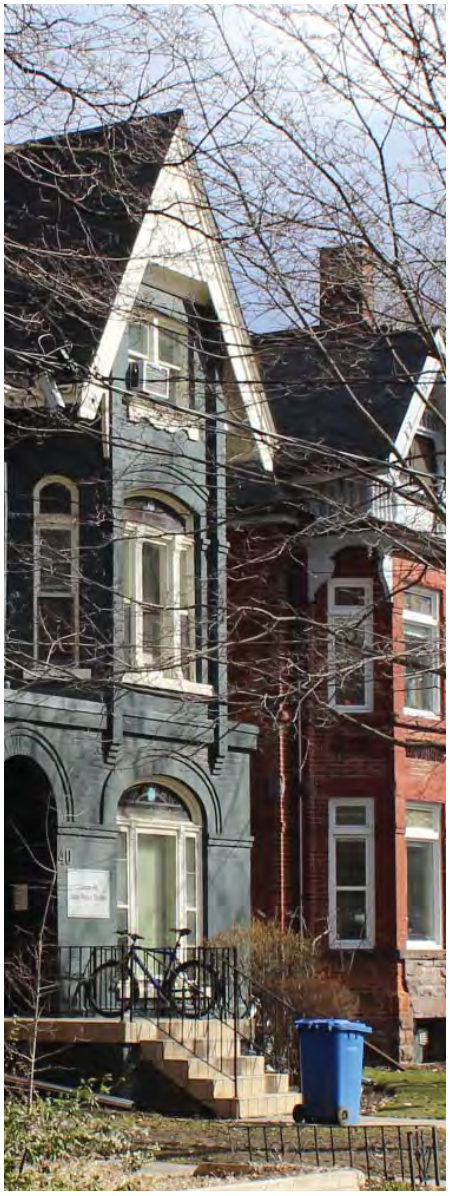
University of Toronto

# Huron Sussex Neighbourhood Planning Study



Prepared by Brook McIlroy + NBLC | April, 2014

*Looking north on Huron Street (at Sussex Avenue).*

# Contents/

*Housing on Huron Street.*

# Section i
# Executive Summary

**The Huron Sussex Neighbourhood at the University of Toronto will evolve to meet the needs of the University and community residential needs through attractive, mid-rise intensification along Spadina Avenue and Harbord Street. Low-rise infill within the neighbourhood will front onto active laneways, and an attractive, pedestrian-oriented Living Lane will provide a 'green-spine' through the neighbourhood.**

## Study Purpose

The Huron Sussex Neighbourhood Planning Study builds on the Huron Sussex Working Group Report (2011) to set forth directions for the evolution of the neighbourhood that responds equally to the University's needs for residential and academic space, community residential needs and other interests. The study serves to guide the design, location and appropriate mix of future development, including residential, commercial and open space, in the Huron Sussex neighbourhood.

The University of Toronto and the Huron Sussex neighbourhood are committed to the Huron Sussex Neighbourhood Planning Study. The Development Plan outlined in the study is the first definitive step towards ensuring that the Huron Sussex Neighbourhood at the University of Toronto will, in the future, be economically, socially, culturally and environmentally sustainable. As the report outlines, full implementation will take time and additional study will be required.

The Development Plan does not represent a fixed or final plan, but instead, provides a physical framework within which future strategic infill and redevelopment can occur. The progressive vision of the Living Lane, laneway housing and mixed-use mid-rise housing set within an enhanced landscaped open space setting should continue to be upheld in the implementation of the plan. As changes to the Development Plan are inevitable, and a variety of development options are possible that maintain the intent of the plan, discussions between the University and the Huron Sussex Neighbourhood will continue as these changes arise.

## Study Area

The Huron Sussex neighbourhood is located in the northwest quadrant of the University of Toronto's St. George Campus. The area is bounded by Harbord Street to the south, Spadina Avenue to the west, the properties on the north side of Washington Avenue to the north and Huron Street and bpNichol Lane to the east.

## Study Background

This study builds upon relevant planning policies, including: the City of Toronto Official Plan (2010); the City of Toronto Zoning Bylaw; the University of Toronto Secondary Plan (1997); and, the St. George Campus Master Plan: University of Toronto (2011), which will be used as a source document when the University seeks amendments to the Secondary Plan.

The plan augments the findings of the Huron Sussex Working Group Report (2011), which identifies key planning principles related to the short, medium, and long-term development potential within the neighbourhood.

Applicable precedents were used to identify the current best practices in neighbourhood intensification within a downtown urban and institutional setting and in the development of healthy, sustainable university campuses. The precedents focused on:

- **Secondary Suite Design Guidelines -** North American cities are turning to secondary suites to meet growing housing demands. Vancouver, Ottawa, Saskatoon, Edmonton, and Portland have all prepared design guidelines to ensure these units have appropriate scale and massing, façade design, separation distances, setbacks, parking and outdoor amenity space. This study adopts an approach similar to the abovementioned studies, providing a flexible approach that applies to a variety of site-specific lot conditions.
- **Municipal Policies and Plans -** Municipalities looking to encourage secondary suites are providing a variety of incentives, including tax credit programs (Winnipeg) and pilot projects (Regina and Vancouver). The Huron Sussex neighbourhood would be a strong candidate for a laneway housing pilot program as the majority of buildings are under single-ownership (University of Toronto). This approach, as well as incentive programs, are recommended for the Huron Sussex neighbourhood.
- **Architectural Projects -** Sample garden and garage suites have been used throughout this document to demonstrate how unique and attractive designs make the best use of limited space while minimizing impacts on the established neighbourhood character. These precedents represent best practices in infill housing and were evaluated in the preparation of the Performance Guidelines.
- **Brook McIlroy Projects -** Brook McIlroy has extensive experience in the planning and design of residential infill projects. The City of Toronto Avenues and Mid-Rise Building Study was generally applied to determine appropriate building heights and massing on Spadina Avenue and Harbord Street, while past experience in Saskatoon, Kingston and Hanover was applied in the Core Area.

## Study Area Analysis

An analysis was undertaken to determine the character of the neighbourhood and to identify opportunities and constraints as they relate to new development. The elements of the analysis included:

- **Built form characteristics -** Houses are generally single- or semi-detached bay and gable style buildings dating between 1850-1900. A visual review determined that the majority of buildings are generally in fair condition (i.e. structurally sound but requiring significant ongoing maintenance), with a few in poor condition. Some non-residential buildings vary from the neighbourhood character but are well integrated and address the street, including a mix of University and community uses. One exception is The Chiller Plant, located at Spadina Avenue and Sussex Avenue, which has a large blank wall and limited connection to the street.
- **Land uses -** The study area is predominantly a low-density residential neighbourhood housing the University itself, students, faculty, their families and private residents. Along Spadina Avenue and elsewhere, some residential dwellings have been converted to university-related office uses. These should remain, and additional conversions be permitted as required. A few small-scale commercial and community uses exist, primarily along Spadina Avenue and Huron Street, to serve the immediate neighbourhood.
- **Property ownership -**The University of Toronto owns the majority of properties and open spaces in the Huron Sussex neighbourhood, although a few commercial and community buildings are under private ownership. There are also a number of privately-owned residential dwellings.
- **Heritage buildings -** There are eight listed heritage buildings in the neighbourhood and the conditions of these buildings vary from poor to good.
- **Open space -** The Huron-Washington Parkette is the largest open space in the neighbourhood, with plenty of children's play equipment and shaded seating areas. Also, a number of informal open spaces have been established, with benches, sporadic landscaping and large trees. Some adjacent properties throughout the neighbourhood have created shared rear-yards, which provide semi-private open spaces.
- **Neighbourhood services and facilities -** A number of services and facilities serve the student and local residential population, including Campus Co-Op Daycare, The Wolfond Centre, the University of Toronto's Early Learning Centre, St Thomas's Anglican Church, Coach House Books and the Studio Theatre of the Centre for Drama, Theatre and Performance Studies.
- **Pedestrian circulation -** The neighbourhood is very walkable, with continuous streets, lanes and connections. The wide sidewalks on Spadina Avenue and Harbord Street facilitate pedestrian flow. Other, less busy local streets (i.e. Washington Avenue, Sussex Avenue, Glen Morris Street, Huron Street) with more narrow sidewalks and a significant tree canopy also create a comfortable walking environment.
- **Vehicle circulation -** Most traffic is bypassing the neighbourhood on Spadina Avenue and Harbord Street. Internal traffic is served by local roads, such as Huron Street and Sussex Avenue that connect traffic to adjacent streets (Bloor Street and St. George Street) and cul-de-sac streets that minimize through traffic, and a continuous network of laneways that provide rear access and facilitate servicing functions.
- **Parking -** On-street parking is provided throughout the neighbourhood, including some pay and display surface parking spaces in laneways. Underground parking also exists for the University's Graduate House building, with access from Glen Morris Street.


BLOOR STREET WEST
HURON-WASHINGTON PARKETTE
WASHINGTON AVENUE
SPADINA AVENUE
HURON STREET
ST. GEORGE STREET
SUSSEX AVENUE
GLEN MORRIS STREET
HARBORD STREET
North West Chiller Plant
Sussex Court
Studio Theatre
Early Learning Centre
Graduate House
Wolfond Centre
John P. Robarts Library Building
CU
UU
C
0m 10m 20m 30m 40m 50m
LEGEND
Huron-Sussex Study Area
Core Huron-Sussex Low-rise Area
Emergency Access Only
Living Lane
Existing/New Lanes
Enhanced Sidewalks
Open Space
Common Yards
New Trees
Existing Trees
Non-University Owned Building
Low-rise Infill
Mid-rise Infill
Potential Retail at Grade Level
Existing Commercial
Community Use / University Use

## Public Consultation

Community input formed a key element of the plan. Two public consultation meetings were held, including a Vision Workshop (April 10, 2013) and a follow-up meeting (June 24, 2013), and the findings informed a series of Priority Directions:

1. Assist and support economic sustainability in the neighbourhood.
2. Maintain infrastructure and support local business.
3. Maintain and support the neighbourhood character.
4. Provide greater densities on Spadina Avenue and Harbord Street.
5. Ensure there is a mix of housing options.
6. Ensure stability by balancing long-term and short term tenancies.
7. Incorporate new open space and enhance existing open space.
8. Protect and enhance the urban tree canopy.
9. Create better connections through the neighbourhood.
10. Ensure new development is compatible with existing.
11. Encourage eclectic and varied architectural styles.
12. Plan for new commercial and retail opportunities.

## The Development Plan

Based on the findings from the Study Area Analysis, as well as from the relevant planning policies, community input and applicable precedent studies, a Development Plan was created to provide detailed directions for new development that is consistent with the vision of the Huron Sussex neighbourhood at the University of Toronto. The key elements of the plan include:

- **The Core Huron Sussex Low-Rise Area ("Core Area") -** The Core Area includes most of the internal neighbourhood and was identified in order to protect and enhance the existing neighbourhood character.
- **The Living Lane and Neighbourhood Lanes -** The Living Lane will be the central 'spine' that connects streets, blocks and open spaces. Extending north-south from Harbord Street to the Huron-Washington Parkette, the Living Lane will accommodate vehicles but will be designed to promote pedestrian-priority. The Living Lane will have flexible public parking spaces at Harbord Street and private parking within the laneway housing. It will be well landscaped, paved with high quality materials and well lit. Public art, signage and seating will enhance the lane. Beneath the Living Lane, a community energy system will connect neighbourhood buildings to central heating and cooling systems.
- **Open Space, New and Existing Trees -** In addition to Huron-Washington Parkette, a supporting network of open space will be created through enhanced parks, revitalized public streets and lanes, courtyards and gardens. This network will be well-connected, publicly accessible, highly-visible and sustainable.
- **Low-Rise Infill -** Within the Core Area, the new Living Lane and connecting neighbourhood lanes provide opportunities for low-rise infill development. Approximately twenty-one garden suites can be accommodated through rear-yard infill. Five townhouse units can be provided as part of a larger mid-rise development on Spadina Avenue, with an additional twelve units possible on Huron Street and bpNichol Lane. Between Washington Avenue and Sussex Avenue, there is the potential to accommodate an additional twelve townhouses.

- **Mid-Rise Infill -** Outside of the Core Area opportunities exist for more dense mid-rise infill development. The recommended building height maximum for market condos or rentals on Spadina Avenue is 13-storeys. For graduate student housing on Harbord Street, the recommended building height maximum is 8-storeys. These developments should support continuous retail or other active uses within the podium (including University and community uses), and the scale and massing of buildings will provide appropriate transitions to the Core Area and ensure sunlight, views and privacy are not compromised.
- **Community/Joint Facility Uses -** To accommodate the growing neighbourhood population, additional community space is provided on Sussex Avenue to support University and community events.
- **Below-Grade Parking -** Structured below-grade parking will replace some of the parking spaces lost due to infill and intensification in the neighbourhood. These facilities will be incorporated under the new development as part of the mid-rise building on Spadina Avenue at Washington Avenue (the number of possible stalls is subject to further study) and Glen Morris Street (55 stall/level)and on Harbord Street (29 stalls/level). The number of levels of parking required will be subject to further parking and economic feasibility studies.

Below-grade parking areas will be key locations for the community energy system, providing convenient, but non-obtrusive access to infrastructure, and facilitating direct connections between generation equipment and the primary distribution network under the Living Lane.

## The Economic Analysis

As part of the consultant team, N. Barry Lyon Consultants tested the viability of the Development Plan from an economic perspective and suggested strategies toward implementation. Considerations included:

- The nature of the existing housing stock;
- The requirements and demand profile of the tenant groups;
- The ability of the private market to service the future needs of the University; and,
- The economic feasibility of introducing new housing into the community.

Within the Huron Sussex Neighbourhood, the University owns the majority of housing. Detached and semi detached homes, apartments and rooming houses provide accommodation for a broad range of tenant groups, including:

- Current Long Term Tenants;
- Student Family Housing;
- New Faculty Housing;
- Visiting Faculty Housing; and,
- Other Residents Affiliated with the University.

**Key Conclusions**

The housing stock in the Huron Sussex Neighbourhood is old and requires continuous maintenance. Revenue that should be dedicated to a reserve fund for future capital repairs is used to finance debt repayment for the same purpose. Current rental revenues are not seen as a source for funding the inevitable and increasing repairs that will be encountered with these homes as they age further.

In addition to the above, the housing is also not always best suited to all the tenant groups. For example, many of the units are not well designed for families, lacking laundry facilities or separate study areas.

Demand is strong for both graduate and family student housing and there is a need for the University to offer a broader range of housing opportunities for faculty, both visiting and permanent, to assist the school in competing for the best teaching and research personnel. Ensuring the tenure and housing security of the existing long term tenants is also a commitment of the University of Toronto.

The private rental market is extremely tight in terms of vacancies and is very expensive. It is unrealistic to assume that the private housing market could address the needs of the University.

Given the above, the economic analysis evaluated the ability of new residential uses to address the University's needs, while providing opportunities for long-term financial return. As illustrated on the Development Plan, these uses included:

- Mid-rise developments along Harbord Street and Spadina Avenue;
- Townhomes on lane ways; and,
- Garden Suites on lane ways.

The neighbourhood will continue to include rental housing as well as owner occupied housing. This range of options will accommodate all target groups.

A series of proforma generally concluded that they would be viable and return a modest annual surplus to the University.

More specifically, the analysis concludes:

- In new graduate housing, the rental rates required to create a small annual surplus would be higher than the current rates at Graduate House. This is a reality of developing student housing, and through a more detailed design exercise, there may be opportunities to improve this outlook.
- The lower density townhome and garden loft concepts are viable if rents were increased over current lease rates, which could be achievable considering the uniqueness of these design options.
- All of these development opportunities are set within a framework of improved laneways and public open spaces that would serve to improve the overall quality of the neighbourhood. However, these improvements, and possible subsurface servicing requirements have not yet been developed to a point where a cost estimate can be developed in any meaningful way.

Additional and/or optional strategies the University could explore include:

- Consider offering long-term tenants the opportunity to purchase their current homes, or new units as their needs change, with the land component remaining as a lease. In this way, purchasers though assuming the maintenance costs, would be able to benefit from the potential increase in equity. The University would retain ownership and manage future property transfers.
- Some of the target groups, new faculty in particular, could be offered affordable ownership opportunities. We suggest a mechanism where a mid-rise building, or perhaps part of a building, could be designated for affordable ownership. The report offers a proforma analysis that suggests that the underlying land of the condominium is retained by the University. Reduced marketing and sales costs as well as eliminating a land value payment could reduce values to affordable levels. Apart from the obvious benefits of providing affordable living accommodation, this approach eliminates long term maintenance and management costs.
- The University of Toronto may be able to offer greater affordability by offering first and, in the case of new developments, second mortgages, on favourable terms. These mortgages could create a significant new source of revenue.

At this level of analysis there is good evidence that the plan developed by Brook McIlroy along with the strategies contained within this report could be the basis of an economically viable project worthy of more detailed consideration.

**Next Steps**

A series of next steps should be framed within a business plan for the future of the Huron Sussex neighbourhood, including:

- A more detailed analysis of the townhomes and garden and garage suites would allow greater accuracy in developing overall project costs.
- If the concept of selling housing on land leases appeals to the University at this preliminary stage, more detailed, specific research should be undertaken. This would include an evaluation of the homes from a market perspective to determine if the properties would be marketable and a survey of tenants to assess the level of current or future interest. A legal review would also be advisable. This would allow a proper assessment of the issues and an estimate of potential revenue that could be built into the plan.

- If the affordable ownership concepts identified in this report are consider worthy of more detailed consideration, a more rigorous review should be undertaken, potentially in concert with a legal review and more detailed designs of the development forms suggested. This work would also identify operating issues and costs as well as revenue streams.
- One of the mid-rise buildings on Spadina Avenue will require the acquisition of private land. An assessment/appraisal of this cost should be determined as it may affect the viability and timing of this development. Any heritage issues associated with these properties and the impacts on development would require assessment.
- The mid-rise building on Harbord Street, identified for graduate student housing and at-grade retail, could move to a more detailed feasibility analysis to allow for a more accurate assessment of revenues and development costs with a view to improve the financial performance through more detailed design.
- The work identified above would allow for the development of a long term cash flow analysis that could be used to assess the flow and timing of development costs and revenues. This analysis could then be used to "stress test" the economics by applying different risk factors.
- Look at full cost of development including parking structures, landscaping, City services, a community energy system, etc.

The business plan would lay out very specific next steps, risk and risk mitigation tactics, monitoring and evaluation procedures and key benchmarks.

## The Performance Guidelines

Detailed Performance Guidelines are provided for the public and private realm to ensure that new development supports the vision for an attractive, high-quality neighbourhood. Guidelines include:

- **Public Realm Design -** Nine Performance Guidelines to ensure that new development maintains and enhances safety, connectivity and vibrancy within the neighbourhood.
- **Mid-Rise Infill -** Five Performance Guidelines to ensure that mid-rise infill on Spadina Avenue and Harbord Street is appropriately designed and massed to minimize impacts on the Core Area, while creating a consistent streetwall and a comfortable, yet highly animated pedestrian environment.
- **Low-Rise Infill (Street-Related Sites) -** Five Performance Guidelines to ensure that low-rise infill development at the street edge is consistent with the established character of the Huron Sussex neighbourhood, including opportunities for well-landscaped front yards, and contemporary design that complements, but does not mimic, the bay and gable architectural style.

- **Low-Rise Infill (Garden and Garage Suites)** - Five Performance Guidelines to ensure that garden and garage suites are carefully integrated on their respective lot, minimizing overlook on adjacent properties. The guidelines encourage contemporary architecture that supports a unique character along the Living Lane and neighbourhood lanes, while complementing the associated primary dwellings.
- **Low-Rise Infill (Townhouses) -** Five Performance Guidelines to ensure that townhouses are incorporated as a compatible form of intensification that is consistent with the established character while providing an appropriate transition from mid-rise buildings on Spadina Avenue to low-rise buildings in the neighbourhood core.

In addition to the Performance Guidelines, all new development will be subject to the University's Design Review Committee.

## Implementation

To achieve the recommendations of this report and to ensure that new infill development is consistent with the Huron Sussex Neighbourhood Vision identified in this Development Plan, a detailed implementation framework is outlined, including:

**Partnership Opportunities -** Explores how the University of Toronto can work with the City of Toronto and the Huron Sussex community to support the Development Plan. Opportunities include:

- Continued consultation with the Huron Sussex Neighbourhood Organization and exploration of new joint committees to oversee community initiatives (i.e. community gardens, open space improvements, etc.).
- Establishing the Huron Sussex neighbourhood as a pilot project for rear-yard infill in the City. This could result in greater buy-in from the City, while providing the City with an educational tool for future garden suite development.
- Work with the City to establish the required amendments to the zoning bylaws.
- Establish development incentives (i.e. Infill Tax Credits, Secondary Suite Grants) to encourage garden and garage suites.
- Develop a plan to augment the existing urban tree canopy.
- Provide additional connections and street crossings in areas of high pedestrian activity.

**Future Studies and Projects -** Considers additional work required prior to build out, including:

- A Living Lane design plan to provide a detailed plan and specifications prior to construction of the Living Lane.
- A parking strategy to determine the total amount of parking that is required on site and where it can best be accommodated, based on associated constructability and cost studies.

- Additional feasibility studies for each new development type, as well as in-depth analysis for the alternative funding mechanisms suggested in the economic analysis.
- An arborist report to determine, with certainty, which trees will be impacted by new infill development, and where potential additional infill opportunities can be considered.
- A commercial feasibility study to determine the viability of small-scale commercial uses on the Living Lane and laneways to ensure they are active at all times of day.
- An occupancy length study to determine the demand for, and impacts of, extending the occupancy length for new faculty housing in order to minimize turnover in the neighbourhood.
- A Proof of Concept to determine the community energy system model, creation mechanisms, and economic opportunity.

**Plan Review Process -** As this is a long-term plan, it is important that the recommendations continue to respond to the evolving realities and, where appropriate, changing priorities. It is recommended that the University undergo a periodic review (i.e. 5-years) of the document to ensure that the vision is being achieved as new development occurs, and that the recommendations still reflect the evolving neighbourhood context.

*Looking south on Huron Street (at Sussex Avenue).*

# Section 1
# Introduction

## 1.1 The Purpose of the Study

The University of Toronto's Secondary Plan (1997) recognizes the importance of protecting and enhancing the character of the Huron Sussex neighbourhood, while exploring opportunities for new and infill housing to accommodate a mix of long-term and temporary residents.

In 2011, the Huron Sussex Working Group, a team comprised of University and community representatives, prepared a report identifying key planning principles related to the short, medium, and long-term development potential within the neighbourhood.

This study (the Huron Sussex Planning Study) builds on the findings of this report to set forth a clear direction for the evolution of the neighbourhood that responds equally to the University's needs for residential and academic space, and community residential needs and other interests.







## 1.2 Objectives of the Study

1. Identify best practices for sustainability of neighbourhoods within downtown and institutional settings, including economic, social, cultural and environmental sustainability.

2. Identify suitable areas and appropriate mix for intensification or redevelopment to support the University mission, community viability and the vision of the Huron Sussex community.

3. Propose design strategies based on sound planning principles to achieve recommended development and to enhance the identity of the neighbourhood.

4. Examine opportunities for new or enhanced neighbourhood public spaces, services, and amenities.





5 Identify opportunities for addressing the residential needs of the university and the neighbourhood, including creative solutions that allow intensification while protecting the character.

6 Identify economic opportunities and strategies to assist in ensuring ongoing maintenance, energy provision, and sound physical infrastructure for existing buildings.

7 Identify economic opportunities that can flow from an appropriate degree of intensification.

8 Explore those areas where the interests of the university and the Huron Sussex community are shared, including possible academic links and collaboration. Maintain transparency in planning and decision-making.


*The Huron Sussex Neighbourhood.*

## 1.3 The Study Area

The Huron Sussex neighbourhood is located in the northwest quadrant of the University of Toronto's St. George Campus. The area is bounded by Harbord Street to the south, Spadina Avenue to the west,  the properties on the north side of Washington Avenue to the north, and Huron Street and bpNichol Lane to the east.


*Looking north along bpNichol Lane.*

## 1.4 Policy Overview

The evolution of the Huron Sussex neighbourhood is subject to a number of policies, including:

- City of Toronto Official Plan (2010);
- City of Toronto Zoning Bylaw;
- University of Toronto Secondary Plan (1997); and,
- St. George Campus Master Plan: University of Toronto (2011), which will be used as a source document when the University seeks amendments to the Secondary Plan.

For a summary of each of these documents, please refer to the Appendix.

## 1.5 Precedent Review

This study builds on our previous experience in the development of healthy, sustainable university campuses, as well as a number of key precedents to identify the current best practices in neighbourhood intensification.

Key precedents include:

- Secondary Suite Design Guidelines (various)
- Municipal Policies and Plans (various)
- Architectural Projects (various)
- Brook McIlroy Projects

A description of these precedents is provided on the following pages, including their application to the Huron Sussex Neighbourhood Planning Study.

*Laneway housing examples (right image - 54 Croft Street by Kohn Shnier Architect).*

## Precedent # 1: Secondary Suite Design Guidelines (various)

As their populations continue to grow, a number of municipalities are turning to secondary suites (i.e. garden suites, garage suites, laneway housing) as a means to meet growing housing needs while protecting the character of established neighbourhoods.

To direct this development, both Canadian, and American cities, including Vancouver, Ottawa, Saskatoon, Edmonton, and Portland, have prepared urban design guidelines.

Key elements of the guidelines include:

- Scale and Height
- Building Frontages
- Building Separation
- Building Setbacks and Stepbacks
- Architecture and Façade Design
- Parking
- Open Space

**Relevance to the study:**
While the specific directions and recommendations vary between the documents, the over-arching intent is to protect the visual character of the established neighbourhood, and minimize the adverse impacts of secondary suites on adjacent properties, including overlook and privacy, shadowing, etc.

The variation in recommendations supports that there is no 'one size fits all' solution to infill housing, and that a place specific approach must be provided that reflects the character of each neighbourhood.

Given the age of the subject neighbourhoods, there is a large variation in block widths and depths, similar to the Huron Sussex neighbourhood. To address this, the sample guidelines provide directions that are flexible enough to accommodate a variety of building layouts and locations. Based on typical lot dimensions, demonstration plans are provided to show one example of how the guidelines could be applied. This is an approach that has been adopted in this study, focusing on lot widths that are representative of the Huron Sussex neighbourhood (i.e. 9.1 and 7.5m, or 25 and 30').

*Laneway housing example (57th Vivian by Lane Fab Design)*

## Precedent # 2: Municipal Policies and Plans (various)

Similar to the urban design guidelines discussed in the previous section, municipalities looking to encourage secondary suites (and low-density residential infill in general) must provide supporting policies to ensure that secondary suites are a desired use for landowners, an attractive housing option for potential residents, and an acceptable form of housing for neighbourhood residents.

Examples include:

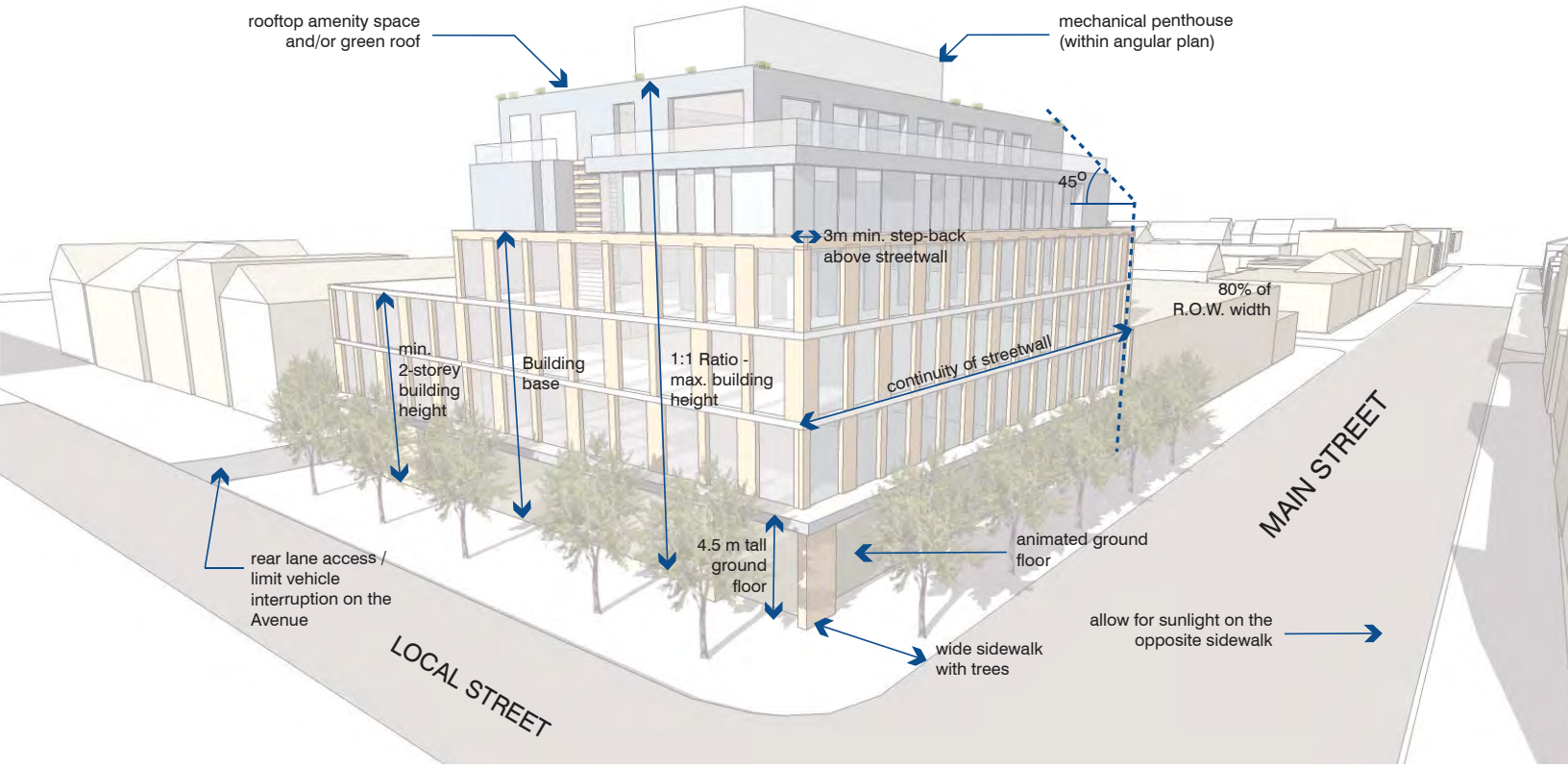
- The City of Winnipeg Residential Infill Tax Credit Program - Provides a tax credit for new residential units on vacant land within established neighbourhoods.
- The City of Regina Laneway Housing Pilot Program - As the City of Regina considers amending their zoning to allow laneway housing, they have initiated a pilot program for eleven laneway housing units within an existing neighbourhood. This will allow the City, the participating neighbourhood, and other neighbourhoods in the City to evaluate the impacts of laneway housing on a smaller scale prior to committing to a full bylaw amendment.

A similar approach has been taken in Vancouver, on a larger scale (i.e. multiple pilot neighbourhoods) and is currently under review to add additional neighbourhoods.

**Relevance to the study:**
As laneway housing has not yet become a widely used approach to intensification in Toronto's established neighbourhoods, there is an opportunity to establish the Huron Sussex neighbourhood as a pilot project and catalyst for future development in the City.

Huron Sussex is a prime candidate for such a program as a significant number of the properties are under single ownership (i.e. University of Toronto), and the plan has been carefully prepared with the assistance of the Huron Sussex Residents Organization. Furthermore, the neighbourhood has a wide variety of residents, including University of Toronto students, faculty, their families and private residents, which supports the need for a variety of housing typologies.

A variety of incentive programs, such as those applied in the City of Winnipeg, are also encouraged in order to spur new infill development. This is discussed in greater detail in Section 7 of this report.




*Toronto Avenues and Mid-Rise Building Study, Brook McIlroy*

## Precedent # 3: Architectural Projects (various)

As low-rise infill and laneway housing becomes a viable option to accommodate intensification within established neighbourhoods, architectural firms are creating unique and attractive solutions that make the efficient use of limited space, while providing contemporary designs that are sympathetic to the established character.

Many of these projects have been used as precedents throughout this document. While they may not always be consistent with the recommendations of this study (i.e. front-yard parking), they represent excellent examples of low-rise infill within their respective neighbourhoods.

**Relevance to the Study:**

The sample projects referenced throughout this document represent best practice precedents for low-rise residential infill. In addition to using them to illustrate the guidelines within this report, they have been evaluated and used as a baseline to test lots within the Huron Sussex neighbourhood.

## Precedent # 4: Brook McIlroy Projects

This project benefits from Brook McIlroy's extensive experience in the planning and design of residential infill projects, as well as mid-rise building development. Key reference projects included:

- The City of Toronto Avenues and Mid-Rise Buildings Study
- Dartmouth College/Town of Hanover Downtown Plan
- The City of Saskatoon Infill Design Guidelines
- City of Kingston Residential Infill Guidelines

These documents, and the knowledge obtained during their preparation, were applied throughout the study process.


*Commercial Infill, Town of Hanover*

**Relevance to the Study:**
*The City of Toronto Avenues and Mid-Rise Buildings Study* - While Spadina Avenue and Harbord Street are within the Downtown and Central Waterfront in the City's Official Plan (Schedule 2) the characteristics of the neighbourhood, including the adjacent residential neighbourhood, supports development that reflects an Avenue designation. The above guidelines have been applied to determine the appropriate built form and massing along Spadina Avenue and Harbord Street to maximize development potential, while minimizing adverse impacts on the adjacent neighbourhood.

*Dartmouth College/Town of Hanover Downtown Plan* - Our general approach to infill in the Huron Sussex neighbourhood is inspired by our previous work in the downtown heritage district of Hanover, New Hampshire, where the majority of properties are owned by Dartmouth College and were required for a variety of College needs, including student and faculty housing, academic space and services.

We developed a series of development typologies, including renovation of existing buildings, preservation and infill, and redevelopment. Design guidelines and building layouts were prescribed for key sub-areas and a new zoning by-law was prepared. The zoning directions were adopted by Town council and to date, many properties have been revitalized and redeveloped while maintaining the heritage character of the neighbourhood. Existing retail functions have been maintained and integrated into new buildings, and a balance of housing choice has been provided within these renovated or redeveloped sites.

*The City of Saskatoon Infill Design Guidelines* - This document required a very similar approach to low-rise residential infill as proposed in the Huron Sussex neighbourhood. Guidelines were established through rigorous testing of typical sites, and illustrated through the creation of sample layouts to demonstrate a variety of ways in which the guidelines can be achieved. Given the success of this approach, a similar methodology was used for Huron Sussex.

*The City of Kingston Residential Infill Guidelines* - This study focused on providing detailed recommendations for street-related infill housing, including single and semi-detached dwellings, as well as townhouses. These recommendations were prepared to ensure that infill in established residential neighbourhoods is sensitive to the established character based on testing of representative properties, and extensive consultation with the City and the community. The guidelines and recommendations of this study follow a similar approach.

*Looking east on Glen Morris Avenue.*

# Section 2
# Study Area Analysis

## 2.1 Built Form Characteristics

Houses within the Huron Sussex neighbourhood are predominantly bay-and-gable style architecture dating between 1850 and 1900. Tall and narrow, the dwellings are 2.5 to 3-storeys in height, and articulated through large bay windows, peaked gabled roofs, and a masonry finish. Most dwellings are semi-detached, though some single-detached dwellings exist.

A visual review undertaken by the Huron Sussex Working Group as part of the Huron Sussex Working Group Report (2011), determined that buildings were generally in fair to good condition (84%), while a few (16%) were in poor condition, with poor roofing conditions, decaying masonry walls, and/or crumbling foundations.

There are a number of non-residential buildings that vary from the predominant character of the neighbourhood, including Sussex Court (a 6-storey office building on Sussex Avenue), the Wolfond Centre for Jewish Campus Life, the Early Learning Centre, and the Chiller Plant on Sussex Avenue. While these buildings are not consistent with the traditional scale and character of the neighbourhood, they generally address the street well and integrate within established blocks. The Chiller Plant is an exception, as its large setback and long blank walls detract from the continuous streetscape on both Sussex Avenue and Spadina Avenue.


Residential University Commercial Community


University-Owned Privately-Owned

## 2.2 Land Uses

The Huron Sussex neighbourhood is predominantly a low-density residential neighbourhood housing the University itself, students, faculty, their families and private residents.

CR zoning along Spadina Avenue has resulted in some residential dwellings being converted to University academic and administrative uses. These uses should remain and future conversions permitted where required.

There are a few small-scale commercial uses that serve the immediate neighbourhood, including restaurants and cafes on Sussex Avenue and Huron Street. Coach House Books, an independent book publisher, is located on bpNichol Lane.

Community uses in the neighbourhood include the Wolfond Centre for Jewish Campus Life and St Thomas's Anglican Church on Huron Street.

## 2.3 Property Ownership

The majority of the properties within the neighbourhood belong to the University of Toronto, including non-residential uses such as the Early Learning Centre, Studio Theatre, and Campus Co-Op Daycare.

The Wolfond Centre, Coach House Books, and St Thomas's Anglican Church remain under private ownership.

There are a number of privately-owned residential dwellings throughout the neighbourhood, including many of the dwellings located along the east side of Huron Street (north of Sussex Avenue).


*Heritage Buildings*


*Open Spaces*

## 2.4 Heritage Buildings

There are eight listed heritage buildings in the neighbourhood, including:

- 21 Sussex Avenue (Sussex Court)
- 31 Sussex Avenue
- 26 Sussex Avenue
- 36 Sussex Avenue
- 383 Huron Street (St Thomas's Anglican Church)
- 386 Huron Street
- 671 Spadina Avenue
- 4 Glen Morris Street (Studio Theatre)

Based on a visual assessment undertaken by the Huron Sussex Working Group, the condition of these buildings vary, with Studio Theatre being *poor*, and St Thomas's Anglican Church and 386 Huron Street being *good*. The remaining buildings are in *fair* condition. 31 Sussex Avenue is in the process of extensive renovations as part of a pilot project for Nested Thermal Envelope Design - a high energy efficient residential retrofit.

## 2.5 Open Space

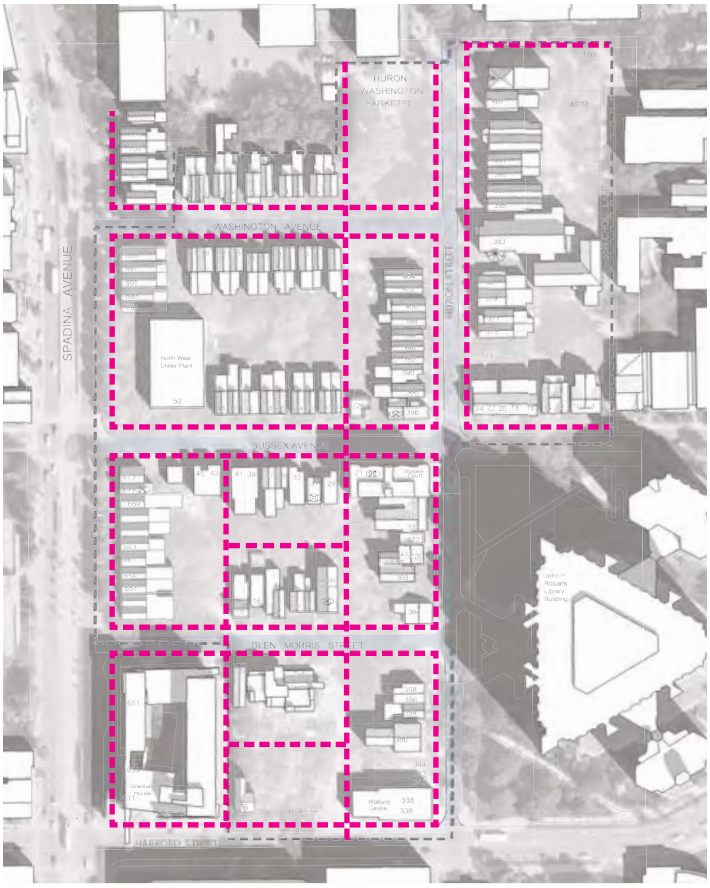
At approximately 2.5 hectares, Huron-Washington Parkette is the largest open space in the neighbourhood. It has a large amount of children's play equipment, and shaded seating areas throughout.

A number of informal open spaces have been established on vacant lots at Huron Street and Washington Avenue (opposite Huron Sussex Parkette) and Huron Street and Glen Morris Street. These spaces have benches, sporadic landscaping, and large trees along their edges. They provide a reprieve within the neighbourhood, and facilitate connections between blocks.

On multiple occasions throughout the neighbourhood, adjacent properties have created shared rear-yards. Though these lend to the perceived open space within the neighbourhood, they are not accessible to the general public.

There is a semi-public outdoor plaza and garden associated with the Wolfond Centre.


*Neighbourhood Facilities*




*Pedestrian Circulation*

## 2.6 Neighbourhood Services and Facilities

To support the student and local residential population, there are a number of services and facilities within the neighbourhood, including:

- Campus Co-Op Daycare
- University of Toronto's Early Learning Centre
- The Studio Theatre of the Centre for Drama, Theatre and Performance Studies
- The Wolfond Centre for Jewish Campus Life
- St Thomas's Anglican Church
- Coach House Books

## 2.7 Pedestrian Circulation

The neighbourhood is very walkable, with continuous streets, lanes, and connections. Sidewalks are narrow on Glen Morris Street, Sussex Avenue and Washington Avenue. However, these streets are less busy, and the significant tree canopy creates a comfortable walking environment. On-street parking creates a buffer between pedestrian and vehicle traffic, while rear-lanes minimize sidewalk curb-cuts.

Spadina Avenue and Harbord Street have wider sidewalks to facilitate pedestrian flow.

Between Spadina Avenue and Huron Street, two laneways provide north-south connections through the site. The easternmost is continuous from Harbord Street to Huron-Washington Parkette. These lanes connect to east-west lanes at the rear of properties, maximizing connectivity. The laneways are generally vehicle-oriented.

Dedicated cycling lanes are provided on Harbord Street, and bicycle parking is provided sporadically throughout the neighbourhood, with abundant bicycle parking at nearby university facilities, such as Robart's Library.



## 2.8 Vehicle Circulation

The Huron Sussex neighbourhood is bounded by Spadina Avenue (a 36m Major Arterial in the City's Official Plan, with an actual width of 40m) and Harbord Street (a 20m planned and existing Minor Arterial). These streets facilitate vehicles that are bypassing the neighbourhood, limiting the traffic on internal streets to local residents, students, and University faculty and staff.

The internal transportation network consists of Local Roads and Laneways. Huron Street and Sussex Avenue provide continuous connectivity through the site, facilitating traffic connecting to adjacent streets, such as Bloor Street and St. George Street. Washington Avenue and Glen Morris Street terminate at Huron Street, reducing the potential for cut-through traffic on these streets.

A network of laneways provide rear access and facilitate servicing functions for non-residential buildings.

## 2.9 Parking

On-street parking is provided throughout the neighbourhood, including lay-by parking and shared parking lanes on Spadina Avenue and Harbord Street respectively. On-street permit parking is available on streets without rear lane access (i.e. Washington Avenue).

On the blocks between Washington Avenue and Sussex Avenue, and Sussex Avenue and Glen Morris Street, much of the local residential and university parking is provided at the rear of buildings, with access provided through the laneways.

Between Glen Morris Street and Harbord Street, the laneway itself has a number of pay and display surface parking spaces that are controlled by the University.

Pay and display underground parking can also be found in the Graduate House building, with access provided from Glen Morris Street.

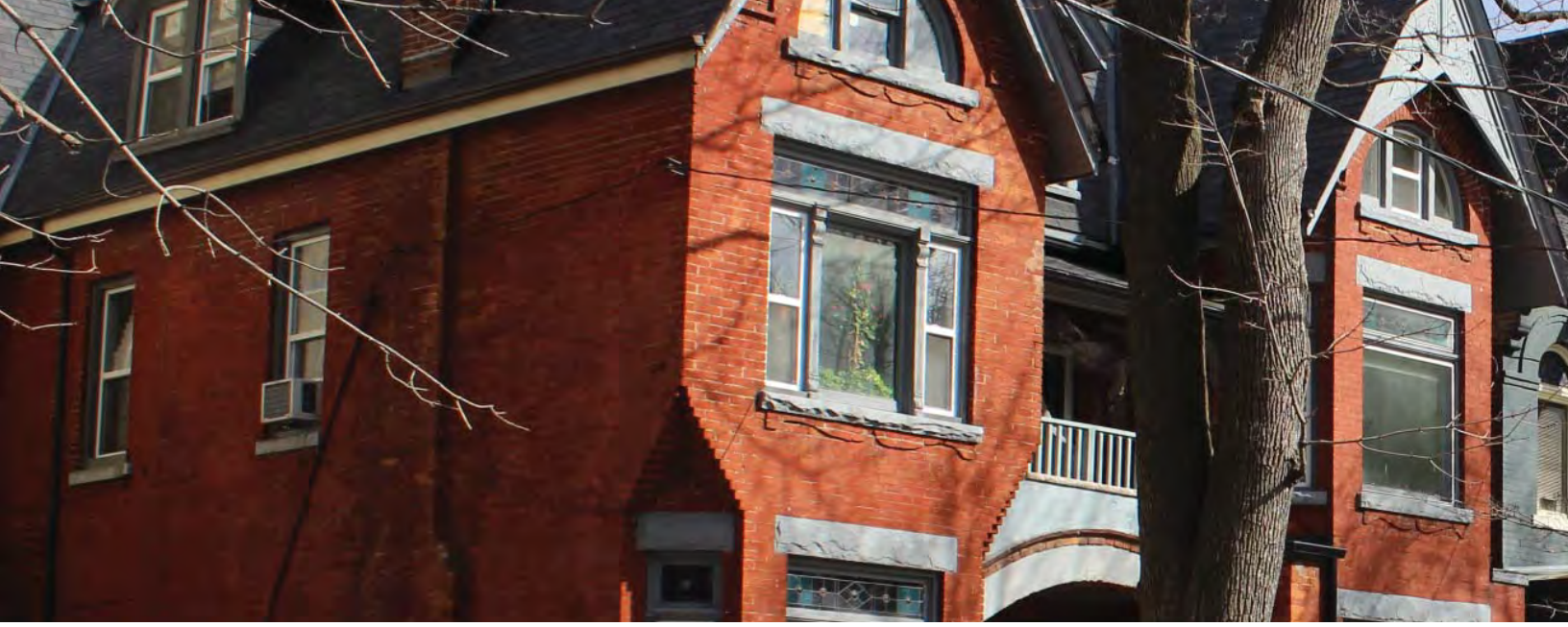
*Intricate detail of an existing building.*

# Section 3
# Public Consultation

## 3.1 Consultation Summary

Two public workshops have been held for the Huron Sussex Planning Study, including a visioning workshop on April 10th, 2013 and a follow-up meeting to review an initial concept plan on June 24th, 2013. At these meetings, which were attended by 50 and 30 people respectively, participants engaged in small group discussions using a guiding worksheet to record their issues and comments.

For a detailed summary of the workshops, please refer to the Appendix.



*Rooflines along Spadina Avenue.*

## 3.2 Priority Directions

The feedback received at these meetings was developed into the following Priority Directions to guide the future development of the Huron Sussex neighbourhood.

1. Develop opportunities and strategies to assist and **support economic sustainability** in the neighbourhood.
2. **Maintain the physical infrastructure** and support and **encourage local business** opportunities to ensure long-term economic sustainability.
3. Maintain and **support the neighbourhood character** in the Core Area, including building height, massing and architectural detailing.
4. Recognize **opportunities for increased density** on Spadina Avenue and Harbord Street.
5. Ensure there is a **mix of housing options** for a variety of residents and family sizes, including students, faculty, and community members.
6. **Ensure stability** in the neighbourhood by balancing long-term and short term tenancies, and ensuring that all properties are consistently occupied.
7. Incorporate **new open space** and enhance existing open space in the neighbourhood.
8. Ensure that privately and publicly owned trees in the neighbourhood are protected to **maintain the tree canopy**. Where trees are approaching the end of their life expectancy, are damaged by other factors (i.e. weather), or have to be removed for development, they should be replaced with trees in proportion to the property and house sizes.
9. Create **better connections throughout the neighbourhood** and into surrounding areas by enhancing laneways, improving cycling connections, enhancing streetscapes, and greening roadways.
10. Ensure that **new development is consistent and compatible** with the existing neighbourhood.
11. Support and encourage the **eclectic and varied architectural styles** of houses in the neighbourhood.
12. Plan for **new commercial and retail opportunities** wherever applicable (i.e. Spadina Avenue and Harbord Street frontages).

## 3.3 Development Strategies

The Priority Directions provide opportunities for a number of future development strategies within the neighbourhood. The strategies are intended to support the goals of economic sustainability, increased housing and an improved neighbourhood fabric.

1. The establishment of a **Core Huron Sussex Low-Rise Area** that includes existing housing and provides new housing opportunities that support a mix of short, medium and long-term residents.

2. Low-rise residential infill in the form of accessory **garden suites and townhouse units**. In addition to residential uses, strategically located university, public, retail, office or other uses may also be appropriate.

3. The development of **mid-rise buildings with at-grade retail** on the Spadina Avenue and Harbord Street. Building heights and massing will consider the importance of sunlight, view and privacy on neighbouring properties.

4. **Upgrades to existing lanes and new lanes** to contribute to an improved pedestrian realm, and to provide access to individual properties, future lane infill and parking areas.

5. The creation of a **public north-south "Living Lane"** between Harbord Street to the South and Huron-Washington Parkette to the north. The Living Lane should extend the length of the neighbourhood and provide a continuous link between buildings, outdoor spaces and adjacent lanes and streets. The concept could include extensive landscape design, lighting, bicycle parking and other furnishings.

6. The **creation of common gardens** for existing and proposed residences, similar to the existing common gardens north of Washington Avenue and Sussex Avenue.

7. The preservation and **improvement of existing parks** including Huron-Washington Parkette, Washington and Huron Parkette and Glen Morris and Huron Parkette as important outdoor green spaces. Park programming will respond to the diverse interests and activities of the neighbourhood and the University.


BLOOR STREET WEST
HURON-WASHINGTON PARKETTE
WASHINGTON AVENUE
SPADINA AVENUE
HURON STREET
ST. GEORGE STREET
SUSSEX AVENUE
GLEN MORRIS STREET
HARBORD STREET
North West Chiller Plant
Sussex Court
Studio Theatre
Early Learning Centre
Graduate House
Wolfond Centre
John P. Robarts Library Building
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LEGEND
Huron-Sussex Study Area
Core Huron-Sussex Low-rise Area
Emergency Access Only
Living Lane
Existing/New Lanes
Enhanced Sidewalks
Open Space
Common Yards
New Trees
Existing Trees
Non-University Owned Building
Low-rise Infill
Mid-rise Infill
Potential Retail at Grade Level
Existing Commercial
Community Use / University Use

# Section 4
# The Development Plan

## 4.1 The Development Plan

The Huron Sussex neighbourhood has a long history of contributing to the vibrancy of the University of Toronto and it's intricate connection to the surrounding campus, neighbourhoods and downtown. As new development occurs, the neighbourhood is ready for the reinvestment of its economic, environmental and social well-being - for the university, its residents and the City of Toronto.

New development in the Huron Sussex neighbourhood will be incremental, and will involve varying degrees of University, landowner, developer, and City involvement. The Development Plan on the opposite page, and the recommendations within this report, provide detailed directions to ensure that development is consistent with the vision of the neighbourhood. and the University.

The Development Plan does not represent a fixed or final plan, but instead, provides a physical framework within which future strategic infill and redevelopment can occur. The progressive vision of the Living Lane, laneway housing and mixed-use mid-rise housing set within an enhanced landscaped open space setting should continue to be upheld in the implementation of the plan. As changes to the Development Plan are inevitable, and a variety of development options are possible that maintain the intent of the plan, discussions between the University and the Huron Sussex Neighbourhood will continue as these changes arise.

The key elements of the plan include:

- The Core Huron Sussex Low-Rise Area
- A Living Lane and Neighbourhood Lanes
- Open Space, New and Existing Trees
- Low-Rise Infill
- Mid-Rise Infill
- Community and University/ Joint Facility Uses
- Below-Grade Parking
- Community Energy System

Each of these elements are considered in greater detail in the sections that follow.


*Birds-eye view looking southwest over the Huron Sussex neighbourhood.*


## Key elements of the Huron Sussex Neighbourhood Development Plan include:

1. Mid-rise mixed-use buildings on Spadina Avenue (see rendering on page 38).
2. Graduate student housing on Harbord Street with active uses at-grade.
3. The Living Lane.
4. New Townhouses.
5. Garden and garage Suites along lanes (see rendering on page 34).
6. Laneway townhouses.
7. Enhanced open spaces and shared rear-yards.
8. An enhanced façade on the existing Chiller Plant building (see rendering on page 38).
9. Joint-use community facility.


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Daycare
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Wolfond
Centre
John P.
Robarts
Library
Building
LEGEND
Huron-Sussex Study Area
Core Huron-Sussex Low-rise Area
0m 10m 20m 30m 40m 50m

## 4.2 The Core Huron Sussex Low-Rise Area

Encapsulating most of the neighbourhood, with the exception of the properties fronting onto Spadina Avenue and Harbord Street, the Core Huron Sussex Low-Rise Area (the Core Area) generally represents the original and stable building fabric established in the late 1800's.

Over the decades, the character of these buildings, and the streets and blocks they front, have been maintained and protected. Where non-residential uses have been introduced, they are typically incorporated into converted residential dwellings, or in new buildings that closely match the scale and massing of the existing dwellings (i.e. Studio Theatre).

The Core Area is the heart of the neighbourhood. As new development occurs within the Core Area, it will protect and enhance the existing character, including building height, massing, and architectural style.

As new development occurs outside of the Core Area, careful consideration is required to mitigate negative impacts on the established blocks, including adverse shadow, privacy issues, traffic infiltration, etc.


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LEGEND
Huron-Sussex Study Area
Emergency Access Only
Living Lane
Existing/New Lanes
0m 10m 20m 30m 40m 50m

## 4.3 The Living Lane and Neighbourhood Lanes

The Living Lane will be the central 'spine' that links streets, blocks, and open spaces. Building on the existing lane that extends north-south through the centre of the neighbourhood, the Living Lane provides a direct link from Harbord Street to the Huron-Washington Parkette. The Living Lane will accommodate vehicles, but will be designed to promote pedestrian-priority.

The Living Lane will be well landscaped, paved with high quality materials, and well lit. Wayfinding signage will direct pedestrians to key neighbourhood destinations. Infill housing along the lane will provide 'eyes on the street,' and ensure the lane can be used safely at all times of the day.

Between Harbord Street and Glen Morris Street is the heart of the Living Lane. Here, where the lane is at its widest, large trees and landscaping will line the edges. Well-integrated public art, signage and seating will create a place where pedestrians want to gather and socialize. The uses that line this section of the Living Lane, including the Wolfond Centre, the Early Learning Centre, and new development on Harbord Street, are encouraged to locate active uses (i.e. patios, outdoor gardens, etc.) adjacent to the Living Lane.

In strategic locations, flexible public parking will be maintained in this section of the Living Lane. Additional private parking can be provided at-grade within the proposed laneway housing with access from the Living Lane or neighbourhood lanes.

Stemming from the Living Lane will be a number of new neighbourhood lanes. These connections link existing lanes, provide access to new infill housing, and facilitate servicing and loading related to infill on Spadina Avenue and Harbord Street.

As the 'front-yard' for new infill housing, these neighbourhood lanes will be attractive, and well landscaped spaces.

Beneath the Living Lane, there is an opportunity to locate the primary distribution network for a community energy system that connects neighbourhood buildings to central heating and cooling systems. The materiality of the lane (i.e. unit paving) will allow quick repairs to system infrastructure with only minimal (and temporary) impacts on the public realm.


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LEGEND
Huron-Sussex Study Area
Open Space
Common Yards
New Trees
Existing Trees
0m 10m 20m 30m 40m 50m

## 4.4 Open Space, New and Existing Trees

As the Huron Sussex neighbourhood intensifies, a supporting open space network will be created through new parks, revitalized public streets and lanes, courtyards and common-yard gardens. This network will be well-connected, publicly accessible, highly-visible, and sustainable, incorporating green practices such as preserving and planting new trees, and using green roofs and cisterns to capture stormwater run-off where appropriate.

At Spadina Avenue and Sussex Avenue, enhancements to the open space in front of the Chiller Plant (combined with integrated new uses) will create a more attractive and welcoming frontage on both streetscapes that highlights the existing large, mature tree canopy.

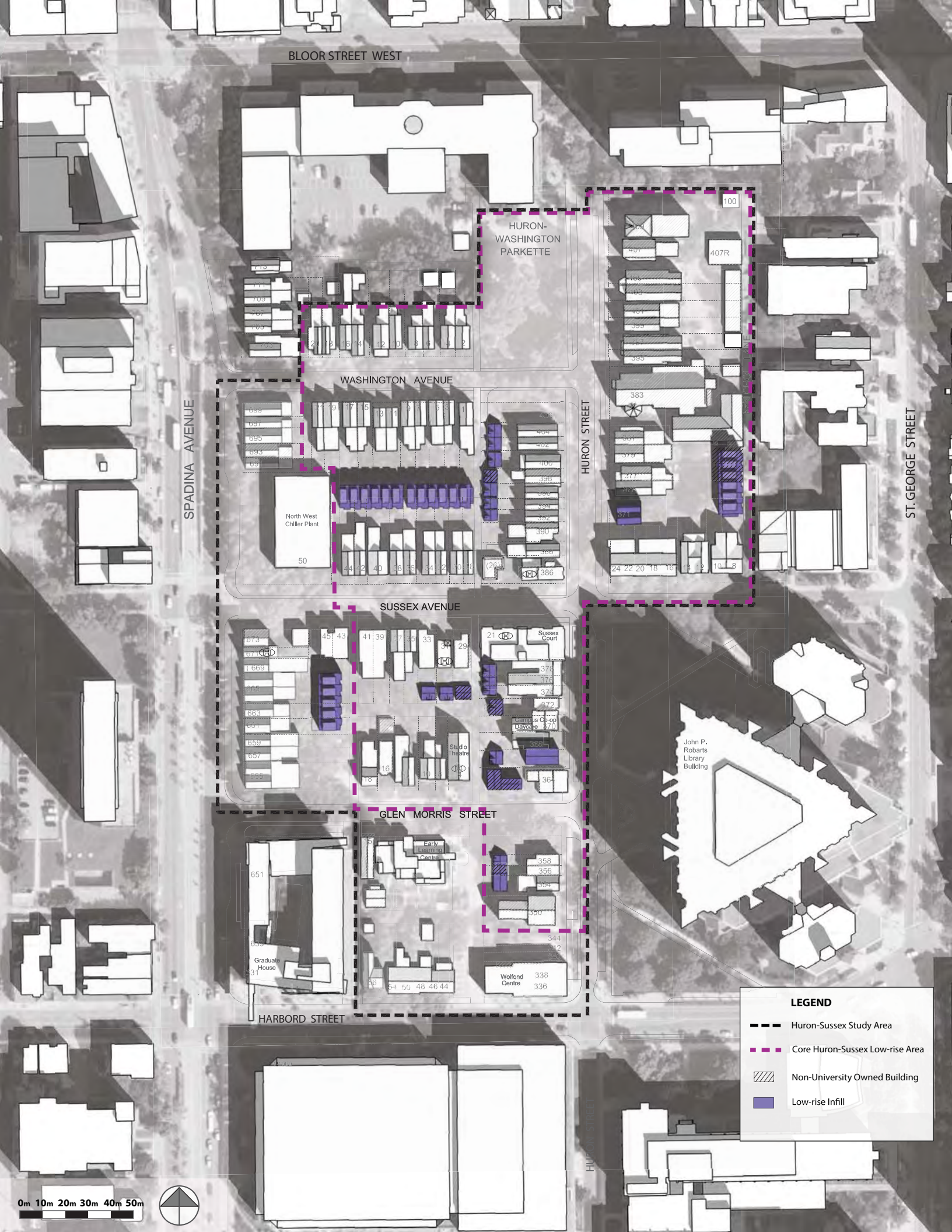
Enhancements to the existing parkettes at Washington Avenue/Huron Street and Glen Morris Street/Huron Street will include new trees and landscaping, and efforts to more closely integrate these spaces into the Living Lane.

A new public open space associated with the new mid-rise building at Spadina Avenue and Glen Morris Street will provide open space opportunities for residents, as well as users of the ground-level community facilities.

A new playground for the Campus Co-Op Daycare is located directly adjacent to the Campus Co-Op Daycare, providing a much needed outdoor space for the children. This space will provide visual connections to the Living Lane, enhancing safety through 'eyes on the street.'

The common-yard garden created in the rear-yards of the properties on the south side of Washington Avenue has been maintained. A similar model has been incorporated between Sussex Avenue and Glen Morris Street. These spaces will enhance the visual quality of the public laneways.

The Living Lane will be the central connector that links all new open spaces.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LEGEND
Huron-Sussex Study Area
Core Huron-Sussex Low-rise Area
Non-University Owned Building
Low-rise Infill
0m 10m 20m 30m 40m 50m

## 4.5 Low-Rise Infill

The Development Plan establishes a diverse network of Living Lanes and connecting neighbourhood lanes, creating north-south and east-west connections throughout the neighbourhood. These lanes will facilitate opportunities for new low-rise infill buildings within the Core Area. This is similar to the existing condition on bpNichol Lane, where Coach House Books, Innis College Courtyard, St Thomas's Anglican Church, and residential dwellings front onto the lane, creating a safe, active and vibrant area.

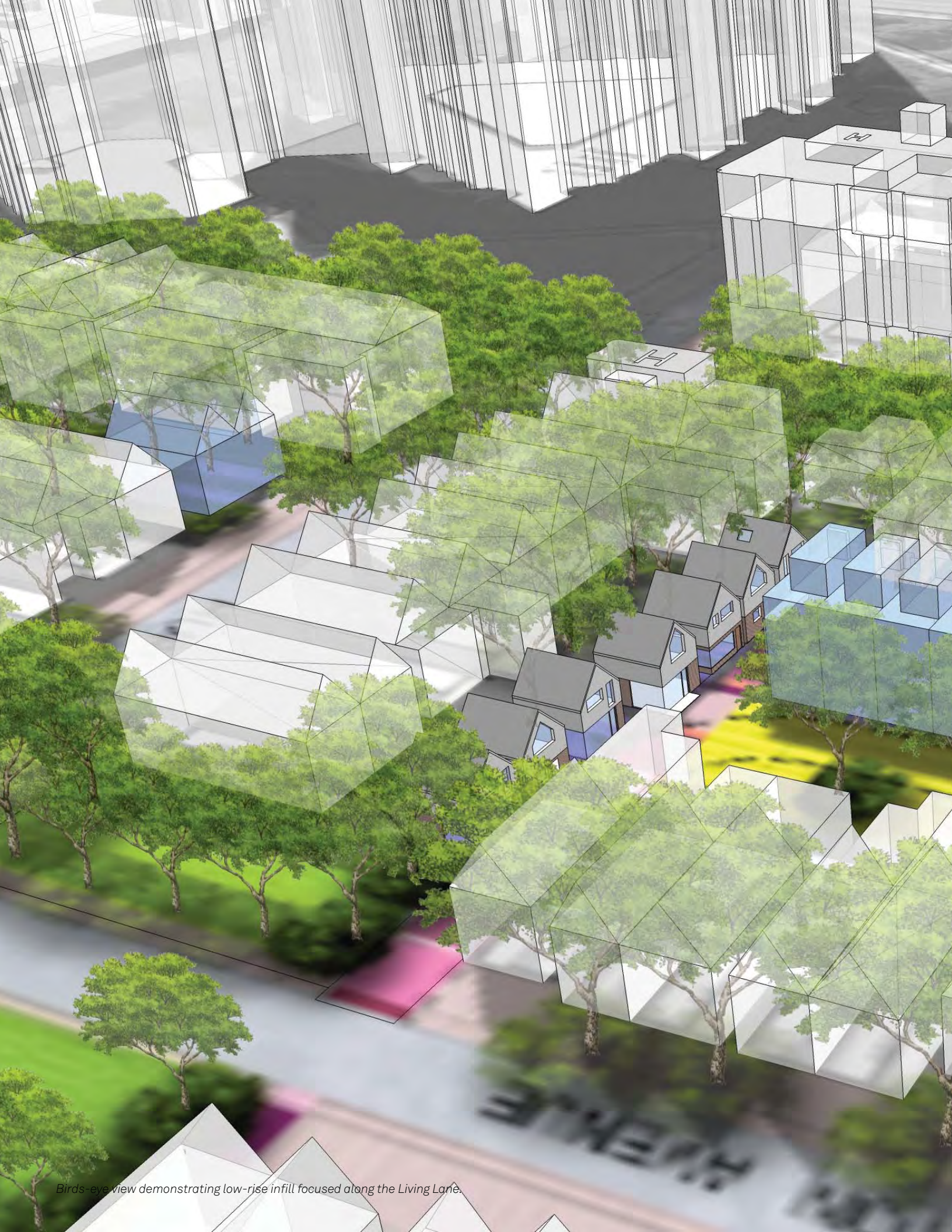
New development will balance the housing and market needs of the University and existing neighbourhood residents, with the successful built form established in the Core Area. Uses will include retail (i.e. cafes, specialty shops), workspace (i.e. office, design studio) and residential uses (i.e. accessory garden suites, lofts, and townhouses).

Five townhouse units are provided between Sussex Avenue and Glen Morris Street, as part of a larger condominium development on Spadina Avenue. Eight additional townhouse units may be possible through infill on Huron Street and bpNichol Lane).

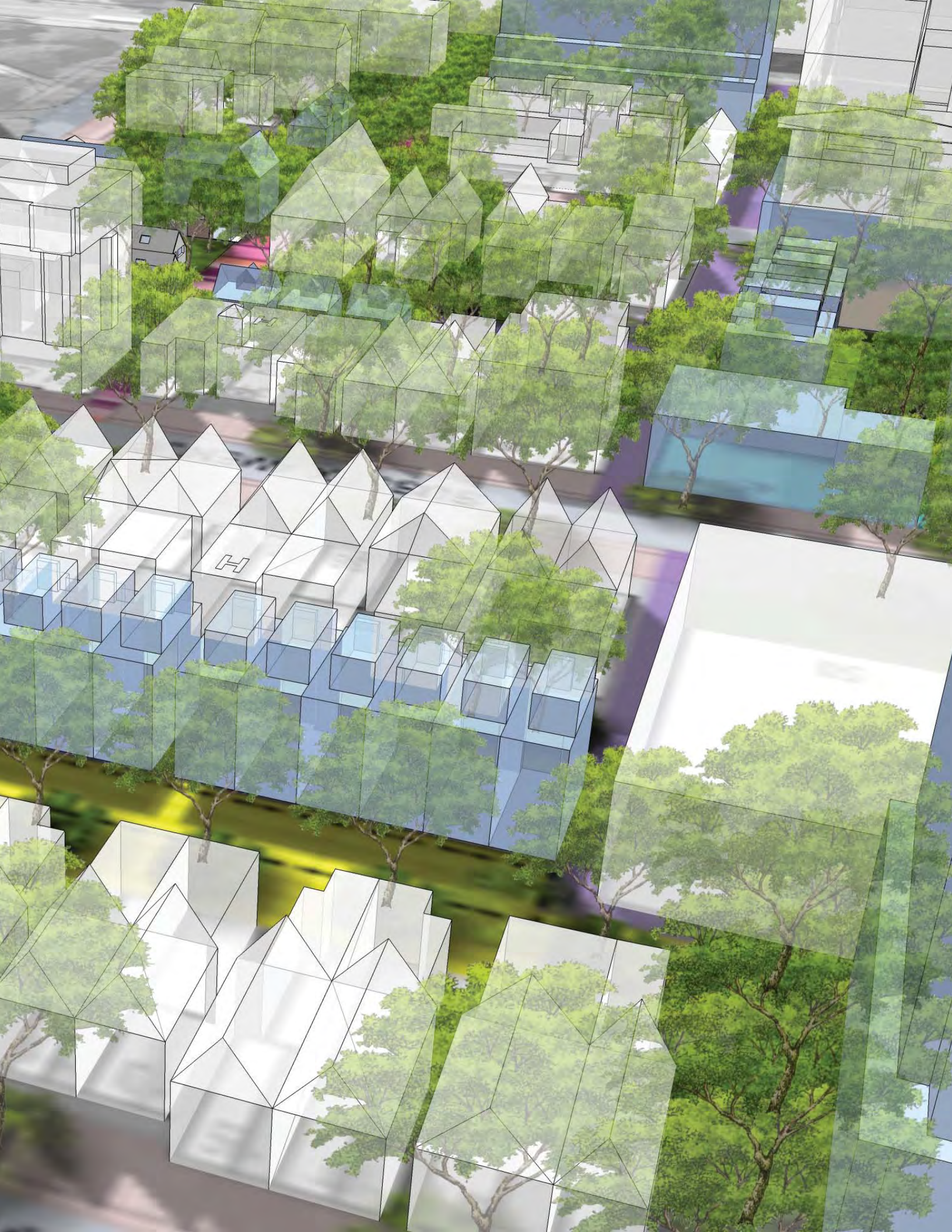
The area between Washington Avenue and Sussex Avenue has the deepest lots in the neighbourhood, and all properties are owned by the University, making it a prime location for infill housing. The land area has the potential to accommodate up to twelve townhouses.

Garden suites are located where existing rear-yards are deep enough to accommodate an infill building while maintaining a useable private rear-yard. Where existing healthy trees exist in the rear-yard, infill units have not been included to protect the tree and root structure though it is recognized that infill may still be accommodated should the tree reach the end of its lifespan, or be removed for other reasons. In total, approximately twenty-one garden suites can be provided.

Individual units will be designed and scaled to have minimal impacts on the established neighbourhood character.



*Birds-eye view demonstrating low-rise infill focused along the Living Lane.*

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House
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LEGEND
Huron-Sussex Study Area
Mid-rise Infill
Potential Retail at Grade Level
Existing Commercial
0m 10m 20m 30m 40m 50m

## 4.6 Mid-Rise Infill

Outside of the Core Area, opportunities exist for more intense mid-rise infill development to accommodate condominium and rental opportunities for all target groups, including existing tenants. This will create major redevelopment opportunities, and opportunities for private sector partnerships, which will minimize the University's burden to provide capital improvements in these areas.

The greatest opportunities for mid-rise infill are on Spadina Avenue and Harbord Street. On Spadina Avenue (between Sussex Avenue and Glen Morris Street, and north of the Chiller Plant) the existing row housing represents an underutilization of these properties along one of the City's busiest streets.

On Harbord Street, the existing dwellings are in poor condition, and would be more economically viable as a redevelopment site along a Major Arterial road. The location of this site, directly adjacent to the Grad House and the Living Lane, makes this a prime location for graduate student housing.

On Spadina Avenue, there are a row of dwellings between Sussex Avenue and Glen Morris Street that may have heritage significance. Further review will be required at the time of development. New infill development on this block may need to consider the viability of preserving these features, while allowing for effective redevelopment. Given the proximity of this development to the Graduate House and other University facilities, it is recommended that new University administration space be integrated into any new development.

With greater densities, these developments will support continuous active uses at-grade (i.e. retail, university uses) servicing the Huron Sussex neighbourhood, and drawing visitors to the area. Boulevard enhancements related to this redevelopment, including new street trees, spill out retail uses (i.e. cafes), public art, etc. will improve walkability and the overall pedestrian experience. Adjacent to the Chiller Plant, new mid-rise infill will provide the opportunity to create a more attractive frontage on Spadina Avenue, with retail uses nestled into the existing mature trees.

The Huron Sussex neighbourhood is within the Downtown and Central Waterfront in the City's Official Plan (Schedule 2). However, given the character of the area, including the adjacent neighbourhood context, we recommended building heights on the east side of Spadina Avenue and the north side of Harbord Street that reflect a 1:1 ratio with the width of the ROW. This results in a 13-storey building on Spadina Avenue and an 8-storey building on Harbord Street. It is recommended that buildings achieve these maximums.

The scale and massing of the buildings will be carefully considered to provide appropriate transitions to the Core Area, and to ensure sunlight, views and privacy are not compromised.

Within these new mid-rise buildings, centralized systems will generate the heating and cooling required to fulfill the needs of all new and existing (on an opt-in basis) neighbourhood dwellings as part of a community energy system.

*A demonstration plan showing what mid-rise infill along Spadina Avenue may look like. An addition to the Chiller Plant housing active uses, as well as vertical landscaping, helps to activate this currently underutilized space. Please note that this illustration is for demonstration purposes only.*


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LEGEND
Huron-Sussex Study Area
Community Use / University Use
0m 10m 20m 30m 40m 50m

## 4.7 Community/Joint Facility Uses

As the population increases within the Huron Sussex neighbourhood, there is a need for additional space to support community events.

A new community facility has been centrally-located in the neighbourhood, on the south side of Sussex Avenue (just south of the Chiller Plant). This will provide additional community space for both the University and the community.

This building will augment the new open space proposed at the Chiller Plant while providing an active frontage on Sussex Avenue.

At the rear of the new mid-rise building on Spadina Avenue (at Glen Morris Street), new university space will help to animate the street and provide a transition to the adjacent neighbourhood.


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John P.
Robarts
Library
Building
LEGEND
Huron-Sussex Study Area
Below-Grade Parking
0m 10m 20m 30m 40m 50m

## 4.8 Below-Grade Parking

Key features of the Development Plan, including the Living Lane and laneway housing, will result in a reduction in the parking spaces that currently exist in the neighbourhood. As infill and intensification occurs, some of this parking will be replaced through limited at-grade locations (i.e. within sections of the Living Lane) and within structured facilities below grade, where feasible.

The majority of displaced parking in the neighbourhood may be replaced through underground parking associated with the new mid-rise infill development on Spadina Avenue and Harbord Street. This will ensure accessible parking within walking distance (400m) of all residents.

At Spadina Avenue and Washington Avenue, redevelopment could take advantage of the shared rear-yards to the east to maximize below-grade parking potential (the number and arrangement of stalls would be subject to further study). Access would be provided from the new mid-rise building.

The new mid-rise building at Spadina Avenue and Glen Morris Street could accommodate 55 parking stalls per level, with access provided from the new lane to the east.

The new mid-rise building on Harbord Street could accommodate 29 parking stalls per level. Access from the existing Grad House parking lot should be provided, if possible, to consolidate access and shift vehicles away from the Living Lane.

The number of levels of parking at each location will depend on the total number of parking required within the neighbourhood, as well as a detailed feasibility analysis.

The below-grade parking areas will be key locations for infrastructure related to the community energy system, facilitating convenient, non-obtrusive access for repairs, while providing direct connections between generation equipment in the mid-rise buildings and the primary distribution network under the Living Lane.

*Looking east on Washington Avenue.*

# Section 5
# Economic Analysis

## 5.1 Summary of Findings

The following represents an overview of the economic analysis undertaken by NBLC. For the full report, please refer to the appendix.

### Introduction

The Huron Sussex Neighbourhood is one of Toronto's most desirable communities in which to live given its access to University of Toronto's St. Georges Campus and a broad range of transit, retail, and entertainment and employment options within walking distance.

### Huron Sussex Housing Inventory

Within the study area boundary, the University owns the majority of housing. Detached and semi-detached homes, apartments and rooming houses provide accommodation for a broad range of tenant groups, including:

- Current Long Term Tenants;
- Single Graduate Students;
- Student Family Housing;
- New Faculty Housing;
- Visiting Faculty Housing; and,
- Other Tenants Affiliated with the University.

This housing requires continuous maintenance and currently revenues from rental income closely match expenses. The small annual surplus that is accumulated is used to repay the ongoing debt that is required to fund repairs and upgrades to the housing. The housing is also not always best suited to all the tenant groups. For example, many of the units are not well designed for families, lacking laundry facilities or separate study areas.

*Housing in the Huron Sussex neighbourhood has a strong and consistent character, though the age of the buildings results in significant maintenance costs for the University.*

## Existing Demand and Rental Housing Market

A waiting list exists for both graduate and family student housing and there is a need identified by the University to offer a broader range of housing opportunities for faculty, both visiting and permanent, to help the school compete for the best teaching and research personnel. We understand that ensuring the tenure and housing security of the existing tenants is also a commitment of the University of Toronto.

The existing rental market is extremely tight in terms of vacancies and is very expensive. Both affordability and availability are key issues that the University must address in dealing with housing. In our view, it is unrealistic to assume that the private housing market could address the needs of the University any time in the foreseeable future.

## Strategy Overview and Analysis

The Development Plan outlined in this report suggests a range of possible development features and street and open space improvements to accommodate the growth of these groups, including:

- Mid-rise developments on Harbord Street and Spadina Avenue;
- At-grade retail in mid-rise buildings and a limited amount on lanes;
- A community use;
- Townhomes on lanes and streets; and,
- Garden Suites on lanes.

The neighbourhood will continue to include rental housing as well as owner occupied housing. This range of options will accommodate all target groups. A series of proforma generally concluded that they would be viable and return a modest annual surplus to the University that could be used to fund future deferred maintenance.

More specifically, the analysis concludes:

- In new graduate housing, the rental rates required to create a small annual surplus would be significantly higher than the current rates at Graduate House. This is a reality of developing student housing, and through a more detailed design exercise, there may be opportunities to improve this outlook.
- The lower density townhome and garden loft concepts are viable if rents were increased over current lease rates. This is acceptable considering the uniqueness of these design options. Issues with respect to

planning approvals, design and servicing should be studied in greater detail to further refine the feasibility of this development option.

- All of these development opportunities are set within a framework of improved laneways and public open spaces that would serve to improve the overall quality of the neighbourhood. However, these improvements, and possible subsurface servicing requirements and parking have not yet been developed to a point where a cost estimate can be development in any meaningful way and thus have not been included in the analysis.

The economic analysis outlines additional opportunities for the University to generate income, including:

- Consider offering existing tenants the opportunity to purchase their current homes, or new units as their needs change, with the land component remaining as a lease. In this way, purchasers would be assuming the maintenance costs, but would benefit from the potential increase in equity. The University would retain ownership and manage future property transfers.
- Some of the target groups, new faculty in particular, could be offered affordable ownership opportunities. We suggest a mechanism where a mid-rise building, or perhaps part of a building, could be designated for affordable ownership. The report offers a proforma analysis that suggests that the underlying land of the condominium is retained by the University. Reduced marketing and sales costs as well as eliminating a land value payment could reduce values to affordable levels. Apart from the obvious benefits of providing affordable living accommodation, this approach eliminates long term maintenance and management costs but allows owners to reap the benefit of increased equity.
- The University of Toronto may be able to offer greater affordability by offering first and, in the case of new developments, second mortgages, on favourable terms. These mortgages could create a significant new source of revenue.

## Conclusion

An economic analysis suggests that there are several opportunities to explore that could improve the financial outlook of the existing housing while at the same time adding new stock, that may be more appropriate to the tenant groups.

At this level of analysis there is also good evidence that the plan developed by Brook McIlroy along with the strategies contained within this report could be the basis of an economically viable project worthy of more detailed consideration.

We recommend that the plan elements and strategies developed within this, and the Brook McIlroy work, be advanced within the context of a detailed business plan.

*College Quarter Greenway, University of Saskatchewan, Brook McIlroy*

# Section 6
# Performance Guidelines

## 6.1 Public Realm Design

The following nine Performance Guidelines have been prepared to ensure that new development in the Huron Sussex neighbourhood supports the vision for an attractive, high-quality public realm.

**#1 The Living Lane and Lanes**

**# 2 Open Space and Common Yards**

**# 3 Community Facilities**

**# 4 Boulevard Design**

**# 5 Crosswalks**

**# 6 On-Street Parking**

**# 7 Surface Parking**

**# 8 Signage**

**# 9 Sustainability**


*Opposite Page: College Quarter Greenway, University of Saskatchewan, Brook McIlroy*

## Performance Guideline # 1

# The Living Lane and Lanes

**The ability for safe and easy travel through the neighbourhood is integral to the creation of a vital and active community. A central Living Lane, and neighbourhood lanes, will facilitate these connections.**

- Neighbourhood lanes should be designed to meet City standards. Their required carrying-capacity (i.e. one-way or two-way) should be determined through further traffic analysis.
- The Living Lane and neighbourhood lanes should be curbless to demonstrate pedestrian priority over vehicles. A single, high-quality paving material (i.e. unit pavers) should be used for the entire width of the lane.
- Paving materials should continue where lanes cross public streets.
- Where garden and garage suites and townhouse units front onto a lane, a 1.2m setback is required at grade to accommodate snow storage and garbage bins on collection days.
- Where buildings are accessed from a neighbourhood lane, primary entrances should front directly onto the lane.
- Where buildings have primary frontage on a public road, a secondary entrance should be provided on the lane.

- Buildings located along a lane should have active uses (i.e. common rooms, amenity space, residential kitchens) at the front for animation and 'eyes on the street.'
- Trees should be located wherever possible along the lanes. At the south end of the Living Lane, where the lane is wider, a continuous row of trees is recommended, as well as places for benches and places to sit.
- Sustainable stormwater management solutions should be incorporated within the Living Lane and neighbourhood lanes to capture and infiltrate stormwater. These should be planted with native plant materials that thrive in seasonal conditions.
- Public amenities, including sitting areas, benches, shade structures, and public art, should be located along the Living Lane where space permits.
- All lighting within the lanes should be pedestrian-scaled and downcast to minimize light-pollution on adjacent properties.
- The design of laneways should comply with the principles of Crime Prevention through Environmental Design (CPTED).
- Where infrastructure related to the community energy system is located under the Living Lane, it should be easily accessible for repairs, but hidden from view with no impact at grade level.

*Opportunities for shared community gardens should be explored where possible.*

## Performance Guideline # 2

# Open Space & Common Yards

**A network of new parks and common yards are provided to augment existing open spaces. They should be designed and located to support safe, active use at all times of day, and throughout the year.**

- The role of open spaces and common yards should be obvious. Open spaces should be easily accessible, both physically and visually. Private shared-yards should limit public access through low, attractive fencing, landscaping, etc.
- New open spaces not located along a neighbourhood lane should be clearly accessible and visible from public streets.
- New infill housing adjacent to open spaces should face the open space.
- Where open spaces are located at the side of new infill housing, active rooms should face onto the open space to provide casual surveillance.
- Open spaces should promote all-season use. Protection from wind and precipitation should be provided through tree planting, landscaping, canopies, etc.
- Appropriately located open spaces should be treed to provide weather-protection, and to enhance the urban tree canopy.
- Open spaces should provide a full range of site furnishings including lighting, benches, trash receptacles and signage.
- Community gardens should be incorporated into smaller open spaces.
- Bicycle parking should be located in close proximity to all open spaces.

*Adjacent uses should create an active frontage on open spaces to ensure safe use at all times of day.*

## Performance Guideline # 3

# Community Spaces

**As intensification occurs in the neighbourhood, flexible community spaces are going to be required to accommodate the needs of a diverse range of users, including families and singles, students, faculty, staff, and community members.**

- Community spaces should be flexible, and able to accommodate all users of the neighbourhood.
- Community spaces should be located in a highly accessible area of the neighbourhood, with direct access from both the internal lane network as well as adjacent public streets.
- Complimentary uses, such as outdoor amenity space, should be located in close proximity to community spaces.
- The internal layout of community uses should ensure that active rooms face onto adjacent open spaces.
- Community spaces should provide a significant amount of glazing on all sides facing a public street or open space to enhance safety through opportunities for casual surveillance.

*Boulevards should be carefully designed as attractive, pedestrian-supportive spaces..*

## Performance Guideline # 4

# Boulevard Design

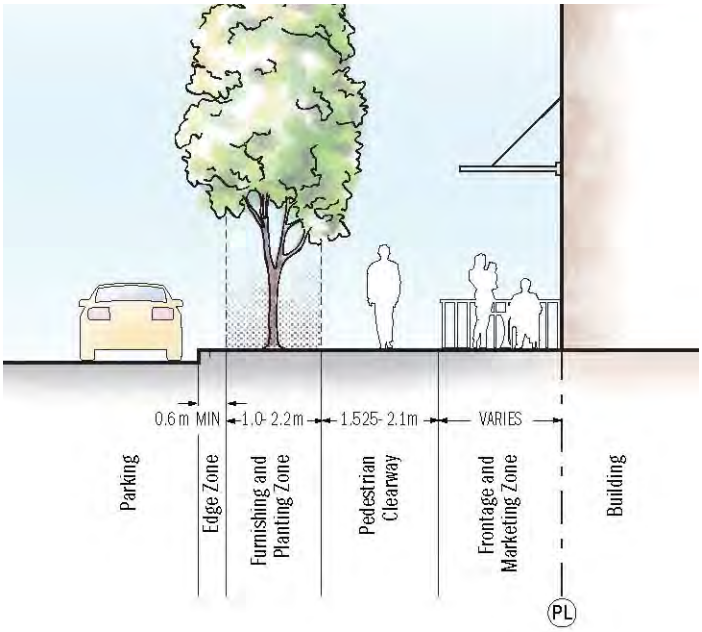
**Well designed, tree-lined, and adequately sized boulevards support and encourage walking and cycling, and reinforce streets as places to socialize within the neighbourhood.**

### 4A/ Local Huron Sussex Streets

- Ensure a minimum sidewalk width of 1.5m.
- All sidewalks should be constructed of brushed concrete and should be barrier-free.
- Where sidewalks cross driveways, they should be continuous.
- New infill trees should be planted along boulevards to fill in gaps in the existing urban tree canopy.
- Boulevard trees should be located according to City standards.
- All boulevards should be designed to support snow storage.

### 4B/ Spadina/Harbord

- Set back new buildings on Spadina Avenue and Harbord Avenue to align with existing buildings.
- The boulevard should be separated into three areas:
  - Furniture and Landscape Zone (between the curb and sidewalk, accommodates trees, benches, etc.)
  - Sidewalk Zone (dedicated to pedestrian movement)
  - Transition Zone (1m between the sidewalk and building face, accommodates retail displays and spill-out areas)




*Boulevards on Spadina Avenue and Harbord Street should be divided into distinct elements (City of Toronto Vibrant Streets Manual).*

- Should large-scale reconstruction of the street occur, opportunities to locate trees further (minimum 1.5m) from the street should be explored.
- Where trees are not irrigated already, linear tree trenches, soil cell technology, and/ or structural soils should be used to ensure mature growth.
- Feature paving should be used to delineate areas of pedestrian priority (i.e. adjacent to the open space at the Chiller Plant, approaching the Living Lane, etc.).

*Crosswalks should be clearly designated with lighting surface striping, and distinct materials.*

## Performance Guideline # 5

# Pedestrian Connections

**Crosswalks facilitate safe, convenient access throughout the neighbourhood, and minimize pedestrian and vehicle conflicts.**

- Crosswalks should be continuous and connected to adjacent sidewalks.
- Crosswalks should conform to the Ontarians with Disabilities Act.
- Crosswalks should be clearly designated with lighting and surface striping.
- Subject to a traffic review, mid-block pedestrian crosswalks should be provided where open spaces align public streets (i.e. Huron Street), and where laneways intersect with public streets.
- Where provided, mid-block pedestrian crosswalks should have on-demand signals to ensure safe crossing.

*A significant amount of existing parking in the neighbourhood is accommodated through on-street parking.*

## Performance Guideline # 6

# On-Street Parking

**On-street parking animates the street, reduces vehicle speeds and serves as a buffer between pedestrians and vehicles. It should be provided wherever possible to replace parking that has been displaced by new infill buildings.**

- On-street parking should be maintained where it currently exists.
- On-street parking should be provided wherever possible.
- On-street parking may be situated between bump-outs where appropriate.
- Bump-outs should be well landscaped and designed to accommodate snow removal.
- Parking meters should be located behind the sidewalk or the Furniture and Landscape Zone (if applicable) to accommodate snow removal and storage.
- Where appropriate, permeable paving should be considered in dedicated on-street parking areas to promote drainage, provide passive irrigation for street trees, and to enhance the street edge.

*Permeable paving, and other opportunities to limit impervious surfaces, should be explored.*

## Performance Guideline # 7

# Surface Parking

**Opportunities for surface parking is limited within the neighbourhood to areas within the Living Lane. Where provided, it should be carefully integrated to minimize visual impacts on the public realm and to support pedestrian priority.**

- Existing surface parking in the neighbourhood should be maintained where possible. New surface parking should be limited to the southern end of the Living Lane.
- Where the Living Lane is wide enough to accommodate surface parking, it should be carefully integrated to reinforce pedestrian priority.
- Surface parking stalls should be strategically located to accommodate a continuous row of trees in the Living Lane.
- Where trees are provided, they should have access to a minimum of 15m3 of soil to ensure healthy growth.
- Where appropriate, permeable paving should be considered for surface parking stalls to promote drainage, provide passive irrigation for trees, and to enhance the street edge.
- Bicycle parking should be located in surface parking areas, close to building entrances.
- Well-drained snow storage areas should be provided within the parking area.





*Examples of neighbourhood-specific signage throughout the City of Toronto.*

## Performance Guideline # 8

# Signage

**Clear and well-located signage results in safe and efficient pedestrian and vehicle circulation, demonstrating the most direct route to neighbourhood destinations.**

- City of Toronto signage (i.e. street signs, furniture plaques) should identify the Huron Sussex Neighbourhood at the University of Toronto as a distinct neighbourhood.
- The University's wayfinding signage should be extended to new public areas within the neighbourhood, including the Living Lane, neighbourhood lanes,and new open spaces.
- Signage should be coordinated wherever possible to minimize visual clutter.
- Pedestrian-scaled signage should indicate primary and secondary building entrances, open spaces, etc.
- The location of signage within the Living Lane and neighbourhood lanes should not impede vehicle sight lines.

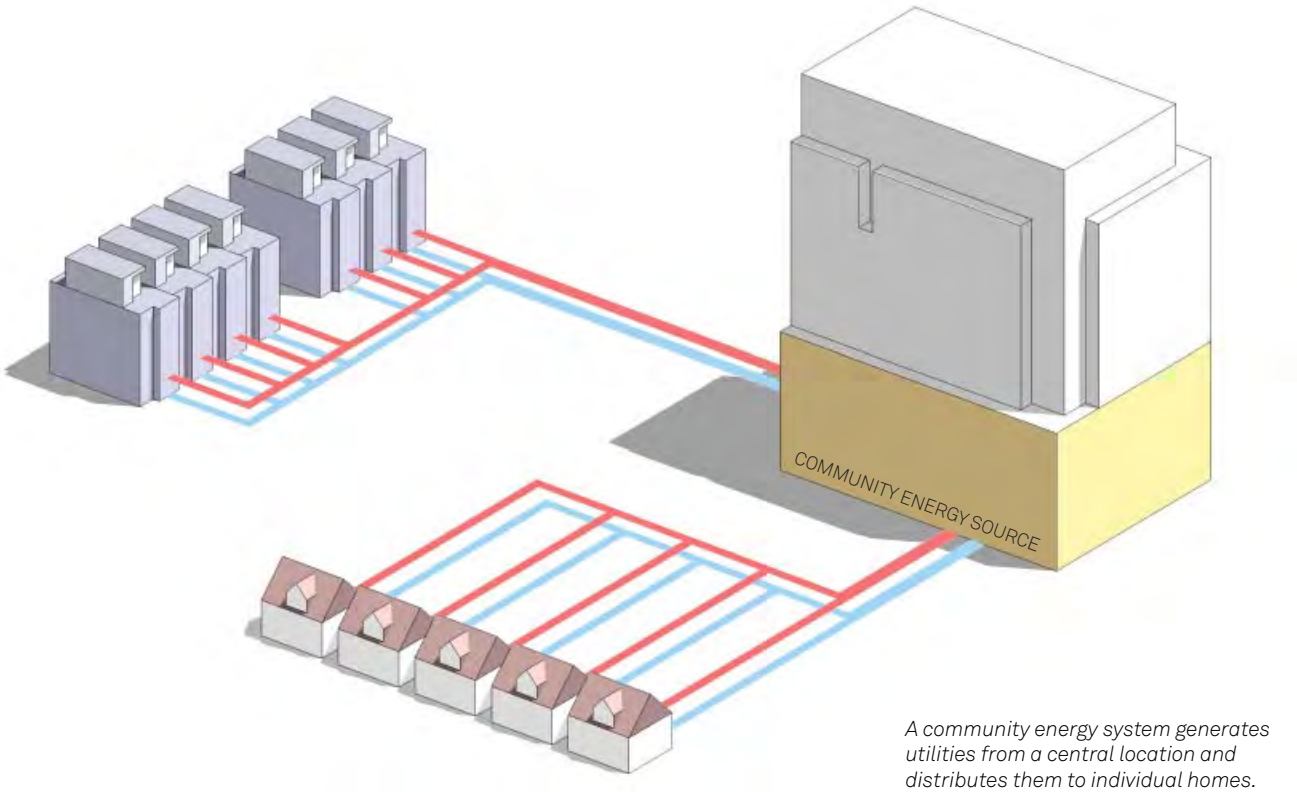
*A variety of sustainable initiatives should be explored within the public realm, including bioswales, living walls, native planting, etc.*

## Performance Guideline # 9

# Sustainability and Community Energy

**The university campus, and the associated neighbourhood, should set a strong example for sustainable development in the public realm through landscaping and stormwater management practices.**

- Impervious surfaces should be minimized . Wherever possible (i.e. Living Lane, neighbourhood lanes, boulevards) porous paving and frequently landscaped areas are encouraged to capture stormwater and increase the total amount of water run-off absorbed through infiltration.
- Existing healthy trees and vegetation should be protected and incorporated into site design.
- Landscaped areas should use native plant species that require less maintenance, and are drought resistant.
- Landscaping techniques should minimize water consumption (i.e. use of mulches and compost, cisterns, natural landscaping, and rainwater collection systems). If irrigation systems are used, they should be highly efficient systems (i.e. drip) and actively monitored to minimize waste.
- Sustainable stormwater management solutions should be incorporated within the Living Lane and neighbourhood lanes to capture and infiltrate stormwater. These drainage basins should be planted with native plant materials that thrive in wet conditions.
- Downspouts on new buildings (and existing where possible) should be used to distribute stormwater run-off to adjacent open spaces.




*A community energy system generates utilities from a central location and distributes them to individual homes.*

**A community energy system is recommended to fulfill energy needs in the neighbourhood. Such a system demonstrates environmental leadership, infrastructure resiliency, and community character.**

- Utilities (i.e. heating and cooling) will be generated from centralized locations, and distributed to individual properties.
- Within individual dwellings, the system will be regulated through a small internal unit, eliminating the need for large, intrusive equipment (i.e. furnace, air conditioning equipment).
- System infrastructure should be located under the Living Lane, and within planned underground parking areas, where it will be hidden from view, but can be easily accessed with minimal impact on the public realm.
- As part of the system, electrical utilities should be buried to minimize potential disruptions in severe weather, and to eliminate visual clutter along the streetscape.
- Continuous service should be provided through built-in redundancy.
- The system will eliminate the potential for carbon monoxide poisoning resulting from typical natural gas furnace and hot water tank combustions.
- Overall energy use will be minimized while allowing individual units to vary their heating and cooling needs.
- The system would be an economical, efficient, resilient and sustainable way of providing the heating and cooling needs of the community.

*City of Toronto Mid-Rise Building Guidelines, Brook McIlroy*

## 6.2 Private Realm: Mid-Rise Infill

The following five Performance Guidelines have been prepared to ensure that new mid-rise infill development on the east side of Spadina Avenue and the north side of Harbord Street supports the vision for an attractive, high-quality private realm.

*Note: The Huron Sussex neighbourhood is within the Downtown and Central Waterfront in the City's Official Plan (Schedule 2). However, given the character of the area, including the adjacent neighbourhood context, we have applied a 1:1 ratio (right-of-way width to building height) to determine the recommended height and massing on the east side of Spadina Avenue and the north side of Harbord Street..*

**# 10 Location and Orientation**

**# 11 Building Height**

**# 12 Massing and Stepbacks**

**# 13 Façade Design**

**# 14 Access, Servicing, and Loading**

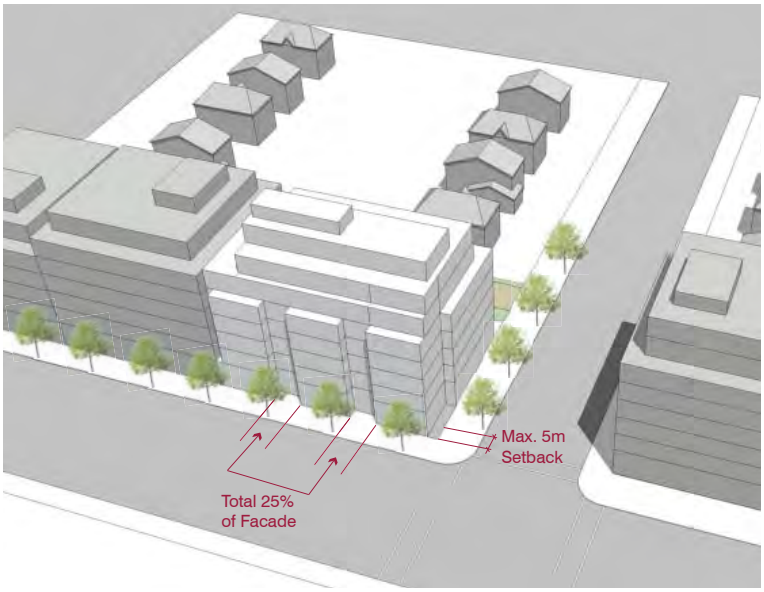
*New mid-rise buildings should be aligned and located to address the street.*

## Performance Guideline # 10

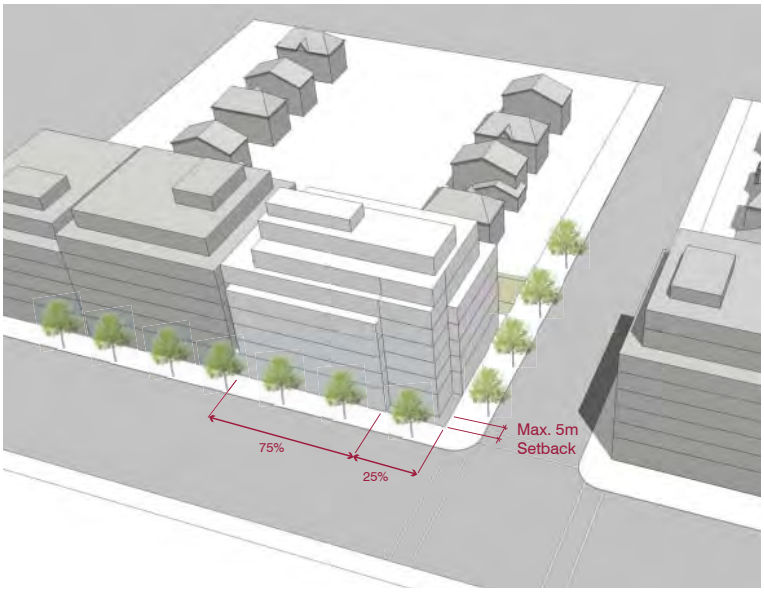
# Location & Orientation

**New mid-rise buildings should be located to create a consistent streetwall along Spadina Avenue and Harbord Street.**

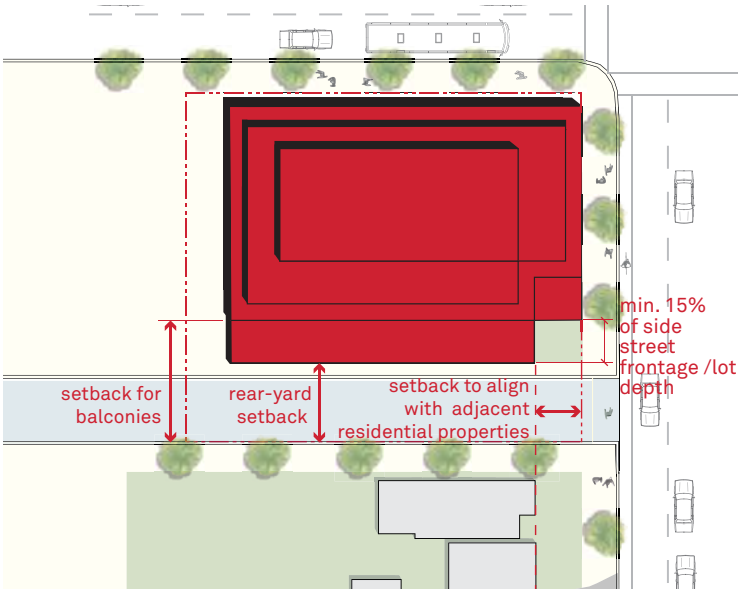
- Buildings should frame adjacent streets with direct access from public sidewalks.
- Buildings should generally maintain the existing streetwall established on Spadina Avenue and Harbord Street by locating a minimum of 75% of the frontage at the established setback line.
- Minor variations (up to 5m) in setbacks are encouraged on the remaining 25% of the frontage to facilitate wider boulevards, accommodate public amenity space, and to create a more interesting streetscape.
- The base of mid-rise buildings should be built to the side property line to create a continuous street frontage.
- Where mid-rise buildings wrap onto Washington Avenue and Glen Morris Street, 15% of the building should be set back to align with the existing residential setbacks.
- Buildings on Spadina Avenue and Harbord Street should maintain a generous setback from the rear-property line.
- Balconies located on the rear façade should not result in overlook on adjacent properties.




*75% of a building's frontage should be located to maintain the established setback. The remaining 25% can vary to create a more interesting streetscape.*




*Within the 25% of the façade that is set back, building elements should not be more than 5m from the property line.*




*Buildings should be set back to match the established build to line where they wrap onto adjacent local streets.*

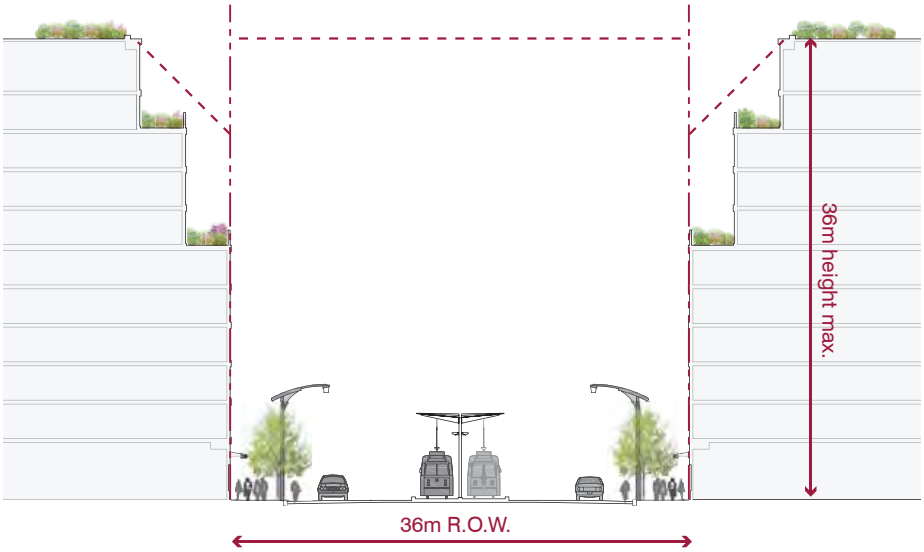

*The height of mid-rise buildings should create an appropriate relationship with the width of the right-of-way.*

## Performance Guideline # 11

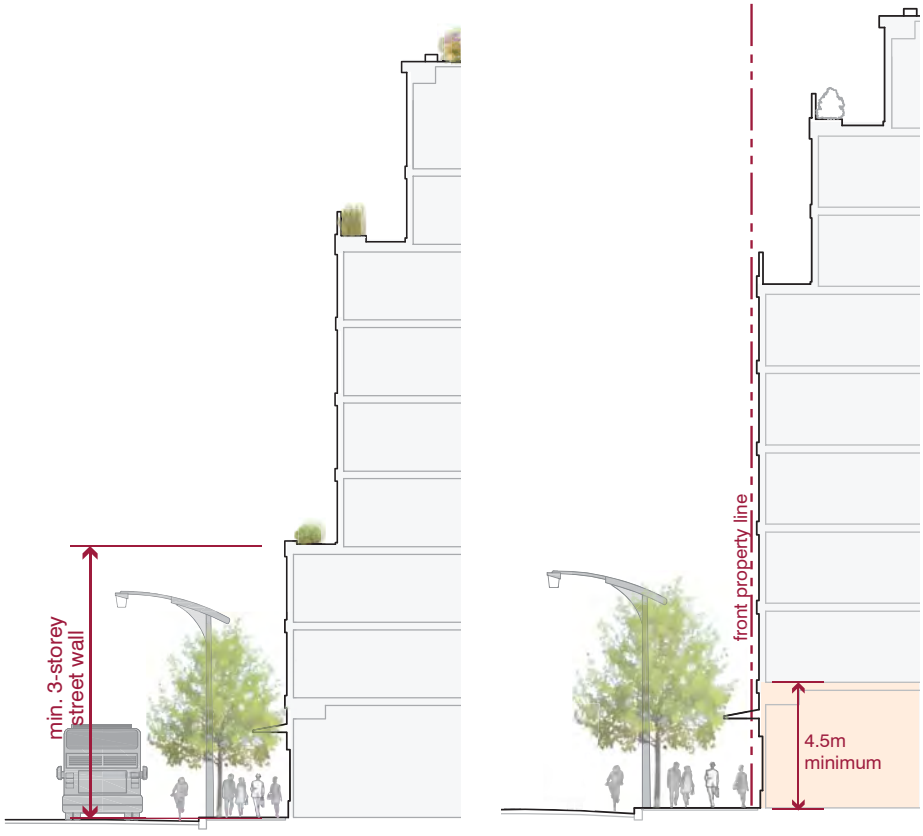
# Building Height

**The height of new buildings on Spadina Avenue and Harbord Street are integral in supporting a vibrant, comfortable, and human-scaled pedestrian environment.**

- The maximum height of buildings on Spadina Avenue and Harbord Street should generally be determined by a 1:1 ratio with the width of the right-of-way. On Spadina Avenue, this results in a 13-storey maximum height. On Harbord Street, this results in an 8-storey maximum height.
- Mechanical penthouses may exceed the maximum height limit by up to 5m provided they do not penetrate angular planes.
- The minimum floor-to-floor height of the ground floor should be 4.5m to facilitate retail uses at-grade. Additional floors, including the 2nd floor or top floor, may also be taller to accommodate non-residential uses.




*The maximum height of mid-rise buildings should be determined by a 1:1 ratio with the width of their right-of-way.*




*Mid-rise buildings should have a minimum streetwall height to maintain the relationship to existing buildings. A minimum ground floor height of 4.5m is recommended to accommodate retail uses.*

*Upper storeys of mid-rise buildings should be designed and massed to minimize impacts on adjacent properties.*

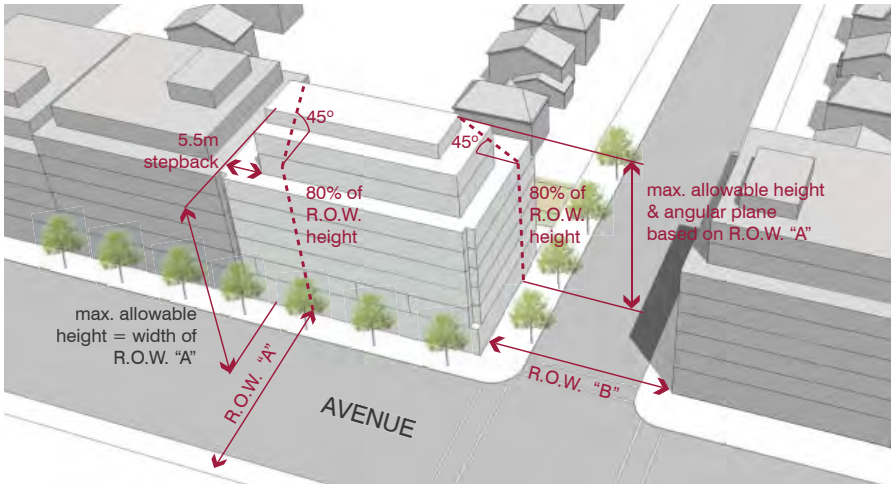
## Performance Guideline # 12

# Massing and Stepbacks

**Mid-rise buildings should be designed and massed to frame the street, and to allow for a minimum of 5-hours of sunlight onto Spadina Avenue and Harbord Street from March 21st - September 21st.**

### 12A/ Front Stepbacks

- New mid-rise buildings should achieve a minimum streetwall height of 3-storeys to reflect a main street character.
- Above the streetwall, a stepback, and/or change in material and articulation, is recommended to define a clear building base and middle.
- An additional 'pedestrian perception stepback' should be provided between the streetwall and 80% of the total building height on Spadina Avenue to further mitigate the perception of height. This stepback is not required on Harbord Street where the building height is less.
- Where terraces are incorporated into stepbacks, stepbacks should be deep enough to ensure useable amenity space.
- Where buildings are greater than 60m in width (i.e. Spadina Avenue and Glen Morris Street), they should be designed and articulated to 'break-up' their large façade through vertical breaks and setbacks.




*An illustration demonstrating some of the key massing and stepback guidelines.*

## 12B/ Rear Stepbacks

- Buildings on Spadina Avenue and Harbord Street should have rear stepbacks to minimize shadow impacts on the Core Area. Where rear stepbacks can not be achieved, due to lot restrictions, shadow studies are recommended to determine the impacts on adjacent properties.

## 12C/ Corner Sites

- On corner sites at Glen Morris Street and Washington Avenue, the building height and stepbacks that apply on Spadina Avenue should extend to the local streets.

## 12D/ Balconies and Projections

- Balconies should not be located within the first three storeys on the front façade.
- Balconies within the streetwall height should be inset behind the streetwall.
- Balconies and other projections should be contained within all angular planes.

*The façades of mid-rise buildings should be highly articulated to create an attractive, vibrant streetscape.*

## Performance Guideline # 13

# Façade Design

**The streetwall of buildings on Spadina Avenue and Harbord Street should support the public and commercial function of the street through the creation of a comfortable, yet highly animated pedestrian environment.**

- Articulation in the streetwall is encouraged through a rhythm of multiple frontages, architectural articulation, numerous entrances, display windows, canopies and/or signage.
- On corner sites, the articulation of buildings should address both street frontages.
- Various architectural styles are encouraged, but should be complimentary to those found in the adjacent neighbourhood.
- Building materials should be high quality and durable. Finish materials should extend to all sides of the building.
- Design and material quality should be consistent, and building materials and finishes should be complementary.
- Preferred materials include brick, stone, metal, glass, in-situ concrete and pre-cast concrete. Imitation materials are discouraged.

- The ground floor of all buildings should have a significant amount of clear glazing to create visual interest from the streetscape.
- Permanent opaque covering on windows and doors that prevent views into the building should be discouraged.
- Individual entrances to retail units should be provided off of Spadina Avenue and Harbord Street.
- Above-grade residential units should be accessed through a single unified entrance.
- Buildings should provide weather-protection at grade, particularly at main entrances.
- Utilities, vents and other undesirable elements should be avoided on the lower levels of façades or should be integrated into the architectural composition.

*Servicing and loading facilities should be integrated into the building where possible, and hidden from view of adjacent streets.*

## Performance Guideline # 14

# Access, Servicing & Loading

**The visual impact of storage, servicing and loading areas should be minimized through proper location and screening.**

### 14A/ Servicing and Loading

- Access to parking, servicing and loading facilities should be provided from a series of new and existing lanes at the rear of the buildings.
- Loading and servicing functions should be integrated within the building and combined with storage areas wherever possible.
- Where they can not be integrated within the building, they should be located at the side or rear-yard and screened from view.
- Where possible, service, loading and garbage areas should be coordinated at a single location.
- Service and loading areas must not encroach into side or rear-yard setbacks.


*Servicing and loading should be accessed from a rear-lane to minimize curb-cuts on pedestrian streets.*

## 14B/ Storage Areas

- Storage areas should be integrated into the building, and combined with servicing and loading areas wherever possible.
- Outside storage areas should be located at the rear or side of buildings, and screened from view from Spadina Avenue and Harbord Street.
- In the rear or side-yard, efforts should be made to locate these areas on site where they have the least visual impact from local streets, or the Living Lane and neighbourhood lanes.
- Screening walls should have a minimum height equal to the storage facility.
- Storage areas should be large enough to accommodate all users of the development.
- Storage areas must not encroach into side or rear-yard setbacks.
- Garbage areas should be paved with an impervious surface.
- Storage areas should be constructed of materials that complement the main building.


*Street related infill housing example.*

## 6.3 Private Realm: Low-Rise Infill (Street-Related Sites)

The following five Performance Guidelines have been prepared to ensure that new low-rise infill development at the street edge (i.e. singles, townhouses), supports the vision for an attractive, high-quality private realm.

**# 15 Setbacks and Coverage**

**# 16 Parking and Access**

**# 17 Site Design and Landscaping**

**# 18 Height, Depth and Massing**

**# 19 Building Design**

*New infill buildings should maintain the existing setbacks in the neighbourhood (looking west on Washington Avenue).*

## Performance Guideline # 15

# Setbacks and Coverage

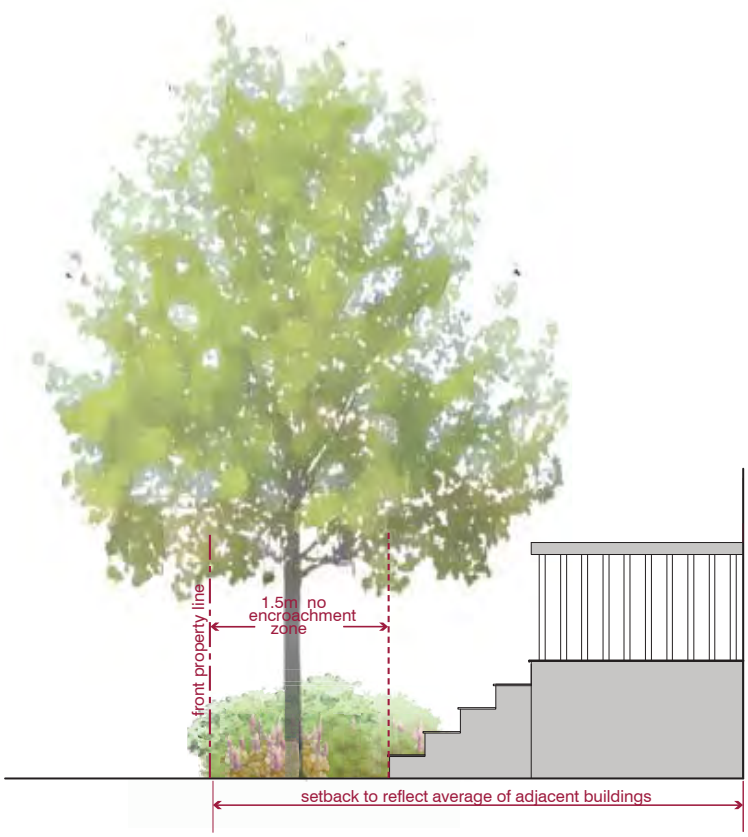
**Setbacks determine the buildings location on site, and the relationship to the street and adjacent properties. They are integral in ensuring that new dwellings are consistent with the established character.**

### 15A/ Front-Yard Setbacks

- The front-yard setback should be determined by the average setback of the abutting buildings to create a consistent streetwall.
- 1.5m of this minimum setback (from the property line) should be a 'no encroachment zone.'
- The remaining setback can contain non-habitable building elements (i.e. porches, steps, roof elements, etc.).

### 15B/ Side-Yard Setbacks

- Side-yard setbacks should provide adequate separation distances between adjacent properties.
- For new dwellings with a rear-yard garden or garage suite, an additional side-yard setback should be provided to accommodate access to the rear unit. This setback should be wide enough to accommodate unobstructed access.
- Exterior building elements (i.e. air conditioning units, etc.) should not block pedestrian movement.




*Street-related infill buildings should have a minimum 3m setback to create a transition between the public and private realm.*

## 15C/ Rear-Yard Setback

- A minimum rear-yard setback of 7.5m should be provided.
- Where a garden or garage suite exists, a minimum separation distance of 4m should be provided between the principle dwelling and the suite.

*On-street parking in the Huron Sussex neighbourhood (looking north on Huron Street).*

## Performance Guideline # 16

# Parking and Access

**As intensification occurs, new parking will be accommodated through on-street permit parking and underground structured parking to minimize disruptions to the public realm.**

- No new front-yard driveways or curb cuts should be permitted.
- Parking for residential infill buildings will be accommodated through on-street permit parking.

*Please refer to Section 6.1, Performance Guideline # 6.*

*Infill buildings should maintain the high-level of private landscaping established in the neighbourhood (looking east on Glen Morris Avenue).*

## Performance Guideline # 17

# Site Design and Landscaping

**Building on the public realm initiatives, private landscaping and site design should support a sustainable and attractive neighbourhood.**

- Existing trees, tree stands, and vegetation should be protected and incorporated into infill developments where possible.
- The front-yard should be well landscaped.
- New front and rear-yard trees are encouraged to augment the urban tree canopy.
- Recommended landscape materials include non-invasive, non-cultivar species that are native to the City of Toronto.
- Species that are drought resistent and require minimal maintenance are encouraged.
- Landscape design should incorporate strategies to minimize water consumption (i.e. use of mulches and compost, natural landscaping, and rainwater collection systems).
- Landscape design should reduce impervious hard surfaces wherever possible, and on-site grading should direct stormwater away from impervious areas.

*New buildings in the Huron Sussex neighbourhood should maintain a height that is consistent with the established neighbourhood.*

## Performance Guideline # 18

# Height, Depth and Massing

**The height of new street-related infill buildings will help to create a strong, and well framed streetscape, while reinforcing the scale of built form that currently exists in the neighbourhood.**

› The height of street-related infill buildings should generally reflect the height established by adjacent buildings. In the majority of the Core Area, this should not exceed 3-storeys. On Huron Street, south of Glen Morris Street, opportunities may exist for taller multi-unit buildings.

*Infill buildings should use contemporary architecture that complements the established neighbourhood character.*

## Performance Guideline # 19

# Building Design

**New infill dwellings should provide contemporary architecture that complements, but does not mimic, the bay-and-gable style of architecture that characterizes the Huron Sussex neighbourhood.**

### 19A/ Façade Design

- Contemporary architecture that complements the elements of the established neighbourhood (i.e. bay windows, front porches, etc.) is encouraged.
- A range of façade designs are encouraged to create variation along the streetscape.
- Buildings should use a variety of materials and architectural details, both vertical and horizontal, to break-up the façade. Options may include the use of bays, recesses, reveals, substantial trim and secondary building elements including porches, verandahs, balconies and bay windows.
- Buildings should not have blank façades. Flanking façades should have a design and material standard equal to the front façade.
- Dwellings on corner lots should provide positive frontages on both streets.

*New infill buildings should maintain a scale and massing that complements established neighbourhood buildings.*

## 19B/ Entrances

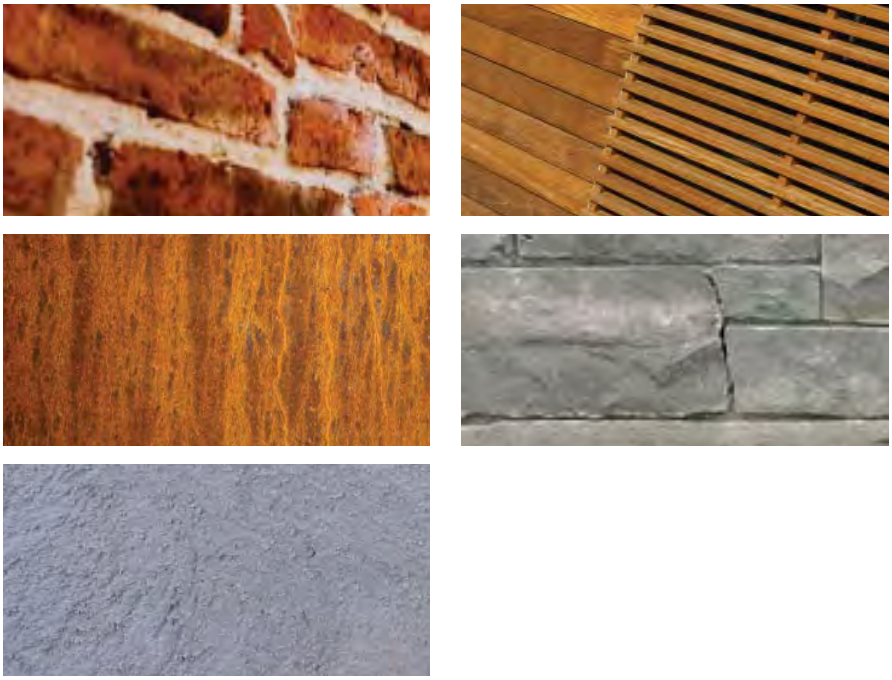
- Dwellings should be oriented to address the public street with primary entrances clearly visible from the public sidewalk.
- If the main entrance can not be accommodated in the front-yard due to site specific limitations, access can be provided from the side-yard. In such cases, the primary façade should still be designed to address the street with active internal uses (i.e. kitchen) overlooking the street.
- Entrances should generally be one storey in height, and well-integrated into the building through recesses, covered porches, verandahs, etc.
- Main entrances can be up to 1.2m above grade to accommodate front steps and outdoor amenity areas.
- Entrances should provide weather-protection.
- Multi-unit dwellings should articulate individual entrances.
- Side entrances should be provided at grade level to protect privacy and minimize overlook on adjacent properties.

## 19C/ Windows

- Dwellings should provide a similar amount of clear-glazing on the primary façade to reflect the large bay windows that characterize the Huron Sussex neighbourhood.
- Active internal uses (i.e. kitchen, living room, etc.) should be located at the front of the dwelling to create strong visual connections to the public realm.
- Windows located on the side of a dwelling should not conflict with that of an adjacent dwelling.
- Windows should be arranged to enhance views, and provide natural ventilation and light, without sacrificing privacy to the primary or adjacent dwellings.
- Skylights should be coordinated with other roof and building elements and should be located behind the roof ridge, or out of view of the public realm.
- Clerestory windows are encouraged, where appropriate, to provide a connection between the building façade and the roof.

## 19D/ Roofs, Dormers, Chimneys

- A variety of rooflines and shapes should occur on new infill buildings, but should



*A variety of high-quality materials should be used in the Huron Sussex neighbourhood, including brick, wood, stone, etc.*

maintain a scale and height that is complimentary to adjacent dwellings.

- Roof materials/colours should complement the building materials and the overall building design.
- Roof elements (i.e. chimneys, dormers, pitches, vents, etc.) are positive design elements and should be used to distinguish adjacent buildings.
- Roofs covering secondary portions of the building should generally match the slope of the primary roof and be designed as an integral part of the building.
- Porch roofs should be no greater than one storey in height.
- Dormers and secondary roof components should be positioned and proportioned to remain secondary to the primary roof form.

## 19E/ Balconies, Porches and Decks

- Balconies, porches, and decks are encouraged as transitional elements that provide access, amenity space and weather protection.
- These elements should be designed as integral parts of the building.
- The scale of porches should be consistent with the style of the neighbourhood, but should be deep enough to facilitate useable space. They should not project into the 'no encroachment zone' within the front-yard.
- The height of porches, and their associated roofs, should be limited to a single storey.
- On corner lots, opportunities to wrap porches and decks are encouraged to address both street frontages.

## 19F/ Materials

- Finished materials should extend to all sides of the building, including projections (i.e. balconies, porches, etc.).
- Building materials should be chosen for their functionality and aesthetic quality, as well as their energy and maintenance efficiency.
- Building materials should be high quality and durable, and should complement those used throughout the neighbourhood, including brick, stone, wood, etc.
- Imitation materials are discouraged.

*Garden suite example*

## 6.4 Private Realm: Low-Rise Infill Sites (Garden and Garage Suites)

The following five Performance Guidelines have been prepared to ensure that new low-rise infill development at the rear of sites (i.e. garage and garden suites), supports the vision for an attractive, high-quality private realm.

**# 20 Setbacks and Coverage**

**# 21 Parking and Access**

**# 22 Site Design and Landscaping**

**# 23 Height, Depth and Massing**

**# 24 Building Design**

*Garden and garage suites should face onto public lanes, and be set back 1.2m from the property line (11th and Tolmie by Lane Fab Design).*

## Performance Guideline # 20

# Setbacks and Coverage

**Setbacks determine the location of the garden and garage suite on site, and the relationship to the primary building and adjacent lane. They are integral in ensuring that infill development is consistent with the established character.**

### 20A/ Site Coverage

› Where garden or garage suites are provided on a lot, site specific exceptions should be granted to allow greater than 40% coverage provided all other guidelines in this document are met.

### 20B/ Side-Yard Setbacks

› One side of a garden or garage suites should be set back 1.2m from the property line to accommodate a pathway to the primary dwelling or public street.

› The opposite side can be set back a minimum of 0.5m. Where a party wall exists on the primary dwelling, a similar treatment can be applied to the garden or garage suite.

› Exterior building elements (i.e. air conditioning units, etc.) should not block pedestrian movement.

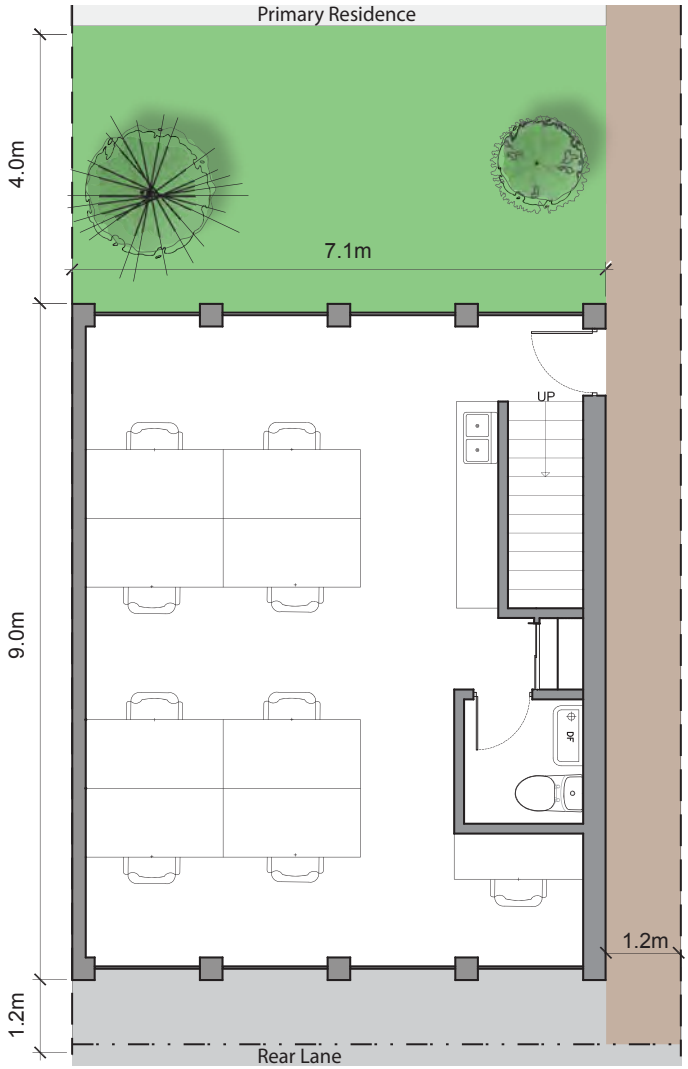
## 20C/ Rear-Yard Setbacks

- A minimum separation distance of 4m between the principal dwelling and the garden or garage suite should be provided.
- A 1.2m setback is required between the dwelling frontage and the lane right-of-way to create a transition between the public and private realm, and to accommodate snow storage.
- Rear-yard decks and porches attached to a garden or garage suite should be permitted provided rear-yard setbacks and separation distances are accommodated.

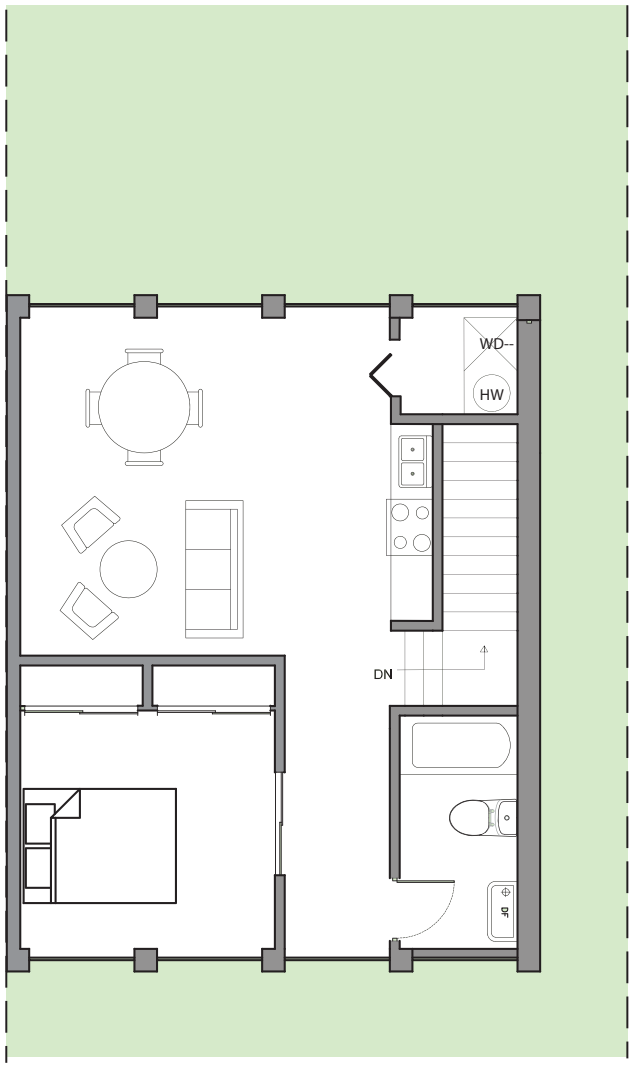
## Sample Infill Typologies

Within the areas identified for low-rise infill, there are a variety of lot widths, ranging from 5-10m. The following typologies demonstrate sample garden and garage suite layouts at 127m$^2$. The diagrams demonstrate a number of ways in which the guidelines can be met, but are not meant to preclude additional designs that meet the guidelines.

Demonstration Site # 1
**Studio/Office plus One-Bedroom Suite**



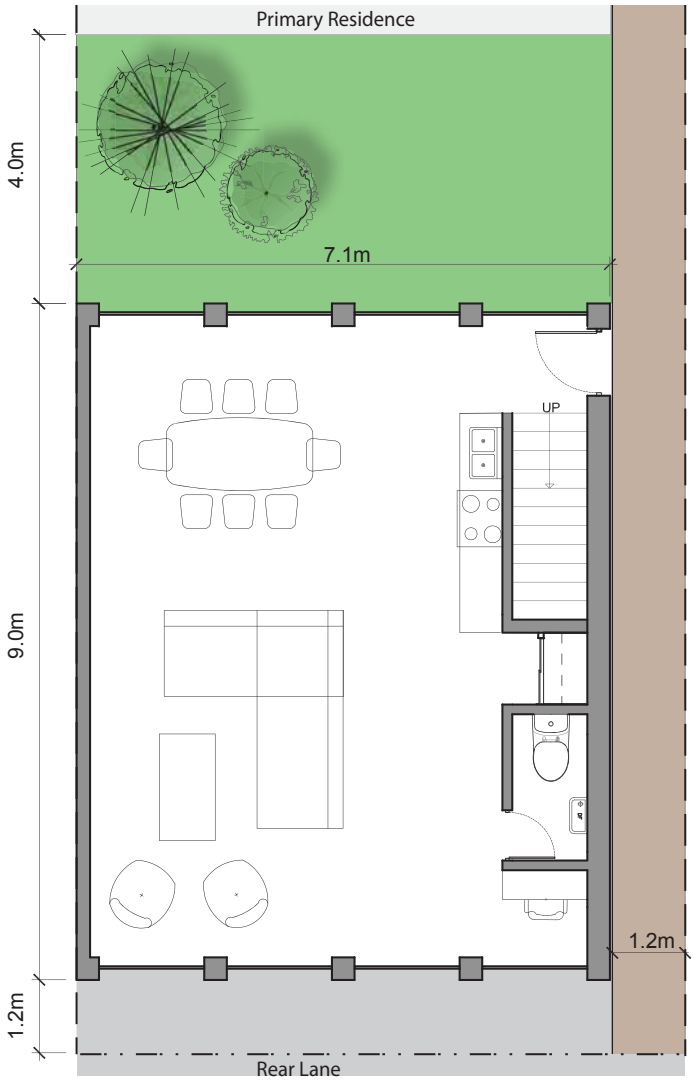

First Storey



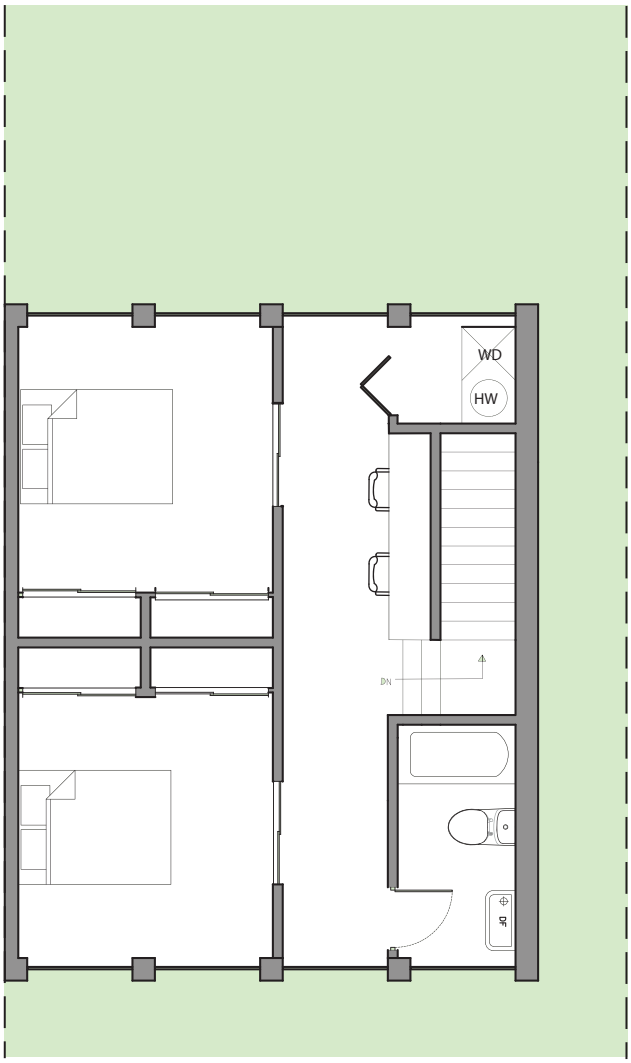

Second Storey

Demonstration Site # 2

## Two-Bedroom/Two-Storey Coach House



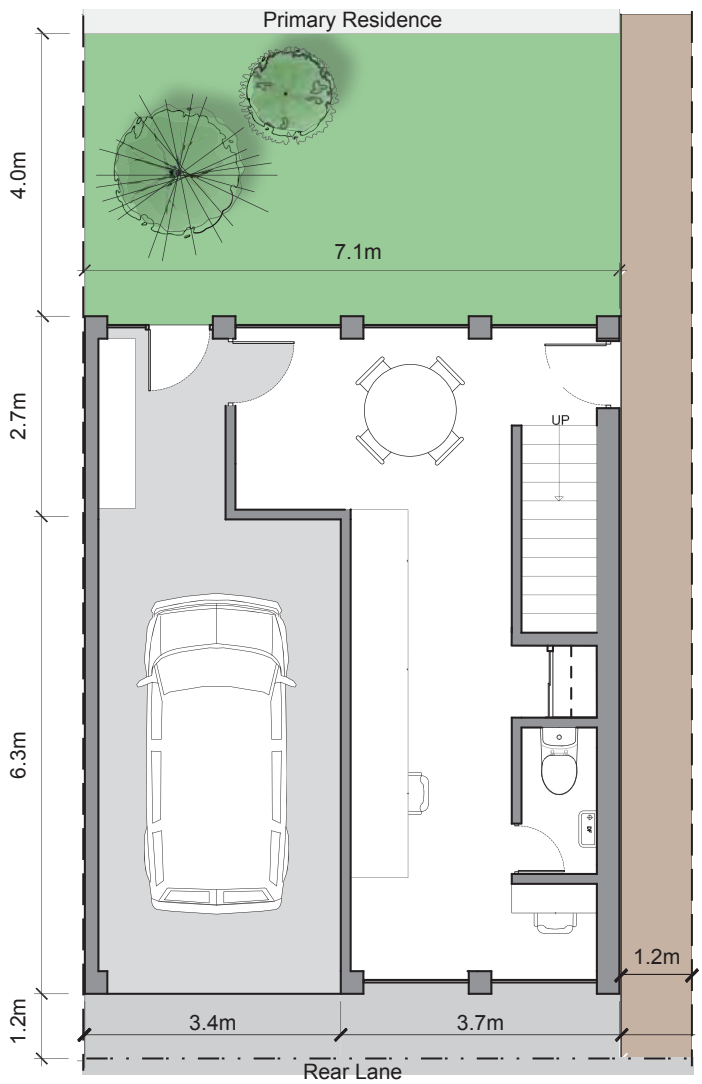

First Storey



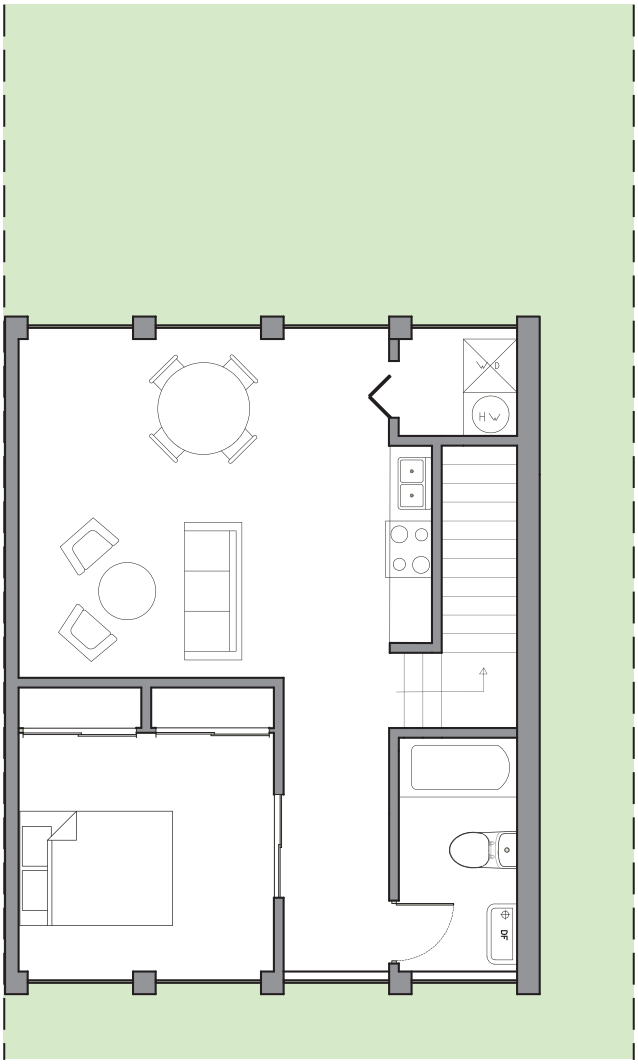

Second Storey

Demonstration Site # 3

## One Car Garage with Studio/Office and One-Bedroom Suite



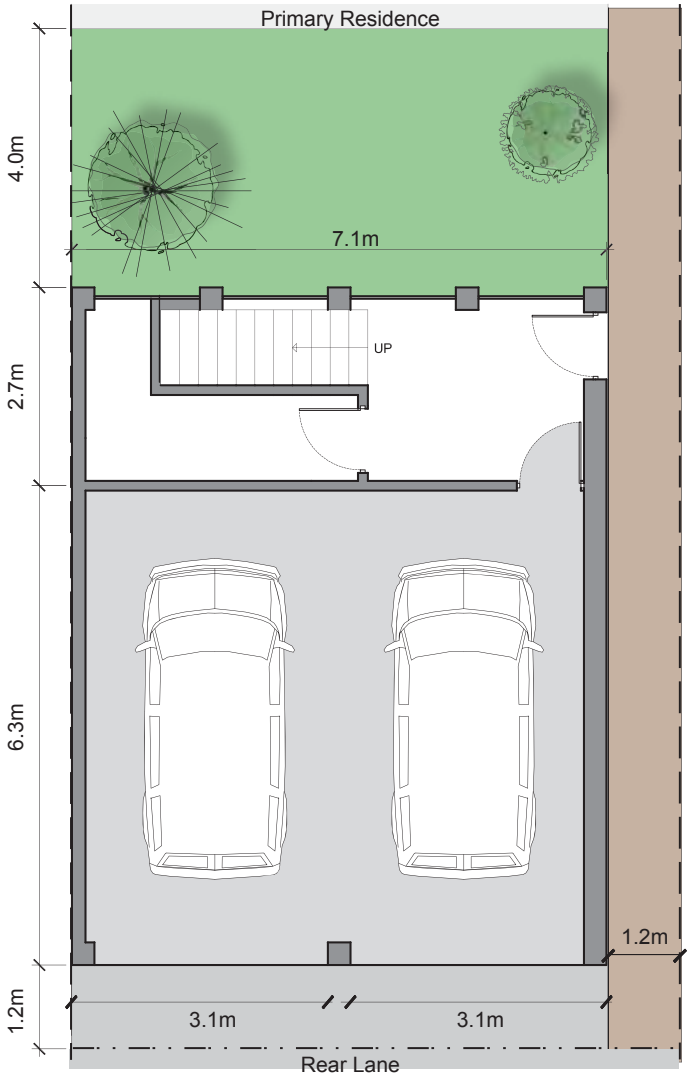

First Storey



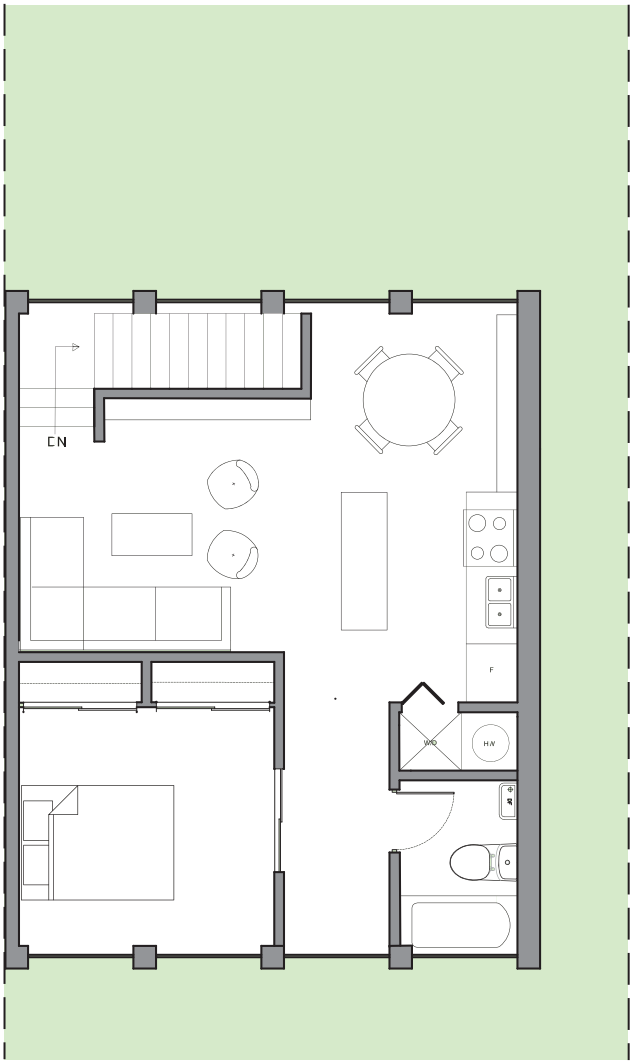
Second Storey

Demonstration Site # 4

## Two Car Garage with One-Bedroom Suite




First Storey




Second Storey

*New parking in the neighbourhood could be accommodated within garage suites (54 Croft Street by Kohn Shnier Architect).*

## Performance Guideline # 21

# Parking and Access

**As garden and garage suites provide additional dwelling units in the neighbourhood, parking will be accommodated through a mix of on-site surface parking, on-street permit parking and underground structured parking.**

- Primary vehicle access to garden and garage suites should be provided from the Living Lane, and the network of neighbourhood lanes.
- Wherever possible, a parking spot should be provided on site.
- Where parking cannot be accommodated on site, it should be provided through nearby on-street parking or underground structured parking related to mid-rise infill on Spadina Avenue and Harbord Street.
- Where parking is provided on site, either through a garage or a surface spot, a minimum clearance of 2.85m should be provided.
- Where two cars are accommodated on site, a minimum clearance of 5.9m is required.
- The minimum depth of a garage should be 6m.

*Pathways between infill buildings and primary buildings (or adjacent streets) should be safe and attractive.*

## Performance Guideline # 22

# Site Design and Landscaping

**Private landscaping and site design should support and build on the significant landscaping provided in the Living Lane and neighbourhood lanes to support a sustainable and attractive neighbourhood.**

### 22A/ Private Landscaping

- Existing trees, tree stands, and vegetation should be protected.
- Within the 1.2m setback from the suite façade to the lane, seasonal planting is encouraged to augment the public realm landscaping throughout the laneway network. Landscaping should not interfere with snow storage requirements in the winter.
- Recommended landscape materials include non-invasive, non-cultivar species that are native to the City of Toronto.
- Species that are drought resistent and require minimal maintenance are encouraged.
- Landscape design should incorporate strategies to minimize water consumption (i.e. use of mulches and compost, natural landscaping, and rainwater collection systems).
- Landscape design should reduce impervious hard surfaces wherever possible, and on-site grading should direct stormwater away from impervious areas.

## 22B/ Internal Pathways

- Garden and garage suites should be connected to adjacent streets and laneways, through the site, by an internal pathway.
- Access pathways should have a minimum width of 1.2m to facilitate barrier-free access.
- Access pathways should integrate seamlessly with adjacent sidewalks and lanes.
- Access pathways should be constructed of durable, high-quality materials, including brushed concrete.

## 22C/ Lighting

- Pedestrian-scaled lighting should be conveniently located to illuminate access pathways, and dwelling entrances.
- Lighting may be free-standing or wall-mounted as appropriate.
- Lighting should be downlit to avoid light pollution.
- On the side facing the lane, lighting should be consolidated to illuminate on-site features, as well as the adjacent lane to enhance safety while minimizing light pollution.

*Garden or garage suites should be consistent with the height of adjacent properties (57th Vivian (3) by Lane Fab Design).*

## Performance Guideline # 23

# Height, Depth and Massing

**The height and massing of garden and garage suites should be carefully considered to minimize overlook on adjacent properties.**

- The maximum height of a garden or garage suite should be consistent with the height of the primary residence.
- The width and depth of a garden or garage suite can be as large as possible provided all other guidelines are met.
- Upper floors of the garden or garage suite should be carefully designed and massed to minimize overlook on adjacent properties.

*The size and location of windows and doors should ensure privacy on adjacent properties (Laneway house by Lane Fab Design).*

## Performance Guideline # 24

# Building Design

**Garden and garage suites should provide contemporary architecture that supports a unique character along the Living Lane and neighbourhood lanes, while complementing the primary dwellings they are associated with.**

### 24A/ Façade Design

- A range of façade designs are encouraged to create variation along the Living Lane and neighbourhood lanes.
- Contemporary architecture that complements the elements of the established neighbourhood (i.e. bay windows, front porches, etc.) is encouraged.
- Buildings should use a variety of materials and architectural details, both vertical and horizontal, to break-up the façade.
- Buildings should not have blank façades. Flanking façades should have a design and material standard equal to the front façade.

### 24B/ Entrances

- Main entrances should be directly accessible and visible from the Living Lane and neighbourhood lanes.
- Entrances should be one storey in height, and well-integrated into the building.
- Entrances should provide weather-protection. Where possible, this can be part of a larger initiative to provide weather-protection along the Living Lane and neighbourhood lanes.
- Main entrances should be located at grade.
- Secondary entrances should be located at the side of the suite and easily accessible from internal pathways.

## 24C/ Windows

- The frontage facing the Living Lane or neighbourhood lanes should have a high level of clear-glazing.
- Windows should be arranged to enhance views, and provide natural ventilation and light, without sacrificing privacy to the primary or adjacent dwellings.
- Active internal uses (i.e. kitchen, living room, etc.) should be located at the front of the dwelling to create strong visual connections to the public realm.

## 24D/ Roofs, Dormers, Chimneys

- Roof materials/colours should complement the primary building and the overall building design.
- Roof elements (i.e. chimneys, dormers, pitches, vents, etc.) should be used to distinguish adjacent suites.

## 24E/ Balconies, Porches and Decks

- Rooftop terraces are encouraged on the second storey.
- Where sides of a terrace look over adjacent properties, they should be screened from view.

## 24F/ Materials

- Finished materials should extend to all sides of the suite.
- Building materials should be chosen for their functionality and aesthetic quality, as well as their energy and maintenance efficiency.
- Building materials should be high quality and durable, and should complement those used on the primary dwelling, including brick, stone, wood, etc.
- Imitation materials are discouraged.

*Townhouses fronting onto an adjacent street.*

## 6.5 Private Realm: Low-Rise Infill Sites (Townhouses)

The following five Performance Guidelines have been prepared to ensure that new low-rise infill development at the rear of sites (i.e. Townhouses), supports the vision for an attractive, high-quality private realm.

**# 25 Setbacks and Coverage**

**# 26 Parking and Access**

**# 27 Site Design and Landscaping**

**# 28 Height, Depth and Massing**

**# 29 Building Design**

*Townhouses should be located to frame the street, with a small setback to accommodate private landscaping.*

## Performance Guideline # 25

# Setbacks and Coverage

**Setbacks determine the buildings location on site, and the relationship to the adjacent laneways and buildings. They are integral in ensuring that new townhouses are consistent with the established character.**

### 25A/ Front-Yard Setbacks

› A minimum front-yard setback of 2m should be provided to accommodate landscaped transition areas between the public and private realm, and to provide space for the placement of garbage containers on collection days.

### 25B/ Side-Yard Setbacks

› Side-yard setbacks at end units should be 1.5m.

### 25C/ Rear-Yard Setback

› A minimum rear-yard setback of 4m should be provided to accommodate private backyard space.

› Where townhouses back onto a public open space, a reduced setback (i.e. 3m) may be appropriate.

*New parking will be provided through underground structured parking within new mid-rise buildings.*

## Performance Guideline # 26

# Parking and Access

**As townhouses provide additional dwelling units in the neighbourhood, new parking will be accommodated through on-street permit parking and underground structured parking.**

- No new front-yard driveways or curb cuts should be permitted.
- Parking for townhouse units may be accommodated through on-street permit parking, or within an underground structured parking lot associated with the adjacent mid-rise development .

*Small, private landscaped areas should be provided within new townhouse buildings.*

## Performance Guideline # 27

# Site Design and Landscaping

**Building on the public realm initiatives, private landscaping and site design should support a sustainable and attractive neighbourhood.**

- Existing trees, tree stands, and vegetation should be protected.
- Within the 2m front-yard transition zone seasonal planting is encouraged to augment the public realm landscaping throughout the laneway network. Landscaping should not interfere with snow storage requirements in the winter.
- Recommended landscape materials include non-invasive, non-cultivar species that are native to the City of Toronto.
- Species that are drought resistent and require minimal maintenance are encouraged.
- Landscape design should incorporate strategies to minimize water consumption (i.e. use of mulches and compost, natural landscaping, and rainwater collection systems).
- Landscape design should reduce impervious hard surfaces wherever possible, and on-site grading should direct stormwater away from impervious areas.


*Where townhouse units are greater than 4-storeys, they should be stepped back to minimize their perceived height.*

## Performance Guideline # 28

# Height, Depth and Massing

**The height of townhouse units should provide an appropriate transition from the mid-rise building on Spadina Avenue, to the low-rise buildings in the neighbourhood core.**

- The maximum height for townhouse units should be 4-storeys.
- Where a fourth storey is provided, it should be set back a minimum of 2.4m from the front and rear wall of the third storey to create useable outdoor amenity space (i.e. terraces).

*The design of townhouse façades should articulate individual building entrances.*

## Performance Guideline # 29

# Building Design

**New infill dwellings should provide contemporary architecture that complements, but does not mimic, the bay-and-gable style of architecture that characterizes the Huron Sussex neighbourhood.**

### 29A/ Façade Design

- Contemporary architecture that complements the elements of the established neighbourhood is encouraged.
- A range of unique but complementary façade designs are encouraged to distinguish between adjacent units.
- Buildings should use a variety of materials and architectural details, both vertical and horizontal, to break-up the façade. Options may include the use of bays, recesses, reveals, substantial trim and secondary building elements including porches, verandahs, balconies and bay windows.
- The end of townhouse rows should not contain blank walls. Flanking façades should have a design and material standard equal to the front façade.
- Dwellings on corner lots should provide positive frontages on both the neighbourhood lane, as well as the adjacent open space.

## 29B/ Entrances

- Dwellings should be oriented to address the public street with primary entrances clearly visible from the public sidewalk.
- Entrances should generally be one storey in height, and well-integrated into the building through recesses, covered porches, verandahs, etc.
- Main entrances can be up to 1.2m above grade to accommodate front steps and outdoor amenity areas.
- A variety of landscaping treatments, such as planters on top of projecting stairs, should be used to screen the stair projections and create a diverse and attractive entry façade.
- Entrances should provide weather-protection.

## 29C/ Windows

- Dwellings should provide at least 40% clear-glazing on the primary façade to reflect the large bay windows that characterize the Huron Sussex neighbourhood.
- Active internal uses (i.e. kitchen, living room, etc.) should be located at the front of the dwelling to create strong visual connections to the public realm.
- Walls at the end of townhouse rows should provide at least 20% clear glazing.
- Windows should be arranged to enhance views, and provide natural ventilation and light, without sacrificing privacy to the primary or adjacent dwellings.
- Skylights should be coordinated with other roof and building elements and should be located out of view of the public realm.

## 29D/ Roofs, Dormers, Chimneys

- A slight variation in the height of rooflines is encouraged within a townhouse block to create a more interesting view.
- Roof materials/colours should complement the townhouse unit and the overall block design.
- Porch roofs should be no greater than one storey in height.

## 29E/ Balconies, Porches and Decks

- Balconies and decks are encouraged as transitional elements that provide access, amenity space and weather protection.
- These elements should be designed as integral parts of the building.
- Balconies and decks should be deep enough to facilitate useable space. They should not project into the 'no encroachment zone' within the front-yard.

## 29F/ Materials

- Finished materials should extend to all sides of the building, including projections (i.e. balconies, etc.).
- Building materials should be chosen for their functionality and aesthetic quality, as well as their energy and maintenance efficiency.
- Building materials should be high quality and durable, and should complement those used throughout the neighbourhood, including brick, stone, wood, etc.
- Imitation materials are discouraged.

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*Looking west on Glen Morris Street.*

# Section 7
# Implementation

## 7.1 Achieving the Vision for the Huron Sussex Neighbourhood at the University of Toronto

The Development Plan for the Huron Sussex Neighbourhood recommends the construction of new mid-rise buildings on Spadina Avenue and Harbord Street, low-rise infill development within the Core Area, and a number of updates and improvements to the open space and circulation network. The recommendations in this document aim to tie all of these elements together to create a stable, vibrant, and healthy neighbourhood. The Development Plan is based on extensive discussions with the University of Toronto and Huron Sussex Working Group, as well as multiple workshops with the broader community.

To achieve the recommendations of this report, and ensure that new infill development is consistent with the Development Plan, a detailed implementation framework is required, including:

- Partnership Opportunities;
- Priority Initiatives;
- Plan Review Process; and,
- Future Studies and Projects.

## 7.2 Partnership Opportunities

A number of the recommendations of the Development Plan will require the University to explore outside partnership opportunities with institutions and corporations that have similar goals.

Sample partnership opportunities may include:

### The City of Toronto

The full build out of the neighbourhood, as discussed in this plan, will require an ongoing relationship between the University and the City, including the following elements:

- *Infill Pilot Program* - Garden and garage suites are not currently allowed in the Huron Sussex neighbourhood, and are not yet a recognized infill alternative in the City of Toronto (with a few exceptions). A partnership between the City and the University could establish the Huron Sussex neighbourhood as a pilot project to demonstrate how this infill works prior to wider adoption of related policies. For the University, this would result in buy-in from the City, and an expedited approvals process. For the City, this would provide an on-the-ground example that could be used as an educational tool where similar infill is encouraged elsewhere in the City.
- *The Living Lane* - The Living Lane is an integral component of the plan, and will help to support the first garden and garage suites that are developed. The University should work with the City in developing a detailed design and implementation strategy to ensure that the Living Lane can be built early in the process.
- *Zoning Amendments* - Amendments to the existing zoning bylaw, or site specific exceptions, would be required to accommodate the infill recommended in the Development Plan. The University should work with the City to establish the proper amendments.
- *Development Incentives* - To ensure the Living Lane and laneways are safe, continuous development is recommended. As some of the properties identified for infill are private, incentives may be required to encourage these property owners to build a garden or garage suite. The University should work with the City to provide incentives (i.e. Infill Tax Credits, Secondary Suite Grants, etc.) for private property owners.
- *Increased Urban Tree Canopy* - A number of new trees are recommended within the public realm on the development plan to enhance the urban tree canopy in the neighbourhood. The University should work with the City to establish a process for infilling gaps in the canopy, as well as replacing trees that are nearing their lifespan.
- *Enhanced Connections* - Safe, continuous connections through the neighbourhood are essential to the success of the Development Plan. The University and the City should work together to provide additional pedestrian crossing that ensure continuous links across public streets (i.e. where the Living Lane crosses Glen Morris Street, Sussex Avenue, etc.).

### Huron Sussex Community

This plan has been prepared with significant help and input from the Huron Sussex neighbourhood, including multiple meetings with the Huron Sussex Residents Group. As the plan is implemented, continued partnership is encouraged to ensure that the vision is being achieved. This could be accommodated on an as-needed basis, or through regularly scheduled meetings at key milestones.

To-date, the residents of the Huron Sussex neighbourhood have a strong investment in the character of the neighbourhood, helping to enhance the sense of community through common rear-yards and attractive streetscaping. During the public consultation sessions, there was interest in furthering this investment through public gardens and enhancements to public open space as a way to bring community members and University students together. This could be further explored as an opportunity to establish new neighbourhood parks and open spaces, though a mechanism would be required to ensure continued maintenance when students are not on campus.

## 7.3 Future Studies and Projects

Throughout the development of the plan, a number of considerations were raised that are outside of the scope of this study and should be addressed in greater detail as necessary.

### Living Lane Design Plan

The Living Lane will form the 'spine' of the Huron Sussex neighbourhood and requires a detailed plan and specifications prior to construction. Key elements of this plan should include, but not be limited to:

- The interface between the Living Lane and private properties;
- How and where parking is located along the lane;
- Tree planting and landscaping specifications;
- The recommended materials for all surfaces;
- The design and location of public art installments; and,
- The design and location of signage.

The detailed plan for the Living Lane should demonstrate that it achieves the vision and objectives outlined in this plan.

### Parking Strategy

The Development Plan recommends that parking in the Huron Sussex neighbourhood be accommodated through a mix of on-street parking, rear-yard parking, surface parking, and underground structured parking.

A detailed parking strategy should be undertaken to determine the parking requirements for the full build out of the neighbourhood (based on City standards) to determine if sufficient parking is achievable, and where this parking should occur.

Given the close proximity to streetcar and subway services, the parking strategy should consider opportunities to reduce the parking requirements for new buildings in the neighbourhood.

## Market Studies and Feasibility Considerations

An Economic Analysis of the Huron Sussex neighbourhood, and the proposed Development Plan, were undertaken by NBLC. The findings of this study support that the proposed infill development is viable, but that some follow-up studies should be undertaken, including:

- A more detailed analysis with respect to the planning and development feasibility of the townhomes and garden and garage suites on rear laneways. This work would allow greater accuracy in developing overall project costs.
- If the concept of selling housing on land leases appeals to the University at this preliminary stage, more detailed, specific research should be undertaken. This would include an evaluation of the homes from a market perspective to determine if the properties would be marketable and a survey of tenants to assess the level of current or future interest. A legal review would also be advisable. This would allow a proper assessment of the issues and an estimate of potential revenue that could be built into the plan.
- If the affordable ownership concepts identified in this report are consider worthy of more detailed consideration, a more rigorous review should be undertaken, potentially in concert with a legal review and more detailed designs of the development forms suggested. This work would also identify operating issues and costs as well as revenue streams.
- The mid-rise building on Spadina Avenue (between Sussex Avenue and Glen Morris Street) will require the acquisition of private land. An assessment/ appraisal of this cost should be determined as it may affect the viability and timing of this development. Any heritage issues associated with these properties and the impacts on development would require assessment.
- The mid-rise building on Harbord Street, identified for graduate student housing and at-grade retail, could move to a more detailed feasibility analysis to allow for a more accurate assessment of revenues and development costs with a view to improve the financial performance through more detailed design.

The work identified above would allow for the development of a long term cash flow analysis that could be used to assess the flow and timing of development costs and revenues. This analysis could then be used to "stress test" the economics by applying different risk factors.

For an overview of the Economic Analysis, please refer to Section 5. For the detailed report, please refer to the Appendix.

### Arborist Report

As part of this study, a high-level tree inventory was undertaken to determine the best opportunities for infill without the removal of existing healthy trees. It is recommended that the findings of this overview be augmented through a full arborist report to determine which trees in the neighborhood should be preserved and protected, and where opportunities for new trees could be accommodated where removal is required through new development.

### Commercial Feasibility Study

To ensure that the laneways, and particularly the Living Lane, are active at all times of day, the Development Plan recommended that commercial uses be provided on the lanes where possible, similar to bpNichol Lane.

Prior to this happening, a detailed study should be undertaken to determine the viability of commercial uses, as well as the recommended types and location.

### Occupancy Length

The University provides a variety of housing options in the Huron Sussex neighbourhood, including new faculty housing for up to three years (though the average stay is approximately 26 months). It has been suggested that this short-term tenure results in a significant amount of turnover and instability in the neighbourhood. While this type of housing is intended to provide short-term housing while tenants adapt to Toronto Life and assess the housing market, the University should consider the demand for, and implications of, extended tenures for new faculty.

## 7.4 Plan Review Process

The Development Plan represents a vision for the Huron Sussex neighbourhood that achieves the University's need for additional housing, while protecting the character of the neighbourhood and the interests of existing residents. Adherence to this vision will ensure a healthy, attractive and vital neighbourhood.

As this is a long-term plan, it is important that the recommendations continue to respond to the evolving realities and, where appropriate, changing priorities. It is recommended that the University undergo a periodic review (i.e. 5-years) of the document to ensure that the vision is being achieved as new development occurs, and that the recommendations still reflect the evolving neighbourhood context.

*Looking west on Sussex Avenue.*

# Section
# Appendix

Economic Report
Policy Overview
Workshop Summary

Planning Study of the

Huron Sussex Neighbourhood

# Economic Analysis

University of Toronto

January 2014

N. BARRY LYON CONSULTANTS LIMITED

Planning Study of the
Huron Sussex Neighbourhood
**Economic Analysis**
University of Toronto

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## 1. EXECUTIVE SUMMARY

N. Barry Lyon Consultants (NBLC) and Brook McIlroy have been retained by the University of Toronto to undertake a planning study of the Huron Sussex Neighbourhood. The objective of the planning study is to suggest a long term road map for the enhancement and development of the residential community that will help guide the efficient use of real estate assets of the University.

NBLC's role is to test the viability of the plan recommendations from an economic perspective and to suggest strategies toward implementation. In doing this, we examine the nature of the existing housing stock, the requirements and demand profile of the tenant groups, the ability of the private market to service the future needs of the University and the economic feasibility of introducing new housing into the community.

Within the Huron Sussex Neighbourhood, the University owns the majority of housing. Detached and semi detached homes, apartments and rooming houses provide accommodation for a broad range of tenant groups. These include:

- Current Long Term Tenants;
- Student Family Housing;
- New Faculty Housing;
- Visiting Faculty Housing; and,
- Other Residents Affiliated with the University.

**Key Conclusions**

The University of Toronto's housing stock in the Huron Sussex Neighbourhood is old and requires continuous maintenance. The burden of maintenance of these older homes puts undue pressure on producing an economically sustainable housing program. Revenue that should be dedicated to a reserve fund for future capital repairs is used to finance debt repayment for the same purpose. Thus, funding is not being accumulated for the inevitable and increasing repairs that will be encountered with these homes as they continue to age. Current rental revenues are not seen as a major opportunity to improve the current situation.

In addition to the above, the housing is also not always best suited to all the tenant groups. For example, many of the units are not well designed for families, lacking laundry facilities or separate study areas.

Demand is strong for both graduate and family student housing and there is a need expressed by the University to offer a broader range of housing opportunities for faculty, both visiting and permanent, to assist the school in competing for the best teaching and research personnel. Ensuring the tenure and housing security of the existing long term tenants is also a commitment of the University of Toronto.

The private rental market is extremely tight in terms of vacancies and is very expensive. In our view, it is unrealistic to assume that the private housing market could address the needs of the University any time in the foreseeable future.

Given the above, our research explores opportunities and strategies that reconsider how housing might be provided in the future through new development and operating strategies.

Brook McIlroy has developed a plan (on page 4) that suggests a range of possible development features and street and open space improvements to accommodate the growth of these groups and improve the overall community. These include:

- Mid-rise developments along Harbord and Spadina;
- At-grade retail in mid-rise buildings and a limited amount on lanes;
- A community use;
- Townhomes on lane ways; and,
- Garden Suites on lane ways.

These housing forms could be ideally suited to all the housing groups, including existing long term tenants. Our analysis suggests that there is a good possibility that the housing projects proposed by Brook McIlroy will be financially viable and return a modest surplus each year. This conclusion is based on very conceptual plans and a high level financial analysis. A key assumption in this is that the University would have access to the necessary debt to finance the development.

Additional and/or optional strategies, including selling some of the homes to existing tenants, but retaining the land in the form of a lease, affordable ownership, and second mortgages also offer opportunities to better meet the needs of the tenant groups while, at the same time, offering new sources of revenue and reducing maintenance costs.

At this level of analysis there is good evidence that much of the plan developed by Brook McIlroy, along with possible strategies contained within this report, would be financially viable for the University and are worthy of more detailed consideration.

**Next Steps**

We suggest the following next steps that would ideally be framed within a business plan for the future of the Huron Sussex Neighbourhood. The business plan would require detailed work, at a minimum, in the following in areas:

- A more detailed analysis is required with respect to the planning and development feasibility of the townhomes and garden and garage suites on rear laneways. This work would allow greater accuracy in developing overall project costs.

- If the concept of selling housing on land leases appeals to the University at this preliminary stage, more detailed, specific research should be undertaken. This would include an evaluation of the homes from a market perspective to determine if the properties would be marketable and a survey of tenants to assess the level of current or future interest. A legal review would also be advisable. This would allow a proper assessment of the issues and an estimate of potential revenue that could be built into the plan.

- Similarly, if the affordable ownership concepts identified in this report are consider worthy of more detailed consideration, a more rigorous review should be undertaken, potentially in concert with a legal review and more detailed designs of the development forms suggested. This work would also identify operating issues and costs as well as revenue streams.

- The mid-rise building on Spadina Avenue will require the acquisition of private land. An assessment/appraisal of this cost should be determined as it may affect the viability and timing of this development. The heritage issues associated with these properties and the impacts on development also requires assessment.

- The mid-rise building on Harbord Street, identified for graduate student housing and at-grade retail, could move to a more detailed feasibility analysis to allow for a more accurate assessment of revenues and development costs with a view to improve the financial performance through more detailed design.

- The work identified above would allow for the development of a long term cash flow analysis that could be used to assess the flow and timing of development costs and revenues. This analysis could then be used to "stress test" the economics by applying different risk factors.

The business plan would lay out very specific next steps, risk and risk mitigation tactics, monitoring and evaluation procedures and key benchmarks.


BLOOR STREET WEST
HURON-WASHINGTON PARKETTE
WASHINGTON AVENUE
SPADINA AVENUE
HURON STREET
ST. GEORGE STREET
SUSSEX AVENUE
GLEN MORRIS STREET
HARBORD STREET
North West Chiller Plant
CU
UU
John P. Roberts Library Building
Sussex Court
Wolford Centre
Graduate House
LEGEND
Huron-Sussex Study Area
Core Huron-Sussex Low-rise Area
Emergency Access Only
Living Lane
Existing/New Lanes
Enhanced Sidewalks
Open Space
Common Yards
New Trees
Existing Trees
Non-University Owned Building
Low-rise Infill
Mid-rise Infill
Potential Retail at Grade Level
Existing Commercial
Community Use / University Use
0m 10m 20m 30m 40m 50m

## 2. INTRODUCTION

N. Barry Lyon Consultants (NBLC) and Brook McIlroy have been retained by the University of Toronto to undertake a planning study of the Huron Sussex Neighbourhood. The objective of the planning study is to suggest a long term road map for the enhancement and development of the residential community that will help guide the efficient use of real estate assets of the University.

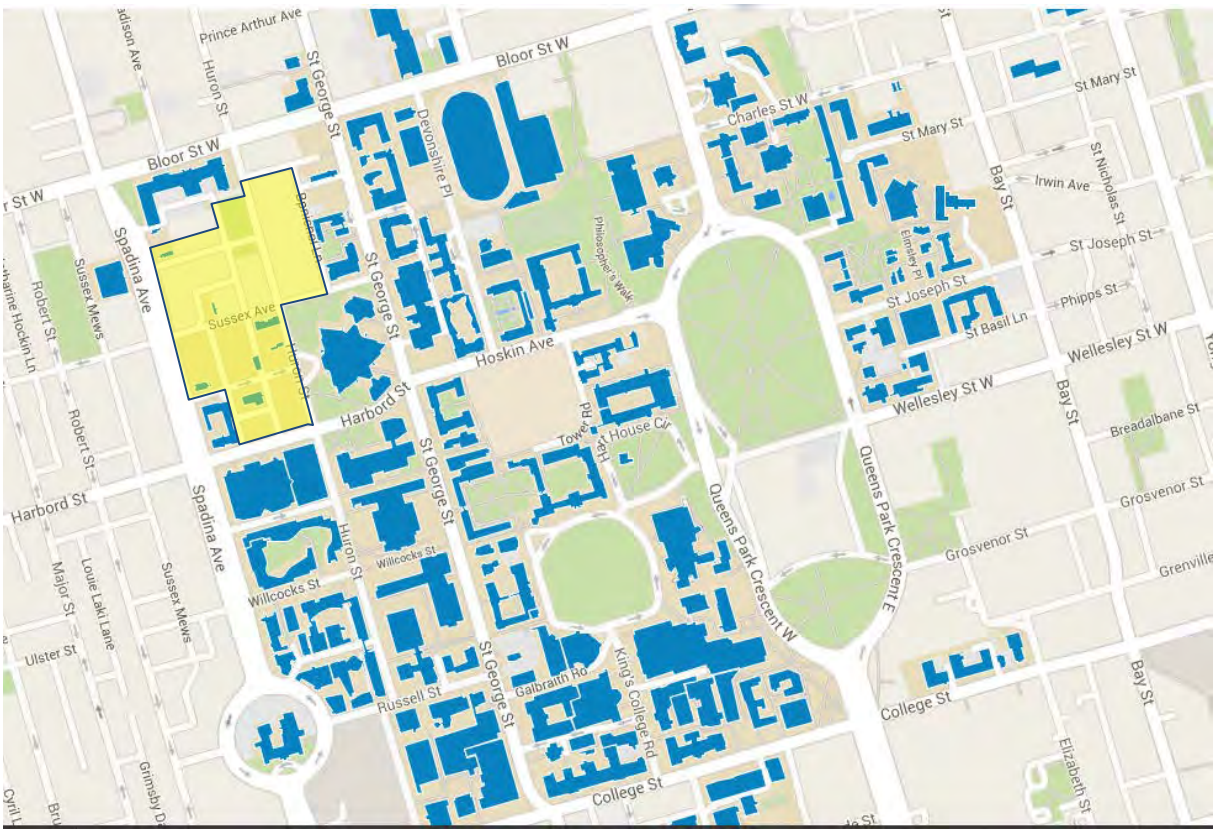
In developing this research, we first examined the nature of the existing University of Toronto housing inventory within the Huron Sussex Neighbourhood, including who was being housed and average rental rates. This included a discussion with respect to the adequacy of the housing types to meet the needs of the target groups. Understanding this, we examined the nature of the private rental market and explore its ability to meet the objectives of the University.

We then looked at strategies to improve the stock of housing and the overall economic sustainability of this housing within the community. High level development proformas were prepared that explore the potential viability of the construction of new infill housing. These proformas also allow an examination of whether rents can still be affordable while at the same time ensuring the long term viability of the development.

## 3. MARKET CONTEXT

The Huron Sussex Neighbourhood is a unique residential community located within University of Toronto's Downtown Campus and the core of Toronto's City Centre. Framed by tree lined streets, the area offers a range of housing types from heritage detached and semi-detached homes to low-rise apartments and rooming houses. While the majority of the properties within the study area are owned by the University, there are still a significant number of privately held homes as well as several cultural, religious and commercial buildings.

The following map illustrates the study area limits of the neighbourhood within the broad context of the campus and surrounding community.




The site is easily accessible by transit, being within close proximity of two subway stations and the Spadina Avenue streetcar service. This, combined with its central location and proximity to retail and commercial services along Bloor Street, makes the community exceptionally well serviced.

Not only is the area well serviced for day to day commercial needs, but it is also within walking distance to the massive employment opportunities of Toronto's financial core including those jobs associated with some of the largest government, financial and health care institutions in Canada.

Entertainment opportunities, including all of the major theatres, the Royal Ontario Museum and the Art Gallery of Ontario are within a short distance of the community.

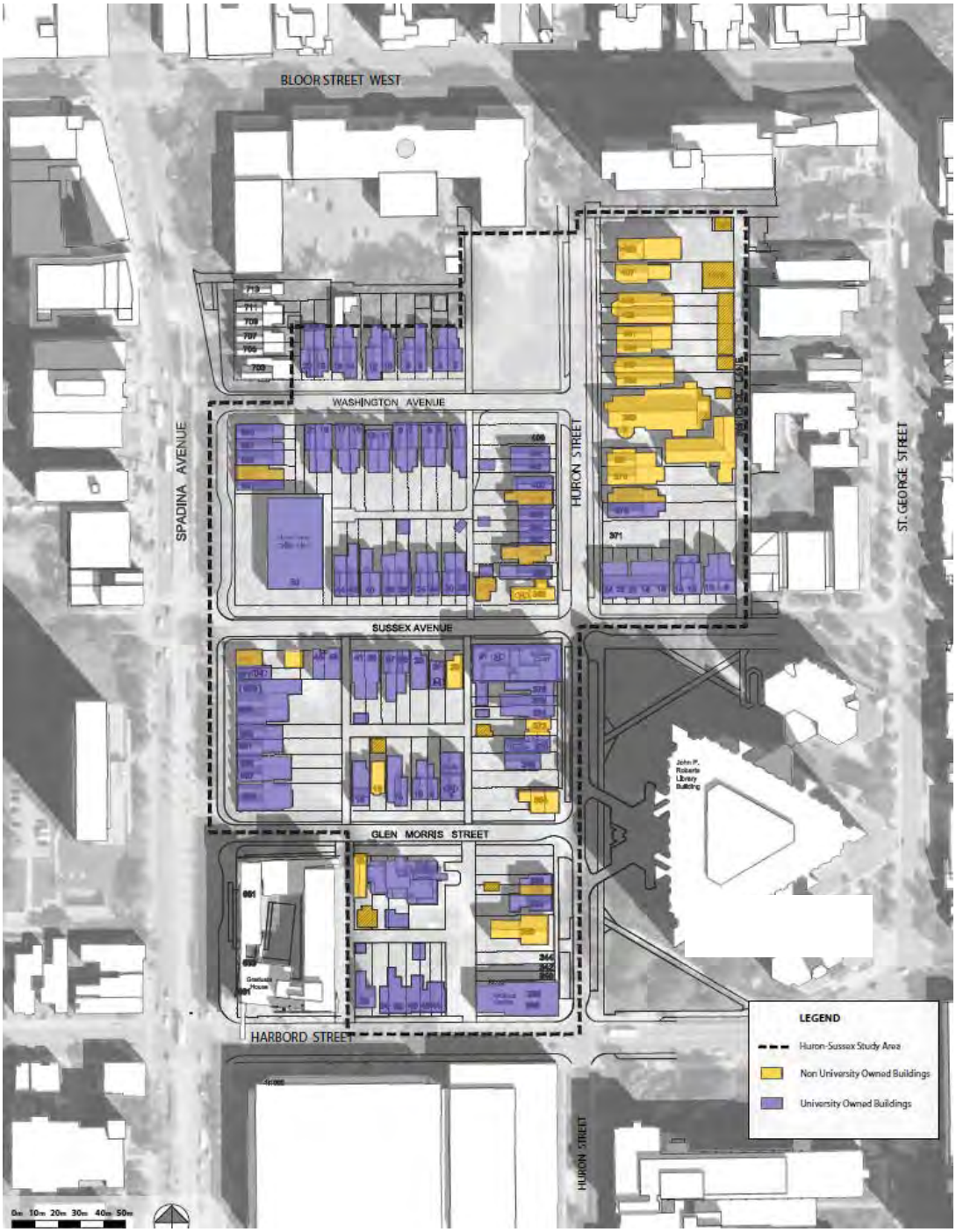
The University itself is the greatest market feature of the community for the amenity it provides in terms of academic and employment pursuits as well as its broader cultural program offerings to the community-at-large.

From a rental market perspective, the Huron Sussex Neighbourhood is a highly attractive rental location given its location within the campus. Demand from students and faculty of the University is strong.

From an ownership market perspective, the small number of privately held homes in the area limits the number of real estate transactions typically used to assess market parameters such as value and demand. However, the Huron Sussex Neighbourhood borders the Annex neighbourhood to the north and shares many of the same attributes. In the Annex, the average sale price of a detached or semi detached home in between April and September 2013 was about $1.6M after spending less than 30 days on the market. This is well above the downtown average of about $710,000 and underscores the significant market interest in this part of the City.

## 4. HURON SUSSEX HOUSING INVENTORY

The inventory of University owned housing within the Huron Sussex Neighbourhood consists of a broad range of housing forms including classic Victorian detached homes, semis and duplexes. The University housing is closely intermingled with private housing as well as some religious, institutional and commercial buildings. The following map illustrates the location of buildings not owned by the University in the neighbourhood.



All of the homes offer well maintained and good quality accommodations within easy walking distance to the facilities of the downtown campus as well as all the amenities of Toronto's core area. However, the majority of homes are well over 100 years old now and require constant maintenance and upkeep. This need for continual maintenance is above and beyond what is typically required in a rental housing portfolio and is a key issue to address in any strategy.

While offering a high quality of character, the design and layout of these homes are not always the most efficient, nor do they always reflect modern lifestyle designs. For example:

- Open plan layouts that allow parents to prepare meals while supervising children are typically not found in these homes.

- Apartments that have been created do not always utilize space in the most efficient manner. Separate areas to allow for studying, such as dens, are not always provided.

- Private outdoor spaces for entertaining or play areas are limited. Dishwashers and laundry facilities are not always available in the homes.

- For many tenants, they must use one of three communal laundry facilities located in the neighbourhood. For households with young children, such as student or faculty families, the lack of these amenities could be a key issue.

- There is a limited number of three bedroom homes suitable for larger families.

The residential units owned by the University of Toronto, as of April 2013, were occupied as follows:

- 28 and 30 Sussex is leased to Campus Co-op, a student run housing cooperative. These homes will be reclaimed by the University in 2015.

- New faculty are housed in 43 properties which accommodate 66 units. Rents average about $1,900 per month.

- 11 units are currently rented to student families. These families pay, on average about $1,400 per month.

- 34 properties containing 51 housing units are occupied by long term tenants. The average rent across these units is about $1,000 per month.

- 14 properties accommodating 23 residential units are currently tenanted by visiting faculty members. These apartments are rented at on average of $1,740 per month.

- 15 units are not currently rented and are being considered for major renovation or redevelopment. These units are not all houses but include vacant rooms in 2 rooming houses.

To retain the character of the neighbourhood, the University has taken care to ensure that the uses of the homes are consistent with the typology of local building forms. In the Huron Sussex

Neighbourhood, the physical nature of the community places limitations on how homes can be used for University purposes. It is likely that the use of the existing housing stock has been maximized. It is also likely that the existing housing stock, given the design issues discussed above, is not well matched to the needs of all the housing groups. Consideration is therefore required to not only increase the supply but the diversity of the supply to meet specialized accommodation needs.

## 5. TARGET HOUSING GROUPS AND DEMAND

Within the Huron Sussex Neighbourhood, the University of Toronto provides rental accommodation for the following broad housing groups. This section of the report provides a description of these groups with a view to offering an outlook for the type of new housing that should be considered in the future. The specific demand from each of these groups is difficult to accurately assess.

- Current Long Term Tenants;
- Single Graduate Students;
- Student Family Housing;
- New Faculty Housing;
- Visiting Faculty Housing; and,
- Other Tenants Affiliated with the University.

The following is a summary of characteristics of these groups and the relative demand outlook.

### 5.1 Current Long Term Tenants

The Huron Sussex Neighbourhood contains a large number of households that may or may not have an affiliation with the University in a formal way. In a community that would otherwise be highly transitory, these tenants are established and invested in the area offering a sense of stability to the area. This sense of stability offers an important element to the community's success. They provide a form of "overwatch" that engages in community processes and helps protect the features that make it a desirable neighbourhood. Tenants that have a history within the community also better understand the daily patterns of life and provide more informed views into local issues which is invaluable in guiding community development.

It is the intention of the University to retain housing for the current long term tenants. If new housing is developed that better meets the needs of these tenants, it is possible that this housing could be offered to current long term tenants.

### 5.2 Single Graduate Students

The University of Toronto's downtown campus is shifting its emphasis towards graduate studies and is expecting significant growth in housing demand from this group. Having completed undergraduate studies, graduate students are typically older and more focused in their studies. Single graduate student housing offers greater privacy, typically single rooms with common areas for kitchen facilities or suite accommodation. Ideally these accommodations allow for common areas outside of the suites that can be used for social purposes or academic collaboration. Graduate House, located at Harbord Street and Spadina Avenue, is a relatively new facility that has been highly successful with this design format. Tenancy for this group is typically 12 to 24 months.

Of all the target housing groups, single graduate student housing demand appears to be the greatest. In September 2012, over 1,200 applications were received for Graduate House's 432 beds. It is likely that many students did not apply for a bed understanding that the opportunity was very limited. Given this level of demand and the focus of the school towards graduate studies, an immediate and increasing need for this form of housing is apparent.

### 5.3 Student Family Housing

Student Family Housing (SFH) is designed to accommodate married or single students with a small child or two with very limited incomes. This housing is particularly important as it provides a landing place for those wishing to study at the University of Toronto, but due to family requirements, may not have the financial means to afford market housing. SFH appeals to older graduate students, many international, for whom studies in Toronto would be otherwise impossible without the ability to bring their family with them.

There are 712 apartments for student families at the St. George Campus in the Charles Street complex and 11 units in the Huron Sussex Neighbourhood. In the fall of September 2012, the wait list was 593 persons. Family units within the neighbourhood are high in demand. Turnover of these units is the lowest, after long term tenants, of all the housing groups. Housing demand is expected to remain strong in this group.

### 5.4 New Faculty Housing

New Faculty Housing (NFH) is available only to new faculty and offered on a limited term basis for up to three years. This group tends to be younger faculty members at the beginning of their careers, new to Toronto as well as the University. They also tend to have small children. Purchasing a home within a short distance to the University is usually out of the financial reach of these groups and they lack the knowledge of the real estate market to consider more affordable communities further a field.

This housing offers an opportunity for families to adapt to Toronto life and better assess the market housing options. The current inventory of NFH housing stock leans towards smaller units (1 and 2 bedrooms). As with other target groups with families, space is always an issue. Demand for three bedroom units typically exceeds supply. The average duration of tenancy for this group is about 26 months.

### 5.5 Visiting Faculty Housing

Similar to NFH, Visiting Faculty Housing (VFH) is fully furnished housing offered to faculty members visiting the University for stays from 3 months to 18 months. For the University, the ability to offer good quality accommodation on a short term basis is an important tool to attract the most qualified faculty. Otherwise, these groups are challenged to find short term rentals in a market that has very limited offerings.

Visitors seeking this type of housing are usually international, well established in their careers, and sometimes come with larger families, frequently with older children. They can be highly selective and are often the most difficult to house within the existing housing stock. A requirement for larger three bedroom units further complicates the ability of the University to house this group.

In addition, given the short term tenure of this group, they do not have the time typically necessary to establish meaningful community linkages and may be a poor fit with long term established residents.

For these reasons, Visiting Faculty may be ideally suited to new housing that offers modern design features and amenities.

Demand from both new faculty and visiting faculty groups is difficult to estimate but typically grow with the student population of the campus. The introduction of a new supply of housing for this group might also allow for increased rental terms for new faculty members beyond the three year maximum currently imposed.

### 5.6 Other University Affiliations

The Huron Sussex Neighbourhood has in the past accommodated households that are affiliated with the University in non-academic areas. This includes people engaged in administrative or support services. It may also include housing needed to attract specialized staff from abroad or potential short term housing. The addition of a new supply of housing into the community would open the opportunity for the University to explore the potential to accommodate groups that may fall into the category.

## 6. RENTAL HOUSING MARKET

Before considering the addition of a new housing supply, its is important to consider what role the private market can, or may provide, in the future in terms of supplying rental housing to the target housing groups. The City of Toronto rental market for housing has been notoriously tight, characterized by historically low vacancies and high rental rates. The following is a discussion of the three sectors that make up the rental housing market in the City:

- Purpose-Built Rental apartments;
- Private Condominum Rentals; and
- Private Houses or Suites in houses.

### 6.1 Purpose Built Rental Apartments

Purpose-built rental apartments are buildings that were constructed almost exclusively prior to 1973. After 1973, tax changes and then rent controls made private sector investment in rental housing unattractive. Since then, there has been very little rental housing developed in the City. These buildings are found in various states of repair, some maintained better than others. However, most lack modern amenities including dishwashers, laundry facilities, and ensuite master bathrooms.

According to the CMHC, the average monthly rental rates for all purpose built rental buildings in the City's downtown (CMHC Zone 1- the boundaries of Zone 1 are the Waterfront, Bathurst Street, the Don Valley Parkway and the CN/CPR rail corridor to the north) was about $1,353. Additionally, vacancy rates are very low in this Zone at 0.8%. A vacancy rate of 3.0% is considered acceptable indicating that the local rental marketplace is very tight with demand for rental units exceeding supply. By comparison, the vacancy rate for the former City of Toronto is slightly higher at 1.2% and the City of Toronto (all former boroughs) rate is higher at 1.7%, indicating that this is a very popular area for renters within the City.

Average rents by unit type as of the fall 2012 for the market area surrounding University of Toronto are described in the following table. Data for 2013 had not been released at the time of this report's preparation but was not expected to shift significantly.

**Table 1**

| Downtown Purpose Built Rental Units | | |
|---|---|---|
| **Suite** | **Average Rent** | **Vacancy Rate** |
| Bachelor | $ 960 | 0.3% |
| One Bedroom | $ 1,244 | 1.1% |
| Two Bedroom | $ 1,727 | 0.6% |
| Three Bedroom | $ 3,166 | 0.6% |
| *Source CMHC Fall 2012 Zone 1* | | |

These rates are higher than most rentals in the Huron Sussex Nieghbourhood. Perhaps more important is the almost total lack of availability expressed by the vacancy rate.

### 6.2 Private Condominium Rentals

The following table illustrates average rents as posted by the Toronto Real Estate Board's Multiple Listing Service (MLS). These are typically private condominium units in buildings not covered by rent controls. Demand for these units comes from the lack of supply and the dated qualities of older purpose-built rental buildings. The vacancy rate in private condomimums in the downtown is also very low estimated at 1.2% by CMHC[1].

**Table 2**

| Private Rental Market Average Rents | | |
|---|---|---|
| **Suite** | **Downtown** | **City** |
| Bachelor | $ 1,700 | $ 1,700.00 |
| One Bedroom | $ 1,600 | $ 1,710.00 |
| Two Bedroom | $ 2,301 | $ 2,695.00 |
| Three Bedroom | n/a | $ 3,281.00 |
| *TREB MLS Service - June 2013* | | |

These rents are much higher than purpose built rentals. This pricing is reflective of the fact that the initial pricing of these apartments is not addressed in rent control legislation. Pricing is also driven by the lack and poor quality of supply in the purpose-built rental sector along with the quality of condominium design, finishes, and modern amenities.

These rents and the lack of supply also suggest that the University cannot depend on this sector of the market to assist in its housing needs.

### 6.3 Private Houses or Suites in houses.

This sector of the market represents the smallest component. Rental and vacancy rates are not tracked for houses or apartments within houses. Houses for rent in downtown Toronto are a particularly rare occurrence. A search of related web sites illustrates a very limited number of offerings.

### 6.4 Rental Market Outlook

In 2006, there were 43,536[2] condominium apartment rental units throughout the GTA. This supply has increased to 61,073 units in 2011 according to the most recent census representing an annual increase in supply of about 3,500 units or 0.8% per annum (2006-2011). According to conservative CMHC estimates, on average, 20% of completed condominium apartments were placed on the rental market, with a vacancy rate that has averaged 0.8% between 2006 and 2011.

Forecasted scheduled occupancy data suggests more than 72,000 units will be occupied between 2012 and 2014[3]. At CMHC's estimated 20%, this translates to a supply of 4,800 new rental units per year over this time frame. Understanding that the majority of these units were sold to investors, and the issues associated with declining affordability, it is likely that a greater proportion of units will be

[1] Canada Mortgage and Housing Corporation Rental Market Report Fall 2012
[2] Canada Mortgage and Housing Corporation Rental Market Report Fall 2012.
[3] RealNet Canada Inc.

placed on the rental market, at around 25% to 30%, translating into a potential 6,000 to 7,200 new condominium apartment rentals per year.

Given that the current vacancy rates are extremely tight, the City is expected to be able to absorb these additional new condominium apartment rental units. However, we expect that this supply will cause the vacancy to increase over this time which will, in turn, allow pricing to soften. However, we do not expect the availability of units to increase in such a significant way that it would eliminate the need to supply housing for the University of Toronto's target housing groups. Similarly pricing is not expected to soften to within the affordable ranges offered by the University of Toronto.

## 7. FINANCIAL REVIEW

A detailed review of the business plan for the management of real estate assets within the Huron Sussex Neighbourhood was not part of the scope of this assignment. However, we undertook a cursory review of the financial reporting. The review underscores the challenging prospect of maintaining an inventory of very old homes with limited resources and opportunities to generate additional revenues.

The financial reporting illustrates that the burden of maintenance of these older homes puts undue pressure on producing an economically sustainable housing program. While the University of Toronto has to-date managed to keep the balance sheet in the positive, it has been a struggle. The reserve funds have been exhausted and major maintenance items are often financed. Revenue that should be used to fund a reserve fund for future capital repairs is used to finance debt repayment for the same purpose.

Thus, the funding is not being accumulated for the inevitable and increasing repairs that will be encountered with these homes as they age further.

Revenues are based on rental income. Many of the homes in the community have rents that are well under market as a result of rent control legislation. For these homes there is little opportunity to generate significantly greater rents. Revenue increases are therefore not seen as a major opportunity to improve the current situation.

Given the above, increasing the number of homes in the Huron Sussex Neighbourhood to meet the needs of the University can only be accomplished if the approach is economically sustainable. In fact, approaches that would reduce the long term maintenance costs of the existing housing stock should be considered in the context of a broader strategic plan.

## 8. ANALYSIS

The University of Toronto owns a large number of homes within the Huron Sussex Neighbourhood that serve a variety of needs to students, faculty and long term tenants. These homes are intermingled with private homes and consist of a variety of housing types ranging from detached homes to converted homes with apartments of various sizes and rooming houses. These accommodations are critical to the function of the University, especially in terms of attracting qualified faculty and graduate students from outside of Toronto and Canada. For visiting faculty that have families, finding suitable, affordable accommodation within close proximity to the campus can be particularly challenging

In our review of the Huron Sussex housing, the business plan and the needs of the Community and the University, we have identified several issues that must be addressed in a long term plan. These are:

- The age and nature of the homes requires significant upkeep and maintenance which is barely supported by the rents. New and creative revenue sources must be developed to sustain long term maintenance issues.

- The housing itself is often unsuitable to the needs of the user groups. Housing has been made available based on opportunistic acquisitions of the University. Consideration should be given to the demand profile and needs of the user groups.

- There appears to be both an immediate and growing demand for graduate student housing, including family housing.

- Demand for faculty housing, including housing for those with families, is also apparent but more difficult to quantify in specific terms. Understanding the needs of these groups, the plan needs to explore what opportunities exist to accommodate them.

In addressing these issues the following principles must be addressed:

- Current long term tenants must be provided for in terms of maintaining the existing supply of housing for these users;

- Opportunities for a broader range of housing formats that are better aligned to the users groups should be considered;

- Strategies that would lead to a more sustainable economic model need consideration.

## 9. STRATEGIES

### 9.1 Sell Homes to Tenants (But Retain Ownership of Land)

One of the key issues for the University is the cost of maintaining the existing homes within the Huron Sussex Neighbourhood over the long term. As we have discussed, there are few opportunities to increase revenues within the housing stock. One option to consider is to offer to sell the homes to existing tenants. This would give the University a one time injection of capital but, perhaps more importantly relieve the University of the costs and overhead associated with the maintenance of these homes.

We would suggest the following broad conditions be attached to any potential sale.

- The sale would be for the building only. The land would be leased on a long term basis;
- A monthly payment for the land lease could be considered;
- The homes would be sold on an "as is where is" basis;
- The homes could only be sold back to or through the University. The University should retain control of future ownership to ensure that they are deployed in the interest of the University. Homes could be appraised independently with arbitration mechanisms.
- The University would keep a list of potential qualified purchasers, similar to the Toronto Island Trust. When homes come available for sale, they would be offered to the persons on the list in which case the University would facilitate the transaction. Otherwise, the University might purchase the home back outright for it own purposes.
- The homeowner would not have to pay real estate fees in a sale, but a transfer fee, such as 1% or 2% of the sale price deducted from the sale price, could be considered to cover the administration costs including legal fees.
- How a home is transferred in the disposition of an estate would need consideration. We would suggest that the owner's heirs would have three years to dispose of the properties with the possibility of extensions in unique situations.

To illustrate this option we have developed the following hypothetical example:

> *We start by assuming a home has been appraised at $1.0M. The $1.0M is composed of land and building. Assuming a home of 1,750 square feet and a construction cost of $300 per square foot, the building component would have a value of $525,500 and the land would be valued at $475,000. The existing tenant would be offered to purchase the building component only, valued at $525,000.*

## 9.2 New Housing through Infill Developments.

After identifying appropriate areas and levels of intensification, infill development could take place in the form of low and mid-rise buildings. Many opportunities can be associated with the infill development that will take place in the Huron Sussex Neighbourhood. Intensification will add a diverse range of housing types to accommodate a variety of residents and address the demand for housing in this neighbourhood.

The Concept Plan on page 21 by Brook McIlroy illustrates opportunities for the following new development forms:

- Low-rise residential infill will mainly be taking place on existing or proposed laneways in the form of garden suite apartments. Brook McIlroy advises that these units would be 100 to 120 square metres in size, potentially across two levels of construction;

- Townhome developments backing on to laneways. These homes, typically 140 square metres in size, with small private outdoor areas could target larger households, especially those with children; and,

- Mid-rise infill developments on Spadina Avenue and Harbord Street could consist of mixed use buildings, with commercial uses at the street level. The average unit size in these buildings has been projected at about 70 square metres potentially ranging from bachelor/studio units at 50 square metres to three bedroom units at 100 square metres. Buildings of this nature could accommodate either graduate students or a mix of target groups.

The following is a discussion on the potential tenant groups and development viability of these opportunities. A high level proforma analysis was undertaken to explore whether these projects illustrate evidence of viability and are worth of more detailed consideration.

The proforma analysis calculates the capitalized value of the building once it has been constructed and rental income has stabilized. This calculation is then compared to the development costs. From this, we can determine if there is a surplus or deficit. In this simplified analysis, a surplus indicates project viability. In other words, at project completion, the buildings value would be more than the development costs. As stated below, this assumes that land value is considered to be $0.

It should be noted that, in general terms, mid rise building are more economic to construct, and offer the greatest opportunities for affordability, the larger they are. Costs associated with foundation work, approvals and other features do not decline proportionally with project size. As the project is reduced in size, the costs to construct on per square foot basis therefore increases.

All of the proformas share these common assumptions:

- Non graduate student leases are assumed to have 12 month terms. We assume net rents of $30 psf for the at-grade retail.

- An average unit size of 70 square metres (750 square feet) has been used for a mid-rise building which assumes a two bedroom, apartment style suite for graduate students. This average unit size could also be adaptive to other tenant groups.

- We have used the Altus Construction Guide for our hard costs assumptions. We assume soft costs amount to 60% of hard costs which include financing costs. This can be a highly variable component to the development.

- We assume that about 80% of the project would be financed. Financing costs are included in the 60% (of hard cost) soft cost assumption.

- Only a minimal amount of parking has been provided in the mid-rise buildings at a ratio of 0.25 spaces per unit. These spaces would be rented out at a flat rate of $200 per month. Bicycle parking is assumed to be provided at a ratio of one space per unit.

- Cost associated with developing the laneways, park spaces or underground servicing is not included.

- We assume development charges will be applied but not additional fees derived through Section 37 of the Planning Act.

- We assume a capitalization rate of 4.5%.

- We assume that no land value is attributed to the project and no target profit assumption.

### 9.3 Harbord Street Graduate Student Housing Mid-Rise Building

Harbord Street as been identified as a potential location for a new mid-rise building that would accommodate graduate students. In assessing the relative viability of this we applied the following additional assumptions.

- Each apartment would be fully furnished – a cost of $40 per square foot has been assumed for furnishings and has been built into the soft costs estimates.

- Estimated operating costs are 50% of gross revenues which include utilities which reflects the need for additional staffing and maintenance associated with student turnovers.

- We assume vacancy rate of 12% which reflects the lower occupancy rates in the summer months that is typical for student residences.

The results of our analysis, summarized in the table below, suggest that rental rates in the order of $3,225 per unit or $1,612 per student would be required for the University to generate a small annual surplus. This is significantly higher than the current rates at Graduate House.

This result is a function of the realities of developing student housing by Universities. It should be noted however, that through a more detailed design exercise, there maybe opportunities to improve this outlook.

| Huron Sussex University of Toronto Planning Study - Graduate Housing -Mid Rise Building | | |
|---|---|---|
| High Level Rental Residential Proforma Analysis | | |
| **Category** | **Base Scenario** | **Notes** |
| **Site Statistics** | | |
| Residential Gross Floor Area (Sq.Ft) | 74,916 | |
| Net/Gross Leaseable Area - Retail (Sq.Ft.) | 4,305 | |
| Efficency | 85% | |
| Net Leaseable Area - Residential (Sq.Ft) | 60,019 | |
| Net Unit Size | 750 | |
| Unit Count | 80 | |
| **Revenue** | | |
| Rental Unit Revenue (psf per month) | $4.30 | Indexed Revenue based on market recommendation and inflated by 2% per yr to 2016 |
| Rental Unit Revenue (per month) | $3,225.00 | |
| Rental Auto Parking Revenue (psf per month) | $0.27 | $200/ month per sp. inflated by 2% to 2016 x 0.25 sp/unit |
| Rental Bike Parking Revenue (psf per month) | $0.03 | $20/ month per sp. inflated by 2% to 2016 x 1 sp/unit |
| Residential Vacancy | 12.0% | |
| Estimated Residential Operating Cost (%) | 50% | |
| Estimated Net Operating Income (psf per month) | $1.75 | Rental revenues minus vacancy and operating cost |
| Estimated Annual Residential NOI (psf) | $20.98 | |
| Rental Apartment Capitalization Rate | 4.50% | Per market research and conversation with developers |
| Ground Level Retail Capitalization Rate | 6.25% | Colliers International Canada Q2 2013 Cap Rate Report |
| Projected Residential Index Value (psf) - Saleable | $466 | Per saleable square foot of residential space |
| Projected Residential Index Value (psf) - Gross | $396 | Per gross square foot of residential space |
| Net Retail Rental Revenue (psf per year) | $30 | Per NBLC estimate - Triple Net Rent inclusive of vacancies |
| Projected Retail Index Value (psf) - Gross | $480 | Per gross square foot of retail space - based on triple net rent |
| Capitalized Projected Revenue | $31,752,911 | |
| **Construction Cost** | | |
| Hard Construction Cost (psf) | $225 | Altus Construction Cost Guide - Medium Quality Apartment Includes construction of retail space at grade. |
| Soft Cost (psf) | $135 | 60% of Hard Cost Per NBLC (includes financing) |
| Furniture | $40 | |
| Total Construction Cost (psf) | $400 | |
| Total Construction Cost | $31,688,400 | |
| **Net Position** | | |
| Surplus | $64,511 | |
| Annual Net Operating Income | $104,927 | |
| *Source: N. Barry Lyon Consultants Limited* | | |

## 9.4 Washington Block and Glen Morris Block Mid-Rise Buildings

Mid-rise building forms could be designed to offer housing to virtually all the target housing groups including those with small children. Larger, three bedroom units with terraces or dedicated private play areas with the amenity area, could be positioned towards families. Apartments within a mid-rise building may be very suitable to the more transient groups such as visiting faculty members who may place a greater value on the modern design, low maintenance and improved security aspects of a new building.

Two mid-rise buildings have been proposed on Spadina Avenue. One building near Washington Avenue and the other near the intersection of Glen Morris Street. The redevelopment of these sites could be complex given the existence of a number of homes that may be of heritage significance. How, or if, these features are to be retained is a significant issue. If they are to be retained, the design

could increase the costs of development. The proposal for the Washington block site also would require the acquisition of one property, the value of which is unknown. These two factors are additional barriers to developing even an order-of-magnitude estimate. Our analysis assumes these issues could be overcome as well as the assumptions identified in Section 9.2 and the following additional assumptions:

- Estimated operating costs are 35% of gross revenues which include utilities. This is reduced from the student housing building given the limited need for staffing.

- We assume 12 month leases and vacancy rates at about 1%.

| Huron Sussex University of Toronto Planning Study - Washington Block -Mid Rise Building | | |
|---|---|---|
| **High Level Rental Residential Proforma Analysis** | | |
| **Category** | **Base Scenario** | **Notes** |
| **Site Statistics** | | |
| Residential Gross Floor Area (Sq.Ft) | 80,514 | |
| Net/Gross Leaseable Area - Retail (Sq.Ft.) | 5,920 | |
| Efficency | 85% | |
| Net Leaseable Area - Residential (Sq.Ft) | 63,405 | |
| Net Unit Size | 750 | |
| Unit Count | 85 | |
| **Revenue** | | |
| Rental Unit Revenue (psf per month) | $2.42 | Indexed Revenue based on market recommendation and inflated |
| Rental Unit Revenue (per month) | $1,815.00 | |
| Rental Auto Parking Revenue (psf per month) | $0.27 | $200/ month per sp. inflated by 2% to 2016 x 0.25 sp/unit |
| Rental Bike Parking Revenue (psf per month) | $0.03 | $20/ month per sp. inflated by 2% to 2016 x 1 sp/unit |
| Residential Vacancy | 1.0% | |
| Estimated Residential Operating Cost (%) | 35% | |
| Estimated Net Operating Income (psf per month) | $1.74 | Rental revenues minus vacancy and operating cost |
| Estimated Annual Residential NOI (psf) | $20.90 | |
| Rental Apartment Capitalization Rate | 4.50% | Per market research and conversation with developers |
| Ground Level Retail Capitalization Rate | 6.25% | Colliers International Canada Q2 2013 Cap Rate Report |
| Projected Residential Index Value (psf) - Saleable | $464 | Per saleable square foot of residential space |
| Projected Residential Index Value (psf) - Gross | $395 | Per gross square foot of residential space |
| Net Retail Rental Revenue (psf per year) | $30 | Per NBLC estimate - Triple Net Rent inclusive of vacancies |
| Projected Retail Index Value (psf) - Gross | $480 | Per gross square foot of retail space - based on triple net rent |
| Capitalized Projected Revenue | $34,630,418 | |
| **Construction Cost** | | |
| Hard Construction Cost (psf) | $225 | Altus Construction Cost Guide - Medium Quality Apartment<br>Includes construction of retail space at grade. |
| Soft Cost (psf) | $135 | 60% of Hard Cost Per NBLC (includes financing) |
| Furniture | $40 | |
| Total Construction Cost (psf) | $400 | |
| Total Construction Cost | $34,573,600 | |
| **Net Position** | | |
| Development Surplus | $56,818 | |
| Annual Net Operating Income | $110,443 | |
| *Source: N. Barry Lyon Consultants Limited* | | |

The financial analysis for the Washington and Glen Morris Block buildings suggest the potential for viability. With unit rental rates in the $1,840 per month area these buildings offer the potential for rental housing that might be comparable to rates within the existing housing stock. The improved performance of these buildings over the graduate building is due to lower vacancy rate and operating costs. However, as noted, these rental rates are heavily subsidized by the University's deferral of land value or profit from the development.

| Huron Sussex Univeristy of Toronto Planning Study - Glen Morris Block -Mid Rise Building | | |
|---|---|---|
| **High Level Rental Residential Proforma Analysis** | | |
| **Category** | **Base Scenario** | **Notes** |
| **Site Statistics** | | |
| Residential Gross Floor Area (Sq.Ft) | 137,347 | |
| Net/Gross Leaseable Area - Retail (Sq.Ft.) | 6,200 | |
| Efficency | 85% | |
| Net Leaseable Area - Residential (Sq.Ft) | 111,475 | |
| Net Unit Size | 750 | |
| Unit Count | 149 | |
| **Revenue** | | |
| Rental Unit Revenue (psf per month) | $2.45 | Indexed Revenue based on market recommendation and inflated |
| Rental Unit Revenue (per month) | $1,837.50 | |
| Rental Auto Parking Revenue (psf per month) | $0.27 | $200/ month per sp. inflated by 2% to 2016 x 0.25 sp/unit |
| Rental Bike Parking Revenue (psf per month) | $0.03 | $20/ month per sp. inflated by 2% to 2016 x 1 sp/unit |
| Residential Vacancy | 1.0% | |
| Estimated Residential Operating Cost (%) | 35% | |
| Estimated Net Operating Income (psf per month) | $1.76 | Rental revenues minus vacancy and operating cost |
| Estimated Annual Residential NOI (psf) | $21.13 | |
| Rental Apartment Capitalization Rate | 4.50% | Per market research and conversation with developers |
| Ground Level Retail Capitalization Rate | 6.25% | Colliers International Canada Q2 2013 Cap Rate Report |
| Projected Residential Index Value (psf) - Saleable | $470 | Per saleable square foot of residential space |
| Projected Residential Index Value (psf) - Gross | $399 | Per gross square foot of residential space |
| Net Retail Rental Revenue (psf per year) | $30 | Per NBLC estimate - Triple Net Rent inclusive of vacancies |
| Projected Retail Index Value (psf) - Gross | $480 | Per gross square foot of retail space - based on triple net rent |
| Capitalized Projected Revenue | $57,801,555 | |
| **Construction Cost** | | |
| Hard Construction Cost (psf) | $225 | Altus Construction Cost Guide - Medium Quality Apartment<br>Includes construction of retail space at grade. |
| Soft Cost (psf) | $135 | 60% of Hard Cost Per NBLC (includes financing) |
| Furniture | $40 | |
| Total Construction Cost (psf) | $400 | |
| Total Construction Cost | $57,418,800 | |
| **Net Position** | | |
| Development Surplus | $382,755 | |
| Annual Net Operating Income | $196,315 | |
| *Source: N. Barry Lyon Consultants Limited* | | |

## 9.5 Townhomes

The plan illustrates the potential for a small townhome development in the Spadina Glen Morris Block. This development envisions about 1532 square metres (16,500 square feet) of development. These townhomes would be most suitable for larger households, especially families with children. This development area might accommodate 11 street townhomes at 4.6m wide and about 140 square metres (1,500 square feet) suitable for three bedroom units. Given this, and the assumptions above, we conducted a similar analysis which is summarized below.

The analysis suggests that the development could generate a small surplus and an annual net operating income of about $196,416 if monthly rents were about $2,325 per unit. This is higher than the current rents paid by any of the user groups for any residential unit types but at or below market levels. In this model, rents below this level made the development unviable.

| Huron Sussex University of Toronto Planning Study - Townhouse | | |
|---|---|---|
| **High Level Rental Residential Proforma Analysis** | | |
| **Category** | **Base Scenario** | **Notes** |
| **Site Statistics** | | |
| Residential Gross Floor Area (Sq.Ft) | 16,500 | |
| Net/Gross Leaseable Area - Retail (Sq.Ft.) | 0 | |
| Efficency | 100% | |
| Net Leaseable Area - Residential (Sq.Ft) | 16,500 | |
| Net Unit Size | 1,500 | |
| Unit Count | 11 | |
| **Revenue** | | |
| Rental Unit Revenue (psf per month) | $1.55 | Indexed Revenue based on market recommendation and inflated by 2% per yr to 2016 |
| Rental Unit Revenue (per month) | $2,325.00 | |
| Rental Auto Parking Revenue (psf per month) | $0.00 | |
| Rental Bike Parking Revenue (psf per month) | $0.00 | |
| Residential Vacancy | 1.0% | NBLC Estimate |
| Estimated Residential Operating Cost (%) | 35% | |
| Estimated Net Operating Income (psf per month) | $0.99 | Rental revenues minus vacancy and operating cost |
| Estimated Annual Residential NOI (psf) | $11.90 | |
| Rental Apartment Capitalization Rate | 4.50% | Per market research and conversation with developers |
| Ground Level Retail Capitalization Rate | 6.25% | Colliers International Canada Q2 2013 Cap Rate Report |
| Projected Residential Index Value (psf) - Saleable | $265 | Per saleable square foot of residential space |
| Projected Residential Index Value (psf) - Gross | $265 | Per gross square foot of residential space |
| Net Retail Rental Revenue (psf per year) | $0 | Per NBLC estimate - Triple Net Rent inclusive of vacancies |
| Projected Retail Index Value (psf) - Gross | $0 | Per gross square foot of retail space - based on triple net rent |
| Capitalized Value of Revenue | $4,364,800 | |
| **Construction Cost** | | |
| Hard Construction Cost (psf) | $140 | Altus Cost Guide |
| Soft Cost (psf) | $84 | 60% of Hard Cost Per NBLC (includes financing) |
| Furniture | $35 | |
| Total Construction Cost (psf) | $259 | |
| Total Construction Cost | $4,273,500 | |
| **Net Position** | | |
| Development Surplus | $91,300 | |
| Annual Net Operating Income | $196,416 | |
| *Source: N. Barry Lyon Consultants Limited* | | |

## 9.6 Garden Units

Garden units, as proposed by Brook McIlroy, would make use of a portion of the rear yards of the existing homes in the Huron Sussex Neighbourhood. Fronting onto the rear lanes, these two storey structures could offer living spaces on two floors or parking at grade with living spaces above.

With an average unit size of about 93 square metres (1,000 square feet) and rents of about $1,560 per month this project appears viable returning a small, one time surplus, and annual operating revenue of $217,200.

It should be noted that this a unique development form in the City which may have costs and other development issues that could have a significant bearing on the project viability.

| Huron Sussex University of Toronto Planning Study - Garden Suites | | |
|---|---|---|
| **High Level Rental Residential Proforma Analysis** | | |
| **Category** | **Base Scenario** (4.5% Cap Rate) | **Notes** |
| **Site Statistics** | | |
| Residential Gross Floor Area (Sq.Ft) | 20,000 | |
| Net/Gross Leaseable Area - Retail (Sq.Ft.) | 0 | |
| Efficency | 100% | |
| Net Leaseable Area - Residential (Sq.Ft) | 20,000 | |
| Net Unit Size | 1,000 | |
| Unit Count | 20 | |
| **Revenue** | | |
| Rental Unit Revenue (psf per month) | $1.55 | Indexed Revenue based on market recommendation and inflated by 2% per yr to 2016 |
| Rental Unit Revenue (per month) | $1,550.00 | |
| Rental Auto Parking Revenue (psf per month) | $0.00 | |
| Rental Bike Parking Revenue (psf per month) | $0.00 | |
| Residential Vacancy | 1.0% | NBLC Estimate |
| Estimated Residential Operating Cost (%) | 35% | |
| Estimated Net Operating Income (psf per month) | $0.99 | Rental revenues minus vacancy and operating cost |
| Estimated Annual Residential NOI (psf) | $11.90 | |
| Rental Apartment Capitalization Rate | 4.50% | Per market research and conversation with developers |
| Ground Level Retail Capitalization Rate | 6.25% | Colliers International Canada Q2 2013 Cap Rate Report |
| Projected Residential Index Value (psf) - Saleable | $265 | Per saleable square foot of residential space |
| Projected Residential Index Value (psf) - Gross | $265 | Per gross square foot of residential space |
| Net Retail Rental Revenue (psf per year) | $0 | Per NBLC estimate - Triple Net Rent inclusive of vacancies |
| Projected Retail Index Value (psf) - Gross | $0 | Per gross square foot of retail space - based on triple net rent |
| Capitalized Value of Revenue | $5,290,667 | |
| **Construction Cost** | | |
| Hard Construction Cost (psf) | $140 | Altus Cost Guide |
| Soft Cost (psf) | $84 | 60% of Hard Cost Per NBLC (includes financing) |
| Furniture | $35 | |
| Total Construction Cost (psf) | $259 | |
| Total Construction Cost | $5,180,000 | |
| **Net Position** | | |
| Development Surplus | $110,667 | |
| Annual Net Operating Income | *$238,080* | |
| *Source: N. Barry Lyon Consultants Limited* | | |

### 9.7 Rear Lane and Open Space Improvements

The Brook McILroy plan sets these new development opportunities within a framework of improved laneways and public open spaces. The details of these features have not been developed at this stage. It is also unknown if the new developments will require sub surface utility improvements. The lack of this information makes developing cost estimates of these features impossible at this stage.

### 9.8 At-Grade Retail

Retail at grade within new developments on Harbord Street and Spadina Avenue have strong potential for market success given the very significant amount of pedestrian traffic on these corridors. While a retail market study has not been completed for this study, the limited amount of space planned, should be sustainable for local serving retail uses alone.

Retail uses within the laneways, off the main avenues, will likely struggle to capture the necessary walk-by traffic critical to the success of many functions. However, speciality retail such as art galleries or restaurants that can frequently benefit from unique locations may be possible subject to resolving any potential compatibility issues with the residents.

### 9.9 Community Use

The plan identifies a place for a community use. It may be possible with the development of the residential component that there may be sufficient funds to finance the construction of a community use. However, if possible, we see this happening in the latter stages of the project once all revenue sources have been exploited and stabilized.

### 9.10 Affordable Home Ownership

Similar to the above, if new housing can be developed as discussed in this report it may be worth considering offering affordable ownership opportunities to the target groups. A mid-rise building, built on a University land lease, could offer opportunities for relatively low cost housing in the City core. The reduction of sales and marketing fees and the elimination of the land costs could reduce the prices of a typical condominium unit by 25% to 30%. For example, a typical one bedroom unit in downtown Toronto would sell for about $600 per square foot or $450,000 for a 750 square foot unit. It is possible that with these reductions the same unit could be sold for about $315,000.

Appendix B contains a proforma analysis that suggests this is an option worthy of more detailed consideration, returning a small surplus of about $1.0M to the University. No land value is supported in these analyses.

### 9.11 First and Second Mortgage Assistance.

It is recognized that a significant number of both existing and future tenants have affordability issues and this offering may have limited interest in the community. To offer greater affordability, the University might consider the viability of offering mortgages at favourable terms for both the existing housing and new developments. In each case, the University would hold title to the land component which would improve the security to any potential loan.

By facilitating the sale of a home with a mortgage, the University would benefit not only from the revenue but also from the immediate relief of long term maintenance responsibilities. At the same time, long term tenants would have the opportunity to benefit from equity growth and help build wealth. This approach would incentify owners to invest in their neighbourhood, improving its overall quality, and add increased stability to the area, while still retaining University control over the long term use of the property.

Affordability could be increased further by offering second mortgages. Made popular by Options for Homes, these mortgages represent the difference between the market value of the suite and the cost to create the suite. Purchasers would make no payments on this mortgage while they both own and live in their suite. When owners sell, the mortgage is repaid, plus its equivalent percentage of any equity/profit accrued over time for the home. In other words, if the suite has increased in value by 20% then the second mortgage has increased in value by the same percentage. When the home is sold, these funds accumulate could then be used by the University to fund new projects. Since this mortgage has no debt service costs, it can be considered as equity and as part of the down payment – which can help avoid mortgage insurance costs.

These mortgages could offer the University an additional long term income stream.

## 10. SUMMARY

The Huron Sussex Neighbourhood is one of Toronto's most desirable communities in which to live given its access to University of Toronto's St. Georges Campus and a broad range of transit, retail, entertainment and employment options within walking distance.

Within the study area boundary, the University owns the majority of housing. Detached and semi detached homes, apartments and rooming houses provide accommodation for a broad range of tenant groups. These include:

- Current Long Term Tenants;
- Single Graduate Students;
- Student Family Housing;
- New Faculty Housing;
- Visiting Faculty Housing; and,
- Other Tenants Affiliated with the University.

This housing requires continuous maintenance. Revenues from rental income closely match expenses. There is a limited annual surplus that funds debt required for repairs and upgrades to the housing. The housing is also not always best suited to all the tenant groups. For example, many of the units are not well designed for families lacking laundry facilities or separate study areas.

A waiting list exists for both graduate and family student housing and there is a need expressed by the University to offer a broader range of housing opportunities for faculty, both visiting and permanent, to assist the school compete for the best teaching and research personnel. Ensuring the tenure and housing security of the existing long term tenants is also a commitment of the University of Toronto.

The existing rental market is extremely tight in terms of vacancies and is very expensive. Both affordability and availability are key issues that the University must address in dealing with housing. In our view, it is unrealistic to assume that the private housing market could address the needs of the University any time in the foreseeable future.

Brook McIlroy has developed a plan that suggests a range of possible housing options to accommodate the growth of these groups. These include:

- Mid-rise developments along Harbord Street and Spadina Avenue;
- Townhomes on laneways; and,
- Garden Suites on laneways.

Our analysis suggests that the construction of a mid-rise development, that could meet the needs of graduate students, and still be at rates consistent with Graduate House, will be financially challenging based on the assumptions contained in this report. Mid-rise buildings, targeted to other tenant groups that have less operating demands and lower costs are likely more feasible.

The lower density townhome and garden loft concepts also appear viable if rents were increased over current lease rates. This may be acceptable considering the uniqueness of these design options. However, there are significant issues with respect to planning approvals, design and servicing that will impact on the construction cost of these units that should be studied in greater detail to further refine the feasibility of this development option.

All of these development opportunities are set within a framework of improved laneways and public open spaces that would serve to improve the overall quality of the neighbourhood. However, these improvements, and possible subsurface servicing requirements have not yet been developed to a point where a cost estimate can be offered in any meaningful way.

We also suggest that the University consider offering long term tenants the opportunity to purchase their homes, with the land component remaining as a lease. In this way, purchasers can assume the maintenance costs, and benefit from the potential increase in equity. The University would retain ownership and manage future property transfers.

Our report also suggests that some of the target groups, new faculty in particular, could be offered affordable ownership opportunities. We suggest a mechanism where a mid-rise building, or perhaps part of a building, could be designated for affordable ownership. The report offers a proforma analysis that suggests that the underlying land of the condominium is retained by the University. Reduced marketing and sales costs as well as eliminating a land value payment could reduce values to affordable levels. Apart from the obvious benefits of providing affordable living accommodation, this approach eliminates long term maintenance and management costs.

University of Toronto may be able to offer even greater affordability by offer first and, in the case of new developments, second mortgages, on favourable terms. These mortgages could also create a significant new source of revenue.

In summary, this research suggests that there are several opportunities to explore that could improve the financial outlook of the existing housing while at the same time adding new stock that may be more appropriate to the tenant groups. At this level of analysis there is also good evidence that the plan developed by Brook McIlroy along with the strategies contained within this report could be the basis of an economically viable project worthy of more detailed consideration.

We recommend that the plan elements and strategies developed within this, and the Brook McIlroy work, be advanced within the context of a detailed business plan.

## APPENDIX A - CASE STUDIES – GRADUATE AND FACULTY HOUSING

Faculty and graduate housing programs that provide access to affordable accommodation within close proximity to the campus are common features at larger Universities. The following summarizes some of the key elements of the housing programs at four schools.

### 10.1 University of British Columbia

The University of British Columbia (UBC) offers a Housing Assistance Program (HAP) for full-time tenured or tenure-track faculty members, as well as other senior management staff. The program offers financial assistance for participants seeking to purchase a home in the marketplace. Given Vancouver's exceptionally strong and high valued real estate market, this assistance is likely an important feature in helping recruitment efforts. The HAP provides assistance in two ways, the Down Payment Assistance Program and the Mortgage Interest Assistance.

**Down Payment Assistance (DPA)**

The DPA provides a lump sum forgivable interest-free loan of up to $45,000 for a period of five years.

**Mortgage Interest Assistance (MIA)**

UBC provides mortgage interest assistance of up to $50,000 over a five year period. Payment of mortgage interest is paid to the UBC approved lending institution (HSBC) on or before the date that a payment of interest is required to be paid by the participant. Additionally, MIA may be considered to be a taxable benefit.

Participants must be employed at UBC Vancouver campus and this must be the first and only time receiving financial assistance from the University for the purchase of housing. Purchase of an eligible home must have taken place within the ten year period following the start date of initial University appointment.

### 10.2 Santa Clara University

Santa Clara University (SCU) offers HAPs for tenure and tenure-track faculty. Additionally, newly hired tenured faculty are eligible during the first year of their appointment if they are relocating from a distance greater than 50 miles from the University. SCU may periodically evaluate and adjust amounts provided by the HAPs based on changes in the local housing market. The HAPs provide assistance in two ways, the Rental Assistance Program and Purchase Assistance Program.

**Rental Assistance Program (RAP)**

The RAP is intended provide a smooth transition into the local housing market for tenure-track faculty during their probationary period and for newly hired tenured faculty. The program provides monthly rent support based on the local housing market and makes University-owned rental units available to newly hired tenure-track and tenured faculty.

**Purchase Assistance Program (PAP)**

The PAP is intended to enhance the affordability of a single family residence in the local area. Assistance is provided with the mortgage and closing costs associated with the purchase of a residence. Program guidelines address the relationship of household income, housing prices, and interest rates.

Additional eligibility requirements are in place for the PAP. The faculty member must be a first-time home buyer. Faculty who own a personal residence or other real estate are not eligible for the PAP unless the other property will be sold.

The annual household income of the participant cannot exceed 35% of the University's benchmark home value at the time of application. The benchmark home value is based on the median price of a single family residence in Santa Clara County in effect on the date of the purchase contract of the residence.

Participants in the PAP are required to make a down payment equal to at least 10% of the purchase price of the residence. Additionally the participant will be eligible for a 10-year, fixed rate second mortgage guaranteed by the University in an amount equal to 15% of the benchmark home value. During the period of the second mortgage, the University will pay the principal and interest on the second mortgage, as long as the participant continues to be employed as a full-time tenured or tenure-track faculty member.

### 10.3 Stanford University

At Stanford University, housing programs eligibility criteria depends on individual circumstances. Someone who is an Eligible Person according to the criteria may not be qualified to participate in one or more of the Programs, or may only be qualified to participate to a limited extent.

Faculty who are employed fifty percent (50%) time or more include Members of the Academic Council with tenure, Members of the Medical Center Professoriate, and Senior Fellow members of the Academic Council at Special Policy Centers and Institutes. Staff that is employed full time (100%), current or former presidents of the University and Hoover Institution Senior Fellows.

The programs are all only available for qualifying residences, which consist of a single family home, condominium, or townhome that is for sale and suitable for housing one family.

The following programs are available for eligible faculty:

**The Deferred Interest Program (DIP-T)**

DIP-T is available for faculty who have been employed by Stanford in a housing-eligible position for three or more years prior to promotion. At tenure, participants can obtain a loan with no payments until the principal and deferred interest is paid in full. Maximum loan amounts may be up to $300,000 or 20% of fair market value. After 10 years, there will be an adjustment that reduces deferred interest up to $100,000.

**The Mortgage Assistance Program (MAP)**

Participants eligible for MAP will be buying a home in the local community that will be owner occupied. MAP is an interest-only loan with a low current interest and a deferred interest due at payoff. Maximum loan amounts may be up to $600,000 or 50% of fair market value.

**The Housing Allowance Program (HAP II)**

HAP II is a taxable fringe benefit that supplements income upon the purchase or renovation of your home. A minor renovation must cost at least $10,000. A major renovation must cost at least $200,000 and add a minimum 250 square feet of permanent living space to an existing house.

**Zero Interest Program (ZIP)**

ZIP is a secured non-amortizing mortgage loan. A ZIP loan is not part of the required cash down payment. It is to be used for a purchase, not to refinance existing mortgage loans. There are no current interest payments. Eligibility for ZIP is only for participants who use the maximum amount of the MAP and DIP loan to purchase a qualifying residence.

### 10.4 University of Southern California

University of South California's (USC) housing program eligibility criteria outlines that participants must be full-time tenure-track or tenured faculty (including deans) or executive staff. Subsidies for faculty require approval of the dean.

Assistance at USC is offered in two forms, subsidies and loans. USC may elect to offer only some of these options, all of which are subject to budget restrictions.

**Subsidies**

The One-Time Subsidy, Monthly Mortgage Subsidy and Monthly Rental Subsidy are all paid by the school. All forms of subsidies are considered part of the compensation package. Monthly subsidy payments will be included in the individual's pay as supplemental salary for a fixed number of years.

**Loans**

The University Short-Term Loans and Shared Appreciation Loans consist of interest payments that are subsidized by the school. When USC provides down-payment assistance, at least ten percent (10%) of the purchase price is required from personal resources under the university short-term loan or shared appreciation loan options.

## APPENDIX B – AFFORDABLE OWNERSHIP HOUSING PROFORMA

**nblc**

**Huron Sussex Planning Study**
Affordable Housing Conceptual Proforma

| SUMMARY | Building One | TOTAL/AVG | NOTES |
|---|---|---|---|
| | | | **Disclaimer** |
| **Number of Units** | 75 | **180** | Every reasonable effort has been taken to ensure that the information, analysis, conclusions, and recommendations in this report are accurate and timely. No responsibility for the information, analysis, conclusions, or recommendations is assumed by N. Barry Lyon Consultants Limited, any of its employees or associates. |
| **Average Net Unit Size (SF)** | 750 | **750** | |
| **Index Revenue per Square Foot** | $420 | **$435** | |
| **End Price per Unit** | $315,000 | **$326,250** | |
| **Total Residual Land Value (present$)** | $0 | **$1,564,190** | |
| **RLV per Acre (present$)** | $0 | **$778,204** | |
| **RLV per Unit (present$)** | $0 | **$8,704** | |
| **RLV per Square Foot (present$)** | $0.00 | **$9.86** | |
| **Total Profit** | $1,001,251 | **$9,952,229** | |
| **Profit per Unit** | $13,411 | **$98,610** | |
| **Profit per Square Foot** | $15.20 | **$55.88** | |

| A) ASSUMPTIONS | Building One | TOTAL/AVG | NOTES |
|---|---|---|---|
| **Residential Unit & Area Statistics** | 42% | | |
| Number of Units | 75 | **180** | |
| Average Net Unit Size (SF) | **750** | | |
| Gross to Net Efficiency (GNE, %) | **85%** | | |
| Average Gross Unit Size (SF) | 863 | | |
| Total Residential Saleable Area (SF) | 55,994 | **134,789** | |
| Gross Residential Area (GRA, SF) | 65,875 | **158,575** | |
| GRA (square meters) | **6,120** | | |
| Gross Livable Area - GRA + retail (GLA, SF) | 65,875 | **158,575** | |
| Gross Liveable Area (Sq.M) | 5,202 | | |
| **Parking Unit & Area Statistics** | | | |
| Required Parking Stalls (per residential unit) | **0.25** | | |
| Required Visitor Parking Stalls (per residential unit) | **0.00** | | |
| Total Resident Stalls Constructed | 19 | | |
| Number of Visitor Parking Stalls | 0 | | |
| Total Parking Stalls Constructed | 145 | | |
| % of Total Parking Stalls Sold | **13%** | | |
| Number of Parking Stalls Sold | 19 | | |
| Estimated Area per Stall (SF) | **400** | | |
| TYPICAL Total Parking Area - Below Grade (SF) | 28,232 | | |
| REQUIRED Total Parking Area - Below Grade (SF) | 58,000 | | |
| SURPLUS Total Parking Area - Below Grade (SF) | 29,768 | | |
| Total Parking Area - Above Grade (SF) | **0** | | |
| **Revenues** | | | |
| Residential Index Price (PSF) | $420 | | |
| End Price (per residential unit) | **$315,000** | | |
| Initial Deposit (% of end price per unit) | **10.00%** | | |
| Final Deposit (% of end price per unit) | **10.00%** | | |
| Price Increase at Start of Construction | **1.00%** | | |
| Price Increase at Construction Completion | **2.00%** | | |
| % Sold During Pre-Construction (Pre-sales) | **70.00%** | | |
| % Sold During Construction | **20.00%** | | |
| % Sold at Completion | **10.00%** | | |
| Average Attained Price over Marketing Period | $422 | | |
| Parking Revenue (per stall) | **$45,000** | | |
| Revenue Inflator | **0.00%** | | |

| | | | |
|---|---|---|---|
| **Costs** | | | |
| ***Hard (Construction) Costs*** | | | |
| Above Grade GLA Construction Cost (PSF) | **$170** | | |
| Below Grade Parking Cost (PSF) | **$85** | | |
| Above Grade Parking Cost (PSF) | **$10** | | |
| Servicing Connection Cost (per unit) | **$500** | | |
| Park Construction Cost (PSM) | $0.00 | | |
| Blended Road Construction & Servicing Cost (Per Linear Metre) | **$0** | | |
| Laneway (per linear metre) | **$0** | | |
| Landscaping Cost (per residential unit) | **$500** | | |
| Demolition Costs | **$0** | | |
| | **$255** | | |
| Contingency (% of total hard costs) | **5.00%** | | |
| Cost Inflator | **2.00%** | | |
| ***Soft (Development) Costs*** | | | |
| Municipal Development Charge (avg. $ per unit) | **$15,695** | | |
| Education Development Charge (avg. $ per unit) | **$544** | | |
| Cash-in-Lieu of Parkland Dedication Levy | **10.00%** | | |
| Section 37 Contribution (per residential unit) | **$0** | | |
| Public Art Contribution (% of total hard costs) | **1.00%** | | |
| Building Permit Fee - Residential (Per Unit) | **$46.72** | | |
| Building Permit Fee - Residential (per Sq. Ft.) | **$1.43** | | |
| Municipal Tax Rate | **0.77%** | | |
| Provincial Land Transfer Tax Rate | 0.00% | | |
| Municipal Land Transfer Tax Rate | 0.00% | | |
| Consultants (% of total hard costs) | **5.00%** | **5.00%** | |
| Development Project Management (% of total hard costs) | **3.00%** | **3.00%** | |
| Construction Management (% of total costs) | **3.00%** | **3.00%** | |
| General Overhead Expenses (per unit) | **$500** | | |
| Condominium Legal Fees (per residential unit) | **$500** | | |
| General Legal&Planning Costs (lump sum estimate) | **$0** | | |
| Marketing Cost (% of total revenue) | **0.50%** | | |
| Sales Commission Fee (% of total revenue) | **0.50%** | | |
| TARION Enrolment Fee (per residential unit) | **$972** | | |
| Canada Post Community Mail Box Fee (per residential unit) | **$200** | | |
| Excess Deposit Insurance Cost | **2.00%** | | |
| After Sales Service (per residential unit) | **$750** | | |
| Interim Financing Rate | **4.50%** | | |
| Lender's Administrative Fee (% of total costs) | **0.35%** | | |
| Purchasers' Interest Rate on Deposits | **1.00%** | | |
| HST Fee | **5.20%** | | |
| **Development Rates & Timing** | | | |
| Profit Margin (% of total revenues) | **10.00%** | | |
| Discount Rate | **7.00%** | | |
| Absorption Rate (sales per month) | **10.00** | | |
| Years prior to Land Sale | **2.00** | | |
| Years to Begin Marketing after Land Purchase | **1.00** | | |
| Presales Period (years) | 0.44 | | |
| Construction Period (months) | **36.00** | | |
| Construction Period (years) | 3.00 | | |
| Occupancy Period beyond Construction (years) | 0.25 | | |
| Insurance Period beyond Construction (years) | **0.75** | | To calculate TARION insurance costs |
| Completion Date | **6.69** | | |
| | **2019.69** | | |

| **B) PROJECTED REVENUES** | **Building One** | **TOTAL/AVG** | **NOTES** |
|---|---|---|---|
| Revenues from Sale of Units | $23,635,432 | **$77,998,020** | Includes revenue inflator for total period prior to pre-sales |
| Revenues from Sale of Parking | $839,906 | **$6,150,506** | Includes revenue inflator for total period prior to pre-sales |
| Interim Occupancy Charges | $121,153 | **$416,535** | Covers carrying cost of loan (interest rate +1% return) for 4 month interim occupancy period |
| Recoveries (TARION) | $72,553 | **$148,532** | Enrolment fees are recoverable from purchasers |
| **Total Revenues** | $24,669,044 | **$84,713,594** | |

| C) PROJECTED COSTS | Building One | TOTAL/AVG | NOTES |
|---|---|---|---|
| ***Hard (Construction) Costs*** | | | |
| Land Cost - RLV to be determined | | | |
| Above & Below Grade Hard Construction | $17,264,208 | | |
| Blended Road Construction & Servicing Cost | $0 | | |
| Servicing Connection Cost | $39,957 | | |
| Landscaping | $39,957 | | |
| Demolition & Site Prep (lump sum allowance) | $1 | | Per N. Barry Lyon Consultants Limited |
| Contingency | $867,206 | | Percent of total hard costs (not including land cost) |
| **Total Hard Costs** | **$18,211,329** | **$45,075,597** | |
| | | | |
| ***Soft (Development) Costs*** | | | |
| Municipal Development Charges & Other Fees | $1 | | Includes development charges, Section 37 contribution & park dedication fees |
| Building Permit Fees | $97,675 | | |
| Municipal Property Taxes | $0 | | |
| Provincial Land Transfer Tax | $0 | | |
| Municipal Land Transfer Tax | $0 | | |
| Consultants | $910,566 | | Includes architectural and engineering fees |
| Development Project Management | $517,926 | | |
| Construction Management | $517,926 | | |
| General Overhead Expenses | $39,957 | | |
| Legals&Planning (lump sum allowance) | $37,329 | | |
| Sales Commissions | $122,377 | | |
| Marketing | $122,377 | | |
| Construction Loan Financing Costs | $1,494,240 | | Includes lender's fee + interest charges on construction loan less pre-sales deposits (80% LTV) |
| TARION Enrolment & Excess Deposit Insurance | $201,048 | | |
| Canada Post CMB Fees | $14,932 | | |
| Purchasers' Interest on Deposits | $51,398 | | |
| HST | $1,272,718 | | |
| After Sales Service | $55,994 | | |
| **Total Soft Costs** | **$5,456,464** | **$19,537,619** | |
| | | | |
| **Total Costs** | **$23,667,794** | **$64,613,216** | |

| D) PROFIT CALCULATIONS | Building One | TOTAL/AVG | NOTES |
|---|---|---|---|
| | | | |
| **Total Residual Land Value and Profit** | $1,001,251 | **$20,100,378** | |
| RLV and Profit per Unit | $13,411 | **$195,204** | |
| RLV and Profit PSF of GRA | $15.20 | **$110.62** | |
| | | | |
| **Total Profit** | $1,001,251 | **$9,952,229** | |
| Profit per Unit | $13,411 | **$98,610** | |
| Profit PSF of GRA | $15.20 | **$55.88** | |

| E) RESIDUAL LAND VALUE | Building One | TOTAL/AVG | NOTES |
|---|---|---|---|
| | | | |
| **Total Residual Land Value (future$)** | $0 | **$10,148,149** | |
| Per Residential Unit | $0 | **$48,296.92** | |
| PSF of GRA | $0.00 | **$54.74** | |
| | | | |
| **Total Residual Land Value (present$)** | $0 | **$1,564,190** | |
| Per Acre | $0 | **$782,094.91** | |
| Per Residential Unit | $0 | **$7,444.27** | |
| PSF of GRA | $0.00 | **$8.44** | |

# Policy Overview

## The City of Toronto Official Plan

The City of Toronto Official Plan (2010) is a key planning policy document which serves to establish a clear vision for Toronto's successful future, as a livable, diverse, and connected city. It is a comprehensive document that builds upon the original Official Plan, as well as the Orders of the Ontario Municipal Board (June 2006).

The Official Plan consists of seven chapters: Making Choices, Shaping the City, Building a Successful City, Land Use Designations, Implementation: Making Things Happen, Secondary Plans, and Site and Area Specific Policies, as well as various schedules and maps which are referenced throughout the chapters.

The Plan's land use designations generally aim to structure future growth in a sustainable manner by integrating land use and transportation policies. Within the Plan's land use designations, one quarter of the City is identified as key areas for potential growth. Key areas include good transit access and opportunities for redevelopment, and are located within the Downtown, including the Central Waterfront, the Centres, the Avenues, and the Employment Districts. Each area emphasizes a specific mix of residential and/or employment growth that is unique to the area's future need and current context.

The other three quarters of the City are not expected to accommodate much growth. The policies related to these areas focus on maintaining and strengthening the existing character of the area.

**Relation to the Huron Sussex Neighbourhood**

The Huron Sussex Neighbourhood is included within the Downtown and Central Waterfront Area. This general area is identified in the Plan as offering unique opportunities for substantial employment and residential growth. The specific policies related to the Huron Sussex Neighbourhood regarding growth management strategies may be found within the University of Toronto Secondary Plan (area #20 in the Official Plan, Map 35).

## University of Toronto Secondary Plan

The purpose of the University of Toronto Secondary Plan is to identify and protect the Area primarily as an Institutional District, to provide flexible planning regulations, and to preserve, protect and enhance the unique built form, heritage and landscape character of the Area. The Plan includes a 'Structure Plan', a section on Implement ion, the identification of Areas of Special Identity and Site and Area Specific Policies, and the designation of Land Use and Density.

**Relation to the Huron Sussex Neighbourhood**

The Huron Sussex Neighbourhood is identified as an Institutional Area of Special Identity, which is a sub-area of the University of Toronto with a unique character that should be protected and enhanced by additional regulations. The Huron Sussex Area of Special Identity is a low-density residential enclave that includes an incidental mix of small-scale commercial and institutional uses which serve the neighbourhood or are related to the University of Toronto (4.2). The objectives for the Huron Sussex Area of Special Identity in this Plan are to:

- Retain the character of residential uses and houseform buildings along tree-lined steets;
- Encourage improvement of existing housing stock and the development of infill housing on vacant lands; and,
- Encourage both a year-round use of residential units and a mix of long term and temporary residents.

As an Area of Special Identity, the Land Use and Density designation for the Huron Sussex Neighbourhood aim to protect the existing residential, low scale character. Where appropriate, limited intensification to accommodate the needs of the University for institution-related residential development may be permitted.

The Huron Sussex Neighbourhood also encompasses two sites (#6 and 7) that include Site and Area Specific Policies. Site and Area Specific Policy Area #6 is located on Huron Street, near Washington Avenue. Permitted uses include: administrative offices associated with buildings containing dwelling rooms for the use of University students and accessory uses thereto, a printing plant and publisher. 15 Glen Morris Street is the Site and Area Specific Policy Area #7 in the Huron Sussex Neighbourhood, and includes a maximum gross floor area, building envelope, and height limit.

## The City of Toronto Zoning By Law (No. 438-86)

The purpose of the City of Toronto's Zoning By-Laws are to manage and control growth by determining the appropriate uses, densities, setbacks, and other urban design guidelines that will apply to a specific area and context.

### Relation to the Huron Sussex Neighbourhood

The Huron Sussex Neighbourhood is zoned under the former General Zoning By-Law No. 438-86.

The Huron Sussex Neighbourhood includes a mix of residential (R3) and mixed-use (CR) zoning designations. The only CR zone is located along Spadina Avenue, while the rest of the area is zoned as a R3 Residential District. The permitted uses, density allowances, and required setbacks for Zones R3 and CR are briefly summarized below.

Permitted uses in the R3 District include various types residential uses (dwelling units), and limited associated/accessory residential uses. It also permits a few non-residential uses, such as public parks, playgrounds, schools and transit, along with some other general institutional uses.

The CR Zone also permits a wide range of residential uses and associated/accessory residential uses. A notable inclusion, which is excluded from the R3 Zone, is the university residence. Permitted non-residential uses include public parks and playgrounds, arenas/stadiums/race tracks, various community services, cultural and arts facilities, general institutions, and a range of retail and service shops, workshops and studios, office and miscellaneous uses.

Most importantly, both the CR and the R3 Zoning Districts allow row houses.

The density allowed in this area is zoned as "Z 1.0," in the R3 Residential District and "T 1.0" in the CR mixed-use area. Both of these density zoning mean that the gross floor area (combined commercial and/or non-commercial) must not exceed the product of the lot area multiplied by one. Specific exceptions may apply in certain cases.

In the R3 Residential District, front yard setbacks are generally 6 metres from the front lot line. Side yard setbacks from the building to the side lot lines or the distance between adjacent side walls of adjacent buildings or structures are generally 0.9 to 1.2 metres, depending on whether or not the wall contains a door, window or other opening. Certain exceptions may apply, for example, for semi-detached houses, these side yard setback minimums may be decreased to 0.45 and 0.9 metres, respectively. Finally, the

rear yard setback from the rear lot line must be less than 7.5 metres, in general.

In the CR Mixed-Use District, the minimum window separation is between 5.5 and 11 metres, depending on whether or not the window is adjacent to the window of another dwelling unit or adjacent to a wall or lot line that is not a street line. Also, no building within the CR district may be closer than 3 metres to a lot wholly within an R district.

## St. George Campus Master Plan (2011)

The 2011 St. George Campus Master Plan is built upon the success of the 1994 Master Plan for the St. George Campus and the vision expressed in the University of Toronto's "Towards 2030," which included enriching the student experience, and extending and enhancing the infrastructure and resource base of the University, amongst other key tenets. The purpose of the plan is to determine the potential for future development, including proposals for selective re-zoning, in order to accommodate future growth.

The Plan consists of four main sections: Framework, Opportunities and Challenges, Sites and Sectors, and Conclusions and Next Steps. The Framework section includes sub-sections on historical growth and context, framework and built form, and campus planning principles, amongst other things. The Opportunities and Challenges section considers circulation, open space, the environment, sustainability, infrastructure, heritage, accessibility, housing, personal safety and security, and parking. The Sites and Sectors section has split the St. George Area into four "sectors" and contains a detailed consideration of each prospective development site located within each sector.

### Relation to the Huron Sussex Neighbourhood

The Huron Sussex Neighbourhood is included within the boundaries of the St. George Campus Master Plan, and is specifically addressed as a key neighbourhood encompassed within the Northwest Sector. References are also made to the Huron Sussex Neighbourhood within the University of Toronto Secondary Plan as an "Area of Special Identity" with protections put in place to maintain the residential nature of the district. This Plan includes many notable references to opportunity sites within or surrounding the Huron Sussex Study Area.

There are various opportunities identified for potential vistas, landmarks, and sites for potential gateway improvements within the Area.

There are also various development sites located within or around the Huron Sussex Study Area, identified in this Plan as the Northwest Sector. The Northwest Sector, a sub-section within the Sites and Sectors section of the Plan, includes a general introduction of the Huron Sussex Neighbourhood, which explains the associated land uses and various elements not owned by the University that exist within this part of campus.

To give an example of an approved development site and the level of detail in this Plan associated with these sites,  50 Sussex Avenue will be employed. This Plan provides a detailed overview of the site (50 Sussex Avenue) context, the approved and proposed envelope capacity and use assumptions, the development context (site conditions, secondary effects, parking, servicing, pedestrian routes, height and massing, open space, accessibility, and urban design), site data, the context plan with proposed envelope, as well as site photos and other 3D views (including a shadow study).

Huron Sussex Neighbourhood
Planning Study

# April 10 Community Meeting Summary Report

Submitted By:
**Brook McIlroy**
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Toronto, ON M5V 1V2

May, 2013

BrookMcIlroy

*The character of the Huron Sussex neighbourhood, including architectural detailing, is valued by the community members.*

# Table of Contents

# 1.0 Introduction

On Wednesday April 10, 2013 the first Community Meeting was held for the Huron Sussex Neighbourhood Planning Study. The objectives of the workshop were to:

- Provide an overview of the study area context and study objectives;
- Present and solicit input on the existing conditions in the neighbourhood and the associated opportunities for increasing stability, infill development, and enhancing green space.

## 1.1 Meeting Outline

The Community Meeting began with a drop-in session to allow participants to view display boards and meet the consultant team. Opening remarks were made by Gail Milgrom, Acting Assistant Vice-President of Campus and Facilities Planning, and Julie Mathien, President of the Huron Sussex Residents Organization, followed by a presentation by Anne McIlroy of Brook McIlroy. Following the presentation, attendees were invited to participate in small round table discussions and complete a worksheet, after which a member of each group presented the key findings from their discussion.

## 1.2 Who Came to the Meeting?

Approximately 50 people attended the Community Meeting, including a mix of members of the Huron Sussex Resident Organization, property owners and residents of the neighbourhood, and other interested parties. Members of the consultant team and University of Toronto staff and were on hand to help facilitate the workshop and answer questions.

## 1.3 What was Presented?

The presentation addressed the following topics:

- Introduction to the Huron Sussex Planning Study
- An overview of the Huron Sussex neighbourhood context
- Existing conditions and associated opportunities within the neighbourhood
- Next Steps

*St. Thomas's Anglican Church, Huron Street.*

# 2.0 Workshop Exercise

In four small groups, and using a worksheet with a map of the neighbourhood for guidance, participants were encouraged to discuss and respond to questions about the Huron Sussex neighbourhood, including:

- What can we do to promote stability within the neighbourhood?
- Are there opportunities for new Open Space? If so, what type of new Open Space? Where should it be located?
- What is the role of streets and lanes in the neighbourhood? How can improvements be made for pedestrians, cyclists and vehicles?
- Are there opportunities for new infill and/or redevelopment in the neighbourhood? Please identify places on the map where infill can happen. What should the built form look like? What types of users should it serve?

*(Please see appendix A for the worksheet).*

*Participants responded to questions on a worksheet with a map of the Huron Sussex neighbourhood as a guide.*
*(Photograph courtesy: Huron Sussex Residents Organization)*

## 2.1 Priority Directions

To begin the workshop exercise, participants were asked to record on post-it notes three ideas for their vision of the Huron Sussex neighbourhood. These responses, combined with the feedback received through the workshop exercise and individual comment sheets *(see Appendix B)*, have been developed into Priority Directions. These include the following:

1. *Develop opportunities and strategies to assist and support economic sustainability in the neighbourhood. Maintenance of the physical infrastructure and support and encouragement of local business opportunities will ensure this long-term economic sustainability.*
2. *Incorporate new open space and enhance existing open space in the neighbourhood (e.g. Huron and Glen Morris).*
3. *Ensure that privately and publicly owned trees in the neighbourhood are protected to maintain the tree canopy. Where trees are approaching the end of their life expectancy, they should be replaced with trees in proportion to the property and house sizes.*
4. *Increase stability in the neighbourhood by balancing long-term and short term tenancies, and ensuring that all properties are consistently occupied.*
5. *Ensure there is a mix of housing options for a variety of residents and family sizes, including students, faculty, and community members.*
6. *Maintain and support the neighbourhood character, including heritage buildings and architectural detailing.*
7. *Ensure that new development is consistent and compatible with the existing neighbourhood.*
8. *Support and encourage the eclectic and varied architectural styles of houses in the neighbourhood.*
9. *Create better connections throughout the neighbourhood and into surrounding areas by enhancing laneways, improving cycling connections, enhancing streetscapes, and greening roadways.*
10. *Plan for new commercial and retail opportunities wherever applicable (e.g. select Spadina and Harbord frontages).*

## 2.2 What Did We Hear? Possible Strategies and Future Considerations

The Priority Directions provide opportunities for a number of future development strategies within the neighbourhood. The strategies are intended to support the goals of economic sustainability, increased housing and an improved neighbourhood fabric. Development strategies may include the following elements, in addition to others that will continue to be identified through the Planning Study process:

1. The establishment of a core Huron-Sussex Low-rise area that includes existing housing and provides new housing opportunities that support a mix of short, medium and long-term residents.
2. Low-rise residential infill on the lanes in the form of accessory garden suites, loft and townhouse units. In addition to residential uses, strategically located university, public, retail, office or other uses may also be appropriate.
3. The development of mid-rise buildings with at-grade retail on the Spadina Avenue and Harbord Street frontages. Building heights and massing will consider the importance of sunlight, view and privacy on neighbouring properties.
4. Upgrades to existing lanes and new lanes to contribute to an improved pedestrian and open space realm, and providing where appropriate, access to individual properties, future lane infill and parking areas.
5. The creation of a public north-south "Greenway" network between Harbord Street to the South and Huron-Washington Parkette to the north. The Greenway could extend the length of the neighbourhood and can provide a consistent link between buildings, outdoor spaces and adjacent lanes and streets. The concept could include extensive landscape design, lighting, bicycle parking and other furnishings.
6. The creation of common gardens for existing and proposed residences, similar to the existing common gardens north of Washington Avenue and Sussex Avenue.
7. The preservation and improvement of existing parks including Huron-Washington Park, Washington and Huron Parkette and Glen Morris and Huron Parkette as important outdoor green spaces. Park programming will respond to the diverse interests and activities of the neighbourhood and the University.

*BpNichol Lane*

# 3.0 Next Steps

In addition to these strategies, a number of comments were received that go beyond the scope of this study, and will require future consideration, including:

- Undertake a tree inventory for the neighbourhood to determine the health of current trees, and which trees should be preserved and protected. An inventory may also consider opportunities for new trees in order to enhance the urban tree canopy.
- In discussion with the City, undertake a detailed traffic study to see if congestion can be mitigated in the Huron-Sussex neighbourhood. Opportunities to limit laneway traffic to a single direction may be useful. The benefit of scramble lighting at key intersections should be explored.
- In discussion with the City, the potential for more on-street parking should be explored.
- Discussion with the City to determine the feasibility of providing servicing and garbage collection from laneways to limit the need to put garbage containers along primary streets.

A significant amount of valuable information and feedback was received during this workshop, and the key findings will be used to inform the recommendations going forward. Next steps include:

- June 14, 2013 - Huron-Sussex Residents Organization Meeting
- June 24, 2013 - Community Meeting # 2
- September 2013 - Draft Report Submission
- October 2013 - Final Report Submission

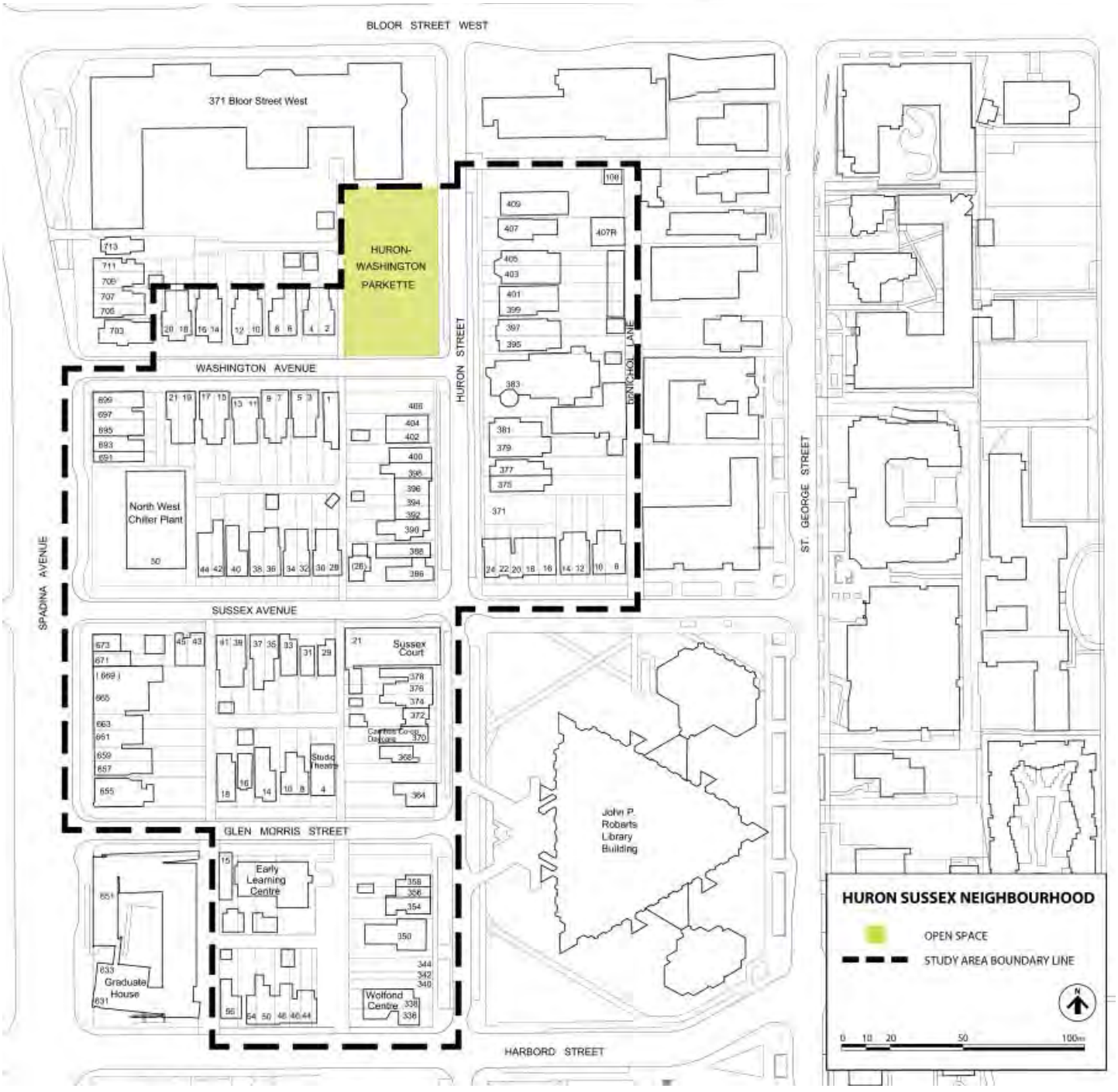
*Washington Avenue*

# Huron-Sussex Planning Study

## Neighbourhood Charrette April 10, 2013

### Exercise#1 : Establishing a Neighbourhood Vision

Using the Post-It Notes provided at your table, tell us three ideas for your vision of the Huron-Sussex neighbourhood **(one idea per post-it).**



## Exercise #2:

Using the map for guidance, please discuss and respond to the questions below.

1 What can we do to promote stability within the neighbourhood?

2 Are there opportunities for new Open Space? If so, what type of new Open Space? Where should it be located?

3 What is the role of streets and lanes in the neighbourhood? How can improvements be made for pedestrians, cyclists and vehicles?

4 Are there opportunities for new infill and/or redevelopment in the neighbourhood? Please identify places on the map where infill can happen. What should the built form look like? What types of users should it serve?

### Additional Comments:

Do you have any additional comments? Please provide them in the space below.

# Appendix B - Group Discussion Responses

## Exercise #2

In small discussion groups, and using a map of the study area for guidance, participants were asked to consider a number of questions regarding the vision for the Huron Sussex neighbourhood. The findings for each question are outlined below. Please note that the following is a collection of *all* comments received, and does not necessarily represent a consensus.

***What can we do to promote stability within the neighbourhood?***

- It would be desirable to allow short term tenants to stay longer than three years.
- Consideration may be given to developing strategies to decrease the vacancy rate in the apartments in the neighbourhood.
- There should be a diverse mix of residents in the neighbourhood. Consideration could be given to creating a balance in the amount of long term and short term residents. The neighbourhood would benefit from a mix of residents including those affiliated with the university, and those who are not. Families with children would be a welcome addition to the neighbourhood.
- The neighbourhood may benefit from increasing the amount of privately owned homes in the neighbourhood.
- It may be desirable to designate the neighbourhood as a heritage conservation district.
- It would be desirable to maintain the quiet nature of the neighbourhood.
- The village atmosphere is valued in the neighbourhood, and it would be desirable for it to be maintained.

***Are there opportunities for new Open Space? If so – what type of new Open Space? Where should it be located?***

- Enhancements could be made to the park on Spadina at the Chiller Plant to make it more user-friendly.
- Consideration could be given to maintaining and/or improving the Glen Morris Parkette.
- Consideration could be given to maintaining and/or improving the Innis College open space.
- The neighbourhood may benefit from more community gardens. Consideration could be given to converting some or all of the Huron Washington Parkette into a community garden.
- The neighbourhood may benefit from the incorporation of community composters.
- It may be desirable to have more common back yards and gardens. Sections of lanes could also be converted into these uses.
- It would desirable to make open space usable and attractive in the winter by incorporating skating rinks.
- Consideration could be given to enhancing the space around prominent buildings for attractiveness and for more of a visual impact.
- Consideration could be given to integrating the green spaces of St. George properties into the Huron Sussex neighbourhood.
- The community would benefit from the incorporation of greenways and walkways.
- More attention could be given to tree planting. Old trees need to be replaced and additional ones above and beyond what is currently in the neighbourhood may also be planted.
- The neighbourhood may benefit from setting regulations such as maximum and minimum setbacks from the streets .

*What is the role of streets and lanes in the neighbourhood? How can improvements be made for pedestrians, cyclists and vehicles?*

- The amount and speed of traffic through the neighbourhood is an issue. Especially on Huron Street.
- Consideration could be given to Car Free Days (example: Bloor Street to Washington) and block parties.
- The neighbourhood may benefit from a traffic study. Specific interventions may be higher speed bumps.
- Each lane could be developed to be more user friendly, attractive and safe.
- Consideration could be given to a pedestrian opening from Bpnichol Lane to St. George Street.
- Consideration could be given to making some of the lanes one-way (example: between Sussex and Glen Morris), and maintaining and replacing traffic calming elements.
- Back laneways may be more user-friendly if they are widened, beautified and made more attractive for use. This may also enhance security and safety.
- Improvements may be needed to increase short-term and residential on-street parking. There is generally not enough parking in the area.
- The neighbourhood may benefit from a 30 km/h speed limit on all internal streets.
- Consideration could be given to installing scramble lights at Bloor and St. George, Sussex and St. George, and Harbord and St. George.
- The neighbourhood may benefit from keeping garbage collection to the lanes, rather than the streets.
- Consideration could be given to re-routing service vehicles out of the neighbourhood. These vehicles generally use the streets very heavily.

*Development in the neighbourhood should be consistent in scale and character with existing houses.*

*Are there opportunities for new infill and/or redevelopment in the neighbourhood? Please identify places where infill can happen. What should the built form look like? What types of users should it serve?*

- There may be opportunities to build mixed-use buildings in place of the existing open space in front of the Chiller Plant.
- Dilapidated buildings along Harbord Street could be good locations for retail, eateries, residential. Consideration could be given to retaining the exterior of these buildings and developing them with engaging streetscapes and building uses.
- Infill is important, but making better use of existing buildings and revitalizing them may be more beneficial for the community.
- The revenue from infill projects could be invested back into the Huron Sussex houses.
- The community may benefit from infill that takes the form of a variety of buildings. Smaller housing options could also be considered.
- It may be desirable to redevelop the UTS site to preserve the heritage and features and enhancing the greenspace. Commercial, residential and educational uses could be a part of this redevelopment.
- Careful consideration is needed when deciding whether to license new commercial spaces.
- The neighbourhood may benefit from increasing density north of the St. Thomas church and along the lanes. Increases in density should be sensitive to existing properties, building heights, etc.
- The neighbourhood may benefit from a corner store that could serve the residents and passerbys.
- Consideration could be given to placing interpretive panels throughout neighbourhood to describe the history and culture of the site.
- The University may consider increased engagement with the community (an example would be offering housing for the homeless).
- Consideration could be given to involving community members in choice of architects for development within the neighbourhood.
- Consideration could be given to creative infill around Robarts Library.
- Consideration could be given to developing incentives for creative use of garage spaces (ie: two-storey artist studios)

*Residential, retail and commercial infill development could be explored in laneways.*

*Additional Worksheet Comments:*

- The Studio Theatre is a good place to have community events.
- Consideration should be given to the fact that a number of the trees in the neighbourhood are past their life expectancy. Replacement trees may be planted now, so that the canopy has time to grow.
- Consideration could be given to green roofs, especially on the Chiller Plant.
- More care could to be taken in renovating houses in keeping with the neighbourhood character.
- Planning in the neighbourhood would benefit from following the principles of sustainability.
- The neighbourhood would benefit from less salt use on the streets.
- The distillery district may be a good precedent to look at for the way the Huron Sussex neighbourhood could look and feel.
- The neighbourhood could benefit from using lighting as a unifying/distinguishing neighbourhood character component. It should be attractive and keep residents safe.
- Consideration could be given to building/converting a building in the neighbourhood into a community centre for the residents.
- The neighbourhood would benefit from addressing the deficit of maintenance of houses.

## Individual Comment Sheet

Participants were also invited to provide individual comments regarding the Planning Study for the Huron Sussex Neighbourhood on an anonymous comment sheet. The following are the responses received:

- Trees within the neighbourhood are valued by the community and should be retained and replaced wherever possible.
- Consideration could be given to turning the lights off in Robarts Library overnight and during statutory holidays when the building is closed.
- Consideration could be given to licensing the restaurant on the corner of Huron Street and Glen Morris. This could be a gathering place for the community.
- Consideration may be given to revitalizing the Glen Morris Theatre.
- The Huron Sussex neighbourhood is an important cultural and historical area that has significance due to its prominent past residents and architectural significance.
- The neighbourhood should be beautified and restored. Consideration could be given to using the neighbourhood's restoration as a marketing tool that other Universities use as best practice.

Huron Sussex Neighbourhood
Planning Study

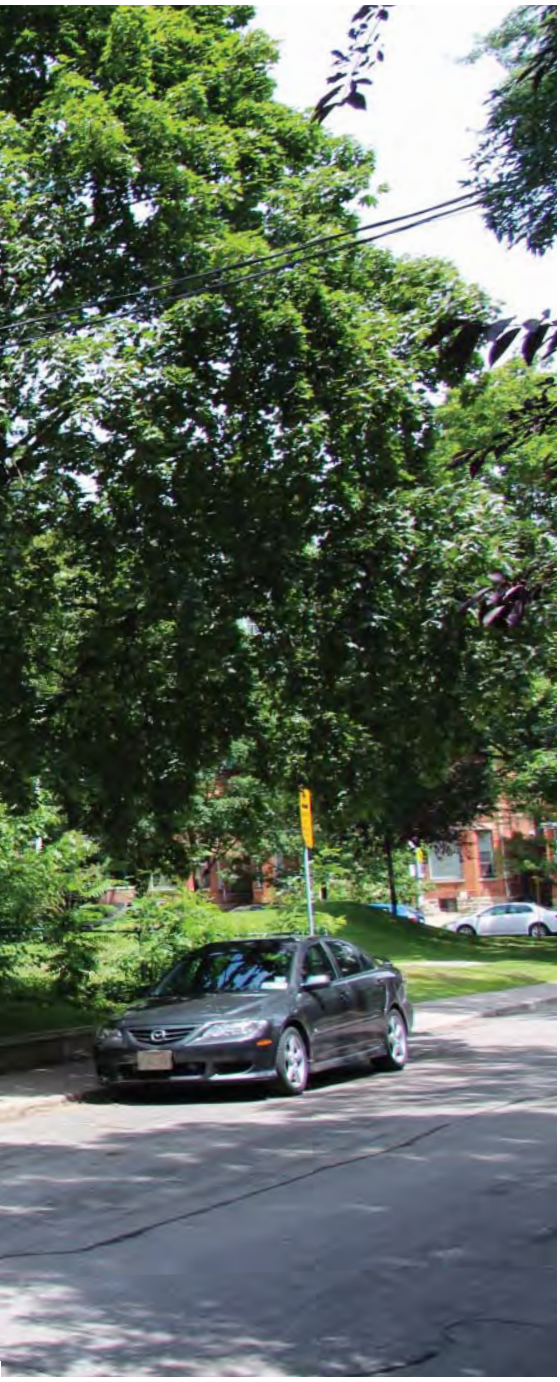
# June 24 Neighbourhood Charette 2 Summary Report

Submitted By:
**Brook McIlroy**
51 Camden St., Suite 300
Toronto, ON M5V 1V2

August, 2013

BrookMcIlroy/

*Existing mature tree cover and gardens are valued by community members.*



# Table of Contents

# 1.0 Introduction

On Monday, June 24, 2013, the second Community Meeting was held for the Huron Sussex Neighbourhood Planning Study. The objectives of the workshop were to:

- Provide an overview of the Priority Directions from the first Community Meeting on April 10, 2013;
- Present and solicit feedback on proposed Development Strategies for the neighbourhood, a proposed Site Plan and economic development opportunities.

## 1.1 Meeting Outline

Opening remarks were made by Gail Milgrom, Director, Campus and Facilities Planning, and Julie Mathien, President of the Huron Sussex Residents Organization, followed by a presentation by Anne McIlroy of Brook McIlroy and Mark Conway of N. Barry Lyons Consulting. Following the presentation, attendees were invited to participate in small round table discussions and complete a worksheet, after which a member of each group presented the key findings from their discussion.

## 1.2 Who Came to the Meeting?

Approximately 30 people attended the Community Meeting, including residents of Huron-Sussex, and members of St. Thomas Church congregation. Members of the consultant team and University of Toronto staff were on hand to help facilitate the workshop and answer questions. Councillor Adam Vaughan also attended the meeting and provided some closing remarks.

## 1.3 What was Presented?

The presentation addressed the following topics:

- A review of the study objectives and process
- A summary of the Priority Directions from the first workshop
- Possible development strategies for the neighbourhood
- Proposed Site Plan
- Potential economic development opportunities
- Next Steps

*Workshop tables*

# 2.0 Workshop Exercise

In five small groups, and using a worksheet with a map of the proposed Site Plan for guidance, participants were encouraged to discuss and respond to questions about the Site Plan and proposed economic development opportunities, including:

- Do you agree with the boundary establishing a core Huron-Sussex Low-Rise Area to protect existing houses and integrate new houses? Are there alternative solutions?
- Do you agree with locating future mid-rise on the perimeter of the neighbourhood fronting Spadina Avenue and Harbord Street? Are there other locations where mid-rise is appropriate? Is the amount and location of infill housing in the neighbourhood core appropriate? Are there alternatives?
- Is retail located at grade-level appropriate on the Spadina and Harbord frontages? Are there other appropriate locations for retail within the neighbourhood?
- Does the Plan provide an adequate amount of walkways, laneways, and other connections throughout the neighbourhood? Are there opportunities for additional connections?
- Does the Plan adequately preserve and improve existing parks in the neighbourhood? Do you agree with the locations and amount of new rear yard gardens? Are there opportunities for more open space throughout the neighbourhood?
- Do you have suggestions for phasing? What areas of the neighbourhood would you like to see change or develop first?
- In addition to the long-term economic models presented by Mark Conway, are there other neighbourhood stabilization strategies that you propose for the short or medium term?

*(Please see Appendix A for the worksheet and Appendix B for detailed worksheet responses).*

*An example of existing commercial space at Huron Street and Sussex Avenue.*

## 2.1 Key Conclusions - What Did We Hear?

For the workshop exercise, participants were asked to respond to a number of questions about the proposed Site Plan. The key responses that received general agreement among the group are summarized below (detailed responses can be found in Appendix B):

1. *The proposed boundary for the Low-Rise Area is generally appropriate, but could be extended south of Glen Morris Street.*
2. *Locating mid-rise buildings along Spadina Avenue and Harbord Street is appropriate. There were some concerns with the heights of buildings, potential shadows cast and visual bulk of mid-rise buildings. Suggestions were made to step back taller storeys on new development fronting onto Spadina Avenue to minimize the perceived height, limit mid-rise heights to 8 storeys or the height of the existing Grad House, and focus on treatment of corners and transitions to the neighbourhood.*
3. *The location and amount of infill housing is appropriate, with the exception of the block of townhouses on the Sussex Avenue/Washington Avenue block, which many felt was too dense. Groups also expressed concern with the loss of gardens and trees through infill construction or the relocation of laneways. There is opportunity for an additional infill building behind 379 Huron Street (an existing building is shown in the base plan that does not exist).*
4. *Groups agreed that retail along Spadina Avenue and Harbord Street is appropriate. A number of groups felt that retail opportunities in the laneways would also be appropriate. Groups liked the idea of retail in front of the Chiller Plant but questioned what could realistically work there.*
5. *Most laneways and walkways are appropriate. Concerns were raised about safety in the laneways and the need for traffic calming, as well as the loss of trees and gardens due to relocation of existing laneways. Some groups felt that the Greenway should remain open to traffic, while others felt that closing some sections to prevent use of the lane as a parallel route to Huron Street would be a good idea.*
6. *Questions about potential connections through the UTS site at Bloor Street/Spadina Avenue were raised, particularly as it is the terminus of the Greenway. Suggestions were also made for more diagonal or east-west connections connecting to St. George Street or Bloor Street.*
7. *Groups raised concerns about the loss of green space to infill housing, especially the large shared yard/green space on the northeast block of Sussex Avenue between Huron Street and bpNichol Lane.*
8. *Parking was raised as a common concern. Groups expressed the need for parking to be dedicated within new developments and measures taken to calm traffic, particularly if the amount of traffic in the neighbourhood increases.*
9. *All of the groups agreed that Harbord Street should be the first area to redevelop.*
10. *A number of groups mentioned the 3-year limit on occupancy for faculty as a main challenge for sustainability in the neighbourhood. A number of groups suggested that this occupancy period should be extended.*

*Huron - Washington Park*

## 2.2 Study Directions

Based on the Key Conclusions in the previous section, the following directions outline revisions to the proposed Site Plan, as well as ongoing (or follow-up) considerations for the study. A revised Site Plan, reflecting the changes below, is included on Page 5.

**Changes to Site Plan:**

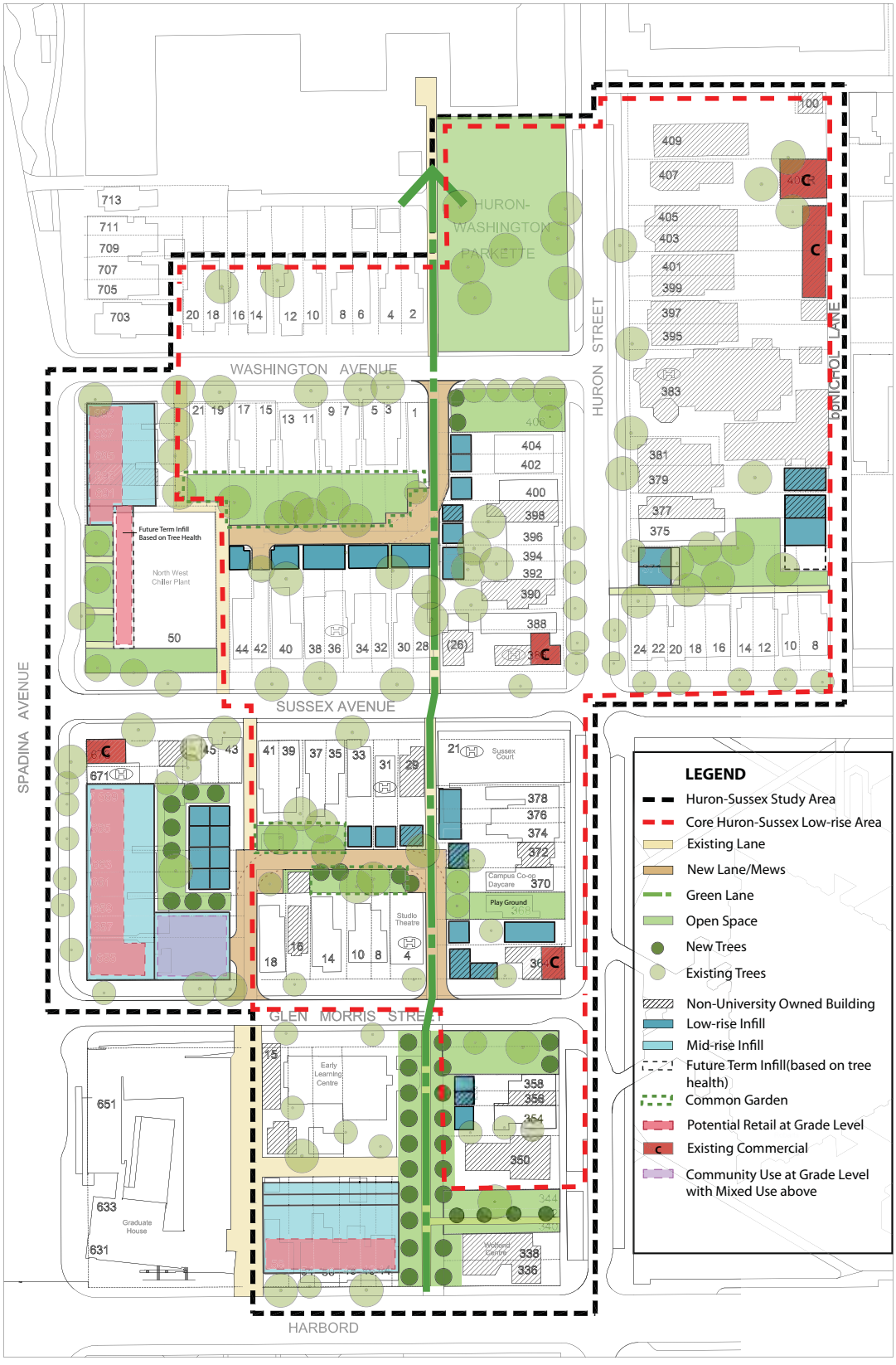
1. *Extend the proposed boundary for the Low-Rise Area to include properties south of Glen Morris Street along Huron Street.*
2. *Consider the viability of infill housing in each block to maintain adequate rear yards, required lane widths, and existing healthy trees.*
3. *Remove the east-west linear open space north of Sussex Avenue. Shift the infill within the Sussex Avenue/Washington Avenue block, and the associated laneway at garage location, to maintain existing yards and healthy trees.*
4. *Reduce the size of infill development on Huron Street (north of Sussex Avenue) to maintain a significant amount of shared yard/green space. Extend this open space north at Bp Nichol Lane.*
5. *Extend the retail designation on Spadina Avenue to show opportunities for continuous retail along the street.*

**Other Considerations:**

6. *New development will be subject to the City's Avenues and Mid-Rise Building Study. This will ensure that the height and massing of mid-rise buildings on Spadina does not result in adverse impacts on adjacent buildings.*
7. *Further study the feasibility and functionality of the laneways and the Greenway to determine the desired treatment (e.g. landscaping, paving materials, sight lines and safety, etc.), and the traffic and circulation requirements (i.e. one-way traffic, two-way traffic, pedestrian-only).*
8. *Further investigation of sites where trees are in poor condition, or have reached their life expectancy, may allow for future additional low-rise infill.*
9. *Identify the amount of parking that would be required, or could be accommodated, within mid-rise redevelopment to ensure it would be adequate to meet the additional requirements of infill housing including reasonable proximity to individual residences.*
10. *Determine the opportunities, and explore the feasibility of commercial activity in the laneways.*
11. *Develop an implementable Phasing Plan to support development on Harbord Street in Phase 1, and to determine the appropriate approach to future phases.*
12. *Recommend that the University of Toronto examine issues of occupancy length.*

*Existing laneway off Glen Morris Street and proposed Greenway*

## 2.3 Revised Draft Site Plan (July 2013)



# 3.0 Next Steps

A significant amount of valuable information and feedback was received during this workshop, and will be used to inform the recommendations going forward. Next steps include:

- September 2013 - Draft Report Submission
- October 2013 - Final Report Submission

*New open spaces, and a green lane will augment the existing open space network in Huron-Sussex.*

Appendix A - Group Worksheet

# Huron-Sussex Planning Study

## Neighbourhood Charrette 2, June 24, 2013

### Exercise: Establishing a Neighbourhood Site Plan

Using the proposed Site Plan for guidance, please discuss and respond to the questions on the worksheet.


Do you have additional comments regarding the proposed Site Plan?

1 Do you agree with the boundary establishing a Core Huron-Sussex Low-Rise Area to protect existing houses and integrate new houses? Are there alternative solutions?

2 Do you agree with locating future mid-rise on the perimeter of the neighbourhood fronting Spadina Avenue and Harbord Street? Are there other locations where mid-rise is appropriate? Is the amount and location of infill housing in the neighbourhood core appropriate? Are there alternatives?

3 Is retail located at grade-level appropriate on the Spadina and Harbord frontages? Are there other appropriate locations for retail within the neighbourhood?

4 Does the Plan provide an adequate amount of walkways, laneways, and other connections throughout the neighbourhood? Are there opportunities for additional connections?

5 Does the Plan adequately preserve and improve existing parks in the neighbourhood? Do you agree with the locations and amount of new rear yard gardens? Are there opportunities for more open space throughout the neighbourhood?

6 Do you have suggestions for phasing? What areas of the neighbourhood would you like to see change or develop first?

7 In addition to the long-term economic models presented by Mark Conway, are there other neighbourhood stabilization strategies that you propose for the short or medium term?

# Appendix B - Group Discussion Responses

## Worksheet Questions

In small discussion groups, and using the proposed Site Plan for guidance, participants were asked to consider a number of questions about the proposed Site Plan and economic development opportunities. The findings for each question are outlined below. Please note that the following is a collection of *all* comments received, and does not necessarily represent a consensus. In some instances, the comments may reflect different and conflicting ideas.

**1. Do you agree with the boundary establishing a core Huron-Sussex Low-Rise Area to protect existing houses and integrate new houses? Are there alternative solutions?**

- Agreement with proposed boundary
- The Low-Rise Area boundary is beneficial for maintaining neighbourhood character
- Consideration should be given to amending the Low-Rise Area to include block on the west side of Huron Street, east of the lane and south of Glen Morris Street (House # 350-358)
- Consideration should be given to amending the Study Area to include houses along Spadina Avenue south of UTS building (# 703-713)
- Suggestion that the Study Area boundary should match Secondary Plan boundaries
- Consideration should be given to incorporating existing plans for the UTS building (Bloor Street and Spadina Avenue) into the Huron-Sussex site plan

**2. Do you agree with locating future mid-rise on the perimeter of the neighbourhood fronting Spadina Avenue and Harbord Street? Are there other locations where mid-rise is appropriate? Is the amount and location of infill housing in the neighbourhood core appropriate? Are there alternatives?**

- Agreement with location of mid-rise buildings on perimeter and no other locations identified where mid-rise was recommended
- There is opportunity for another infill building behind 379 Huron Street (an existing building is shown in the base plan that does not exist)
- Considerations regarding heights for mid-rise buildings included:
  - Suggestion that new mid-rise buildings should not be any taller than height of existing Grad House
  - Suggestion to cap heights at 8 storeys
  - It would be desirable to address shadows cast by mid-rise and visual bulk through design measures
- Further attention could be given to transitions and edges along Spadina Avenue and Harbord Street, as the proposed mid-rise buildings will act as the gateway to the community
- It may be desirable to increase setbacks along Spadina Avenue, especially at corners
- Infill housing in neighbourhood is desirable
- Consideration should be given to allowing commercial uses in infill developments

- Consideration should be given to density, size and quality of low-rise infill
- Considerations regarding parking and traffic include:
  - It is desirable to ensure there is dedicated parking for any new housing in the area, either under infill units or within nearby mid-rise, as infill will likely generate new traffic
  - Below-grade parking with entrances to Spadina Avenue/ Harbord Street under new mid-rise is desirable
  - Below-grade parking as opposed to above-grade parking would be preferable
- Attention should be given to potential loss of trees and green space around developments due to construction of infill and mid-rise buildings (especially on Sussex Avenue/ Washington Avenue block)
- Desire for less infill on the Sussex Avenue/Washington Avenue rear lane
- Removal of trees in front of the Chiller Plant to improve the development site could be considered
- Re-use of any materials from heritage houses that are redeveloped would be desirable
- Consider design measures that could mitigate the visual bulk of the mid-rise buildings
- It would be beneficial to increase services to match proposed increased population

**3. Is retail located at grade-level appropriate on the Spadina and Harbord frontages? Are there other appropriate locations for retail within the neighbourhood?**

- Agreement with retail locations on Spadina Avenue and Harbord Street
- Consideration could be given to allowing commercial uses on laneways (especially bpNichol Lane) and the proposed Greenway
  - Suggestion that these uses could include professional spaces or cafes/bookshops
- Retail on the frontage of the Chiller Plant would be beneficial but further thought should be given to what type of retail could work in the space
- It may be beneficial to limit retail to Spadina Avenue/Harbord street frontages and locations where there is existing retail within the community rather than expanding commercial opportunities within the neighbourhood

**4. Does the Plan provide an adequate amount of walkways, laneways, and other connections throughout the neighbourhood? Are there opportunities for additional connections?**

- The locations and amount of connections are felt to be adequate
- Consideration could be given to improving east-west connections
- Attention could be given to coordination with Development Site 1 (UTS building) at Bloor Street/Spadina Avenue - for example, a diagonal connection to Bloor-Spadina or St. George may be beneficial
- Additional attention to the treatment/design of the Greenway would be beneficial
- Attention should be given to the potential effect on backyard spaces, gardens and trees if existing lanes are relocated
- Consideration could be given to closing portions of the laneways to vehicle traffic, widening some portions of laneways or additional traffic calming measures in order to ensure the laneway parallel to Huron Street is not an alternate travel route and to ensure safety in laneways
- Consideration could be given to additional retail/commercial uses along bpNichol Lane
- Improved stop markings at Huron/Washington intersection would be beneficial

**5. Does the Plan adequately preserve and improve existing parks in the neighbourhood? Do you agree with the locations and amount of new rear yard gardens? Are there opportunities for more open space throughout the neighbourhood?**

- The neighbourhood could benefit from 'a centre of gravity' and gathering space, in addition to Huron-Washington Park
- Attention should be given to maintaining existing shared gardens and yards - this plan affects or restricts shared yards and gardens in favour of infill housing
- Further consideration should be given to the balance between more green space vs. more infill development
- Consider the possibility of better connecting the shared yard north of Sussex Avenue with the quad at Innis College
- Enhancements to the green lot south of Huron-Washington Park could be beneficial
- Attention should be given to replacement or maintenance of existing trees - some trees could be lost or affected on Washington Avenue/Sussex Avenue block through infill and lane relocation
- Additional benches and shrubs in lanes and parks could be beneficial
- The Greenway would be beneficial

**6. Do you have suggestions for phasing? What areas of the neighbourhood would you like to see change or develop first?**

- There is a clear preference for redevelopment along Harbord Street as the first phase
- It is desirable that retail and mid-rise along Spadina Avenue/ Harbord Street (the outside edges) be developed first
- Attention should be given to what will happen to the existing trees - for example, consideration should be given to preservation and potential replacement
- Additional attention should be given to the amount of infill and phasing on the Sussex Avenue/Washington Avenue block - it may be desirable for this infill to be part of longer-term phasing, if it is necessary

**7. In addition to the long-term economic models presented by Mark Conway, are there other neighbourhood stabilization strategies that you propose for the short or medium term?**

- Additional clarity about the methodology and assumptions used in economic models would be helpful
- A projected significant increase in density may be a concern
- Length of occupancy for faculty is felt to have a significant impact on economic sustainability in the neighbourhood
    - The University of Toronto should consider extending 3-year occupancy limit to 5 or 7 years
    - The University could also particularly encourage faculty with children to stay in the neighbourhood to ensure diversity and a more balanced ratio of long-term vs. short-term residents

**Additional Comments:**

- Removal of parking for daycare south of Glen Morris Street may be problematic
- Additional consideration of strategies to revitalize the 405-395 block of Huron Street may be desirable

## Individual Comment Sheet

Participants were also invited to provide individual comments regarding the Planning Study for the Huron Sussex Neighbourhood on an anonymous comment sheet. The following are the responses received:

- Additional consideration of the terminus of the Greenway would be desirable - it appears to end at the UTS parking lot in the site plan
- Additional consideration of the amount and location of infill on Washington Avenue/Sussex Avenue block and Sussex Avenue/ Glen Morris Street may be needed
- Consider beginning phasing on Harbord Street, with infill in the neighbourhood as part of longer-term plans