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July 25, 2018

Without Prejudice

Our File No.: 162595

Via E-mail

Legal Services, City of Toronto
Metro Hall, 55 John Street, 26th Floor
Toronto, ON
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Attention: Abbie Moscovich, City Solicitor

Dear Sirs/Mesdames:

**Re: LPAT Case No. PL171059
470, 490 and 530 Wilson Avenue
City of Toronto Application No. 16 270444 NNY 10 OZ**

As you know, we are solicitors for the owner of the properties known municipally as 470, 490 and 530 Wilson Avenue in the City of Toronto (the "**Property**") in respect of its above-noted rezoning application. Further to our client's without prejudice settlement offer dated June 29, 2018, and our client's supplementary settlement offer (also on a without prejudice basis) dated July 13, 2018, we are writing with a further supplementary settlement offer (also on a without prejudice basis).

This supplementary settlement offer relates to:

- additional built form revisions to the proposed redevelopment;
- additional transportation demand management measures as part of securing a reduced parking standard; and,
- a commitment to certain matters in the Toronto Green Standards effective from May 1, 2018.

Please note that our client's previous commitment to a voluntary Section 37 contribution of \$1.9-million as outlined in our previous correspondence. Separate from this voluntary Section 37 contribution, our client is also committed to the provision of \$500,000 to support an affordable ownership initiative on the Property (likely 10-12 units, to be determined) based on the

affordable housing ownership program designed by our client, in consultation with the local councillor and the Affordable Housing Office. These remain part of the settlement offer despite the reduction in overall density.

Additional Built Form Revisions

The additional built form revisions are depicted in the architectural plans dated July 25, 2018 (the “**Revised Plans**”). These revisions include the following:

- **Building A – Wilson Avenue:** Our client has increased certain setbacks for Building A along the Wilson Avenue frontage. More significantly, the Revised Plans include a significant “notch” that causes Building A to read as two buildings. This “notch” extends down to the second (2nd) floor and will be a minimum width of 11.0 metres.
- **Building B – Wilson Avenue:** The Revised Plans eliminate a “bump-out” or overhang that had been included along the Wilson Avenue frontage. Even though this “bump-out” has been eliminated, the rental replacement unit sizes will still be within 5% of the existing rental unit sizes in Building B.
- **Wilson Avenue Angular Plane:** The Revised plans indicated that the 45 degree angular plane will be met across the entire Wilson Avenue frontage, even following the road widenings.
- **Proposed Gross Floor Area:** These revisions, as well as those outlined in our letter dated June 29, 2018, have reduced the proposed gross floor area from 4.69 to 4.53 times the site area, while still including our client’s commitment to increased non-residential gross floor area and full residential rental replacement.

Transportation Demand Management

As part of securing a reduced parking standard of 0.64 resident spaces per unit and 0.08 visitor spaces per unit (with visitor spaces to be shared with the non-residential parking requirement), as shown on the Revised Plans, our client is proposing the following transportation demand management measures to enhance transportation options for area users and reduce vehicle trips and parking demand:

- our client would provide funding for one (1) bike share station (\$50,000);
- the Revised Plans will include the provision of one (1) shared surface parking space for pick-up, drop-off, delivery and taxi users;
- the Revised Plans will include the provision of one (1) publicly accessible parking space, with an electrical vehicle charging facility, including installation of initial infrastructure;

- the Revised Plans will include additional bicycle parking spaces, as per the Tier 2 Toronto Green Standard, above the minimum by-law requirements, to be located near main entrances and weather protected (covered or using other shelter), within the private property and publicly accessible by transit users;
- our client would agree to Wilson Avenue site frontage street improvements through additional bicycle parking between street trees as a street/multimodal infrastructure improvement;
- the Revised Plans will include two (2) bicycle repair stands, with one at-grade and publicly accessible and one inside the parking garage;
- the Revised Plans will include the provision of parking spaces with an electrical charging facility, as per the Tier 2 Toronto Green Standard, with the number of spaces to be determined in consultation with Transportation Planning staff;
- the Revised Plans will include the provision of a publicly accessible electrical charging facility for e-bikes, scooters and/or other personal mobility devices;
- our client would agree to the provision of one (1) digital display facility in a publicly accessible or visible location (retail or park edges) to provide real-time area transportation service, status, alert, location, distance and access information shown in the display;
- our client would agree to implement smart parking management through technology to indicate occupancy or booking of parking spaces;
- our client would agree to the unbundling of a parking space as part of sales of new dwelling units; and,
- our client would agree to the provision of a transportation information package at the time of purchase of any new dwelling units.

Toronto Green Standards

Our client would agree to construct and maintain the development in accordance with the Tier 2 performance measures of the Toronto Green Standard, as adopted by Toronto City Council and effective from May 1, 2018, as they relate to transportation and pedestrian related development features.

Other Implementation Matters

As part of accepting this settlement offer, as revised, City Council would also direct staff to treat our client's applications through the City's Gold Star program, including but not limited to the following achieving the following milestones:

- our client and the City would agree to request that the Local Planning Appeal Tribunal schedule a prehearing conference in the fall of 2018 for the purpose of considering the settlement; and,
- our client and the City would work cooperatively and in good faith to finalize the Notice of Approval Conditions during the second quarter of 2019.

Our client's settlement offer, as revised based on the supplementary matters, are conditional on City Council's acceptance of the without prejudice settlement offer (as revised) at its meeting scheduled to commence on July 23, 2018.

Please let us know if any additional information is required.

Yours truly,

Goodmans LLP



David Bronskill
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