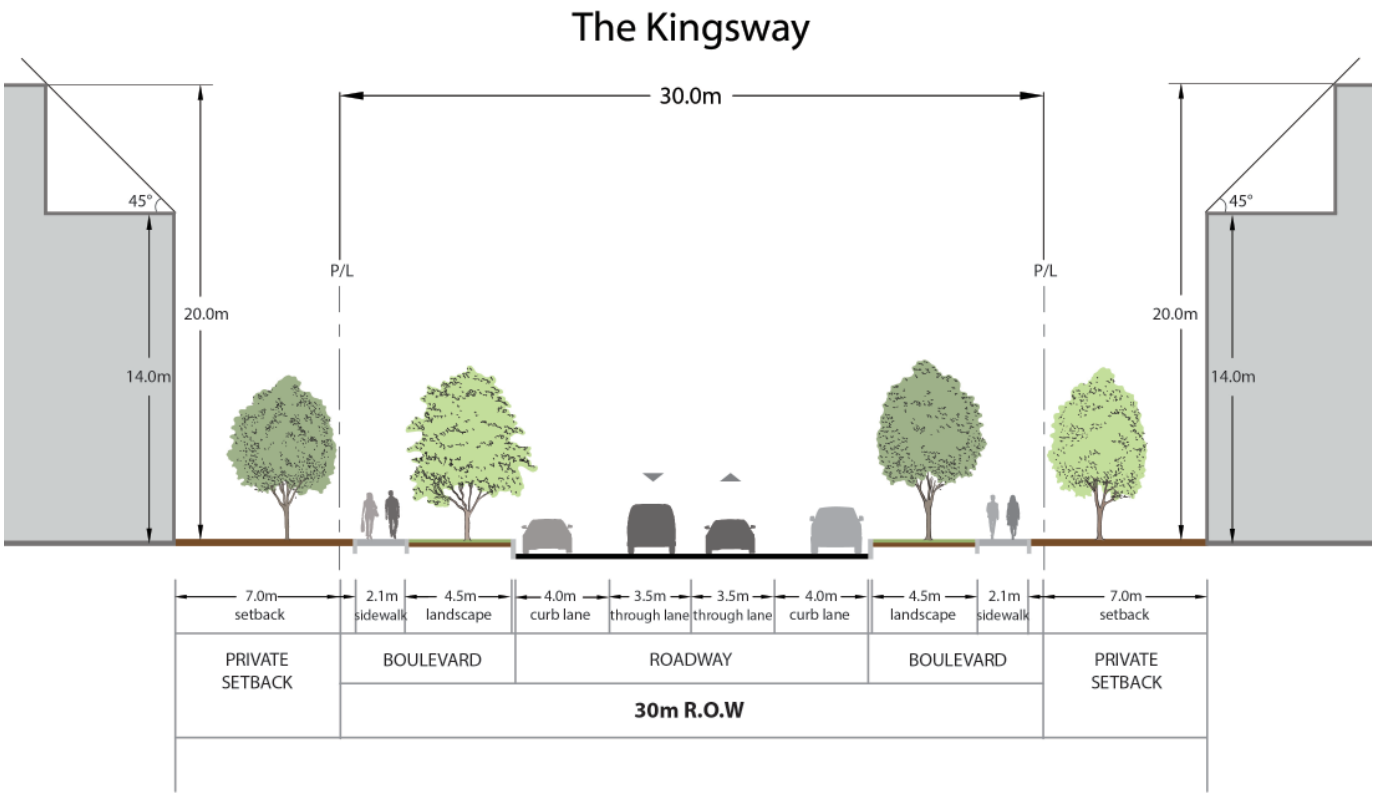

Figure 15: Typical Cross Section for The Kingsway

Official Plan Reference

2.3.1 Healthy Neighbourhoods: Policy 4, 5
2.4 Bringing the City Together: Policy 14
3.1.1 The Public Realm: Policy 1, 2, 5, 6, 13, 14
3.1.2 Built Form: Policy 1, 3, 4, 5
4.2 Apartment Neighbourhoods: Policy 2, 3

2.3 STREETSCAPE IMPROVEMENTS

Anglesey Boulevard

Anglesey Boulevard is the primary east-west public street that bisects the Study Area. It is generally in the range of 30 metres wide. The following guidelines are proposed for Anglesey Boulevard:

1. On street parking along Anglesey Boulevard is to be maintained. Public street parking plays a role in supporting this Edenbridge-Humber Valley 'Apartment Neighbourhood'.

2. Anglesey Boulevard is to be provided with trees within the street right-of-way. Tree planting details can be located on the City of Toronto Parks, Forestry & Recreation website. These improvements will be implemented with new development.

3. Private pedestrian scale lighting is to be provided adjacent to the public sidewalk.

6. Private tree planting between the front face of a building and the public right-of-way is to be provided in order to augment the street tree planting, and to reinforce the "green" character of the street.

5. The public boulevard, at both the east and west limit of the Study Area, are appropriate locations for gateway landscape features and public art.

4. The centre median on Anglesey Boulevard is an important feature of the study area. The centre median is to be preserved and additional planting is encouraged within the median. Planting is important to the "green" character of this 'Apartment Neighbourhood'.

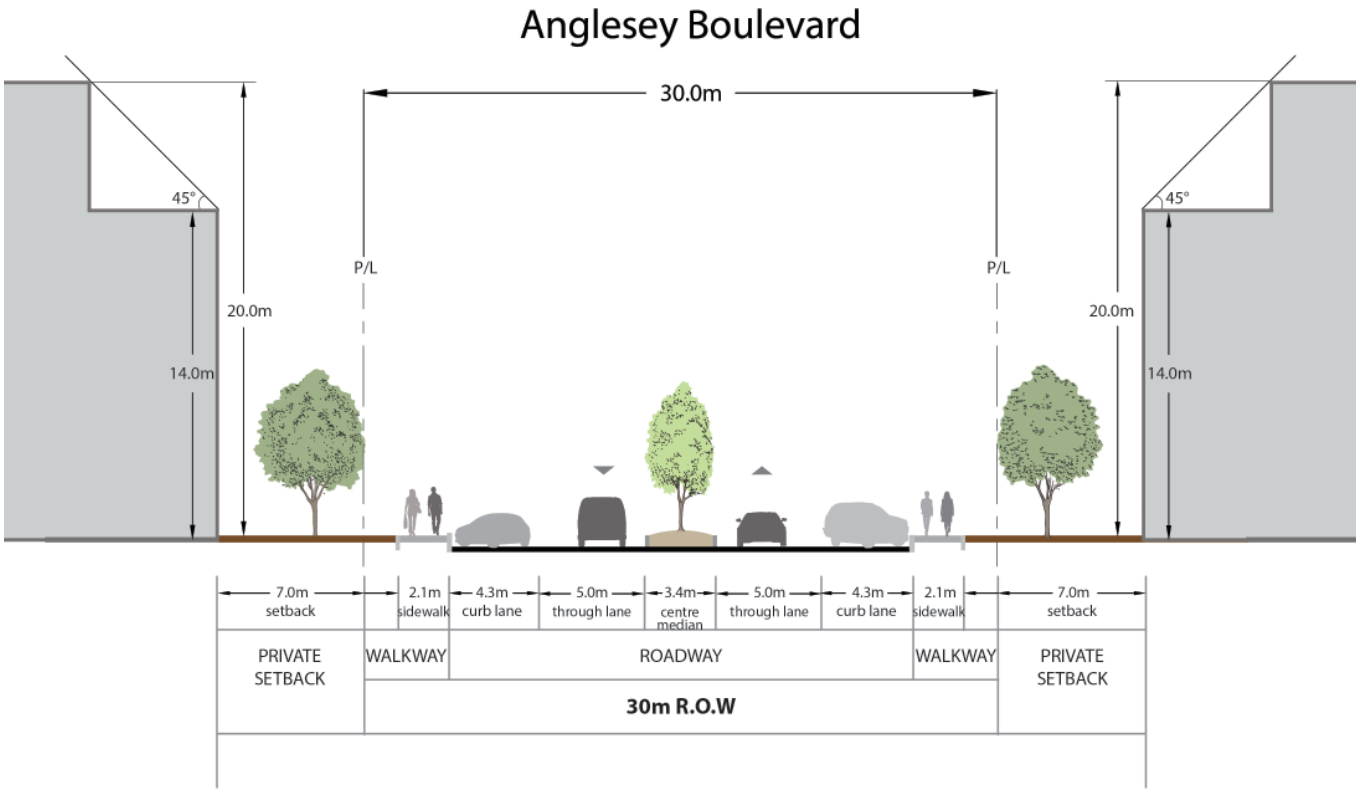

Figure 16: Typical Cross Section for Anglesey Boulevard

Official Plan Reference

2.3.1 Healthy Neighbourhoods: Policy 4, 5
2.4 Bringing the City Together: Policy 14
3.1.1 The Public Realm: Policy 1, 2, 5, 6, 13, 14
3.1.2 Built Form: Policy 1, 3, 4, 5
4.2 Apartment Neighbourhoods: Policy 2, 3

3.0 Built Form

As very few of the properties in the Study Area have large surface parking lots or underutilized or vacant land, there is very limited opportunity within the Study Area for infill development. The lots also tend to be narrow and deep or shallow and wide, with an existing lot coverage that restricts a properties ability for infill development. "Apartment Neighbourhoods' are also considered to be stable areas of the City where significant growth is not generally anticipated. The Edenbridge-Humber Valley Apartment Neighbourhood Design Guidelines endeavors to clarify and provide direction to landowners and the public on the issue of significant growth and to answer questions around compatibility within the Study Area. These guidelines accomplish this by including provisions for height, massing and transition between properties and land uses.

3.1 ARCHITECTURE AND DESIGN

The great majority of the buildings within the Study Area were constructed during the mid-20th century using a modernist aesthetic. The buildings can generally be characterized as having a modernist expression with simple cubic forms, flat roofs, minimal ornamentation, and large windows in horizontal or vertical bands mimicking ribbon windows. The Study Area also displays a remarkable consistency in the physical character of the buildings. The most striking of these physical characteristics is the heights of all buildings within the Study Area. The buildings demonstrate a notable consistency in their heights, with all buildings being low-rise in the range of 2-4 storeys. This lends itself to the distinctively low-rise characterization of the built form within the Study Area. Of the forty-four buildings within the Study Area, all except for one are low-rise, and the great majority of these buildings are 2-3 storeys in height. The following guidelines will assist in the implementation of Official Plan policies and the evaluation of all new development within the Study Area:

1. The existing 'Apartment Neighbourhoods' buildings within the Study Area that are in good physical condition, are encouraged to be preserved and renewed.

2. New development will respect existing building massing, height, fenestration, materials, detailing, texture and colour in determining the design of structures, to successfully complement the existing context. Contemporary styles will be sensitive and sympathetic to existing adjacent structures.

3. New development will incorporate the prominant use of brick, as it is the defining building material in the Study Area. Strong consideration will be given to the use of red and yellow brick tones to reinforce the existing character of the buildings within the Study Area.

4. If a secondary material is introduced, consideration should be given to sedimentary river stone (Humber Stone). This material is best used as an accent to the brick to highlight the contextual connection to Humber Valley Village and the Humber River. An example of the use of such a material can be found on the façade and retaining walls of St. Giles Kingsway Presbyterian Church located on Lambeth Road.

5. New development should pay particular attention to the inclusion of architectural details such as stone sills, precast window surrounds, precast entrance details, and metal railings.

Figure 17: 15 Anglesey Boulevard

Figure 18: 14-16 Anglesey Boulevard

Official Plan Reference

2.3.1 Healthy Neighbourhoods: Policy 1, 2, 3
3.1.1 The Public Realm: Policy 1, 2
3.1.2 Built Form: Policy 1, 3, 4
4.2 Apartment Neighbourhoods: Policy 2, 3

3.1 ARCHITECTURE AND DESIGN

5. Buildings will be designed to have a clear three or four storey street wall. Buildings taller than the street wall are to step-back from the front facade. This street wall will read as a strong horizontal connection to the adjacent buildings, and will visually separate the low-rise street wall from any additional height. The portion of the building taller than the street wall is to be designed to reduce the visual impact of the higher floors on the street and the pedestrian.

6. No balconies (projecting or inset) will be provided within the front façade street wall of new development. This will maintain a development condition that is consistent with the predominant existing built form.

7. Balconies and other projections (eg. railings) above the front facade street wall shall be contained within all angular planes outlined in these guidelines.

8. Corner window features are unique elements in this Edenbridge-Humber Valley Apartment Neighbourhood, and are encouraged in new development.

9. The organization of architectural elements such as windows, entranceways and framing devices will be designed to reduce the perceived scale of buildings and provide visual interest to neighbours and pedestrians.

10. Mechanical penthouses may exceed the maximum building height limit by up to 5 metres but may not penetrate any angular planes. All mechanical penthouses are to be designed and clad with materials that compliment the building façades.

Figure 22: 314 The Kingsway

Figure 20: 317-319 The Kingsway

Official Plan Reference

2.3.1 Healthy Neighbourhoods: Policy 1, 2, 3
3.1.1 The Public Realm: Policy 1, 2
3.1.2 Built Form: Policy 1, 3, 4
4.2 Apartment Neighbourhoods: Policy 2, 3

3.2 BUILDING MASSING AND ACHIEVING ADDITIONAL HEIGHT

The built form within this Edenbridge-Humber Valley Study Area can be characterized as low-rise. It is one of the defining feature of the Study Area. All buildings, with the exception of 289 The Kingsway, does not exceed four storeys in height. This is a defining feature that is an important marker of identity to a community and physically expresses community values on architecture and design. The low-rise buildings also provide appropriate built form transitions to the lands designated 'Neighbourhoods' that surround it, and sets the tone for transition and compatibility of new development. The first six guidelines apply to all new development within the Study Area. The subsequent guidelines are specific to the properties that fall under those categories.

1. All new development will respect and reinforce the existing low-rise built form character and context of the Study Area. Therefore the front façade or street wall of new development will not exceed four storeys, or 14 metres.

2. A maximum of 6 storeys, or 20 metres, can be achieved for new development in the Study Area, subject to the following provisions outlined in these guidelines: lot width and depth; setbacks; step-backs; angular planes and shadow studies. Differences in grade within and adjacent to the Study Area have been considered in the criterea for building massing and achieving additional height.

3. Step-backs on buildings taller than four storeys, or 14 metres, will be required to mitigate the perception of height and create buildings at the street that are a comfortable scale for pedestrians and have a street wall height compatible to the adjacent buildings. This will retain a perceived character of low-rise buildings at street level.

4. The step-back(s) on buildings taller than four storeys, or 14 metres, will stay within a 45-degree angular plane measured 14 metres above grade from the front building facade.

5. Within the Study Area a more open street wall is desirable and is consistent with the existing character of the area. Therefore, to maintain sufficient separation between buildings, the setback of a building from any side lot line is to be a minimum of 7 metres.

6. For new development taller than four storeys, or 14 metres, provide a minimum 3 metre step-back along the side elevations for any portion of a building taller than 14 metres above grade. This provides sufficient building separation, privacy, sky view and increased sunlight access to the residential units.

Figure 21: 310-314 The Kingsway

Figure 22: 8-12 Anglesey Boulevard Looking East

Official Plan Reference

2.3.1 Healthy Neighbourhoods: Policy 1, 2, 3
3.1.1 The Public Realm: Policy 1, 2
3.1.2 Built Form: Policy 1, 3, 4
4.2 Apartment Neighbourhoods: Policy 2, 3

3.2 BUILDING MASSING AND ACHIEVING ADDITIONAL HEIGHT

3.2.1 Rear Lot Line Abutting Neighbourhoods

7. When the rear lot line of a property in the Study Area is shared with a property in the 'Neighbourhoods', the minimum distance between a building and its rear lot line will be twenty percent (20%) of the depth of the lot. In no instance will the setback from the rear lot line be less than 7.5 metres. No portion of a building will protrude beyond a 45-degree angular plane measured from the average grade of the shared rear lot line. This provides for an appropriate transition of the built form down towards the rear, closer to the 'Neighbourhoods'. This transition also protects for privacy, light, sky view, and limited shadowing on adjacent 'Neighbourhoods' properties.

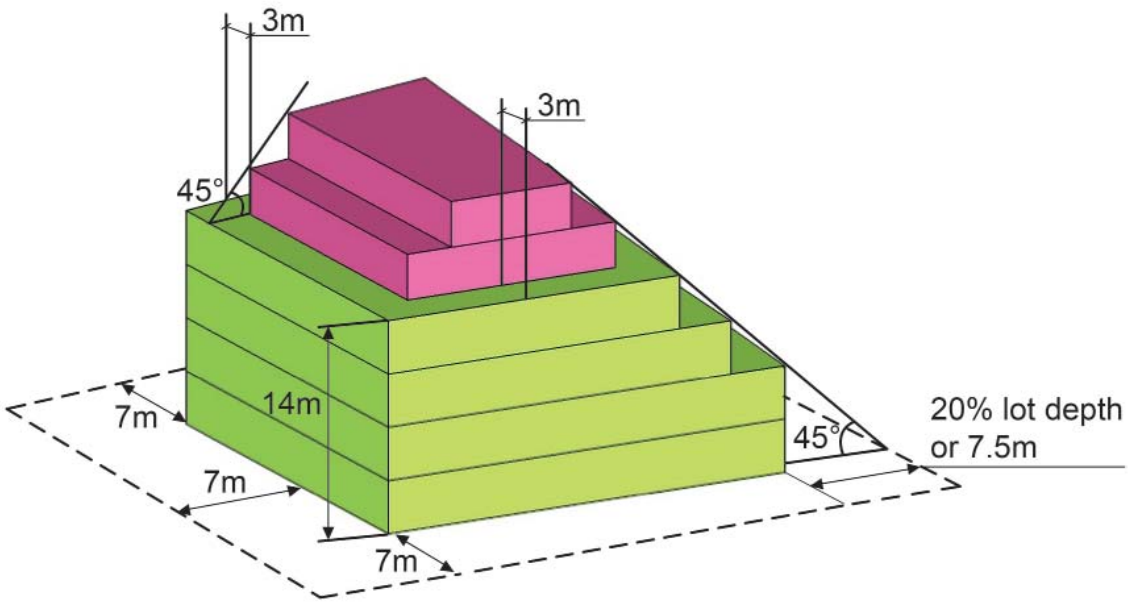

Figure 23: Massing Demonstration for a Property with a Rear Lot Line Abutting Neighbourhoods

Official Plan Reference

2.3.1 Healthy Neighbourhoods: Policy 1, 5
3.1.2 Built Form: Policy 1, 3, 4
4.2 Apartment Neighbourhoods: Policy 2, 3

3.2 BUILDING MASSING AND ACHIEVING ADDITIONAL HEIGHT

3.2.2 Side Lot Line Abutting Neighbourhoods

8. When the side lot line of a property in the Study Area is shared with a property in the 'Neighbourhoods', the minimum distance from this side lot line is to be 7.5 metres. No portion of a building will protrude beyond a 45-degree angular plane measured from the average grade of the shared side lot line. This provides for an appropriate transition of the built form down towards the side, closer to the 'Neighbourhoods'.This transition also protects for privacy, light, sky view, and limited shadowing on adjacent 'Neighbourhoods' properties.

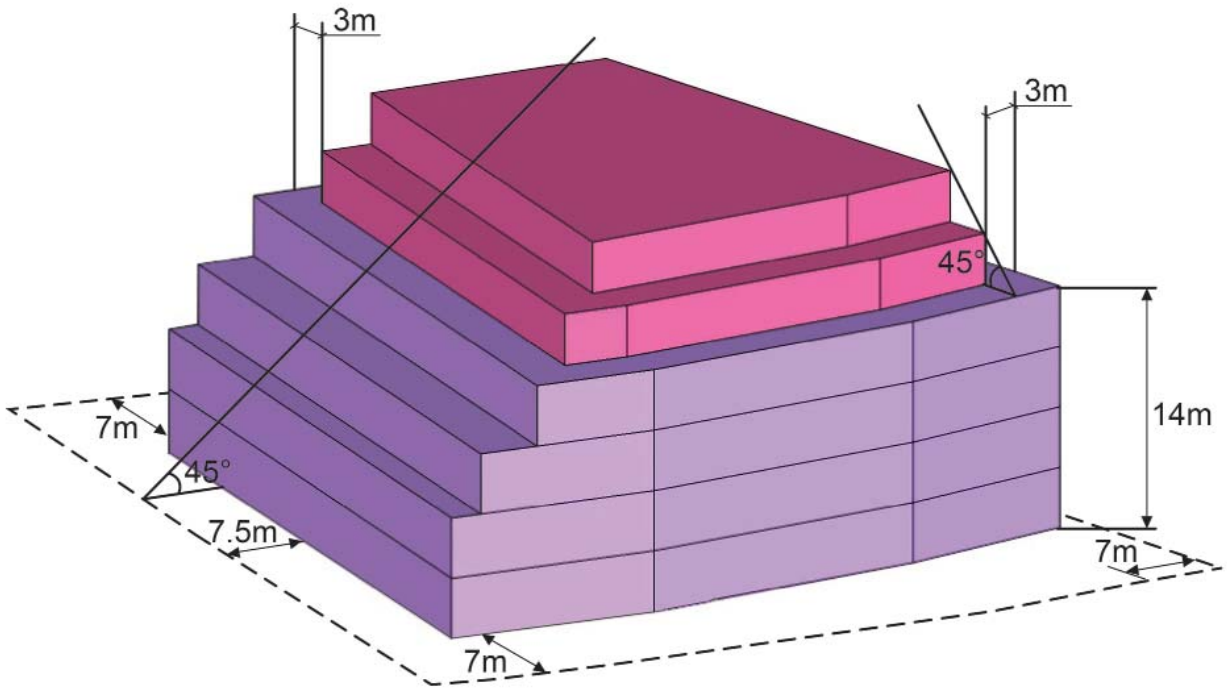

Figure: Figure 24: Massing Demonstration for a Property with a Side Lot Line Abutting Neighbourhoods

Official Plan Reference

2.3.1 Healthy Neighbourhoods: Policy 1, 5
3.1.2 Built Form: Policy 1, 3, 4
4.2 Apartment Neighbourhoods: Policy 2, 3

3.2 BUILDING MASSING AND ACHIEVING ADDITIONAL HEIGHT

3.2.3 Properties Not Abutting Neighbourhoods

9. When the rear lot line of a property in the Study Area is not shared with a property in the 'Neighbourhoods', the minimum distance between a building and its rear lot line will be 7.5 metres. For any portion of a building taller than 14 metres above grade, provide a 3 metre step-back along its rear elevation. This transition protects for privacy, light, sky view, and increased sunlight access to the residential units.

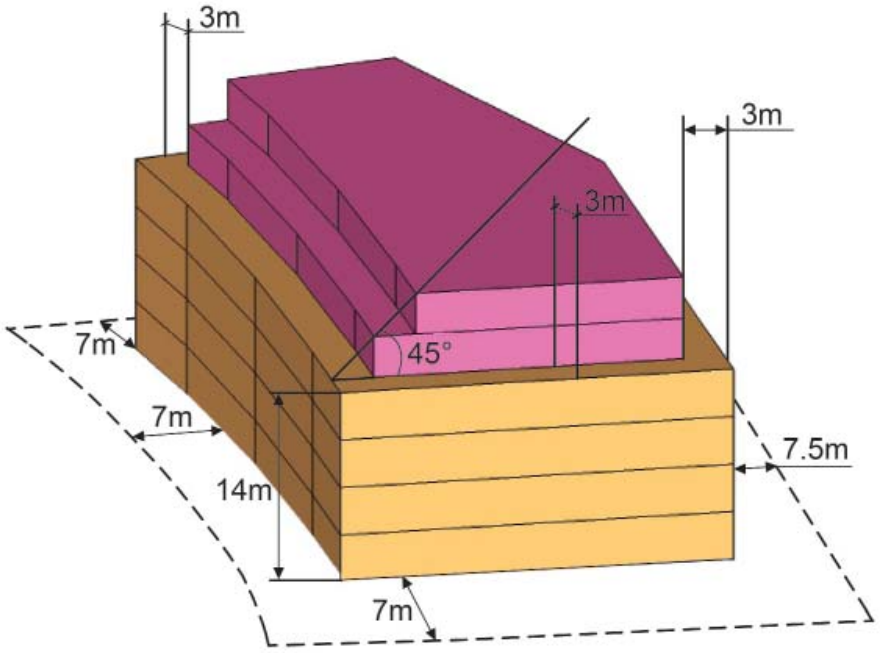

Figure 25: Figure 26: Massing Demonstration for a Property Not Abutting Neighbourhoods

Official Plan Reference

2.3.1 Healthy Neighbourhoods: Policy 1, 5
3.1.2 Built Form: Policy 1, 3, 4
4.2 Apartment Neighbourhoods: Policy 2, 3

3.2 BUILDING MASSING AND ACHIEVING ADDITIONAL HEIGHT

3.2.4 Lot Frontages Less than 30 metres

10. New development on lots with frontage less than 30 metres will not be permitted additional height greater than what is permitted in the existing zoning.

11. Where existing lots are less than 30 metres, lot assembly is encouraged in order to ensure a workable site that can successfully achieve reasonable building mass and proportions, and to ensure the site can incorporate underground parking and loading and servicing on site.

Figure 26: Property types identified within the Study Area

Official Plan Reference

2.3.1 Healthy Neighbourhoods: Policy 1, 5
3.1.2 Built Form: Policy 1, 3, 4
4.2 Apartment Neighbourhoods: Policy 2, 3

3.2 BUILDING MASSING AND ACHIEVING ADDITIONAL HEIGHT

3.2.5 3-Dimensional Modelling of the Study Area

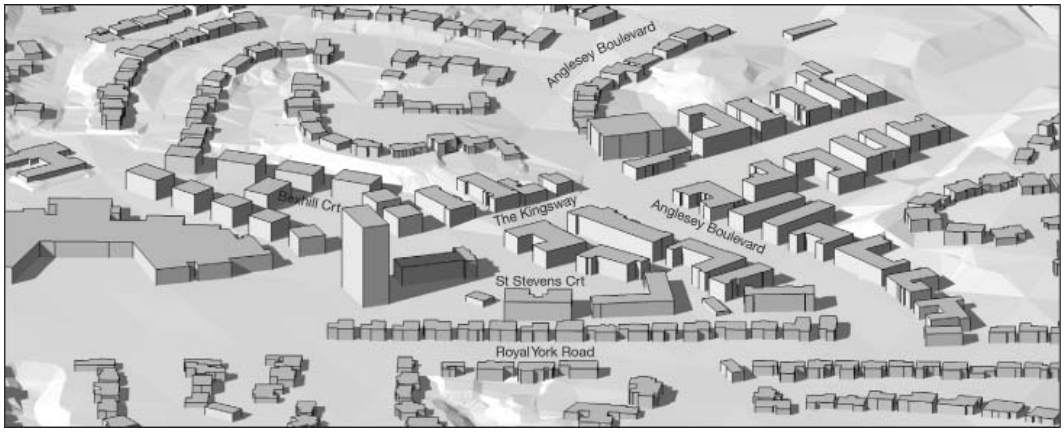

Figure 27: Existing Massing

Figure 28: As-of-Right Massing

Figure 29: Demonstration Massing

Official Plan Reference

2.3.1 Healthy Neighbourhoods: Policy 1, 5
3.1.2 Built Form: Policy 1, 3, 4
4.2 Apartment Neighbourhoods: Policy 2, 3

4.0 Servicing

The City of Toronto aims to locate and organize vehicle parking and service areas in such a way as to minimize their impact on the property and on surrounding properties, and to improve the safety and attractiveness of adjacent streets and open spaces. These guidelines provide direction for new development to incorporate underground parking, and to consolidate servicing, loading and utiliy functions within the building envelope. Given the existng right-of-way character within the Study Area, as well as on-site amenity spaces and landscaping, the guidelines contained herein are aim to reduce the negative impacts service elements can have on both the public and private realm within the Study Area.

4.1 PARKING

In considering parking and site servicing on a property, minimizing adverse impacts to ones own and neighbouring properties becomes a paramount concern, as does improving the attractiveness of the adjacent street(s). These objectives can be achieved through the following guidelines:

1. When the minimum lot frontage is greater than 30m, all parking is to be accommodated underground. Garage and service doors are to be located behind the main front wall of the building and integrated into the mass of the building.
2. Where the lot frontage is less than 30m, surface parking is permitted within the rear yard setback, and within the rear half of the ground floor of the building. Rear surface parking will not reduce the minimum amenity space required. Driveway access to parking should be combined with adjacent lands in order to consolidate curb cuts.
3. The existing on-street parking along The Kingsway and Anglesey Boulevard will be retained.

4.2 WASTE STORAGE

1. Consolidate loading, servicing and delivery facilities.
2. Garbage, loading, servicing and utility functions will be integrated within the interior of the building. Any necessary staging facilities are to be at the rear of the building, so as not to negatively impact the public realm.
3. Loading, servicing and other vehicular related functions will not detract from the use or attractiveness of the pedestrian realm.

Figure 30: 18-20 Anglesey Boulevard

Figure 31: Rear of 24 Anglesey Boulevard

Official Plan Reference

2.3.1 Healthy Neighbourhoods: Policy 1, 5
3.1.2 Built Form: Policy 2
4.2 Apartment Neighbourhoods: Policy 2, 3

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