



3

Description and Analysis of Revised Proposal

There have been a number of changes to the proposed development as a result of feedback received from the City, outlined in detail below.

In our opinion, the Revised Proposal continues to represent good planning and urban design, adding much needed affordable and market housing with an enhanced public realm and the addition of community services and amenities to an underutilized site that is part of an important revitalization.

A description of the changes to the proposal is provided in the following sections. Table 1 below provides a comparison of the key statistics for the original application and the Revised Proposal. The statistics provided in this section are reflective of the conceptual site plan prepared in support of the rezoning application and may not accurately reflect the ultimate build-out of Phases 4 and 5.

Table 1 - Comparison of Initial Proposal and Revised Proposal

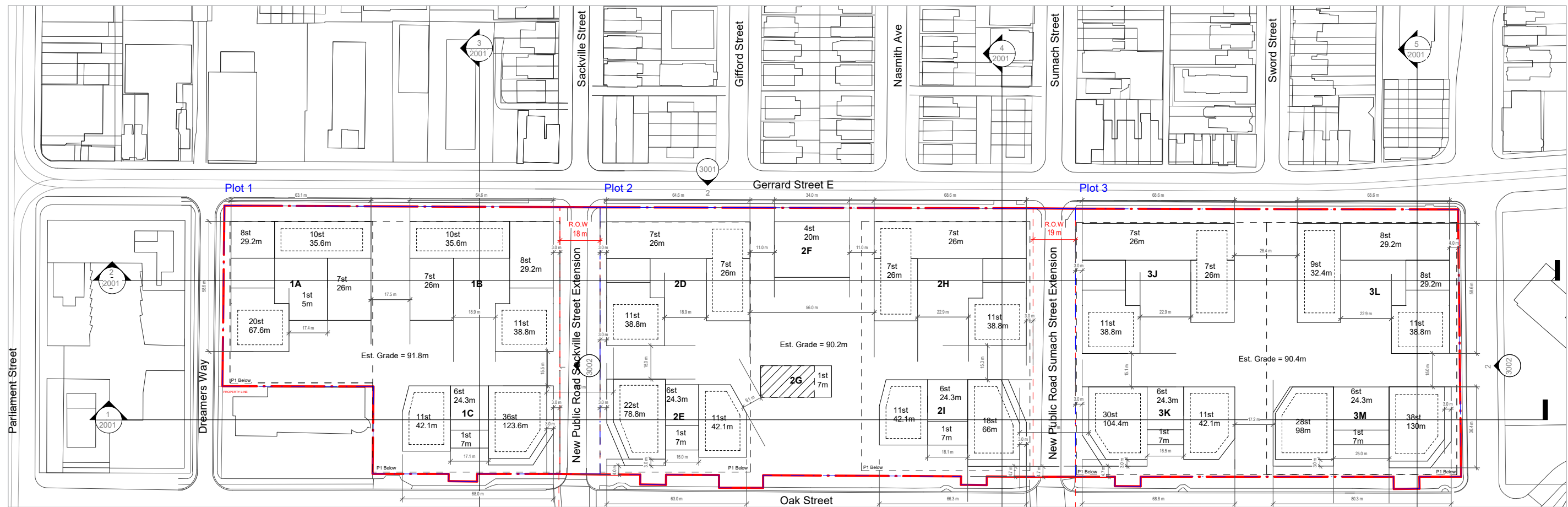
Development Standard	Initial Proposal (April 2022)	Revised Proposal (November 2022)
Site Area		
Gross Site Area	64,788 sq. m	64,405 sq. m
Area of public parkland	0 sq. m	0 sq. m
Area of proposed public right-of-way	4,476 sq. m	6,283 sq. m
Net site area (excluding public right-of-way)	60,312 sq. m	58,122 sq. m
Gross Floor Area		
New Residential GFA	279,179 sq. m	287,722 sq. m
New Non-residential (retail/commercial/cultural) GFA	7,919 sq. m	9,608 sq. m
Community Space	3,525 sq. m	3,605 sq. m
Library	2,277 sq. m	2,277 sq. m
Total GFA	292,900 sq. m	303,212 sq. m
Net Site Density	4.86 FSI	5.22 FSI
Residential Units		
Total Units	2,973 units	3,070 units
TCHC Units	1,181 units	1,194 units
Market Units	1,792 units	1,876 units
One-bedroom units	1,100 units (37.0%) (125 units TCH)	1,148 units (37.4%) (127 units TCH)
One-bedroom plus units	308 units (10.4%) (38 units TCH)	325 units (10.6%) (42 units TCH)
Two-bedroom units	664 units (22.3%) (329 TCH units)	676 units (22.0%) (326 units TCH)
Two-bedroom plus units	204 (6.8%) (115 units TCH)	210 units (6.8%) (110 units TCH)
Three-bedroom units	451 units (15.2%) (361 units TCH)	451 units (14.7%) (358 units TCH)
Three-bedroom plus units	143 units (4.8%) (106 units)	148 units (4.8%) (120 units TCH)
Four-bedroom units	56 units (1.9%) (56 units TCH)	62 units (2.0%) (62 units TCH)
Four-bedroom plus units	18 units (0.6%) (18 units TCH)	20 units (0.6%) (20 units TCH)

Development Standard	Initial Proposal (April 2022)	Revised Proposal (November 2022)
Five-bedroom units	22 units (0.7%) (22 units TCH)	24 units (0.8%) (24 units TCH)
Five-bedroom plus units	7 units (0.2%) (7 units TCH)	7 units (0.2%) (7 units TCH)
Building heights		
Building 1A	1, 7, 8, 10, 20 storeys	1, 7, 8, 10, 20 storeys
Building 1B	7, 8, 10, 11 storeys	8, 10, 12 storeys
Building 1C	6, 11, 36 storeys	6, 11, 39 storeys
Building 2D	7, 11 storeys	7, 11 storeys
Building 2E	6, 11, 22 storeys	6, 11, 22 storeys
Building 2F	4 storeys	6 storeys
Building 2G	1 storey	1 storey
Building 2H	7, 11 storeys	7, 11 storeys
Building 2I	6, 11, 18 storeys	6, 11, 18 storeys
Building 3J	7, 11 storeys	8, 12 storeys
Building 3K	6, 11, 30 storeys	6, 11, 30 storeys
Building 4L (formerly Building 3L)	8, 9, 11 storeys	8, 9, 11 storeys
Building 4M (formerly Building 3M)	6, 28, 38 storeys	6, 28, 38 storeys
Amenity and Open Space		
Indoor Amenity Space	5,946 sq. m	6,140 sq. m
Outdoor Amenity Space	0 sq. m	0 sq. m
Publicly Accessible Privately Owned Open Spaces ("POPS")	17,630 sq. m	15,292 sq. m
Parking and Loading		
Total Vehicular parking spaces	1,297 spaces	1,341 spaces
Bicycle parking spaces	3,890 spaces (3,245 long-term residential, 522 short-term residential and 123 non-residential)	3,890 spaces (3,245 long-term residential, 522 short-term residential and 123 non-residential)
Loading spaces	6 Type G and 6 Type C	6 Type G and 6 Type C

3.1 Site Organization - Updated Street Network and Revised Development Plots

Based on feedback received through the application review process, Street G is to be proposed to be a new private street with a consistent north-south 16.5-metre right-of-way, and the public street (Tubman Avenue extension) will be provided as a public street with a 15-metre right-of-way.

As per the Plan of Subdivision, because the public street (Tubman Avenue extension) is now proposed as a public street, the updated framework now includes a total of four separate plots. The revised Plot 3 will be located between Sumach Street and the public street (Tubman Avenue extension) and the new Plot 4 will be between the public street (Tubman Avenue extension) and River Street.

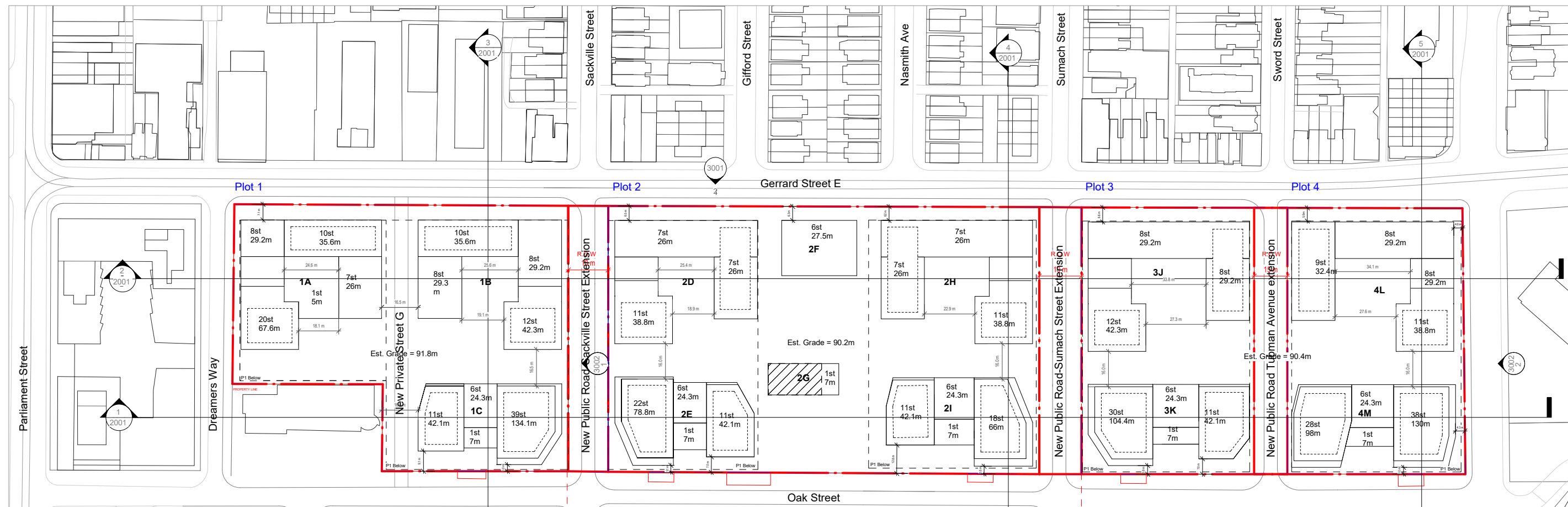


Original Submission (April 2022)

Figure 3 - Comparison of Site Plan in Original Submission (April 2022) and Revised Proposal (November 2022)

The updated site organization continues to prioritize pedestrian and non-vehicular movements and the creation of active open spaces that define the organization of the site. The open space network continues to be rooted in the central plaza in Plot 2 which expands the perceived boundaries of Regent Park (the “Big Park”) rather than introducing the extension of Gifford and Nasmith Streets through the Plot that were provided for in the approved plan of subdivision. In order to accommodate the new public and private streets, reductions to separation distances were required, as discussed below.

The central plaza, the east-west linear corridor and the other open spaces throughout the plots reinforce the importance of the open space network which was not previously contemplated in this area.



Revised Proposal (November 2022)

3.1.1 Revised Private Street G

The initial framework included a north-south open space connection with emergency and servicing access for Building 1A with a priority for non-vehicular circulation from Gerrard to Oak Street, as envisioned in the Regent Park Secondary Plan. As per the City's request, this connection has been straightened in the Revised Proposal, formalizing this connection into an internal two-way private street with a right-of-way width of 16.5 metres. This private street will include a 6.0 metres drivable area along with planting and outdoor open space as shown on **Figure 4**. Loading and servicing access to Building 1A will continue to be provided from Gerrard Street.

Further, the configuration of this private street will allow service vehicles to the adjacent Fred Victor site to connect to Oak Street through partially occupying the east-west connection and then moving southwards along Private Street G. To reconfigure this connection, the buildings in the updated framework have been modified to include changes increasing the separation distance between Building 1A and 1B, decreasing the separation distance between the taller element and midrise of Building 1C, and adding height to Building 1B and 1C.

From an urban design perspective, the Revised Proposal will continue to support increased mobility and connectivity throughout the subject site, as follows:

- A direct north-south connection will continue to be provided from Gerrard Street to Oak Street in Plot 1;
- The modified configuration of this connection as a private street continues to provide pedestrian and cycling connections, as well as access to parking and loading from Street G;

- The reconfiguration of this street further supports the establishment of a clear street hierarchy connecting into the existing grid and helping to better stitch Regent Park into the surrounding area neighbourhood: and
- Maintaining Street G as a private street supports the principle of reducing the number of streets for vehicles whilst increasing porosity for walking and cycling through the subject site.

Based on the overview of the design principles mentioned, the Revised Proposal inclusive of Private Street G represents good design and maintains the general intent of the Regent Park Secondary Plan.

The 2005 Regent Park Urban Design Guidelines provide direction on streets, blocks and street design under Guidelines 3.2, 4.0, and 4.2. The updated framework responds to these Guidelines by:

- Providing the finer-grained pattern of development blocks reinforcing north-south permeability: and
- Creating vibrant places for people through streetscape design that is similar in character and function to the residential streets of surrounding communities including Phases 1,2, and 3, and Cabbagetown.

The Downtown Plan provides direction on new streets and shared streets through Policies 3.8 and 7.3.9. The updated framework responds by:

- Prioritizing high-quality, accessible, and safe networks for pedestrians, cycling, and surface transit within the Sackville Street, Sumach Street, and Oak Street rights-of-way.

The Official Plan provides direction on new streets and private streets under Policies 3.1.1(8) and 3.1.1(11). The Framework responds by:

- Redeveloping the streets that connect the subject site from Gerrard Street to south to Oak Street to prioritize pedestrians and cyclists. Other connections via private driveways, pedestrian and cycling routes can be developed to align with the vision of the Regent Park Secondary Plan; and
- Having the redesigned Street G extend sight lines in a north-south direction.

From an urban design perspective, the proposed private street is appropriate on the Site and can be designed to complement and provide an additional north-south connection to Sackville Street, Sumach Street, and the new public street (Tubman Avenue extension) by providing access points for loading and servicing of each plot in a safe, accessible, and comfortable manner for pedestrian and cyclist movements.

Street G

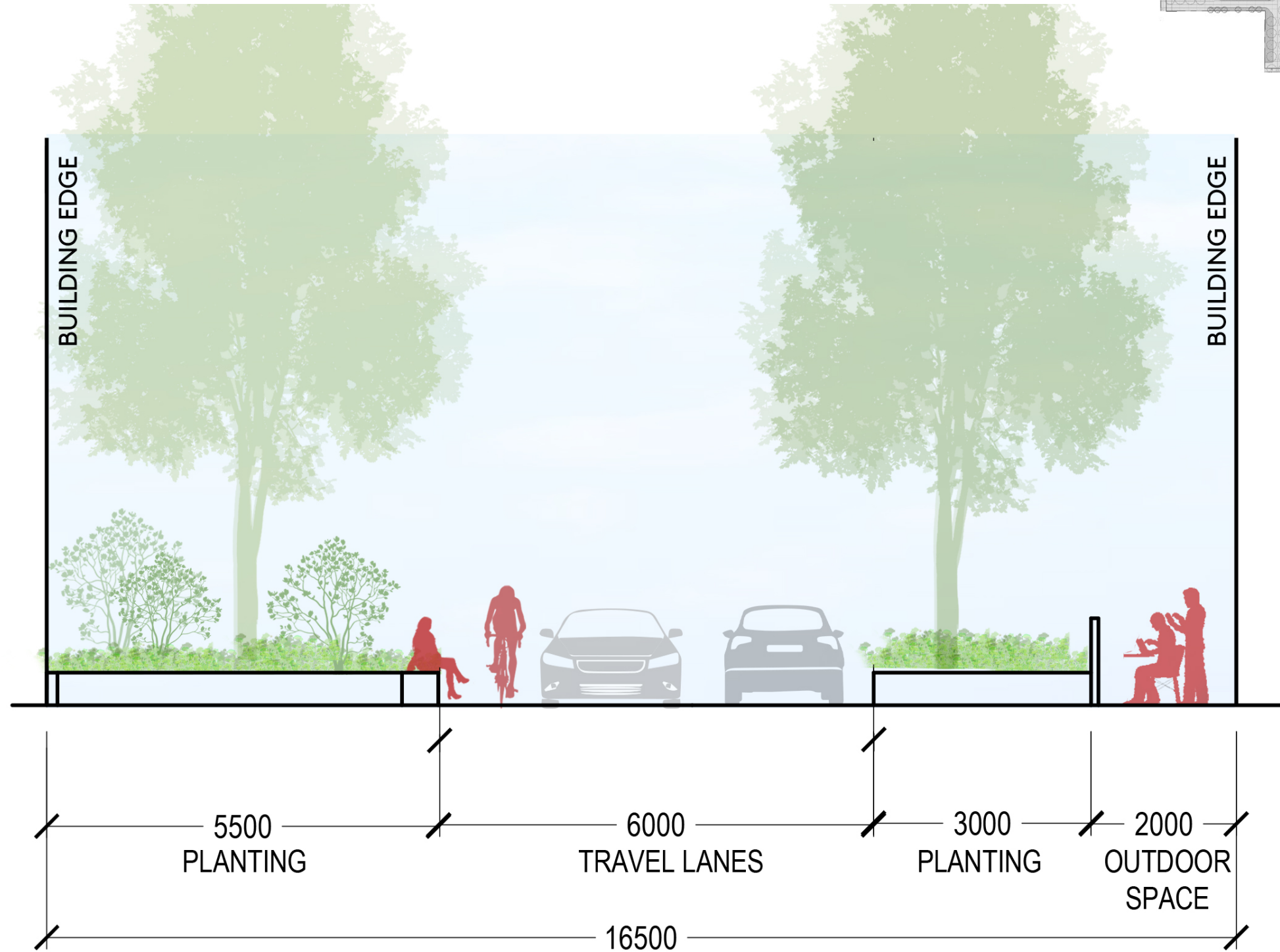
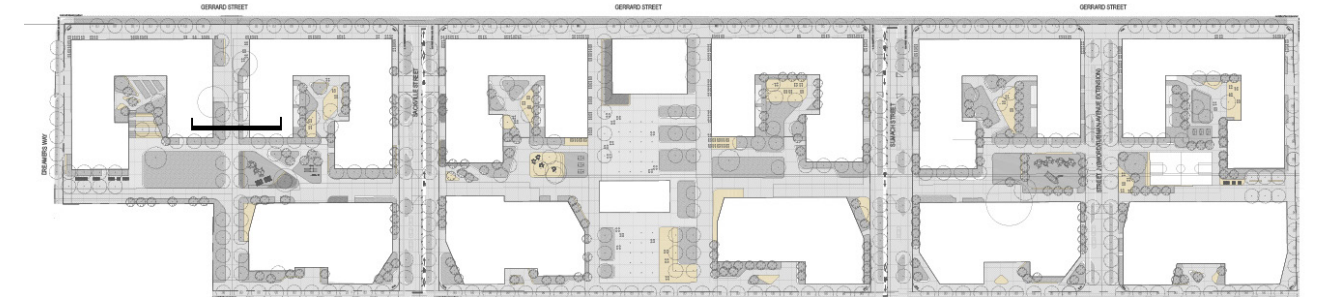


Figure 4 - Section of Private Street G

3.1.2 Revised Public Street (Tubman Avenue extension)

The updated framework transforms the proposed north-south open connection on former Plot 3 into an internal public street with a right-of-way width of 15 metres, as set out in the approved plan of subdivision. To accommodate this change to the updated framework, building locations have been adjusted and underground parking has been removed from the area under the right-of-way. The 15-metre right-of-way includes, from west to east, a 4.5 metre boulevard, a 6m traveled portion, and a 2.5-4.5 metre boulevard that includes a 2 metre pick-up/drop-off/parking zone in segments, as shown on **Figure 5**, Proposed Public Street (Tubman Avenue extension) cross-section. The street will provide one-way vehicular movement in a southbound direction from Gerrard Street, thereby maintaining the traffic

pattern that exists today on Tubman Avenue. It is important to note that the existing Sword Street and Tubman Avenue do not directly align with each other, and this new Street J has been located to align most closely with Tubman Avenue. This design choice was informed by the transportation consultant, BA Group, which concluded that having the new street align with Tubman Avenue would result in a more continuous route rather than aligning with Sword Street in the neighbourhood to the north across Gerrard Street.

Street J

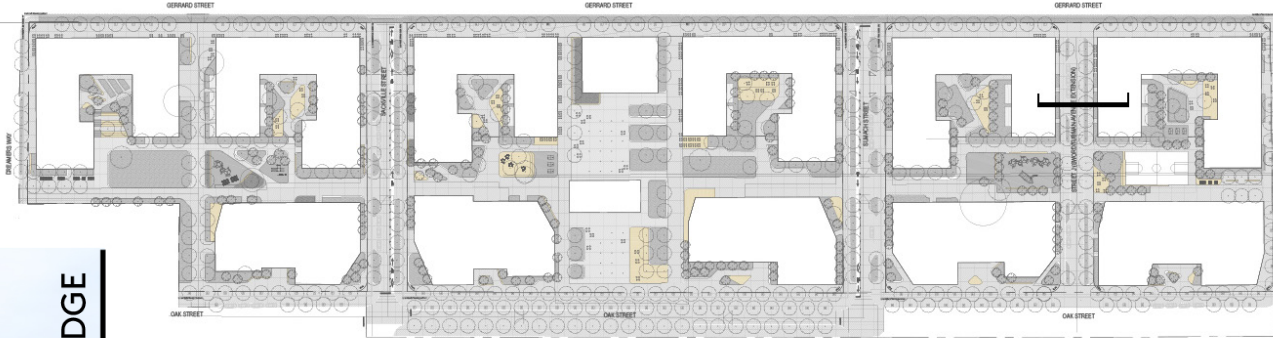
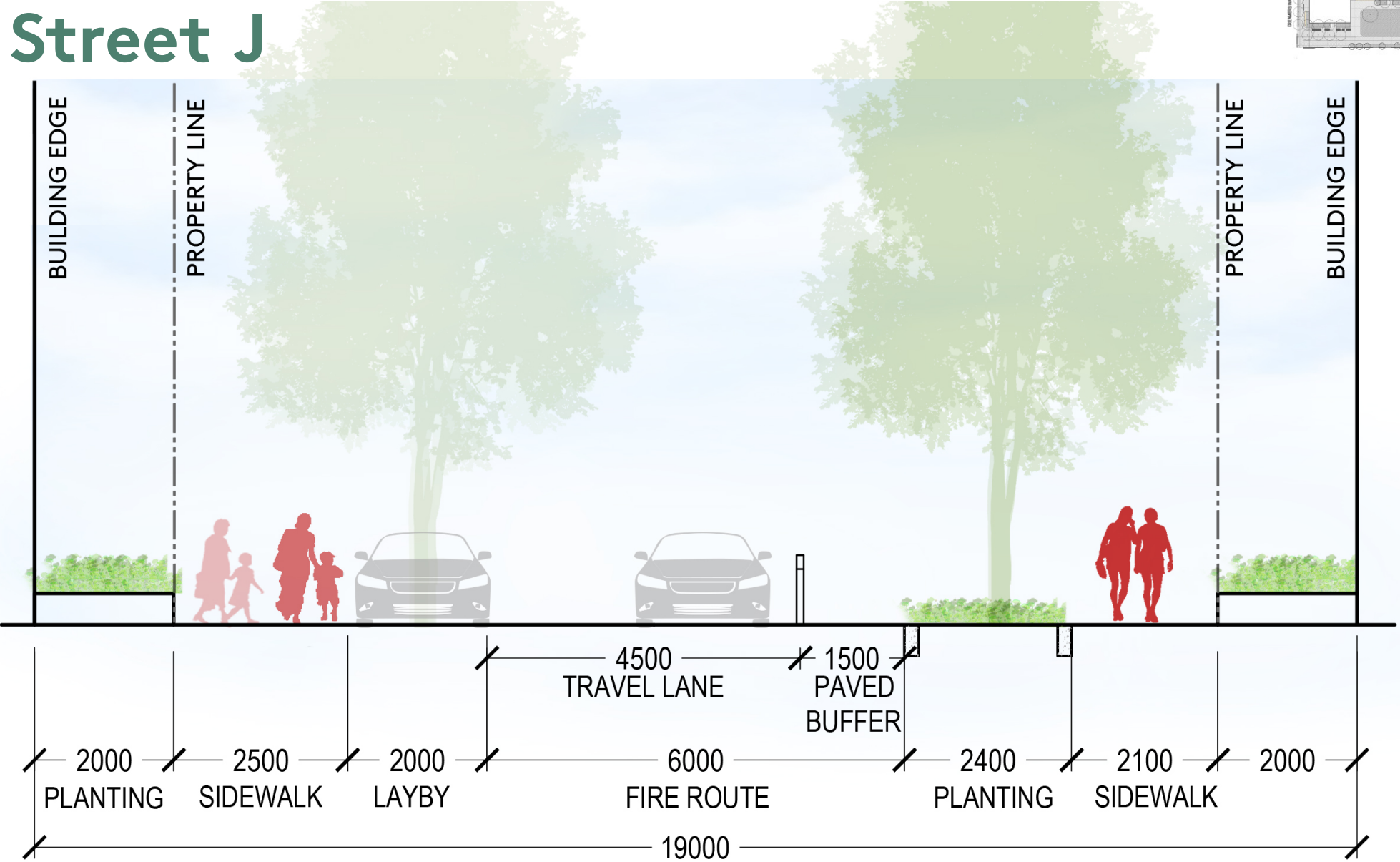


Figure 5 - Proposed Public Street (Tubman Avenue Extension) Cross Section

From an urban design perspective, the revised public street (Tubman Avenue extension) will continue to:

- Provide a direct connection from Gerrard Street to Oak Street between the revised Plot 3 and the new Plot 4 as a public right-of-way;
- Support the establishment of a clear street hierarchy connecting to the existing grid;
- Provide pedestrian, cyclist and vehicle connections to the subject site and between lands to the north and south;
- Increase porosity for walking and cyclists through the subject site, with access to the east-west mid-block connection. North-south permeability is consistent with the Regent Park Secondary Plan; and
- The public street (Tubman Avenue extension) forms the development blocks, dividing the original Plot 3 into Plots 3 and 4.

The 2005 Regent Park Urban Design Guidelines provide direction on streets and blocks and street design under Guidelines 3.2, 4.0 and 4.2. The introduction of the public street (Tubman Avenue extension) in the updated framework responds to these Guidelines by:

- Providing the finer-grained pattern of development blocks with permeability through north-south connections to be extended southward from Sword Street; and
- Creating vibrant places for people through streetscape design that is similar in character and function to the residential streets of successful surrounding communities.

From a policy perspective, the Regent Park Secondary Plan provides direction on streets through Policies 2.1.3 and 2.1.4. The introduction of the Tubman Avenue extension as a public street responds by:

- Providing the extension of Sword Street, shown on Map 28-1, meeting the intent of the Plan by improving permeability for vehicles, pedestrians and cyclist; and
- Reinstating a public street in Phase 4 and 5 to serve pedestrians, provide well-designed public space, accommodate landscaping and greening of the public realm and accommodate the transportation and infrastructure needs of Regent Park and the broader City.

The Downtown Plan provides direction on new streets and shared streets through Policies 3.8 and 7.3.9. The introduction of the Tubman Avenue extension as a public street responds by:

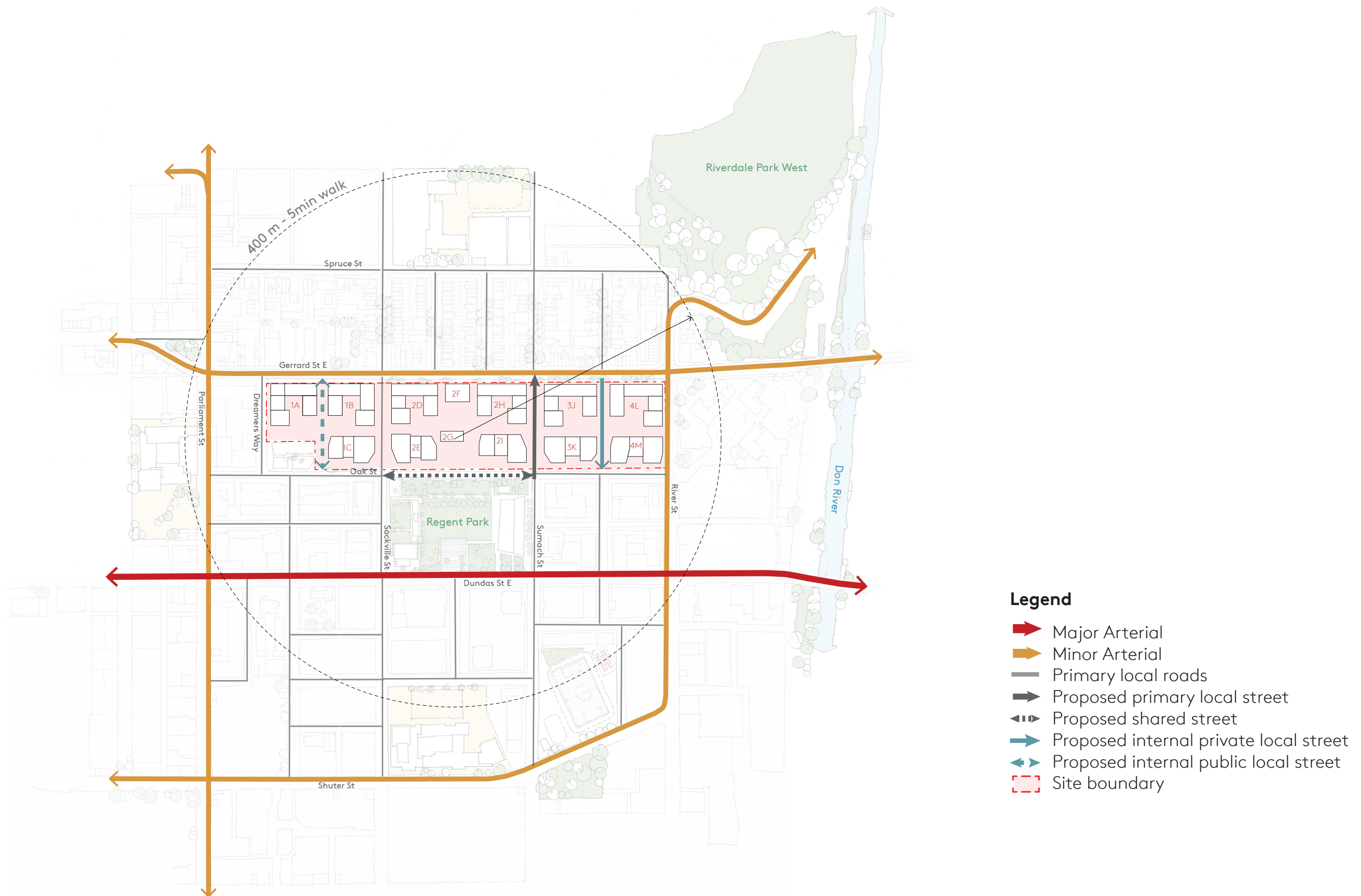
- Prioritizing high-quality, accessible, and safe networks for pedestrians and cycling.

The Official Plan provides direction on new streets under Policies 3.1.1(8) and 3.1.1(11). The introduction of the Tubman Avenue extension as a public street responds by:

- Providing connections for pedestrians and cyclists in alignment with the vision in the Regent Park Secondary Plan;
- Extending sight lines in a north-south direction; and
- Providing access points for loading and servicing for each Plot in a safe, accessible and comfortable manner for pedestrians and cyclists.



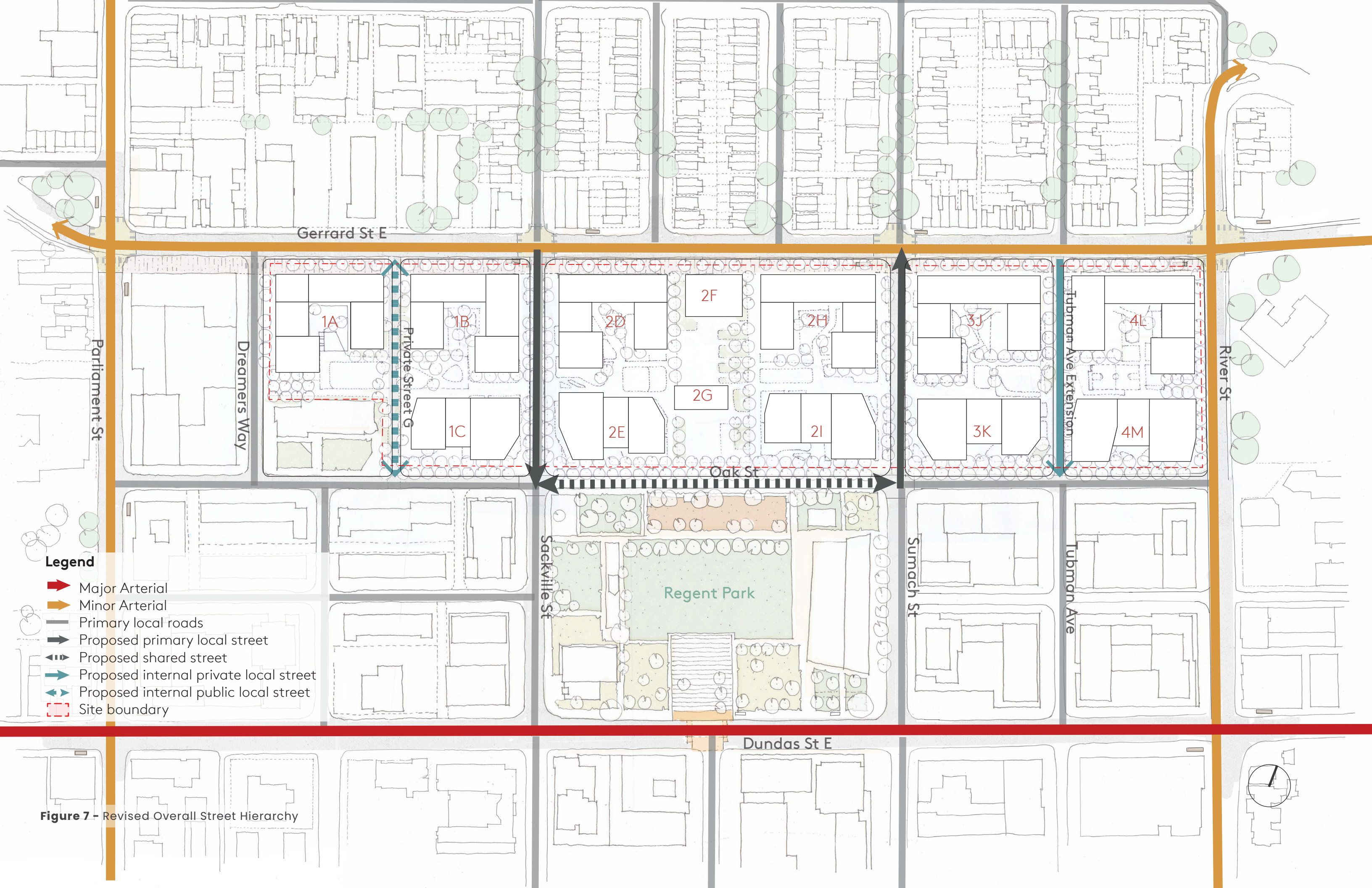
From Sword St (Cabbagetown) facing south, looking towards Street J



Legend

- ➔ Major Arterial
- ➔ Minor Arterial
- Primary local roads
- ➔ Proposed primary local street
- ➔ Proposed shared street
- ➔ Proposed internal private local street
- ➔ Proposed internal public local street
- ⬜ Site boundary

Figure 6 - Revised Sitewide Overall Street Hierarchy



Gerrard St E

Parliament St

Dreamers Way

1A

1B

1C

Private Street G

2D

2F

2H

2G

2I

Oak St

3J

3K

Tubman Ave Extension

4L

4M

River St

Sackville St

Regent Park

Sumach St

Tubman Ave

Dundas St E

Legend









-  Major Arterial
-  Minor Arterial
-  Primary local roads
-  Proposed primary local street
-  Proposed shared street
-  Proposed internal private local street
-  Proposed internal public local street
-  Site boundary

Figure 7 - Revised Overall Street Hierarchy



3.2 Intensification

In our opinion, the Revised Proposal continues to be appropriate and desirable and is in keeping with the Provincial Policy Statement, A Place to Grow: Growth Plan for the Greater Golden Horseshoe, the City of Toronto Official Plan, the Regent Park Secondary Plan, and Downtown Plan, all of which support intensification on sites served by municipal infrastructure, including public transit.

With the revisions to the rezoning and conceptual illustration, overall, the total number of dwelling units has increased from 2,973 units to 3,070 units. The conceptual illustration demonstrates that number of affordable housing units has increased from 1,181 in the initial submission to 1,194 in the Revised Proposal dated November 29, 2022

In general, the changes to the overall site organization resulted in incremental changes to the built form. The proposal has also been revised to address specific built form comments from the City. Cumulatively, these changes result in an increase in the overall GFA and for some buildings, increased building heights. As discussed in the April 2022 Planning Rationale Report, although the tenure of residential

units is described in the conceptual plan, it would be subject to change as the development application review process advances. While the exact location and the number of units may shift, it is noted that TCHC and Deltera Inc. intend to accommodate an approximate 50:50 allocation ratio for additional GFA secured through the rezoning application above the as-of-right zoning permissions. To optimize this ratio, the Revised Proposal includes additional increases to the overall GFA. Note that no changes to the phasing are contemplated in the Revised Proposal.

This modest increase in the density in the Revised Proposal is part of a desirable reinvestment and revitalization process, which is anticipated by the Secondary Plan. Greater levels of residential intensification on the subject site continue to promote the continued economic and social regeneration of the area. Additional population will support the planned and recent additions to the retail and service commercial options in the area, support existing and planned transit and will support the provision of additional affordable housing options.

3.3 Revisions to Built Form

The Revised Proposal integrates modifications to the built form that address comments received from the City, as well as changes that have resulted from modifications to the site organization, including the revisions to Streets G and J, and the need to redeploy density across the site. The built form modifications include revised setbacks, the addition of a setback, modified separation distances, increases in building height in specific locations as well as the reshaping of building footprints in the conceptual illustration. These built form changes are further illustrated in the updated Shadow Study prepared in support of this resubmission, which is discussed below in *Section 3.3.2 Height and Built Form*. **Table 2** below provides a summary of these built form changes. A description of the modifications and analysis is provided below.

Table 2 – Built Form Modifications

Setbacks	
Oak Street	Setback from Oak Street reduced from 4 metres in the Framework Plan to 3 metres, in accordance with the as-of-right Zoning By-law No. 275-2014;
Street J (Sword Street/ Tubman Avenue)	A new setback of 2 metres along the new public street, (Tubman Avenue extension);
River Street	Setback along River Street to Building 4M reduced from 4.1 metres to 3 metres in the Framework Plan; and
Private Street G	Setback from western property line to Building 1C (along Private Street G) increased from 13 metres to 16.5 metres.
Separation Distances	
Building 1A	<ul style="list-style-type: none"> Increasing the separation distance in Building 1A between the mid-rise and tower from 17.4 metres to 18.1 metres;
Building 1B and 1C	<ul style="list-style-type: none"> Increasing the separation distance between the mid-rise of Building 1B and taller element of 1C from 15.5 metres to 16.5 metres;
Building 3J	<ul style="list-style-type: none"> Increasing the separation distance in Building 3J between the two mid-rises from 22.9 metres to 27.3 metres;
Building 3J and 3K	<ul style="list-style-type: none"> Increasing the separation distance between the mid-rise of Building 3J and taller element of 3K from 15.1 metres to 16.0 metres;
Building 3K	<ul style="list-style-type: none"> Increasing the separation distance of Building 3K between the mid-rise and taller element from 16.5 metres to 20.8 metres;
Building 4L	<ul style="list-style-type: none"> Increasing the separation distance of Building 4L between the two mid-rises from 22.9 metres to 27.6 metres;
Building 3K and 4M	<ul style="list-style-type: none"> Increasing the separation distance between Building 3K and 4M (along the public street of the Tubman Avenue extension) from 17.2 metres to 19.0 metres;
Building 1A and 1B	<ul style="list-style-type: none"> Decreasing the separation distance between Building 1A and Building 1B (along Private Street G) from 17.5 metres to 16.5 metres as per City's request;
Building 1C	<ul style="list-style-type: none"> Decreasing the separation distance between the mid-rise and taller element on Building 1C from 17.1 metres to 15 metres;
Building 3J and 4L	<ul style="list-style-type: none"> Decreasing the separation distance between Buildings 3J and 4L (along the public street of the Tubman Avenue extension) from 28.4 metres to 19.0 metres as per City's request; and
Building 4M	<ul style="list-style-type: none"> Decreasing the tower separation distance in the east and west tower of Building 4M from 25 metres to 19 metres.
Stepbacks	
	Providing a 1-metre stepback for all towers along the east-west passageway
Reshaping	
Building 1C	Decreasing the mid-rise floorplate (GFA) from 582 to 550m ² due to the introduction of Private Road G; and
Building 4M	Redistributing GFA lost due to the introduction of the public road and redistributing to both tower which results in increasing the tower floorplate (GFA) of the western tower from 750m ² to 770m ² and the eastern tower from 761m ² to 768m ² .
Building Heights	
Building 1B	The mid-rise of Building 1B has increased in height from 7 storeys to 8 storeys; The pop-up element of Building 1B has increased in height from 11 storeys to 12 storeys;
Building 1C	The tower of Building 1C has increased in height from 36 storeys to 39 storeys; and
Building 2F (Proposed Library)	Increasing the height of Building 2F from 4 storeys to 6 storeys.
Building 3J	The mid-rise of Building 3J has increased in height from 7 storeys to 8 storeys; The mid-rise of Building 3J running perpendicular to Gerrard Street has increased in height from 11 storeys to 12 storeys.

3.3.1 Massing and Siting

The massing and siting of buildings have been updated in the conceptual illustration prepared in support of the Revised Proposal. As discussed, the conceptual illustration provides a demonstration of how the subject site could be developed, with the precise design to be determined through a subsequent site plan control application. These changes do not affect the planning and urban design merits of the projects in terms of consistency with and conformity to the policies of the Provincial Policy Statement and Growth Plan. The project

continues to represent intensification within a built-up area and in a location well-served by infrastructure, including transit. The conceptual illustration demonstrates that massing and building envelopes, including the location of towers, have a form that limits built form impacts, including locating taller buildings to minimize shadows.



- Legend**
- Low rise (up to 4 floors)
 - Mid rise (5-12 floors)
 - High rise (13+ floors)
 - XX** Number of storeys
 - XX*** Number of storeys as per 1st application
 - XX** Building numbers
 - Site boundary

Figure 8 – Revised Built Form

3.3.2 Height and Built Form

Heights of certain buildings have been modified, including the addition of two floors to Building 2F (Proposed Library), three floors to Building 1C, and the addition of one additional floor to some of the 7 and 11 storey buildings. The Revised Proposal includes building heights ranging between 7 and 39 storeys (26 to 130 meters), with the exception of the Boiler House at 2 storeys.

These changes to the heights in the Revised Proposal are appropriate in the context of the urban structure, compatible with the building heights elsewhere in Regent Park and the surrounding area. The revised building heights continue to provide for an appropriate transition and do not result in unacceptable impacts in the surrounding context.

An updated shadow study demonstrates that the shadows on adjacent lands continue to be adequately limited. There are minimal additional incremental shadows in the morning hours on the *Neighbourhoods* north of Gerrard Street East.

The proposed mid-rise buildings along Gerrard Street East continue to align with building height permissions of By-law 275-2014 which permits 10 storeys west of Sackville Street. Proposed heights east of Sackville Street which consist of 4, 6, 7, 8, and 9 storeys, respectively, generally align with the height permissions of the as-of-right By-law 275-2014. These proposed heights continue to provide for transition of scale and height between the tall buildings and the lower scaled residential areas to the north.

The proposed tower locations and floor plates have been shaped and sculpted to ensure adequate sunlight within the lower scaled buildings along Gerrard Street East and *Neighbourhoods* areas further to the north. It should also be noted that consideration of non-residential uses from the neighbouring low-rise residential areas to the north of the subject site helped to inform the height and location of the towers in order to minimize shadow impact on the residential homes. The proposed tower elements in the Revised Proposal address Policy 3.1.3(10) and (11) by limiting the floor plate size for each tower in order to reduce any potential visual and physical impacts on the surrounding public realm and properties. This approach is also consistent with the Phase 3 Regent Park Zoning By-law 275-2014 which stipulates a maximum floor plate size of 750 and 800 square metres of gross floor area (GFA). The 2005 Regent Park Urban Design Guidelines recommend a maximum floorplate of 800 square metres, or approximately 26.0 metres by 31.0 metres, exclusive of balconies, in Guideline 10.4. The sculpting also ensures that sunlight will reach the POPS within each development plot and other open space areas including the east-west mid-block connection. Chamfers in the tall buildings can maximize views and light into the public realm. The addition of the 1-metre stepback in the tall buildings at a height of 6 storeys along the east-west connection, provides a more pedestrian scale at the podium that reinforces the east-west open space in accordance with Official Plan Policy 3.1.3(9).

Setbacks and Stepbacks

Setbacks are generally the same in the Revised Proposal, with a few exceptions. It is important to understand that although the draft zoning by-law amendment submitted with the application in April 2022 retained the requirement for a minimum setback of 3 metres identified in Zoning By-law No. 0275-2014, the April 2022 Framework Plan showed a 4-metre setback on Oak Street and River Street. In this Revised Proposal, the Framework Plan now shows the minimum 3 metre setback. Further, a new performance standard for a setback of 2 metres along the new public street (Tubman Avenue extension) is introduced in the Revised Proposal. The Revised Proposal continues to site buildings along the public streets, including the public street (Tubman Avenue extension), in accordance with Official Plan Policy 3.1.2.(1)a. All buildings are parallel to streets to create well-defined edges and views to prominent destinations.

Tall buildings along the east-west mid-block connection now incorporate a 1-metre stepback above the podiums.

Mid-rise buildings and podium elements of tall buildings are organized to frame the streets and the open spaces with an appropriate street wall condition and enclose the private amenity spaces that are located in the inner courtyards. Non-residential uses are proposed in buildings that front onto Gerrard Street, River Street, the central plaza located in Plot 2, and Dreamers Way in accordance with Guidelines 3.3 and 10.2 of the 2005 Regent Park Urban Design Guidelines, Policy 2.2.3 of the Regent Park Secondary Plan, Policy 9.8.2 of the Downtown Plan, and Policy 3.1.2(5)(2) of the Official Plan.

Separation Distances

Light, view and privacy (LVP) impacts are generally addressed through a combination of spatial separation, orientation, and mitigation measures between buildings.

While technically only applicable to a portion of the site (along Gerrard Street East), the generally accepted LVP standard based on the former City of Toronto Zoning By-law 438-86 requires a setback of 5.5 metres from principal residential windows to property lines that are not street lines, and a separation distance of 11.0 metres between facing windows of principal residential rooms on the same site. Further, the Tall Building Design Guidelines recommend a separation of at least 25 metres between towers and 12.5 metres to lot lines that do not face a public street, however there are many examples of towers separated by less than 25 metres that have been approved by the City.

With respect to separation distances in the Revised Proposal, the conceptual illustration includes modifications to separation distances that are a result of the revisions to Streets G and J and other modifications to the site organization. In all cases, the minimum separation distance between a midrise and a tower element is at least 15 metres, with many instances of separation that exceed this minimum. Many of the modifications that are shown in the Revised Proposal resulted in an increase to the separation distance, as outlined in **Table 2**.

The separation distances in the Revised Proposal maintain and exceed the LVP standard of 5.5 and 11 metres on the site and with respect to adjacent properties. Mid-rise buildings and podium elements are situated to ensure compliance with the LVP standard with a minimum separation distance of 11 metres between facing windows. Separation distances between towers and other building elements vary but exceed the recommended standard of 11 metres.

With respect to the towers on the subject site, all of the towers are separated by at least 25 metres except for Building 4M. The two towers of Building 4M will be separated by at least 19m which is adequate with respect to light, view and privacy and would not serve as a precedent for this area. The reduction in separation is appropriate in order to accommodate a series of public realm moves and for reintegration with the existing street grid. . In Plot 4, the separation distance between the towers on buildings 4M has been reduced to a minimum of 19 metres at the closest point. The actual separation distance shown in the Updated Framework varies between 19 and 23.4 metres due to the orientation of the east wall of the westerly tower. This move helps to mitigate impacts resulting from the facing distance. A similar approach can be addressed through detailed design and included as a consideration in the Urban Design Guidelines.

In our opinion, the proposal complies with the LVP standard and in many regards exceeds its recommendations with a carefully considered design that looks beyond the numerical requirements. The design is focused on improving residents' quality of life with specific considerations to light and views between buildings and access to sunlight from individual units.

3.4 Open Space

The Revised Proposal includes revisions to the conceptual landscape plan and to some of the open space areas. In particular, the introduction of Street G as a private street and the Tubman Avenue extension as a public street resulted in reductions and modifications to the landscaped open space areas on the east and west sides of the subject site. The landscape plan includes the following revisions:

- A reduction in the potential play area that was previously located within Street G / A Reduction of programmable POPS open space that was previously located within Street G to allow for 6M wide service lane (occasionally used by service vehicle)
- Reduction of open space along Street G that will require a new planting strategy;
- Proposed sports court on the east side of the plan is revised to address the introduction of the new public street; A Reduction of programmable POPS open space that was previously located within the Tubman Avenue extension for a 15M wide ROW. Landscape planting and trees have been adjusted to accommodate the new Public Road.
- Proposed parkway located within the Tubman Avenue extension has been removed;
- Open space along the eastern frontage of Building 3K has been reduced; and
- Tree layout has been adjusted along Oak Street as the Proposed Buildings have shifted 1M south



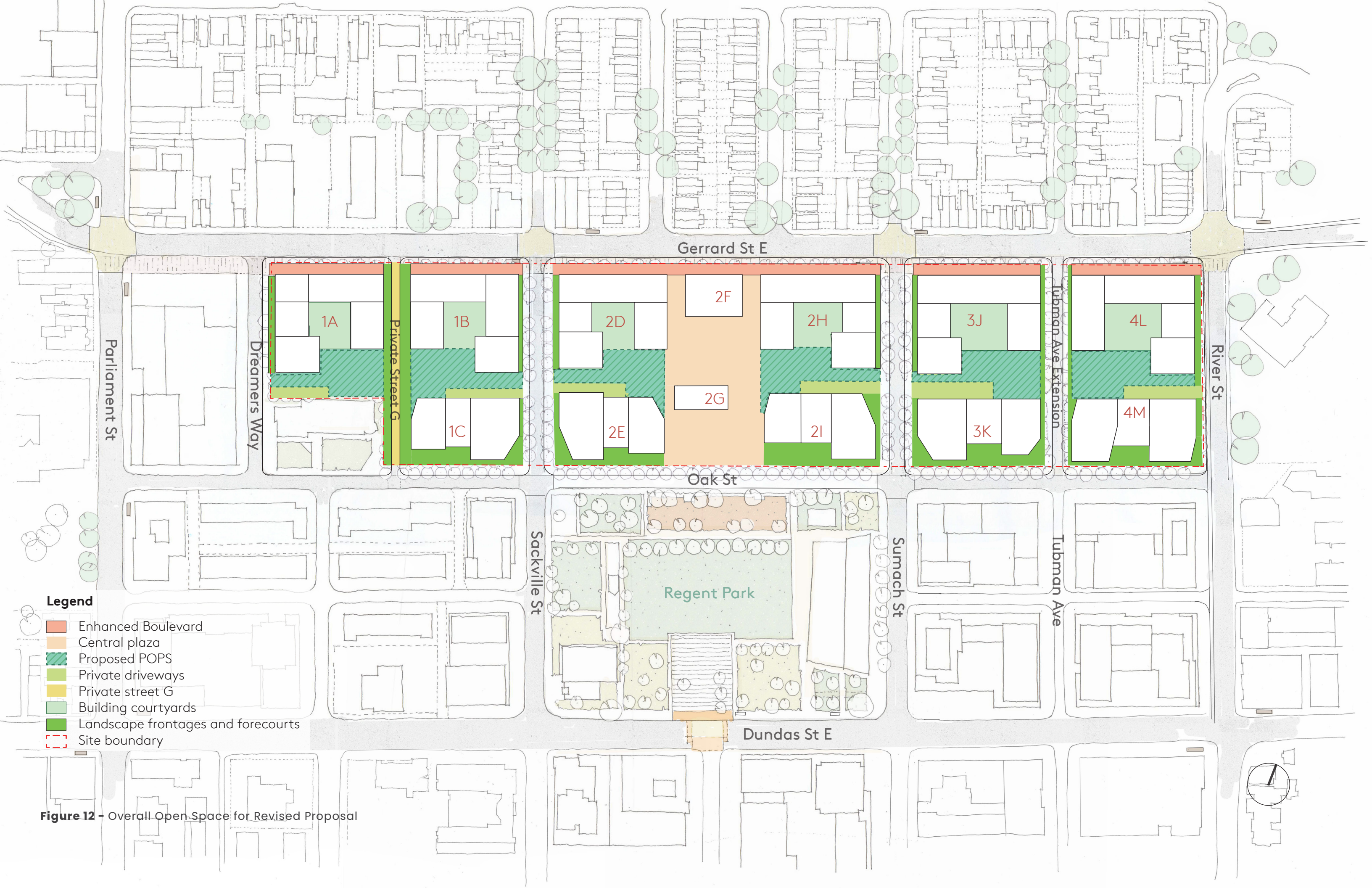
Further, confirmation of tree removal and overall landscape strategy will occur at the site plan control stage.

The Revised Proposal demonstrates that the Framework can provide a public realm response that will support the redevelopment of a high quality, flexible environment while ensuring a coherent, attractive, and sustainable public realm. This approach will encourage a safe, accessible, and active pedestrian environment that is well connected and integrated with the surrounding neighbourhood.

Legend

- Existing parks
- Existing school yards
- Proposed privately owned publicly accessible spaces (POPS)
- Proposed building courtyard
- Proposed private driveway
- Proposed private street G
- Key east west link connecting proposed open spaces
- Existing links to open spaces
- Site area

Figure 11 - Sitewide Overall Open Space with Revised Proposal



- Legend**
- Enhanced Boulevard
 - Central plaza
 - Proposed POPS
 - Private driveways
 - Private street G
 - Building courtyards
 - Landscape frontages and forecourts
 - Site boundary

Figure 12 – Overall Open Space for Revised Proposal



3.5 Parking, Loading and Access

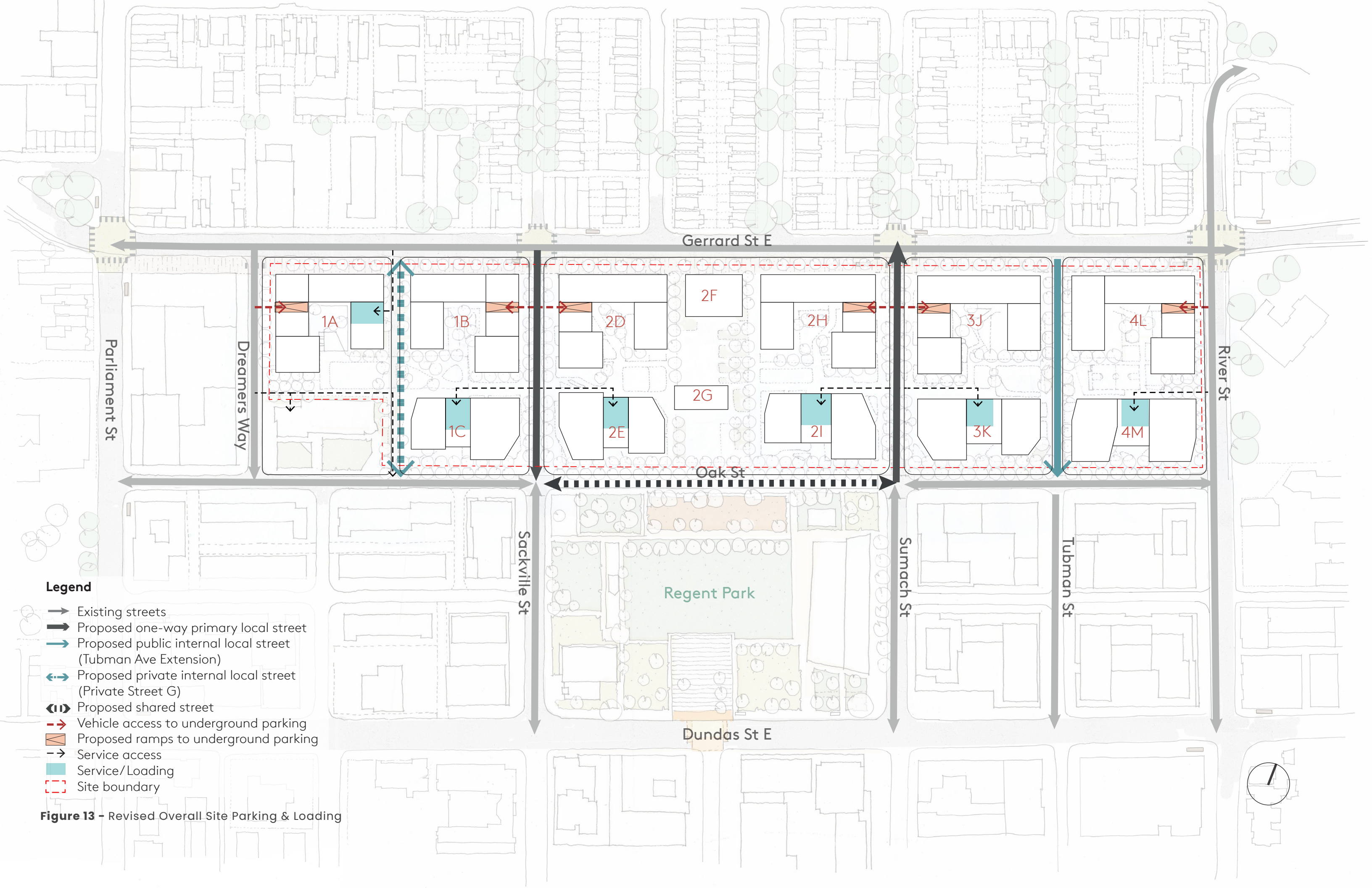
Based on the Revised Proposal, updated technical reports have been prepared, including with respect to parking and servicing considerations. The Revised Proposal includes the following changes to parking, loading and access:

1. Servicing access for Buildings 1A will be provided from the proposed Private Street G;
2. A servicing route from Private Street G will be provided for Fred Victor connecting to Oak Street and Dreamers Way via a driveway; and
3. Servicing access for Building 4M will continue to be provided from River Street.

Changes to the site organization and built form have resulted in changes to the number of parking spaces, the location of loading areas and access to parking and loading in the conceptual illustration. While the precise location and number of parking spaces and loading areas will be confirmed through future site plan applications, the conceptual illustration demonstrates how these can be accommodated.

As discussed in the November 29, 2022 Addendum to the Transportation Consideration Report prepared by BA Group, the Revised Proposal continues to recommend applying the new parking maximums for the city outlined in By-law 89-2022 as amended by By-law 125-2022 to the subject site. The anticipated parking rate for the subject site will fall below the city-wide maximums. In the market housing blocks, it is anticipated that 0.4 spaces per unit for residents and 0.06 spaces per unit for visitors (to be shared and provided on a non-exclusive basis with parking for non-residential uses) will be provided. In the affordable housing blocks, it is anticipated that 0.4 spaces per unit for residents will be provided, and no parking will be provided for residential visitors or non-residential uses. Although the number of vehicular parking spaces has been reduced in the conceptual illustration in the Revised Proposal, the rates for parking in the proposed zoning by-law amendment have not been modified.

With respect to loading, the Revised Proposal continues to provide an interconnected network of private driveways and open spaces that allow access for servicing and loading to each proposed building, with connections to adjacent streets. The Revised Proposal further consolidates delivery, servicing, and underground parking entrances to minimize inactive frontages caused by parking and loading entrances. Loading access to the adjacent Fred Victor building has also been updated in the Revised Proposal.



- Legend**
- Existing streets
 - ➡ Proposed one-way primary local street
 - ➡ Proposed public internal local street (Tubman Ave Extension)
 - ↔ Proposed private internal local street (Private Street G)
 - ↔ Proposed shared street
 - - -> Vehicle access to underground parking
 - ▭ Proposed ramps to underground parking
 - - -> Service access
 - ▭ Service/Loading
 - ▭ Site boundary

Figure 13 - Revised Overall Site Parking & Loading