

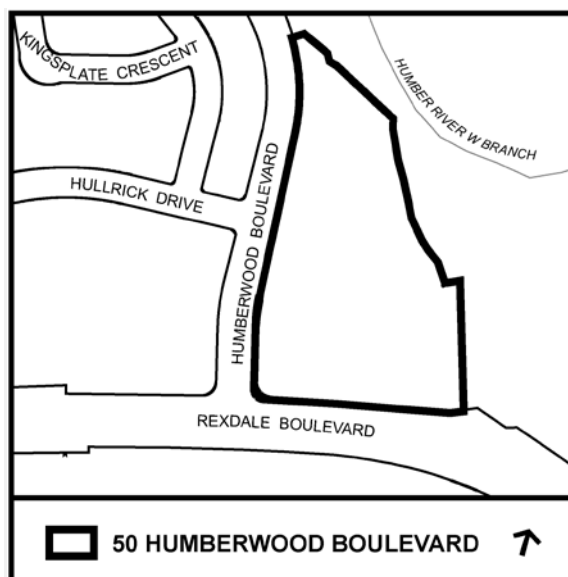
50 Humberwood Boulevard - Zoning By-law Amendment, Draft Plan of Subdivision and Site Plan Control Applications – Request for Direction Report

Date:	October 27, 2016
To:	Etobicoke York Community Council
From:	Director, Community Planning, Etobicoke York District
Wards:	Ward 2 – Etobicoke North
Reference Number:	15 192495 WET 02 OZ, 16 133595 WET 02 SB and 16 133600 WET 02 SA

SUMMARY

These applications propose to amend City of Toronto Zoning By-law No. 569-2013 and Site Specific Zoning By-law No. 1989-78, and seek approval of a Draft Plan of Subdivision, to permit the development of the lands at 50 Humberwood Boulevard (abutting the Humber River valleylands) with a townhouse development consisting of twelve building blocks and a new public street (connecting to both Humberwood Boulevard and Rexdale Boulevard). The proposed development would contain a total of 140 residential units comprised of 38 freehold street townhouse units and 102 condominium back-to-back units and would result in a Floor Space Index of approximately 0.87 times the area of the lot. A total of 220 vehicular parking spaces are proposed.

The original application submitted on July 17, 2015 proposed a fifteen building block townhouse development containing a total of 148 residential units comprised of 40 freehold street townhouse units, 22 multilevel units, and 86 back-to-back units. A new public road (connecting to both Humberwood Boulevard and Rexdale Boulevard) was also proposed.



On June 30, 2016, the owner appealed the Zoning By-law Amendment and Site Plan Control applications to the Ontario Municipal Board (OMB), citing City Council's failure to make a decision within the time frame prescribed by the *Planning Act*. An appeal to the OMB, for the Draft Plan of Subdivision, was submitted on September 27, 2016. A Pre-Hearing Conference, on the appeals to the Zoning By-law Amendment and Site Plan Control applications was held on September 29, 2016, to set the parameters and the future date of the OMB hearing. A Pre-Hearing teleconference has been scheduled for December 19, 2016 and the Hearing dates have been set for March 13 to March 20, 2017.

The purpose of this report is to seek City Council's direction for the City Solicitor and other appropriate City staff to attend the Ontario Municipal Board hearing to oppose the applications, as currently proposed by the applicant.

These applications, as currently proposed, are not supportable as they do not conform to the Toronto Official Plan or adequately address the City's Urban Design Guidelines for Infill Townhouses. It is staff's opinion there is an opportunity to achieve a more appropriate built form given the property's Rexdale Boulevard context (which is 36 m in width and consists of 8 lanes of traffic adjacent to the subject site) while also providing for townhouse blocks within the remainder of the site that address the existing and planned context and provide greater separation distance from the ravine lands and additional open space areas.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor and other appropriate City staff to attend the Ontario Municipal Board hearing to oppose the appeal of the Zoning By-law Amendment and Site Plan Control applications at 50 Humberwood Boulevard (Application Number 15 192495 WET 02 OZ and 16 133600 WET 02 SA) in their current form.
2. City Council direct the City Solicitor to seek instruction from the Chief Planner and Executive Director, City Planning pursuant to Chapter 415-18.1 of the Municipal Code, as amended, for the purpose of attendance at the Ontario Municipal Board with respect to the proposed Draft Plan of Subdivision (Application Number 16 133595 WET 02 SB) and appropriate conditions of subdivision approval, including conditions relating to site servicing.
3. City Council authorize City staff to continue discussions with the applicant to negotiate an appropriate development proposal for these lands which addresses the issues set out in this report and direct the City Solicitor to report back to City Council with any settlement proposal arising from ongoing discussions.

4. In the event the Ontario Municipal Board (OMB) allows the appeal in whole or in part, City Council direct the City Solicitor to request the OMB to withhold its Order approving the Zoning By-law Amendment until:
 - a. The owner submits, to the satisfaction of the Executive Director, Engineering and Construction Services, an updated Functional Servicing and Stormwater Management Report.
 - b. The owner making satisfactory arrangements with Engineering and Construction Services staff for the construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to this infrastructure to support this development, according to the Functional Servicing Report to be accepted by the Executive Director of Engineering and Construction Services.
 - c. The owner submits, to the satisfaction of the General Manager, Transportation Services, an updated Transportation and Traffic Impact Study which includes vehicle weaving manoeuvres for:
 - i. Westbound traffic on Rexdale Boulevard merging into the curb lane to turn right at Humberwood Boulevard; and
 - ii. Westbound traffic from Woodbine Racetrack, 600 Rexdale Boulevard, and the proposed public street merging left into the Rexdale Boulevard lane abutting the curb lane.
 - d. The City and the owner presenting to the OMB draft by-laws for the Zoning By-law Amendment application to the satisfaction of the City Solicitor and Chief Planner and Executive Director, City Planning.
5. In the event the Ontario Municipal Board (OMB) allows the appeals, in whole or in part, City Council direct the City Solicitor to request that the OMB withhold its Order on the Site Plan Control application pending the following matters being addressed:
 - a. The Conditions of Site Plan Approval being finalized to the satisfaction of the Chief Planner and Executive Director, City Planning; and
 - b. The applicant entering into and registering a Site Plan Agreement pursuant to Section 41 of the *Planning Act* and Section 114 of the *City of Toronto Act, 2006* with such Agreement to include the Conditions of Site Plan Approval.
6. In the event the Ontario Municipal Board (OMB) allows the appeal in whole or in part, City Council direct the City Solicitor to request the OMB to withhold its Order approving the Draft Plan of Subdivision until the City and the owner

present the OMB with Draft Plan of Subdivision Conditions to address the technical requirements of the development including among other matters, the construction of streets and services, tree protection and planting and grading as determined by the Chief Planner and Executive Director, City Planning.

7. City Council authorize the City Solicitor and any other City staff to take such actions as necessary to give effect to the Recommendations of this report.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

The subject site forms part of a comprehensively planned residential community known as Riverwood Village. In April 1989, Etobicoke City Council approved Site Specific Zoning By-law No. 1989-78, amending the former City of Etobicoke Zoning Code to implement development standards for Riverwood Village. The subject site currently has permissions for the development of 440 dwelling units within two apartment buildings, having a maximum height of 29-storeys which contributes to the overall range and mix of housing which is desirable within the community.

Site Specific Zoning By-law No. 1989-78 is available at:

<http://www.toronto.ca/legdocs/pre1998bylaws/etobicoke%20-%20city%20of/1989-0078.pdf>.

The Zoning By-law Amendment application was submitted to the City on July 17, 2015 after two pre-consultation meetings and email exchanges with City staff to discuss the development proposal and complete application submission requirements. At the preliminary meetings, staff identified concerns with the proposal related to the interpretation of the Official Plan policies, Zoning By-law requirements, type and scale of built form, and compliance with the City's Infill Townhouse Guidelines and the Development Infrastructure Policy and Standards (DIPS).

A Preliminary Report dated September 14, 2015, was considered by Etobicoke York Community Council at its meeting of October 6, 2015. The decision of Community Council and a copy of the Preliminary Report can be accessed at this link:

<http://www.toronto.ca/legdocs/mmis/2015/ey/bgrd/backgroundfile-83859.pdf>

On March 30, 2016 the applicant submitted a revised proposal (under the current Zoning By-law Amendment application), along with Draft Plan of Subdivision and Site Plan Control applications, that do not address the significant concerns and issues outlined in the Preliminary Report. The revised proposal includes a reduction in the total number of proposed townhouse building blocks and number of residential units. The revisions do not address the issue of providing an acceptable built form on Rexdale Boulevard nor modifications to conform to the Official Plan and the City's Infill Townhouse Guidelines.

On June 30, 2016, the owner appealed the Zoning By-law Amendment and Site Plan Control applications to the Ontario Municipal Board, citing City Council's failure to make a decision within the time frame prescribed by the *Planning Act*. An appeal of the Draft Plan of Subdivision to the Ontario Municipal Board was submitted on September 27, 2016. A Pre-Hearing Conference, for the appeals was held on September 29, 2016, to set the parameters and the future date of the OMB hearing. A pre-hearing teleconference has been scheduled for December 19, 2016 and the Hearing dates have been set for March 13 to March 20, 2017, inclusive.

Notwithstanding the appeals, Planning staff continue to have discussions with the applicant regarding the concerns and issues outlined in the Preliminary Report.

ISSUE BACKGROUND

Proposal

The applications propose a 140 unit townhouse development comprised of twelve building blocks at 50 Humberwood Boulevard. The proposed development would have a Floor Space Index of 0.87 times the area of the lot and a gross floor area of approximately 24,245 m². While the number of units would vary per building block based on the mix of unit types, the overall proposal includes 38 freehold street townhouse units (Blocks 1 to 6) and 102 condominium back-to-back units (Blocks 7 to 12) (see Attachment 1 – Site Plan). The townhouse units would range in size, according to the unit type, from approximately 170 m² to 220 m² and would contain 3 or 4 bedrooms. Each of the 12 building blocks would range between 10.7 m and 13.7 m (3 to 4-storeys) in height measured to the highest point of the roof with the basement level partially below grade. In addition, the back-to-back units would also feature a roof top terrace.

A new public street (Street "A") connecting to Humberwood Boulevard and Rexdale Boulevard is proposed to be 16.5 m in width and transition to 18.5 m in width on the approaches to Humberwood and Rexdale Boulevards. The street would have an 8 m to 8.5 m paved roadway and a 2.1 m curbside sidewalk on the east and west side. The street would provide access to the freehold street townhouse units (Blocks 1 to 6) and the proposed 8 m wide internal private driveway. This private driveway would provide access to the underground parking garage for the back-to-back townhouse units (Blocks 7 to 12) and would be a fire route for the development.

A total of 220 vehicular parking spaces are proposed on site. A total of 76 vehicular parking spaces would be for the freehold units to be located within integral garages. A single level underground parking garage is proposed to accommodate 132 vehicular parking spaces for residents and visitors for the back-to-back residential units, as well as 70 resident bicycle parking spaces. In addition, 12 vehicular visitor parking spaces would be located on the proposed private driveway. The applicant has shown, on the drawings, 16 vehicular parking spaces on Street "A", which are not included as part of the total proposed parking supply, however they are anticipated to be used for the required visitor parking for the back-to-back units. Pedestrian access to/from the underground parking garage is proposed from 5 separate staircases situated throughout the site. Five

garbage rooms would be located in the underground parking garage. Bins would be brought at-grade on garbage days and then would be returned to the underground parking garage. No at-grade garbage chute(s) are proposed.

Outdoor amenity space is proposed to be a combination of shared and private space and would be provided by means of soft and hard landscaping at-grade, on balconies and on private roof top terraces. A private parkette (391.6 m²) is proposed to be located between building Blocks 11 and 12, fronting Street "A".

Site and Surrounding Area

The subject site is located on the northeast corner of Humberwood Boulevard and Rexdale Boulevard and east of Highway 427. This site is triangular in shape, is approximately 2.78 ha in area, and has an approximate frontage of 254 m on Humberwood Boulevard and a depth of 144 m on Rexdale Boulevard.

The property is adjacent to the Humber River valley and slopes from west to east. The site contains a vegetated area that has been identified as a Cultural Woodland and Cultural Thicket by the applicants Arborist report.

Surrounding uses include:

North: Immediately to the north is the Humber River and trail system. Further north is the north campus of Humber College.

South: Across Rexdale Boulevard is Woodbine Racetrack and vacant parcels of land. These lands have been approved for redevelopment to expand the entertainment and retail commercial centre and to construct a new residential neighbourhood.

East: Immediately to the east is a 14-storey apartment building, municipally known as 600 Rexdale Boulevard. Further east is the Humber Arboretum (botanical gardens and natural areas surrounding the Humber River) and a cluster of three apartment buildings ranging in height between 15 and 17-storeys.

West: Across Humberwood Boulevard is an office/commercial plaza, municipally known as 670 and 680 Rexdale Boulevard and several two-storey house-form residential buildings.

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 policy 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, by the *Planning Act*, 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, as the case may be, with the Growth Plan for the Greater Golden Horseshoe.

Staff reviewed the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The subject site is designated *Apartment Neighbourhoods* on Map 13 - Land Use Plan in the Official Plan. *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 good quality of life for both new and existing residents. The Plan includes criteria that direct the form and quality of development in this land use designation.

All land uses provided for in the *Neighbourhoods* designation are also provided for in *Apartment Neighbourhoods* designation. Townhouses are provided for in *Apartment Neighbourhoods* and an amendment to the Official Plan is not required for this use.

***Apartment Neighbourhoods* Policies**

The Official Plan states that *Apartment Neighbourhoods* are distinguished from low-rise *Neighbourhoods* because a greater scale of buildings is permitted and different scale-related criteria are needed to guide development.

The development criteria in *Apartment Neighbourhoods*, as cited in Policies 4.2.2 and 4.2.3, include but are not limited to:

- a) locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Plan, through means such as providing setbacks from, and/or a stepping down of heights towards lower-scale *Neighbourhoods*;
- b) locating and massing new buildings so as to adequately limit shadow impacts on properties in adjacent lower-scale *Neighbourhoods*, particularly during the spring and fall equinoxes;
- c) locating and massing new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- d) including sufficient off-street motor vehicle and bicycle parking for residents and visitors;

- e) locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- f) providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
- g) providing ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces; and
- h) providing buildings that conform to the principles of universal design, and wherever possible contain units that are accessible or adaptable for persons with physical disabilities.

Healthy Neighbourhood Policies

The Healthy Neighbourhoods policies of the Official Plan (Policies 2.3.1.1, 2.3.1.2 and 2.3.1.5) provide guidance for development in *Apartment Neighbourhoods* that are adjacent or close to *Neighbourhoods*. Policy 2.3.1.1 states that "development within *Neighbourhoods* and *Apartment Neighbourhoods* will...respect and reinforce the existing physical character of buildings, streetscapes and open space patterns".

Policy 2.3.1.2 requires development to:

- a) be compatible with those *Neighbourhoods*;
- b) provide a gradual transition of scale and density, as necessary to achieve the objectives of the Plan through the stepping down of buildings towards and setbacks from those *Neighbourhoods*; and
- c) attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*.

Policy 2.3.1.5 states that "environmental sustainability will be promoted in *Neighbourhoods* and *Apartment Neighbourhoods* by investing in naturalization and landscaping improvements, tree planting and preservation, sustainable technologies for stormwater management and energy efficiency and programs for reducing waste and conserving water and energy".

Public Realm Policies

Chapter 3 contains a number of policies related to building a successful city that improves quality of life. The Public Realm policies guide the development of streets, sidewalks and boulevards.

- Policy 3.1.1.5 states that City streets are significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities.
- Policy 3.1.1.6 states that the design of sidewalks and boulevards should provide safe, attractive, interesting and comfortable spaces for pedestrians.
- Policy 3.1.1.16 states new streets will be designed to:

- (a) provide connections with adjacent neighbourhoods;
- (b) promote a connected grid of streets that offers safe and convenient travel options;
- (c) extend sight lines and view corridors;
- (d) divide larger sites into smaller development blocks;
- (e) provide access and addresses for new development;
- (f) allow the public to freely enter without obstruction;
- (g) implement the Complete Streets approach to develop a street network that balances the needs and priorities of the various users and uses with the right-of-way;
- (h) improve the visibility, access and prominence of unique natural and human-made features; and
- (i) provide access for emergency vehicles.

Policy 3.1.1.17 encourages "new streets should be public streets" while Policy 3.1.1.18.b) promotes "street oriented development with buildings fronting onto street ... edges".

Built Form Policies

The development criteria identified in the *Apartment Neighbourhoods* and *Healthy Neighbourhoods* policies are supplemented by additional development criteria in the Official Plan's Built Form policies.

The Built Form policies, contained in Section 3.1.2 of the Official Plan emphasize the importance of ensuring that new development fits within its existing and/or planned context, while limiting impacts on neighbouring streets, parks and open spaces. New buildings are required to provide appropriate massing and transition in scale that will respect the character of the surrounding area.

The Built Form policies identify the importance of urban design as a fundamental element of City building. They require that new development:

- be located and organized to fit with its existing and/or planned context;
- frame and support adjacent streets, parks and open spaces;
- locate and organize vehicular and service areas in such a way to minimize their impact and to improve the safety and attractiveness of adjacent streets, parks and open spaces;
- be massed and its exterior façade be designed to fit harmoniously into its existing and/or planned context and to limit its impact by, among other things, creating appropriate transitions in scale as well as adequately limiting the resulting shadowing and wind conditions on neighbouring streets, properties and open spaces;
- be massed to define edges of streets, parks and open spaces;
- provide amenity for adjacent streets and open spaces for pedestrians; and
- provide indoor and outdoor amenity space for residents.

Natural Environment Policies

The subject site is located within the Natural Heritage System on Map 9 of the Official Plan which identifies the City's significant natural heritage features and functions. Natural heritage features and functions require special attention. The natural heritage system is comprised of areas where protecting, restoring and enhancing the natural features and functions should have high priority in city-building decisions. Policy 3.4.1 states that "to support strong communities, a competitive economy and a high quality of life, public and private city-building activities and changes to the built environment, including public works, will be environmentally friendly, based on:"

- b) protecting, restoring and enhancing the health and integrity of the natural ecosystem, supporting bio-diversity in the City and targeting ecological improvements, paying particular attention to:
 - i) habitat for native flora and fauna and aquatic species;
 - ii) water and sediment quality;
 - iii) landforms, ravines, watercourses, wetlands and the shoreline and associated biophysical processes; and
 - iv) natural linkages between the natural heritage system and other green spaces.

Policy 3.4(8) provides that development will be set back from the top-of-bank of valleys, ravines and bluffs, by at least 10 m, or more if warranted by the severity of existing or potential natural hazards. Policy 3.4(10) provides that development is generally not permitted in the natural heritage system illustrated on Map 9. Where the underlying land use designation provides for development in or near the natural heritage system, development will:

- a) recognize natural heritage values and potential impacts on the natural ecosystem as much as is reasonable in the context of other objectives for the area; and
- b) minimize adverse impacts and when possible, restore and enhance the natural heritage system.

Policy 3.4(12) provides that all proposed development in or near the natural heritage system will be evaluated to assess the development's impacts on the natural heritage system and identify measures to mitigate negative impact on and/or improve the natural heritage system, taking into account the consequences for:

- a) terrestrial natural habitat features and functions including wetlands and wildlife habitat;
- b) known watercourses and hydrologic functions and features;
- c) significant physical features and land forms;
- d) riparian zones or buffer areas and functions; and
- e) vegetation communities and species of concern.

Official Plan Amendment No. 320

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, *Neighbourhoods* 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*.

The Minister of Municipal Affairs and Housing approved and modified OPA 320 on July 4, 2016. The Ministry received 57 appeals to OPA 320 and it has been appealed in its entirety. As a result, OPA 320 as approved and modified by the Minister is relevant but not determinative in terms of the Official Plan policy framework.

In addition, the Amendment implements the City's Tower Renewal Program by promoting the renewal and retrofitting of older apartment buildings and encouraging small scale retail, institutional uses and community facilities at grade in apartment buildings to better serve residents.

Urban Design Guidelines for Infill Townhouses

The Toronto Urban Design Guidelines for Infill Townhouses articulate and clarify the City's interest in addressing townhouse development impacts, with a focus on protecting streetscapes and seamlessly integrating new development into the existing context.

The following Urban Design goals apply:

- produce a high quality living environment for all residents;
- clarify and enhance the relationship between new housing development and public streets and open spaces;
- protect significant natural and man-made features such as mature vegetation, street trees, heritage structures and recreation areas;
- maintain an appropriate overall scale and pattern of development within its context;
- minimize shadow, blocked views and overlook onto existing residential buildings and open spaces;
- consolidate service areas (parking, loading and garbage) to minimize their impact on public streets and open spaces; and
- provide efficient and cost effective infrastructure for future users.

The Guidelines provide direction for development relative to streets and open spaces by encouraging existing public streets to be used for address, providing clear sight lines and easily accessible pedestrian links to public sidewalks, and incorporating on-site common open space and designing buildings so sunlight can reach walkways and open space areas during midday. In addition, the layout of the development site should be in a manner that uses and extends the existing street network and avoids creating dead end conditions.

Guidelines related to building location and organization address the need for setbacks from the public sidewalk to accommodate an entry, front stoop and landscaping. As well, the guidelines encourage that garbage and service areas be located where they do not negatively affect the street and can be screened with fencing and/or landscaping.

The Guidelines also provide direction regarding the provision of a minimum 15 m facing distance between buildings, the positioning of buildings to face one another, the limitation of building heights to those of the surrounding context and the use of sideyard setbacks that are consistent with neighbouring properties.

The Guidelines can be access at this link:

http://www1.toronto.ca/city_of_toronto/city_planning/urban_design/files/pdf/townhouseguideline.pdf

Zoning

In 1989, Etobicoke City Council enacted Site Specific Zoning By-law No. 1989-78 that amended Chapters 320 and 324 of the former City of Etobicoke Zoning Code with respect to lands north of Rexdale Boulevard and east of Highway 427. The property is zoned R6 (Sixth Density Residential Zone) which permits a maximum of 440 residential units, a maximum of two (2) buildings, and a maximum height of 29-storeys, excluding mechanical penthouse and rooftop architectural treatment (see Attachment 4b: Zoning – Former City of Etobicoke Zoning Code). This zoning category does not permit townhouses.

In accordance with the established protocol, the lands are subject to City-wide Zoning By-law No. 569-2013, as the application was submitted and deemed to be complete after the passing of the Zoning By-law. Currently, Zoning By-law No. 569-2013 is under appeal to the Ontario Municipal Board. Under the new Zoning By-law, this site is zoned RA (Residential Apartment) (f24.0; au 67)(x11), permitting apartment buildings on lots with a minimum frontage of 24 m and a minimum lot area of 67 m² per unit. There is an exception (x11) that carries forward the site specific zoning provisions of the amendments to the Etobicoke Zoning Code for these lands (see Attachment 4a: Zoning – Toronto Zoning By-law No. 569-2013).

Site Plan Control

The site and proposed development are subject to Site Plan Control. An application for Site Plan Approval was submitted on March 30, 2016 and is being reviewed concurrently with the Zoning By-law Amendment and Draft Plan of Subdivision applications. This application was appealed to the Ontario Municipal Board on June 30, 2016.

Tenure

The applicant advises that the proposed 38 street townhouse units would be freehold and the proposed 102 back-to-back units would be condominium.

Reasons for Applications

Amendments to the City of Toronto Zoning By-law No. 569-2013 and Site Specific Zoning By-law No. 1989-78 are required to permit townhouses and to establish appropriate development standards. A Draft Plan of Subdivision application is required to establish the residential blocks and a new public street.

Community Consultation

Following consideration of the Preliminary Report in September 2015, Etobicoke York Community Council directed a community consultation meeting be held. A community consultation meeting was held on December 17, 2015, at the Humberwood Community Centre. Approximately 150 members of the public attended along with the Assistant to the Ward Councillor, the applicant, their consulting team and City staff.

Comments noted at the meeting and provided in written communications related to the following matters:

- Concerns with the density of the development, the type of built form and the number of proposed units;
- Concerns with further traffic impacts on the existing road network, in particular the intersection of Rexdale Boulevard and Humberwood Boulevard;
- Concerns with the currently overcrowded schools within close proximity to the site; and
- Concerns with the lack of outdoor amenity area proposed on the site.

Agency Circulation

The applications were circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the applications.

COMMENTS

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) states that planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment within existing settlement areas. New development is to have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities. The PPS identifies the Official Plan as the most important vehicle for implementing the PPS. The proposed development is located within an *Apartment Neighbourhoods* designation, which 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.

The existing site specific zoning by-law allows for compact form of development within two apartment buildings, having a maximum height of 29-storeys. The planned vision for this site incorporates tall buildings with limited floor plates, generous open spaces and appropriate setbacks to the Natural Heritage System. The proposed townhouse development is comprised of twelve building blocks with private driveways covering the

majority of the site resulting in limited opportunities for landscaped open spaces, poor separation distances between the buildings and inadequate setbacks to the Natural Heritage System. The proposed townhouse development does not conform to the Toronto Official Plan, and is therefore inconsistent with the PPS.

The Growth Plan requires municipalities through their Official Plans to identify intensification areas, encourage intensification generally in the built-up area and identify the appropriate type and scale of development in these areas. It also requires all intensification areas be planned and designed to provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places (Policy 2.2.3.6 and 2.2.3.7). The proposal for twelve townhouse building blocks is not in keeping with the planned context and does not provide an appropriate type and scale of development. As a result, the proposal does not conform to and conflicts with the Growth Plan for the Greater Golden Horseshoe.

Land Use

The subject site is designated *Apartment Neighbourhoods* in the Official Plan. The site is located on an arterial road (Rexdale Boulevard) and a local road (Humberwood Boulevard). Immediately adjacent to the site is a 14-storey apartment building within an *Apartment Neighbourhoods* designation and a Natural Heritage System. Opposite the site, on the west side of Humberwood Boulevard, are low scale residential uses in a *Neighbourhoods* designation and one-storey office/commercial plaza within a *Mixed Use Areas* designation.

The Official Plan states that *Apartment Neighbourhoods* are distinguished from low-rise *Neighbourhoods* because a greater scale and variety of building type is permitted. Residential uses are provided for by the *Apartment Neighbourhoods* designation in the form of apartment buildings typically greater than 4-storeys. The current zoning allows for two apartment buildings up to 29-storeys in height. While the proposed townhouses are a residential use allowed within *Apartment Neighbourhoods*, they do not conform to the planned context for these lands which envisions two tall buildings fronting Rexdale Boulevard and Humberwood Boulevard within a context of high rise apartment buildings along the north side of Rexdale Boulevard between Humberwood Boulevard and Queen's Plate Drive.

Built Form

Official Plan Built Form Policies 3.1.2.1 and 3.1.2.3 require that new development be located and organized to fit within its existing and/or planned context and be massed to fit harmoniously into its context. Official Plan Policy 3.1.2.3 c) further refers to appropriate transitions in scale to neighbouring existing and/or planned buildings.

The proposal represents an inappropriate development in close proximity to an 8 lane arterial road and a Natural Heritage System. In addition, the proposed number and type of building blocks and the amount of hard surface on-site to service the buildings provides limited opportunities for landscaped open space, inappropriate building setbacks to the Natural Heritage System, poor separation distances between the blocks and an

incompatible building type that would not support a positive relationship to Rexdale Boulevard. As a result, the proposal does not fit the existing and planned context of the site and surrounding area.

Although the proposal is for a building type that would be consistent with a *Neighbourhoods* designation, there is an opportunity to provide a variety of building types of different intensity, scale and building heights on these lands. For instance, an L-shaped apartment building with grade related retail units at the intersection of Rexdale Boulevard and Humberwood Boulevard would be appropriate to provide prominence to this corner and residential townhouse blocks could be developed at a maximum height of 4-storeys elsewhere on the site. This type of transition in scale of development would achieve: a built form that would align with the buildings on adjacent sites; a variety of housing options; greater setbacks from Rexdale Boulevard, Humberwood Boulevard and the ravine lands; and provide buffer the remainder of the lands from the high intensity of traffic on Rexdale Boulevard.

Site Layout and Organization

The proposed townhouse development is comprised of twelve building blocks, a private driveway and a public street. Two back-to-back townhouse blocks would front onto Rexdale Boulevard and two additional back-to-back townhouse blocks would front onto Humberwood Boulevard (Buildings 7 to 10). The north and east facing units would have front entrances and front yards on a proposed internal private driveway, with the exception of three units which would have front yards facing the side wall of an adjacent block. The remaining two building blocks (Buildings 11 and 12), also comprised of back-to-back units, would be located in the central area and would also front the private driveway and a proposed private parkette. These building blocks would have units with front entrances and front yards either on the internal private driveway, adjacent to the proposed private parkette, or in front of a side wall of an adjacent block. In addition, six building blocks would consist of freehold street townhouse units and would front and have direct access from a new public street (Street "A"). These residential units would have minimal, reduced and inadequate rear yards adjacent to the Humber River valley.

The layout and the location of the blocks incorporating end units that would face front units is inappropriate, as this would potentially result in units lacking light, views and constrained entrances. A more appropriate configuration of the blocks should be designed to respond to the opportunities and constraints of this site. In particular, the size and design of the buildings within the central block should be parallel to the public street to frame and support this street. Further, in preliminary discussions with the applicant, Planning staff noted concerns with the building separation distances between the blocks at the corner of Rexdale Boulevard and Humberwood Boulevard as well as the at-grade residential units fronting Rexdale Boulevard which are not compatible with this arterial road that supports significant commercial traffic. The proposed number and placement of the building blocks relative to the size of the development parcel would create undesirable conditions and poor relationships to the existing and proposed streets.

The proposed freehold street townhouse units on the east side of the new public street would have rear yard setbacks ranging from 2.09 m to 6.22 m to the ravine and Natural Heritage System. These setbacks would not provide adequate rear yard private outdoor spaces within this context, where a minimum setback of 7.5 m is appropriate. Townhouses with integral front garages should have a minimum lot frontage of 6 m wide. In the current proposal, some of the units would have a minimum lot frontage of 5.5 m wide. This would not provide adequate room for street trees, front yard landscaping, on-street parking and open space.

The policies of the Official Plan require that new development must fit in, respect and improve the character of the surrounding area and its built form. The proposed townhouse development, in its current form, would not be located and organized to fit within the existing context. It would not frame and support adjacent streets, in particular Rexdale Boulevard and Humberwood Boulevard, to improve safety and pedestrian interest as well as be designed to fit harmoniously into its existing context.

Amenity Space and Landscaping

The proposal includes a combination of hard and soft landscape elements along the property lines and between blocks. This would include pedestrian walkways, lighting and soft landscape areas with very limited space for trees, shrubs and sod. The blocks facing the proposed private driveway should result in a street like appearance to fit with the proposed residential units facing the proposed public street. Although the proposal provides for the above elements, these features are limited due to a lack of open space for landscaping and the organization and layout of the building blocks. Greater landscaped areas and open spaces are required on-site.

The development would provide private outdoor amenity space either within at-grade patios, balconies, rear backyards or rooftop terraces. Approximately 391.6 m² of outdoor amenity space at-grade would be provided between building Blocks 11 and 12, in the form of a private parkette. This parkette currently is proposed fronting Street "A". The applicant has advised that this new private parkette would be publicly accessible to all residents.

Staff continue to have concerns with the overall layout of the site. The proposed building placements would result in inappropriate space for a quality designed park and open space areas. The reduced setbacks within the rear yards of the freehold townhouse units, are inappropriate in proximity to the Natural Heritage System.

Should an appropriate design for the development emerge, it is anticipated further discussions could occur regarding the opportunity for the parkette to be a privately-owned publicly-accessible space (POPS) that would be owned, operated, maintained and repaired by the condominium corporation.

The details related to these areas would be secured through the Draft Zoning By-laws, and the Site Plan Control process, should the applications be approved.

Site Access and Loading

Vehicular access to the site would be provided from a new public street (Street "A") extending through the site and connecting Rexdale Boulevard and Humberwood Boulevard. Street "A" is proposed to have a 16.5 m right-of-way width with an 8 m pavement width and would be increased to an 18.5 m right-of-way width with an 8.5 m pavement width on the approaches to both Rexdale Boulevard and Humberwood Boulevard. The intersection of Street "A" and Rexdale Boulevard would only accommodate right in and right out movements, while the intersection of Street "A" and Humberwood Boulevard would accommodate full turning movements.

City staff support the creation of the new public street as this would provide an opportunity to achieve the Official Plan objectives of integrating new developments into the existing built form fabric and designing new buildings to frame street edges. A new public street would also allow future residents of the development to benefit from City services including snow removal and garbage collection.

Vehicular access to the proposed street townhouse units would be provided from individual private driveways from Street "A". Vehicular access to the proposed back-to-back townhouse units would be provided via a two-way private driveway from Street "A" and would provide access to the proposed underground residential parking, residential visitor parking and loading facilities. This internal private driveway would be a fire route for the development.

No loading spaces are required for this proposed development according to City of Toronto Zoning By-law No. 569-2013 and the Etobicoke Zoning Code. Notwithstanding, Transportation Services staff are concerned with the manner in which loading operations would take place for the proposed back-to-back townhouse units. As currently proposed, the loading and delivery operations to service these units, is predicated upon service vehicles parking on Rexdale Boulevard, Humberwood Boulevard, and on the private driveway which is also designated a fire route. Parking service vehicles on public roads and/or private driveways/fire routes is not acceptable. Staff have requested the applicant's transportation consultant to develop a solution where loading operations could be undertaken from the private driveway without blocking or restricting the fire route access along this driveway. The recommendation from staff is to provide a minimum of one Type "G" loading space for the use of the back-to-back townhouse units (Buildings 7 to 12).

Traffic Impact

The applicant submitted a Transportation and Traffic Impact Study, dated March 2016, prepared by BA Group, in support of this proposal. This report is an update from their original study, dated July 2015.

Transportation Services staff have reviewed the study and continue to have concerns regarding the future operation of the proposed new intersection of Street "A" and Rexdale Boulevard. Particularly, for the westbound-to-northbound right-turn movements onto Street "A" from Rexdale Boulevard, given that current westbound queues on Rexdale

Boulevard from the Humberwood Boulevard signalized intersection extend well past this proposed new intersection location during the afternoon peak periods.

The proposed right-in/right-out movements at this new intersection would occur approximately 50 m beyond the point at which traffic from the Woodbine Racetrack interchange ramp merges with Rexdale Boulevard westbound traffic (the ramp becomes the Rexdale Boulevard westbound curb lane). Through current investigations, staff from Traffic Operations have observed significant weaving between the westbound curb lane (from the racetrack ramp) and the adjacent westbound lane between motorists intending to turn right at Humberwood Boulevard and motorists intending to proceed further west on Rexdale Boulevard. As currently proposed, westbound motorists on Rexdale Boulevard would have to quickly shift to the curb lane immediately after the ramp merges with Rexdale Boulevard in order to undertake the right-turn onto Street "A". Staff are concerned that the operation of this proposed new intersection will exacerbate the current weaving situation.

To address this issue, the applicant's transportation consultant proposes to provide a 35 m extension to the raised island separating the lane from the Woodbine Racetrack interchange ramp and the remaining westbound lanes along Rexdale Boulevard. Transportation Services staff require the transportation consultant to provide a vehicle weaving analysis of this area to address the interaction between the weaving manoeuvres for:

- Westbound traffic on Rexdale Boulevard merging into the curb lane to turn right at Humberwood Boulevard; and
- Westbound traffic from Woodbine Racetrack, 600 Rexdale Boulevard, and the proposed public street merging left into the Rexdale Boulevard lane abutting the curb lane.

A revised Transportation and Traffic Impact Study is being prepared but has yet to be submitted. In the event the Ontario Municipal Board allows the appeals in whole or in part, it is recommended that City Council direct the City Solicitor to request the Board to withhold its Order until this matter is resolved to the satisfaction of the General Manager, Transportation Services.

The public street would be dedicated to the City through the registration of the Plan of Subdivision, should the applications be approved.

Vehicular Parking

The Transportation and Traffic Impact Study submitted by the applicant proposes parking for the development in accordance with the requirements of City of Toronto Zoning By-law No. 569-2013 for residential uses. According to Zoning By-law No. 569-2013, parking spaces are to be provided at the following minimum ratios:

- 38 freehold units at 2 vehicular parking spaces per dwelling unit = 76
- 102 back-to-back units at 1.2 vehicular parking spaces per dwelling unit = 122

- 102 back-to-back units at 0.2 visitor vehicular parking spaces per dwelling unit = 20

Total vehicle parking required for the proposed development = 218 spaces

The current proposal would provide a total of 220 vehicular parking spaces as follows:

- 76 spaces for the freehold units within integral garages and on outdoor driveways;
- 132 spaces for the back-to-back units within the underground parking garage; and
- 12 visitor spaces for the back-to back units located on the private driveway.

An additional 16 vehicular parking spaces are also proposed on the new public street. These spaces have not been included in the total supply of parking spaces being proposed, however they are anticipated to be used for the required visitor parking for the back-to-back units. Staff have advised the applicant to remove the proposed vehicular parking spaces, as shown on Street "A", from the proposal. The required visitor parking spaces for these units must be provided as part of the development on privately owned lands.

While the proposed development would provide the total vehicular parking supply requirements for resident parking, staff continue to have concerns with the proposed visitor parking for the back-to-back units. The proposal should be redesigned to reallocate some of the excess underground parking spaces for resident parking and/or additional visitor parking spaces should be provided on the private driveway.

The above vehicular parking space requirements for both residents and resident visitors would be included in the Draft Zoning By-law Amendments, should the applications be approved.

Bicycle Parking

The Toronto Green Standard and City of Toronto Zoning By-law No. 569-2013 require bicycle parking, for the back-to-back units, in accordance with the following:

- Residential occupant parking – 102 units at 0.68 spaces per unit = 70 spaces
- Residential visitor parking – 102 units at 0.07 spaces per unit = 8 spaces

Total bicycle parking required = 78 spaces

The information submitted by the applicant indicates 78 bicycle parking spaces would be provided (70 spaces within the underground parking garage and 8 spaces at-grade). This represents sufficient bicycle parking spaces to meet the Toronto Green Standard and Zoning By-law requirements.

As with vehicle parking, the bicycle parking space requirement would be included in the Draft Zoning By-law Amendments, should the applications be approved.

Public Sidewalks

A municipal sidewalk currently extends across both the Rexdale Boulevard and Humberwood Boulevard frontages. The owner would be required to construct at their expense new public sidewalks measuring 2.1 m wide, concrete curbs and gutters, and depressed pedestrian ramps at the new intersections and along the new public street (Street "A").

The provision of a public sidewalk along the east and west side of Street "A" would also encourage and provide opportunities for a range of alternative transportation modes to this site and beyond, improving the walkability of the community and creating improved connections to sites north, east and west from the subject site. In addition, the public sidewalk would play an important role in animating both frontages for this development.

The 2.1 m public pedestrian walkways would be dedicated to the City through the registration of the Plan of Subdivision and would be included in the Draft Plan of Subdivision Conditions and secured through the Site Plan Control process, should the applications be approved.

Servicing

A Functional Servicing and Stormwater Management Report prepared by SCS Consulting Group Ltd. dated March 2016 was submitted in support of this proposal. This report is an update from their original study, dated July 2015.

Engineering and Construction Services staff have reviewed the report to determine whether the existing sanitary and storm sewer systems and watermain on Rexdale Boulevard and Humberwood Boulevard can adequately accommodate the proposed development. It has been determined that further analysis is required. Staff have advised the applicant to use specific flow rates for analyzing existing system flows. The report must be revised and re-submitted to Engineering and Construction Services staff for review and acceptance. The revised report would also determine whether upgrades or improvements to the existing municipal infrastructure are required.

A revised report is being prepared but has yet to be submitted. In the event the Ontario Municipal Board allows the appeals in whole or in part, it is recommended that City Council direct the City Solicitor to request the Board to withhold its Order until this matter is resolved to the satisfaction of the Executive Director, Engineering and Construction Services.

The final stormwater management design would be addressed and secured through the Site Plan Control process, should the applications be approved.

Tree Preservation and Planting

The applications are subject to the provisions of the City of Toronto Tree Protection By-law. An Arborist Report and Tree Preservation and Removal Plan (included in the Environmental Impact Study dated March 2016) were submitted in support of the

application and have been reviewed by Urban Forestry staff (Tree Protection and Plan Review, and Ravine and Natural Feature Protection).

Tree Protection and Plan Review staff concur with the findings and advise there are a total of 11 trees located on the City road allowance to be protected as part of the development. The report also identifies 4 trees to be removed due to current conditions and/or construction activities. Staff have indicated that a permit is required to destroy these 4 City trees. A total of 60 new trees would be planted on the City road allowance along Rexdale Boulevard, Humberwood Boulevard and the new public street. The requirements for both tree replacement and street tree planting would be secured through the Site Plan Control process for this proposal, should the applications be approved.

Ravine and Natural Feature Protection (RNFP) staff advise that all trees on and off site within the potential impact zone (12 m from the limit of site disturbance associated with the proposed development) are to be identified in the arborist report inventory addendum. The report is to be revised to expand the section of tree injuries to provide specific details including area of root zone impact, prognosis for survival, structural stability, health and vigour, and recommendations for mitigating damages including additional tree protection or redesigning portions of the proposed development and/or landscape structures, if necessary.

In addition, RNFP staff concur with the findings on the Tree Preservation and Removal Plan where there would be a loss of 248 trees greater than 10 cm diameter at breast height (dbh) and 185 trees less than 10 cm dbh and a loss of approximately 15,000 m² of existing growing space. Typically, RNFP compensation ratios are as follows:

- 3:1 for trees greater than 10 cm dbh;
- 1:1 for trees less than 10 cm dbh; and
- 1 new tree for every 25 m² of lost growing space.

Based on the proposed tree removal, tree injury and loss of protected area, RNFP requires the owner to plant a minimum of 1,385 native trees within the protected area. As this may not be feasible within the subject site, the owner will be required to provide a cash-in-lieu payment of \$583 per tree that cannot be accommodated on the subject site.

This condition of approval would be addressed and secured through the Site Plan Control process, should the applications be approved.

Ravine Control

The majority of the site is subject to the provisions of the City of Toronto Municipal Code Chapter 658 – Ravine and Natural Feature Protection. The intent of the by-law for Ravines and Natural Features is to ensure sufficient compensation for tree loss is achieved to maintain the functions of the features removed and to avoid net losses to the Natural Heritage System woodlands. The site contains a vegetated area that has been identified as a Cultural Woodland and Cultural Thicket by the applicants Arborist report which the applicant is proposing to change.

The Humber River valley is located along the easterly limit of this site. The Toronto and Region Conservation Authority (TRCA) has staked the site to determine the limit of development based on the long term slope and hazard. A 10 m setback from the staked limit of development is proposed, which is consistent with Policy 3.4(8) of the Official Plan. Based on the revised submission, the proposed townhouse development would not encroach into this setback.

The applicant submitted an Environmental Impact Study (EIS), dated March 2016, prepared by Beacon Environmental, in support of this proposal. This report is an update from their original study, dated July 2015. Staff from both the Toronto and Region Conservation Authority and Urban Forestry – Ravine and Natural Feature Protection (RNFP) have reviewed the study.

TRCA staff are of the opinion the updated EIS still does not fully address the issue of woodlands under the Provincial Policy Statement. However, it is TRCA's position that removal of the woodland on the site could be contemplated with provision of sufficient compensation to meet the test for no negative effects to the Natural Heritage System. Land based compensation has been provided both on-site and off-site and is supported by TRCA staff and although the 1:1 compensation (for trees less than 10 cm dbh) has not been provided, additional compensation is proposed to be achieved through restoration plantings within the 10 m buffers, as well as through implementation of a Ravine Stewardship Plan.

RNFP staff accept the submitted Ravine Stewardship Plan as a statement of proposed stewardship objectives and strategies, including planting, and a cost estimate for implementation of the stewardship activities. A full plan is required to be submitted to RNFP prior to implementation of the plan, should the applications be approved. In addition, a revised cost estimate is required to include the costs for 2 years of follow-up maintenance.

The Stewardship Plan would be included and secured in the Draft Plan of Subdivision Conditions and the Site Plan Control process, should the applications be approved.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 3 ha of parkland per 1,000 people. The site is in the highest quintile of current provision of parkland. The site is in a parkland priority area as per Chapter 415, Article III, of the Toronto Municipal Code.

The subject site forms part of a comprehensively planned residential community, which was approved over 30 years ago and known as Riverwood Village. The immediate neighbourhood was developed in accordance with the approved Official Plan, Plans of Subdivisions, and an implementing Zoning By-law 1989-78. While the balance of the neighbourhood was developed, this site remained vacant.

Pursuant to the original Subdivision Agreement, the landowner was required to convey parkland to the City. This conveyance to the City was made and no further conveyance is required through the current applications.

Toronto Green Standard

On October 27, 2009 City Council adopted the two-tiered Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural environment.

The applicant is required to meet Tier 1 of the TGS. Tier 1 performance measures include reducing the urban heat island effect through pavement and roofing materials to lower ambient surface temperature, protecting and enhancing tree growth and the use of native plant species to encourage biodiversity and providing stormwater retention and water quality measures through the requirement of an acceptable stormwater management report.

Should the development be approved, the Draft Zoning By-law Amendments would secure performance measures for the following Tier 1 development features: Automobile Infrastructure, Cycling Infrastructure and Storage and Collection of Recycling and Organic Waste. Other applicable TGS performance measures would be secured through the Draft Plan of Subdivision Conditions and the Site Plan Control process, should the applications be approved.

Draft Plan of Subdivision

The proposed Draft Plan of Subdivision has been submitted to establish 7 residential blocks (Blocks 1 to 6 for the freehold street townhouse units and Block 7 for the back-to-back units), a new public road (Street "A"), open space (Blocks 8 to 10), natural heritage area (Block 11) and a road widening on Rexdale Boulevard (Block 12). The new public road would connect to both Rexdale Boulevard and Humberwood Boulevard, extending through the site.

Through Chapter 415-16, 18 and 18.1 of the Municipal Code, as amended, City Council has delegated authority to the Chief Planner and Executive Director, City Planning to approve plans of subdivision and to determine appropriate conditions of approval. This includes the authority to give instruction to the City Solicitor regarding a position to take at the Ontario Municipal Board (OMB) in connection with an appeal of a draft plan and to enter into agreements on behalf of the City to secure such conditions of approval as are appropriate.

The Recommendations of this report direct the City Solicitor to seek instruction from the Chief Planner for the purpose of attendance at the OMB with respect to the proposed Draft Plan of Subdivision and appropriate conditions of subdivision approval, including conditions relating to site servicing.

As the Conditions of Draft Plan of Subdivision approval have yet to be finalized, the Recommendations of this report also direct the City Solicitor to request the OMB to withhold its Order until the City and the owner present the OMB with Draft Plan of Subdivision Conditions to address the technical requirements of the development including among other matters, the construction of streets and services, tree protection and planting and grading as determined by the Chief Planner and Executive Director, City Planning.

Toronto District School Board

Toronto District School Board (TDSB) staff advise there is insufficient space at the local schools to accommodate students anticipated from the proposed development. They advise that the status of local school accommodation should be conveyed to potential purchasers as well as communicated to the existing community to inform them that children from the new development would not displace existing students at local schools. In addition, alternative arrangements would be identified consistent with optimizing enrollment levels at all schools across the Toronto District School Board. At this time, the schools anticipated to serve the proposed development are unknown.

Typically, the proponent is required to erect Notice Signs and include warning clauses in all purchase, agreements of purchase and sale or agreements to lease, and condominium declaration document(s) for each affected residential unit within the proposed development, that reference the potential for children from the development to be transported to schools outside the immediate neighbourhood. These conditions of approval would be included in the Draft Plan of Subdivision Conditions and the Site Plan Notice of Approval Conditions, should the applications be approved.

No comments were received from the Toronto Catholic District School Board.

Section 37

Policy 5.1.1 of the Official Plan allows for an increase in height and/or density in return for the provision of community benefits for a proposed development, in accordance with Section 37 of the *Planning Act*.

The subject application proposes to rezone the lands to permit residential uses to a maximum height of 13.7 m and a density of 0.87 times the area of the lot. The proposed height and density would be less than the maximum permitted by the existing Site Specific Zoning By-law 1989-78. As such, staff are of the opinion that a community benefit contribution under Section 37 of the *Planning Act* is not warranted.

Conclusion

The current proposal for a 140 unit townhouse development does not integrate well with the planned and existing context of Riverwood Village. The planned vision for this site incorporates tall buildings, with generous open spaces and appropriate setbacks to the Natural Heritage System. The proposed number and placement of the building blocks relative to the size of the development parcel is inappropriate and would create undesirable conditions.

The proposed townhouse development is comprised of twelve building blocks with private driveways covering the majority of the site. This proposal would result in limited opportunities for landscaped open spaces, poor separation distances between the buildings and inadequate setbacks to the Natural Heritage System. In addition, the lack of building scale would result in a built form that does not support its relationship to Rexdale Boulevard. A transition in scale of development would achieve greater heights fronting Rexdale Boulevard and lower-scale buildings abutting the Natural Heritage System and adjacent *Neighbourhoods* designation. This proposed development does not represent an appropriate and orderly development of the site and does not conform to the Toronto Official Plan and City's Urban Design Guidelines for Infill Townhouses.

Development on this site could be supported, should it address the issues noted in this report and provide compatible physical relationships between the existing and planned context in the surrounding neighbourhood and conform to the Official Plan's policy objectives and guidelines. Staff are of the opinion that the current proposed built form on Rexdale Boulevard and the site layout fails to achieve this objective.

The applicant has not modified the proposal to address the significant issues and concerns outlined in the Preliminary Report. As such, it is recommended that City Council direct the City Solicitor and other appropriate City staff to attend the Ontario Municipal Board hearing to oppose the appeal of the Zoning By-law Amendment and associated Draft Plan of Subdivision and Site Plan Control applications, in their current form.

It is also recommended that City staff be directed to continue discussions with the applicant aimed at developing an appropriate development proposal for these lands that addresses the issues outlined in this report.

CONTACT

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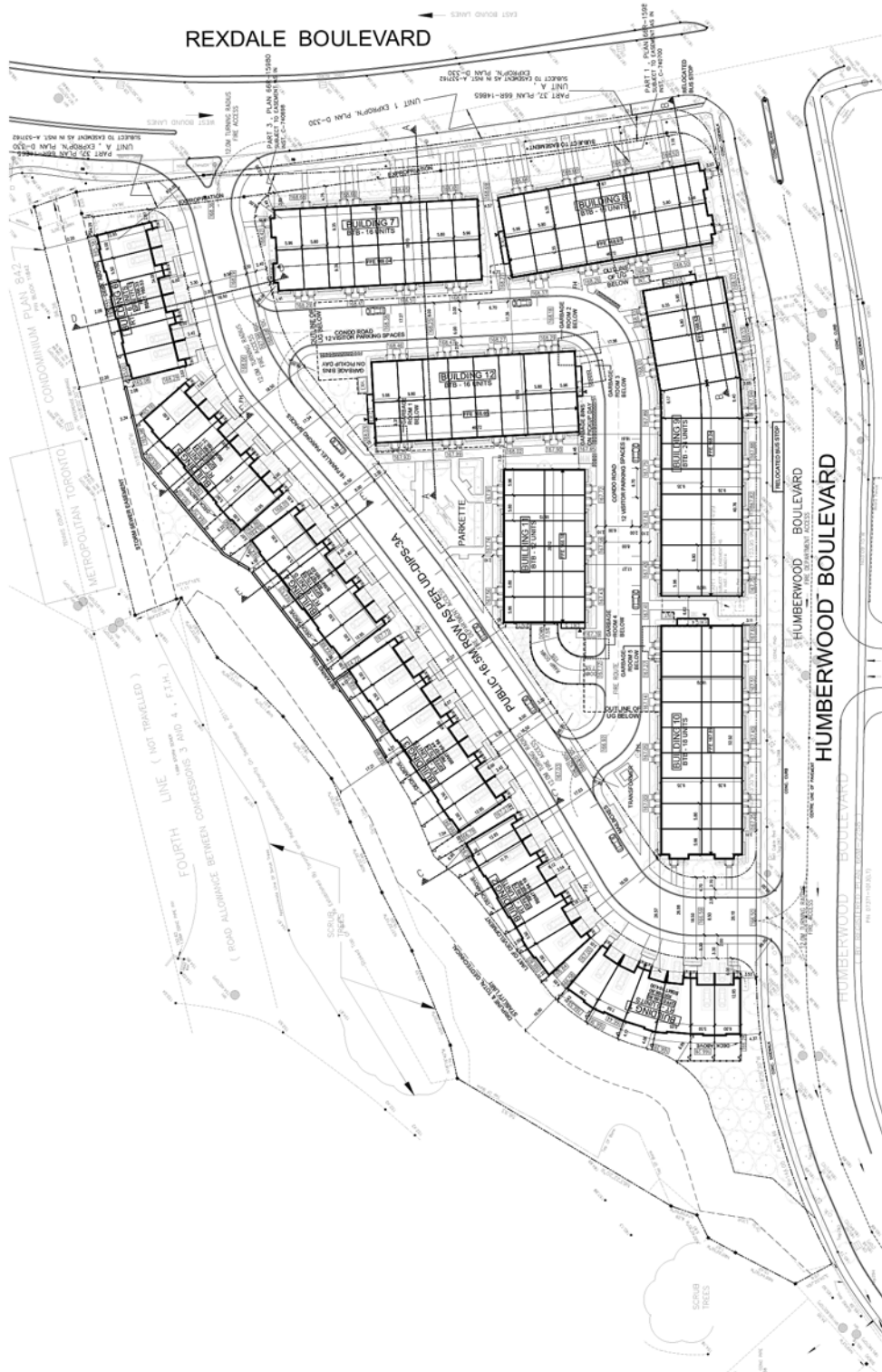
SIGNATURE

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

ATTACHMENTS

Attachment 1:	Site Plan
Attachment 2:	Draft Plan of Subdivision
Attachment 3a and b:	Elevations (Freehold Street Townhouses)
Attachment 3c to f:	Elevations (Back-to-Back Townhouses)
Attachment 4a:	Zoning (City of Toronto Zoning By-law No. 569-2013)
Attachment 4b:	Zoning (Former City of Etobicoke Zoning Code)
Attachment 5:	Application Data Sheet

Attachment 1: Site Plan



50 Humberwood Boulevard

Site Plan
Applicant's Submitted Drawing

Not to Scale
09/12/2016

File # 15 192495 WET 02 0Z, 16 133595 WET 02 SB and 16 133600 WET 02 SA

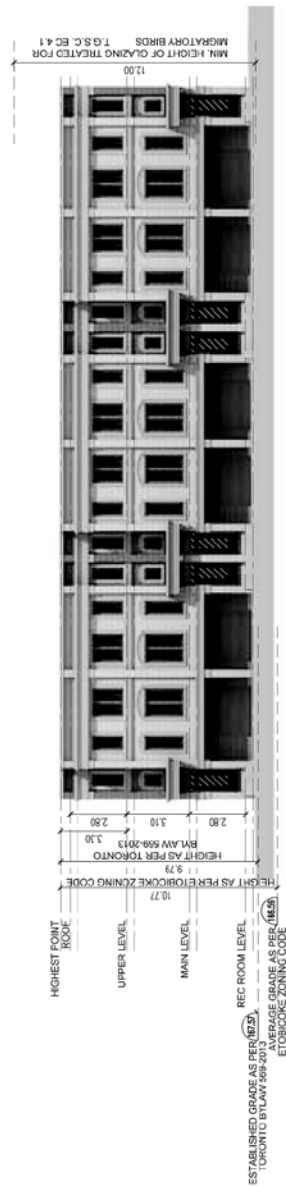
Draft Plan of Subdivision

Not to Scale
09/12/2016

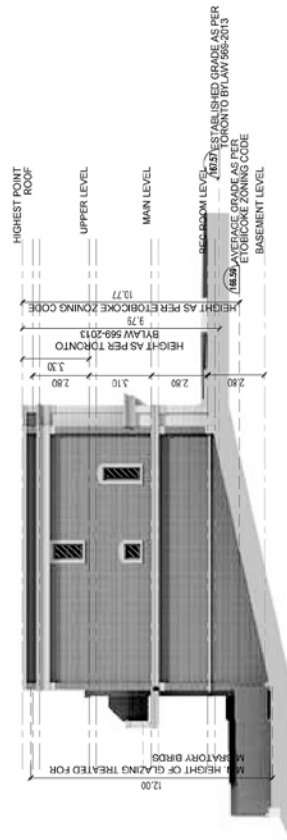
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Attachment 3a: Elevations (Freehold Street Townhouses)



Building 5 - West Elevation (Front) - Regular Townhouse



Building 5 - North Elevation (Side) - Regular Townhouse

Elevations

Applicant's Submitted Drawing

Not to Scale
09/12/2016

50 Humberwood Boulevard

File # 15 192495 WET 02 0Z, 16 133595 WET 02 SB and 16 133600 WET 02 SA

Architectural elevation drawing of the proposed building facade. The drawing shows a multi-story structure with a basement level and upper levels. The facade features a series of windows and doors. Key height markers and zoning code references are indicated:

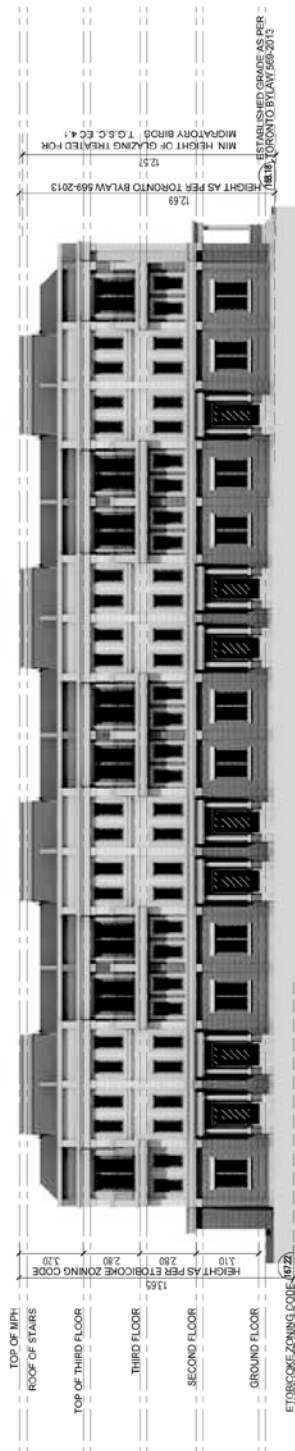
- HIGH-EST POINT ROOF**: Indicated at the top of the building.
- UPPER LEVEL**: Indicated on the upper portion of the building.
- MAIN LEVEL**: Indicated on the middle portion of the building.
- REC ROOM LEVEL**: Indicated on the lower portion of the building.
- BASMENT LEVEL**: Indicated at the bottom of the building.
- HEIGHT AS PER TORONTO BTLAW 569-2013**: Indicated on the left side of the building.
- HEIGHT AS PER ETORONKOE ZONING CODE**: Indicated on the right side of the building.
- ESTABLISHED GRADE AS PER (17.5) TORONTO BTLAW 569-2013**: Indicated on the right side of the building.
- AVERAGE GRADE AS PER (16.2) ETORONKOE ZONING CODE**: Indicated on the right side of the building.
- MIN HEIGHT OF GLAZING TREATED FOR MIGRATORY BIRDS T.O.S.C. EC 4.1**: Indicated at the top of the building.

Architectural section drawing showing vertical levels and heights. The drawing includes labels for 'HIGHEST POINT ROOF', 'UPPER LEVEL', 'MAIN LEVEL', 'REC ROOM LEVEL', 'ESTABLISHED GRADE AS PER CITY OF TORONTO BYLAW 569-2013', 'PERMITS OFFICE AS PER 18.29 ETOBICOKE ZONING CODE', 'BASEMENT LEVEL', 'MIN. HEIGHT OF GLAZING TREATED FOR MIGRATORY BIRDS', and '7200'. Vertical dimensions are marked as 10.77, 9.75, 2.80, 2.80, 3.10, 2.80, and 1.30.

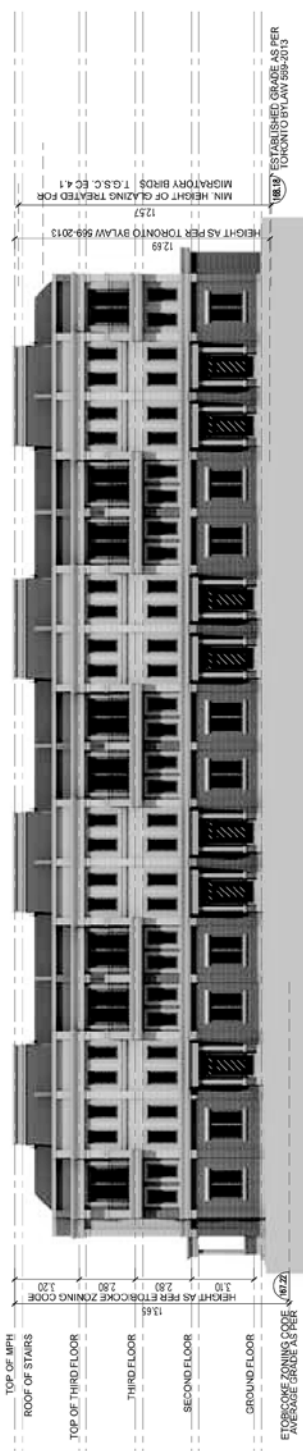
Building 5 - South Elevation (Side) - Regular Townhouse

File # 15 192495 WET 02 0Z, 16 133595 WET 02 SB and 16 133600 WET 02 SA

Attachment 3c: Elevations (Back-to-Back Townhouses)



Building 8 - North Elevation (Front) - Back to Back Townhouse



Building 8 - South Elevation (Front) - Back to Back Townhouse

Elevations

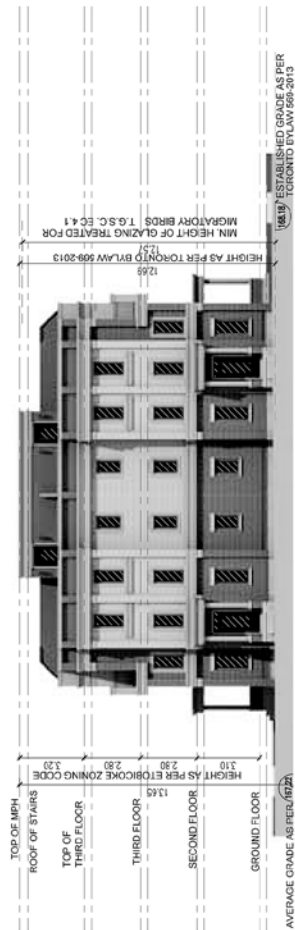
Applicant's Submitted Drawing

Not to Scale
09/12/2016

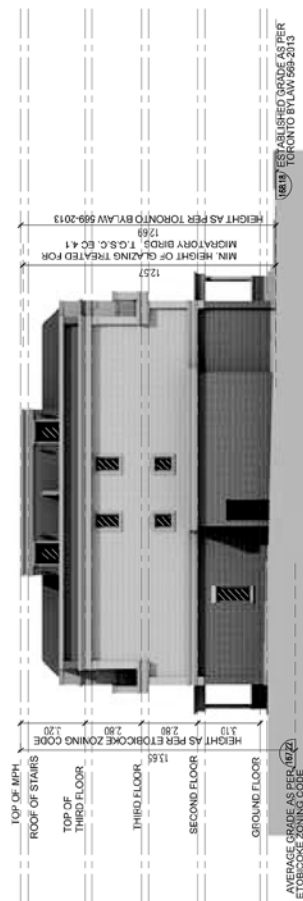
50 Humberwood Boulevard

File # 15 192495 WET 02 0Z, 16 133595 WET 02 SB and 16 133600 WET 02 SA

Attachment 3d: Elevations (Back-to-Back Townhouses)



Building 8 - East Elevation (Side) - Back to Back Townhouse



Building 8 - West Elevation (Side) - Back to Back Townhouse

Elevations

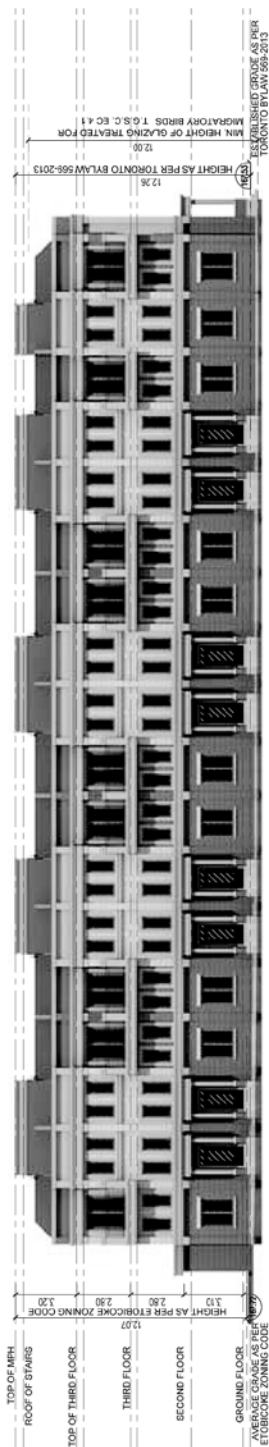
Applicant's Submitted Drawing

Not to Scale
09/12/2016

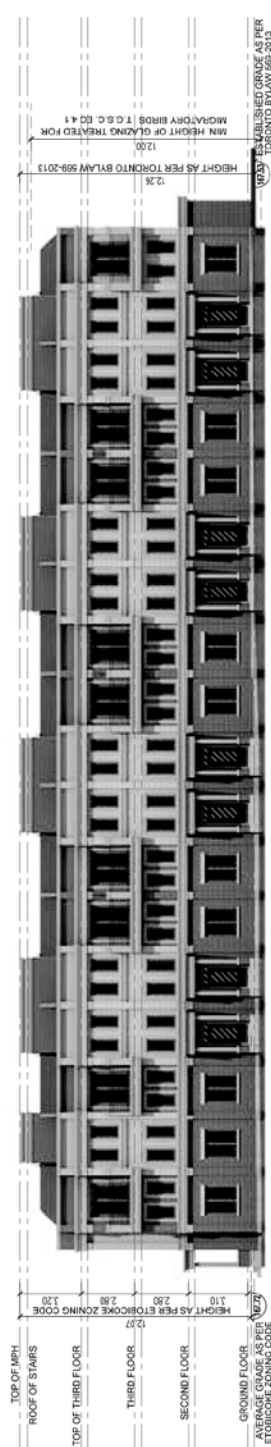
50 Humberwood Boulevard

File # 15 192495 WET 02 0Z, 16 133595 WET 02 SB and 16 133600 WET 02 SA

Attachment 3e: Elevations (Back-to-Back Townhouses)



Building 10 - West Elevation (Front) - Back to Back Townhouse



Building 10 - East Elevation (Front) - Back to Back Townhouse

Elevations

Applicant's Submitted Drawing

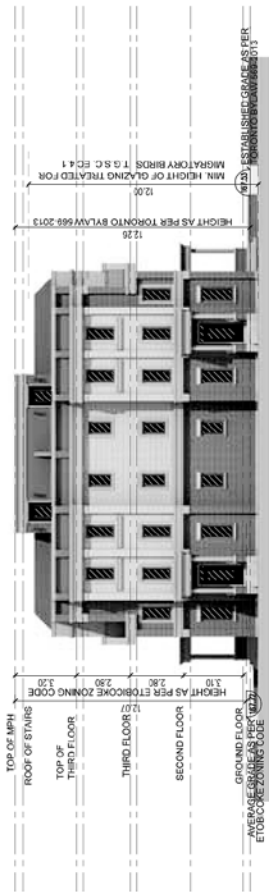
Not to Scale

09/12/2016

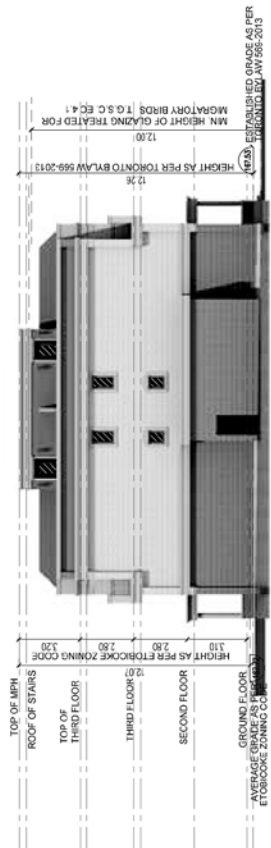
50 Humberwood Boulevard

File # 15 192495 WET 02 0Z, 16 133595 WET 02 SB and 16 133600 WET 02 SA

Attachment 3f: Elevations (Back-to-Back Townhouses)



Building 10 - North Elevation (Side) - Back to Back Townhouse



Building 10 - South Elevation (Side) - Back to Back Townhouse

Elevations

Applicant's Submitted Drawing

Not to Scale
09/12/2016

50 Humberwood Boulevard

File # 15 192495 WET 02 0Z, 16 133595 WET 02 SB and 16 133600 WET 02 SA

Attachment 4a: Zoning (City of Toronto Zoning By-law No. 569-2013)



TORONTO City Planning

Zoning By-law 569-2013

File # 15 192495 WET 02 OZ, 16 133595 WET 02 SB and 16 133600 WET 02 SA

50 Humberwood Boulevard



Location of Application

RD Residential Detached
RA Residential Apartment
ON Open Space Natural



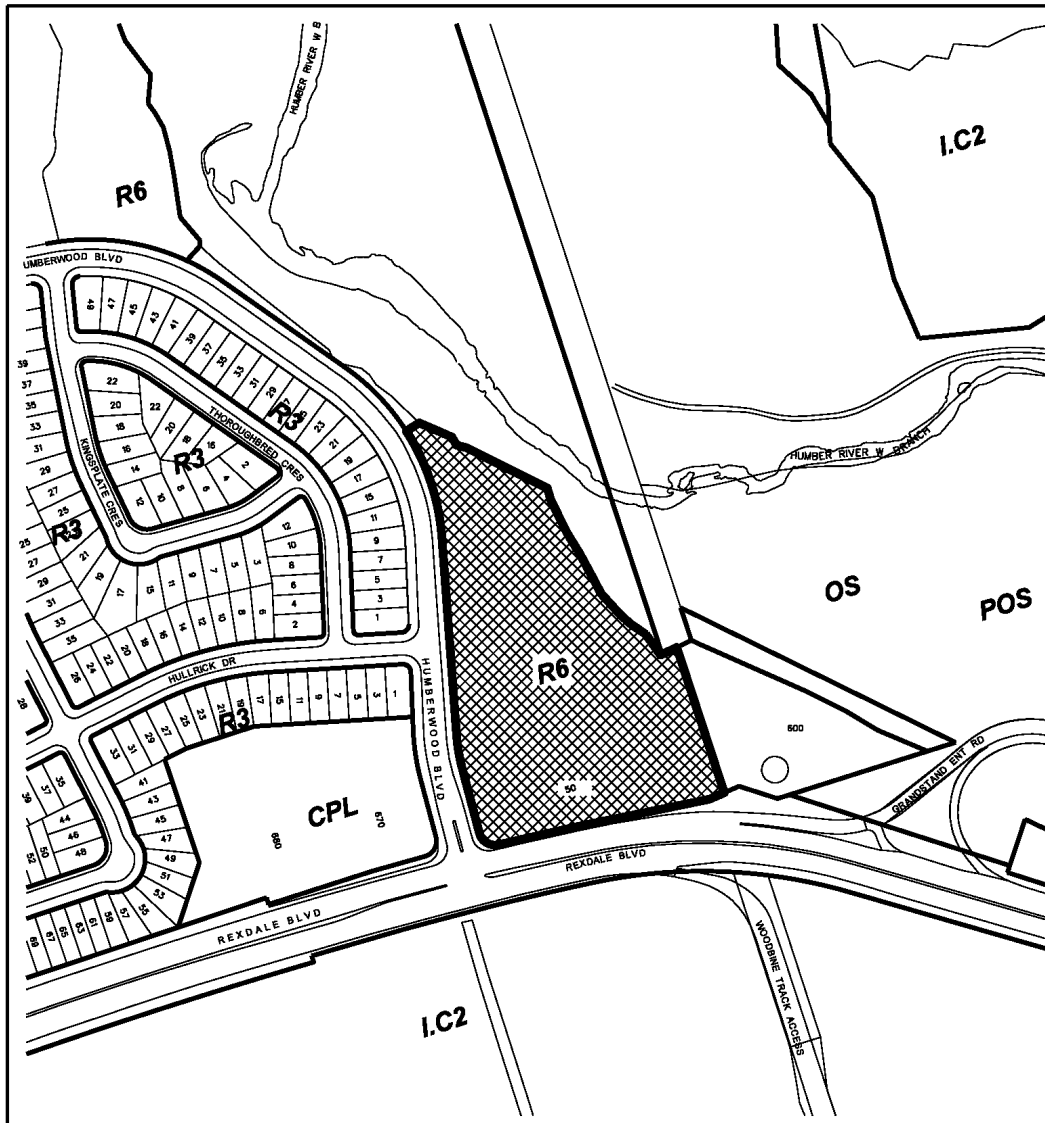
See Former Zoning Code of the City of Etobicoke V131

A2 Agricultural Min. 2ha
R6 Residential Sixth Density
I Institutional
I.C2 Industrial Class 2



Not to Scale
Extracted 08/24/2015

Attachment 4b: Zoning (Former City of Etobicoke Zoning Code)



TORONTO City Planning
Zoning

50 Humberwood Boulevard

File # 15 192495 WET 02 02

R3 Residential Third Density
R6 Residential Sixth Density
CPL Commercial Planned Local
I.C2 Industrial Class 2

OS Public Open Space
POS Private Open Space



Not to Scale
Former Etobicoke By-law 11.737
Extracted 08/21/2015

Attachment 5: Application Data Sheet

Application Type	Rezoning	Application Number:	15 192495 WET 02 OZ
Details	Rezoning, Standard	Application Date:	July 17, 2015

Municipal Address:	50 HUMBERWOOD BOULEVARD
Location Description:	PLAN 66M2258 BLK 247 & 254 **GRID W0201
Project Description:	Proposed amendments to the Zoning By-law to permit a twelve building block townhouse development and a new public road (connecting to Humberwood Boulevard and Rexdale Boulevard). The proposed development would contain a total of 140 residential units comprised of 38 freehold street townhouses and 102 condominium back-to-back units. A total of 220 vehicular parking spaces are proposed.

Applicant:	Agent:	Architect:	Owner:
TRIBUTE COMMUNITIES	PETER JAKOVIC	ICON ARCHITECTS INC.	HULLMARK DEVELOPMENTS LTD.

PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhoods	Site Specific Provision:	By-law No. 1989-78
Zoning:	RA (f24.0;au67.0)(x11) R6	Historical Status:	N/A
Height Limit (m):	29-storeys	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq. m):	27,795	Height:	Storeys:	3 to 4-storeys
Frontage (m):	254		Metres:	10.7 to 13.7
Depth (m):	144			
Total Ground Floor Area (sq. m):	0			Total
Total Residential GFA (sq. m):	24,244.2		Parking Spaces:	220
Total Non-Residential GFA (sq. m):	0		Loading Docks	0
Total GFA (sq. m):	24,244.2			
Lot Coverage Ratio (%):	0			
Floor Space Index:	0.87			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Freehold and Condominium		Above Grade	Below Grade
Rooms:		Residential GFA (sq. m):	24,244.2	0
Bachelor:	0	Retail GFA (sq. m):	0	0
1 Bedroom:	0	Office GFA (sq. m):	0	0
2 Bedroom:	0	Industrial GFA (sq. m):	0	0
3 + Bedroom:	140	Institutional/Other GFA (sq. m):	0	0
Total Units:	140			

CONTACT:	PLANNER NAME:	Sabrina Salatino, Planner
	TELEPHONE:	(416) 394-8025

