

# 145 St. George Street, Toronto - Comment Response Matrix

January 30, 2023

Second submission

Rezoning Application No. 21 155923 STE 11 OZ

Site Plan Application No. 21 155930 STE 11 SA

Rental Housing Demolition Application No. 21 155940 STE 11 RH

Applicant: Goldberg Group (on behalf of Tenblock)

## Contents

[1.0 City of Toronto - City Planning](#)

[2.0 City of Toronto - Engineering and Construction Services](#)

[3.0 City of Toronto - SIPA \(Housing\)](#)

[4.0 Urban Forestry](#)

[5.0 Parks, Forestry and Recreation](#)

[6.0 Environment & Energy Division](#)

[7.0 Others \(Canada Post, TCDSB, TDSB, Canadian Wildlife Service, Toronto Hydro, Rogers, Enbridge\)](#)

1.0 City of Toronto - City Planning

Corinna Prior, Community Planning - Toronto & East York District, City Planning

Date: February 3rd, 2022

Comment	Response	
<b>A. General Comments</b>		
1	Please review the Preliminary Report adopted by Toronto and East York Community Council on October 14, 2021.	Refer to the updated TGS v3 Checklist, which indicates the proposal's target for Tier 2. Tier 2 requirements will be addressed in the future SPA submission.
<b>B. Additional Information and Clarification (further comments may apply)</b>		
1	Provide axonometric views of the POPS area. Clarify areas of topographical change through annotations (show the location of retaining walls, furniture, steps etc.).	POPS is removed. Refer to Landscape Drawing, L001 for axonometric views for former POPS space. Refer to Landscape Plan, L100 and Ground Floor Plan, A-2.2 for topographical changes with annotations.
2	Please provide a material sample board with the next resubmission.	It will be provided in the future SPA submission.
3	Provide a survey that shows the location and dimensions of the existing below-grade parking garage and complete exploratory work pertaining to Tree 16 on the Tree Preservation Plan.	Refer to updated Topographical Survey by R. Avis for locations and dimensions of the existing below-grade parking garage. Exploratory work for Tree 16 is no longer required. Refer to Arborist Report for details.
4	Please note on site plan drawings the streetscape treatments (tree planting locations, decorative pavement treatments etc.) of the sites adjacent to the applicants site in order for staff to best understand the continuity of the streetscape.	Refer to Landscape Drawing, L100 for the streetscape treatments on site. Further details on adjacent sites may be provided as available in the future SPA submission.
5	Please provide a Site Lighting Plan with photometric data to assess appropriateness of proposed illumination levels. Of particular interest will be the lighting design for the POPS in terms of pedestrian safety and amenity.	Refer to Lighting Plan by Smith and Andersen for photometric data and lighting design.
6	Provide a shadow analysis during December showing hourly increments.	Refer to Shadow Study for December analysis by Urban Strategies Inc.
7	Please provide Word versions of the draft by-law amendments.	Word document version of the Draft By-laws has been included with this submission.
8	Compliance to Toronto Green Standard is required and must be specified in the drawings, especially, but not limited to: a. Compliance with the Bird Friendly Guidelines, indicating glass reflectance index and frit pattern density; b. Site Lighting Plan, with lighting fixtures details and a photometric plan; and c. Location of bike parking spaces on 50% of the area in P1 before going to other levels.	a. Refer to A-3.1 to A-3.4 for bird friendly glass reflectance index and frit pattern density. b. refer to Lighting Plan by Smith & Andersen for TGS-satisfactory lighting level and fixtures. c. refer to Cycling Facility Design Concept, prepared by MJMA, for layout of 398 long-term bike parking in P1 and refer to A-2.2 for 40 visitor bike parking at grade
<b>C. Building Height, Massing and Design</b>		
1	The height and massing of the proposed building is casting shadow on Taddle Creek Park in the afternoon hours. Please reduce the height and massing to remove any shadow impacts on the public park.	Tower height and tower top design are revised to minimize the shadow impact on Taddle Creek Park, as indicated in the Shadow Study and also presented to the City staff in a meeting on Dec 16, 2022. Refer to Shadow Study and Urban Design Report addendum for details.
2	Revise the height and geometry of the proposed building to limit the impacts on adjacent Neighbourhoods.	Refer to Architectural Drawings for revised height and geometry of the proposal to reduce impacts on adjacent neighbourhoods.
3	The proposed wrap-around balconies add bulk to the massing of the building and create reduces the building's energy-efficiency. Please break up and reduce the amount of balcony space.	Wrap-around balconies are broken up and reduced in balcony area. Refer to Architectural Drawings for revised balcony extents.
4	The design of the balconies is making the tower setback of 3 metres imperceptible, creating the look of a tower that goes up straight from the street, especially on Prince Arthur Ave. Please revise.	Podium massing extended to create 3m setbacks to the tower at west and 3.2m at south along Prince Arthur Ave. Balconies in the podium are inset to further distinguish the podium from the tower. Refer to Architectural Drawings for details.
5	New buildings over 1000 square metres are to incorporate within the building design recognition of the Architect of Record or primary Design Architect. The lettering for this recognition must cover an area of at least 0.2m by 0.3m, or 0.06 square metres and be located near the main entrance or on a prominent façade of the structure. 1:50 colour elevations are to indicate the location and specifications for the recognition.	The lettering details will be provided in 1:50 elevations in the future SPA submission.
<b>Planning for Children and Pets</b>		
6	Please refer to the Growing Up Guidelines and advise how the proposed development is satisfying these guidelines in terms of unit mix, units sizes and amenity spaces. Below are some design considerations that should be incorporated:	.
a)	The unit mix and unit size should include a minimum of 15% two bedrooms at 90m2 (969sf); and 10% 3 bedrooms at 106m2 (1140sf). The number of 3 bedrooms units is currently under the desirable mix;	42 of 2-bedroom units (16%) and 30 of 3-bedroom units (11%) are provided out of 268 net new units with open concept layouts. Refer to Housing Issues Report addendum for details.
b)	Amenity areas should include whimsical landscape elements that respond to children's scale. Consider landforms, rubber surfacing and other vertical playful elements;	Refer to Landscape Plan, L102 for children's play area with whimsical landscape elements.
c)	Provide a critical mass of large units primarily located in lower portions of the building;	Refer to Project Summary and Statistics, A-1.2 for a balanced unit type distribution with sufficient large units in the base (podium) of the building.
d)	Consider allowing for future flexibility through a column structure or thoughtfully located shear walls that could allow for the combination of smaller units over time;	Refer to Architectural Drawings, A-1.2 and A-2.9 for providing total 39 of 2- or 3- bedroom units convertible from smaller units.
e)	A minimum of 25% of the indoor amenity spaces should be secured as "multi-purpose" space. This space should function for all building residents and include: flexible space that can be used for communal gathering and that includes a full kitchen;	Indoor amenity spaces will be developed and provided in the future SPA submission, which will consider min. 25% of "multi-purpose" space and flexible space for communal gathering with a full kitchen. Building amenity spaces will be designed to encourage residents' socializing.
f)	Encourage the social life of the building through social spaces in the lobby and corridors; and	
g)	Provide a workshop space for messy activities. This can be achieved in conjunction with a dog grooming/washing room.	Refer to Ground Floor Plan, A-2.2 for dog grooming/washing room and "mudroom" for messy activities.
7	Due to environmental reasons, artificial turf is not the most ideal ground material for the pet play area. Please refer to the Pet Friendly Design Guidelines for other choices of ground materials.	The ground material has been changed to rounded pea gravel in the Pet Relief and Play areas. Refer to Landscape Plan, L100 for details.
<b>Public Realm, POPS, and Open Space</b>		
1	A detailed itemized landscape cost estimate is to be provided for review and approval. Once the cost estimate is deemed to be acceptable, a Letter of Credit is required to secure/guarantee the landscape work identified.	A landscape cost estimate will be provided in the future SPA submission.
<b>Public Realm and Streetscape Improvements</b>		
2	Preserve the white elm tree (Tree No. 16) that is within the City boulevard at the intersection of St. George and Prince Arthur. The proposed below-ground parking garage should be sufficiently set back from Tree 16 to ensure that it is not harmed as a result of the proposed development.	Refer to Basement Plan, A-2.1 for foundation setback at southwest corner of the lot to retain Tree 16. Also, refer to Arborist report for details on removing Tree 17 to prevent the invasive species, meet the City's request to widen the sidewalk to 2.1m and protect the healthier Tree 15, and to improve the landscaping and planting two additional new large canopy trees.
3	Where possible and without impacting the existing trees along St. George St., increase the width of the pedestrian sidewalk to 2.1 m. Existing width of 1.77 - 1.82m is substandard.	Refer to Site Plan, A-1.4 and Landscape Plan, L100 for 2.1 m pedestrian sidewalks on St. George St and Prince Arthur Ave.

## 1.0 City of Toronto - City Planning

Corinna Prior, Community Planning - Toronto &amp; East York District, City Planning

Date: February 3rd, 2022

	Comment	Response
<b>Privately-Owned Publicly Accessible Space (POPS)</b>		
8	The proposed POPS is to incorporate signage in accordance with the Council approved signage template and POPS Design Guidelines. Please indicate the location and design specifications for the POPS signage on the Landscape Plan and Details.	POPS has been removed as advised by the Community Planner.
9	Split the POPS to the north and south of the walkway. Note that the walkway entrance to the building is not part of the POPS	N/A
10	In the southern POPS, where appropriate introduce pathways and seating. Seating should be oriented toward the public realm as much as possible. Please move the public art further away from the main entrance and more visible from the sidewalk.	N/A
11	In the northern POPS, increase the soft landscaping to match the character of St. George Street (more like a parkette). Include additional seating oriented toward the public realm.	N/A
<b>Endangered Species</b>		
12	Be advised that the site and adjacent properties are host to a significant number of chimney swifts which are a Threatened Species of bird in Ontario under the Endangered Species Act. Altering a chimney that hosts chimney swifts requires approval by the Ministry of Natural Resources ( <a href="https://www.ontario.ca/page/alter-chimney-habitat-chimney-swift">https://www.ontario.ca/page/alter-chimney-habitat-chimney-swift</a> ).	It's under consideration.
13	Please incorporate the old chimney(s) into the design of the new building and note that capped, steel-lined chimneys make the chimneys unusable to the birds, destroying their habitat.	It's under consideration.
<b>Public</b>		
14	The proposed development is of a scale and prominence to warrant participation in the Percent for Public Art Program. Refer to the Percent for Public Art Program Guidelines.	Noted.
15	Proposed public art can also be designed in a way that is integrated into the landscape or architectural features of the site. It can also play functional roles such as seating areas or wind breakers. Please explore these options so that the POPS can be both functional and aesthetically pleasing.	Refer to Landscape Plan, L100 for artwork locations and Landscape Details, L301 for artwork concepts, which will serve as wind breaker as well.
<b>E. Wind Conditions</b>		
1	Proposed wind conditions of "standing and walking" on the POPS is not appropriate as a public space. Please provide mitigation measures to achieve a comfort level of "sitting" on all seasons.	POPS has been removed, however, the space has been updated to respond to the latest wind study. Refer to Pedestrian Wind Study achieving a mix of sitting and standing wind conditions at grade in all seasons in meeting the Official Plan 3.1.3.1 (f) and 3.1.1.18 to achieve the utility and intended use of the public realm, including sitting and standing. For further improvements in response to the latest study result, sitting-uses are located in areas where it's appropriate for sitting conditions, and further wind mitigations are provided by large-canopy trees and wind-mitigating artworks.
2	Proposed wind conditions of "standing" on both ground floor and above grade amenity areas are not appropriate for their intended use. Please provide mitigation measures to achieve a comfort level of "sitting" on Spring and Autumn.	Pedestrian Wind Study indicates improvement in achieving a mix of sitting and standing as adequate for the proposed locations of uses at grade and at level 8 outdoor terrace during the typical use period. Further wind mitigations by trellis, barriers and/or planters will be explored in the future SPA submission, as necessary.
<b>F. Carbon Analysis Report</b>		
1	Be advised that a peer review of the submitted Carbon Analysis Report is required. The peer review is to be conducted by a third party consultant, retained by the City of Toronto and at the owner's expense to the satisfaction of the Chief Planner and Executive Director, City Planning.	Refer to Carbon Analysis Report with updates to previously submitted report (dated Aug 6, 2021), issued separately by email on Oct 3, 2021, which had been reviewed by the City.
<b>G. Amenity Space</b>		
1	The application currently proposes to include a minimum of 3.5 square metres per unit of total amenity space. Please increase the minimum total to 4.0 square metres per unit.	Refer to Project Summary and Statistics, A-1.2 and Floor Plans, A-2.2, 2.3, 2.7 for the indoor and outdoor amenity spaces meeting the total area required of 4.0 sq.m per unit.
<b>H. Draft Zoning By-Law</b>		
1	Revise 4(A) to read: "On 145 St. George Street as shown on Diagram 1 of this By-law, if the requirements of by-law [Clerk to provide By-law #] are complied with, a building may be constructed or used in compliance with (B) through (P) below;".	Please refer to the updated draft by-law amendment.
<b>Draft Amendment to 569-2013</b>		
1	Revise 4(A) to read: "On 145 St. George Street as shown on Diagram 1 of this By-law, if the requirements of by-law [Clerk to provide By-law #] are complied with, a building may be constructed or used in compliance with (B) through (P) below;".	Please refer to the updated draft by-law amendment.
2	Please include a provision in the by-law that speaks to a maximum number of units and minimum percentages of two- and three-bedroom units.	Please refer to the updated draft by-law amendment.
3	Provision 4(E) is unclear and seems unnecessary given provision 4(D). Please revise or clarify the purpose of 4(E).	Please refer to the updated draft by-law amendment.
4	All encroachments and projections require maximum limits. Please revise the draft by-law accordingly.	Please refer to the updated draft by-law amendment.
<b>Draft Amendment to 438-86</b>		
5	Please revise the draft amendment to align with the comments above.	Draft amendment to 438-86 is no longer required.
<b>I. Environmental Planning</b>		
1	The applicant is indicating that they are pursuing Tier 1 of the TGS under Version 3. It is strongly recommended that the applicant pursue Tier 2 or higher levels of performance and an application to the TGS DC refund program. Higher levels of the TGS are necessary in addressing goals of the City of Toronto Net Zero by 2040 Climate Action Strategy and the applicant's interest in addressing the carbon impacts of the application. Note that the Tier 2 Water Balance requirements have been revised on the website to provide an alternative compliance path.	Tier 2 of the TGS version 3 will be pursued and demonstrated in a future SPA resubmission.
2	TGS statistics template and the bird friendly glazing template need to be updated to the current version which requires glazing treatment for the first 16 m of the building (in effect as of January 2020).	Refer to Architectural Drawings, A-2.1, A-3.1 and A-3.2 for bird-friendly glazing treatment details and locations.

## 2.0 City of Toronto - Engineering and Construction Services (Technical Services)

Pat Scanga, P. Eng., FEC, Manager (Acting), Development Engineering, 416-392-8320 or Pat.Scanga@toronto.ca

Date: August 12, 2021

#	Comment	Response
<b>PART I - ZONING BY-LAW AMENDMENT APPLICATION</b>		
<b>A. REVISIONS AND ADDITIONAL INFORMATION REQUIRED FOR PLANS, STUDIES, AND DRAWINGS</b>		
1	<b>Transportation Services</b>	
1.1	Provide new 2.1 metre wide pedestrian clearway (via concrete sidewalk) along St. George Street, as further discussed in this memorandum.	Refer to Site Plan, A-1.4 and Landscape Plan, L100 for 2.1 m pedestrian sidewalks on St. George St and Prince Arthur Ave.
1.2	Given the current design of the underground garage, revise the visitor supply and configuration to a minimum of eight (8) spaces on the P1 level with appropriate pedestrian access to the elevators.	The underground car parking garage has been eliminated. Refer to the updated Transportation Response Letter for providing min. required visitor supply.
1.3	Review the opportunity to provide 1-3 publically accessible car-share parking spaces on-site.	Refer to Ground Floor Plan, A-2.2 and Attachment 2 in Transportation Response Letter showing 2 publically accessible car-share parking spaces.
2	<b>Engineering &amp; Construction Services</b>	
1.4	The servicing report must include a pre and post development analysis of the existing storm sewer system to show that this development will not negatively impact the existing system.	The Functional Servicing and Stormwater Management Report has been updated to incorporate a storm external analysis, demonstrating that the proposed development will not negatively impact the existing storm network. Refer to the Functional Servicing and Stormwater Management Report for the
1.5	Consideration to be given to connect area drains AD1 and AD2 to the existing 450mm diameter storm sewer along St. George Street from the Pet Relief Area if a storm connection is feasible, rather than a connection to the existing 375mm diameter combined sewer along Prince Arthur Avenue.	Refer to Site Servicing Plan, SS-01, for reduced area drain locations connected to the stormwater tank in the basement and discharged to existing 375mm storm on Prince Arthur Ave.
1.6	Submit a letter from the Owner stating clearly the ownership structure of the proposed development, i.e. how many (condominium) corporations there will be, if there will be separate corporations for the residential and commercial components, etc. Site Plan related conditions will be confirmed upon receipt of this letter.	A letter to confirm different corporations will be provided in the future SPA resubmission.
<b>B. PRELIMINARY ZONING BY-LAW AMENDMENT CONDITIONS</b>		
1	Provide parking for the development in accordance with the following rates: a) Residential: 0.25 spaces/unit b) Visitors: 0.02 spaces/unit c) Car-Share: To be determined	Refer to Transportation Response Letter explaining meeting the revised Draft Zoning By-law 569-2013 for revised parking space rates in accordance with Zoning By-law 89-2022.
2	In addition to Regulations 10.5.80 in Zoning By-law No. 569-2013, car-share parking spaces are permitted.	Noted.
3	Include the following definitions in the Site Specific By-law for this project: a) Car-share means the practice where a number of people share the use of one or more cars that are owned by a profit or non-profit car-sharing organization and where such organization may require that use of cars to be reserved in advance, charge fees based on time and/or kilometres driven, and set membership requirements of the car-sharing organization, including the payment of a membership fee that may or may not be refundable; and b) Car-share parking space means a parking space that is reserved and actively used for car-sharing.	Refer to the revised Draft Zoning By-law 569-2013 with the following definitions included.
4	Provide a minimum of one (1) Type G loading space for the project.	Refer to Ground Floor Plan, A-2.2 and Attachment 1 in Transportation Response Letter for one Type G loading space provided.
5	Pay for and construct any improvements to the municipal infrastructure in connection with the Functional Servicing Report, to be resubmitted for review and acceptance by the Chief Engineer & Executive Director, Engineering & Construction Services, should it be determined that improvements to such infrastructure are required to support this development.	Noted.
<b>PART II – SITE PLAN CONTROL APPLICATION</b>		
<b>C. REVISIONS TO PLANS AND ADDITIONAL INFORMATION REQUIRED PRIOR TO SITE PLAN APPROVAL AND THE ISSUANCE OF ANY BUILDING PERMITS (INCLUDING BELOW GRADE PERMITS)</b>		
1	<b>Transportation Services</b>	
1.1	Provide a notation/illustration for the required roughed-in conduits for the balance of the proposed parking spaces not equipped with EVSE infrastructure (76 spaces).	This comment is no longer applicable. All of 5 proposed parking spaces will be equipped with level 2 EVSE infrastructure. Refer to Ground Floor Plan, A-2.2.
1.2	Revise the plans to illustrate convex mirrors at the top and bottom of the access ramp to the underground garage ramp, the internal ramps and at all right-angled turns within the underground parking garage and position them in such a manner as to give all motorists clear views of oncoming traffic.	Parking garage is removed. Refer to Ground Floor Plan, A-2.2 and Attachment 3 in Transportation Response Letter for proposed convex mirror location to minimize conflicts and give clear views between cyclists, car and truck maneuvers.
1.3	Revise and label the proposed driveway access to be a maximum width of 6.0 metres in the public right-of-way with a west curb radius of a maximum of 5.0 metres.	Refer to Ground Floor Plan, A-2.2, Attachment 3 in Transportation Response Letter and Grading Plan, SG-01 for 6m wide driveway width and 5m radius west curb.
1.4	Provide tactile walking surface indicator plates on the northeast corner of the St. George Street and Prince Arthur Avenue intersection.	Refer to Site Plan, A-1.4, Grading Plan, SG-01, Landscape Plan, L100 for tactile walking surface indicator plates on the northeast corner.
1.5	Provide a curb extension along the north side of Prince Arthur Avenue, extending from the northeast corner of St. George Street to the start of the on-street parking, to achieve the following: a) Tighten the curb radius at the northeast corner of St. George Street and Prince Arthur Avenue, in accordance with the City's Curb Radii Design Guidelines. b) Provide tactile walking surface indicator plates at the northeast corner of the intersection. c) Re-locate pedestrian crossing lines on the north and east legs of the existing all-way stop controlled intersection as needed.	Refer to Site Plan, A-1.4, Grading Plan, SG-01, Landscape Plan, L100 and Attachment 3 in Transportation addendum for the curb extension with tightened curb radius, tactile walking surface indicator plates and relocated pedestrian crossing lines on the north and east legs.
1.6	Provide a functional plan illustrating the above-noted civil work, along with the pavement marking and signage additions and/or modifications required at the St. George Street and Prince Arthur Avenue intersection.	Refer to Attachment 3 in Transportation Response Letter and Construction Management Plan, CM-01 for functional plan of the civil work.
2	<b>Fire Services</b>	
2.1	The site plan fails to address the following item(s) with respect to Fire Access route requirements of the Ontario Building Code: a) Fire Access Route; Location: Within 3 to 15 metres of the "principal entrance".	Refer to Site Plan, A-1.4 for relocated principal entrance within 3 to 15 m of Fire Access Route.
b)	As per NFPA 14 "Standard for the Installation of Standpipe and Hose Systems", high-rise buildings shall be equipped with at least two remotely located fire department connections for each zone. A high-rise building, as defined within NFPA 14, is any "building where the floor of an occupied storey is greater than 23 m above the lowest level of the fire department vehicle access". Based on the proposed height of the building, a second remotely located fire department connection shall be provided. Note that both fire department connections are required to be located within 45 m of a fire hydrant.	Refer to Ground Floor Plan, A-2.2 and Grading Plan, SG-01 for providing 2 FDC (1 remotely located) within 45 m of fire hydrants.

## 2.0 City of Toronto - Engineering and Construction Services (Technical Services)

Pat Scanga, P. Eng., FEC, Manager (Acting), Development Engineering, 416-392-8320 or Pat.Scanga@toronto.ca

Date: August 12, 2021

#	Comment	Response
c)	As the proposed building is more than 84 m high, measured between grade and the ceiling level of the top storey (as defined by the Ontario Building Code), the building is required to be serviced by no fewer than two sources of water supply from a public water system. This should be shown on the site servicing drawings.	Refer to Site Servicing Plan, SS-01 for two sources of water supply.
3	<b>Solid Waste Management</b>	
3.1	Revise the drawings to indicate and annotate the following:	
a)	A staging pad abutting the front of the Type G loading space that will be at least 29 square metres, have an unencumbered vertical clearance of 6.1 metres, constructed of 200mm reinforced concrete and have a grade of no more than 2%.	Refer to Ground Floor Plan, A-2.2 for total 40 sq. m staging pad with min. 8 sq. m area in front of the Type G loading space and vertical clearance of 6.1 m and constructed of min. 200mm reinforced concrete at max 2% slope.
b)	All access driveways to be used by the collection vehicle will be level (+/-8%), have a minimum vertical clearance of 4.4 metres throughout, a minimum 4.5 metres wide throughout and 6 metres wide at point of ingress and egress.	Refer to Ground Floor Plan, A-2.2 for access driveway at 5% slope with min. vertical clearance of 4.4m throughout and min. 4.5 m wide with 6.9 m wide loading dock entrance.
c)	That a trained on-site staff member will be available to manoeuvre bins for the collection driver and also act as a flagman when the truck is reversing. In the event the on-site staff is unavailable at the time the City collection vehicle arrives at the site, the collection vehicle will leave the site and not return until the next scheduled collection day.	Acknowledged.
d)	A collection vehicle movement diagram that has a length of 12 metres and a width of 2.4 metres with a minimum inside/outside turning radii of 9.5 metres and 14 metres respectively, when entering, exiting, travelling throughout the site and entering/exiting the type G loading space. The diagram must also indicate the ability of the collection vehicle to enter and exit the site in a forward motion with no more than a three-point turn.	Refer to Attachment 2 in the updated Transportation addendum. The collection vehicle is shown to enter and exit the site in a forward motion with no more than a three-point turn. The turning movements were modelled using a 10 m design vehicle to reflect the length of a collection vehicle with the forks up, given that this is how the vehicle would safely be performing loading and unloading operations on site. A rear-end collection vehicle is not anticipated. If required, it may be further considered in the future SPA submission in coordination with City staff.
3.2	As the planned movement of the collection vehicle is adjacent to exits from the parking garage, revised drawings must indicate a warning system to caution motorists leaving the parking garage of heavy vehicles when loading operations are occurring. This warning system should include both lights and signs.	Refer to Attachment 3 in Transportation Response Letter for warning signs. A parking garage is no longer proposed as part of the latest site plan.
4	<b>Engineering &amp; Construction Services</b>	
4.1	Provide a detailed response letter/table listing any changes made to the design of the site that were not part of the comments provided by Engineering & Construction Services.	Refer to Planning Rationale and Urban Design Report addenda for changes made not as a part of ECS comments.
4.2	Revise the Civil Plans as per the comments in Attachment 1.	Civil Plans have been revised as per the comments in Attachment 1.
4.3	Provide an itemized cost estimate for all items to be installed / constructed / planted within the public right(s)-of-way only. The estimate shall show a breakdown of the unit cost and the corresponding quantities of each item, including, but not limited to: asphalt restoration, new concrete curb, unit pavers, concrete sidewalk and tree soil trench. Exclude any costs for proposed street trees, and proposed bike rings and tree grate.	It will be provided in the future SPA submission.
4.4	Provide written confirmation from the structural/building engineer designing the building that the floor slabs and sidewalls of the stormwater management tank will be designed to take most critical loading including the full weight of the maximum volume of stormwater management tanks.	A confirmatory letter by a structural engineer will be provided in the future submission.
4.5	Add the following notes to the Site Servicing Plan:	
a)	"The building storm and sanitary systems shall be designed to be able to operate under municipal sewer surcharge conditions."	Refer to Site Servicing Plan, SS-01 with the following notes added.
b)	"The method of installation for the proposed service connections will be at the discretion of Toronto Water."	
c)	"Existing connections no longer in use shall be disconnected by Toronto Water at the Owner's cost."	
d)	"The location of the water meter shall be to Toronto Water's satisfaction."	
e)	"The Owner is required to install and maintain a premise isolation device for all applicable water services in accordance with Toronto Municipal Code, Chapter 851 Water Supply, the building code, and CSA B64 series standards."	
f)	"The limits of construction within the City's right-of-way are at the discretion of the City inspector."	
g)	"Prior to commencing any work within the municipal right-of-way, the contractor, developer, or consultant will obtain all necessary road occupancy permits from the City's Right-of-Way Management Unit."	
h)	"Be advised that should any party, including the applicant or any subsequent Owner, apply for more than one Condominium Corporation encompassing any or all of this development or make an application that results in a land division, Staff may require legal assurances, including but not limited to easements, with respect to the approved services. Such assurances will be determined at the time of application for condominium approval."	
i)	"Servicing for this site includes discharge of private water into the City's combined sewer system. The owner shall apply for and obtain an exemption under City of Toronto Municipal Code Chapter 681, Sewers (the "Sewers By-law"), where approved by the General Manager, Toronto Water, for the discharge of private water into the City's combined sewer system. Any acceptance of this drawing does not constitute an approval to connect a private water drainage system or to discharge private water to a City sewer, which approval must take the form of a discharge agreement executed by the General Manager, Toronto Water, in accordance with the Sewers By-law. If the owner is unable to obtain an exemption in the form of a discharge agreement, or does not remain in good standing, amendments to the approved site plan or a new site plan application may be required."	
4.6	Make the following revisions to the Landscape Plans:	
a)	Drawings L100 and L200 to show that a minimum horizontal separation of 1.0 meters is provided between the proposed watermain service connections and the soil cells.	The soil cells have been removed and is no longer applicable. Refer to Composite Utilities Plan, CU-01 and Soil Volume Plan, L101 for providing more than min. 1m clearance between proposed service connections and proposed new trees.
b)	Provide two structural engineers' stamps on the landscape drawings to confirm that the design of the sidewalk, together with the underlying soil cell system and soils, are able to withstand vehicular loading pursuant to the current version of the Canadian Highway Bridge Code. Note that this includes any City standard depicting the suspended soil system. The two stamps must be accompanied by the following notation: "The design of the sidewalk, together with the underlying soil cell system and soils, are able to withstand vehicular loading pursuant to the current version of the Canadian Highway Bridge Code."	Letters will be submitted in the future SPA submission if soil cells are proposed.

2.0 City of Toronto - Engineering and Construction Services (Technical Services)

Pat Scanga, P. Eng., FEC, Manager (Acting), Development Engineering, 416-392-8320 or Pat.Scanga@toronto.ca

Date: August 12, 2021

#	Comment	Response
<b>D. PRELIMINARY NOTICE OF APPROVAL CONDITIONS</b>		
8	<b>Stormwater Management, Grading and Site Servicing</b>	
8.1	Submit an application to Toronto Water, Environmental Monitoring & Protection, to obtain all necessary exemptions for:	Short-term and Long-term discharge permit applications will be submitted in the future in a timely manner.
a)	any short-term construction dewatering that may be required; and	
b)	any permanent dewatering system that is required for the building;	
b)	and enter into a discharge agreement and/or permit to discharge groundwater issued in accordance with section 6 of Chapter 681 of the City of Toronto Municipal Code, to allow the discharge of Private Water to a City sewer which is otherwise prohibited under Chapter 681 ("Discharge Agreements"), to the satisfaction of the General Manager, Toronto Water, and shall be in good standing under any such Discharge Agreements.	
9	<b>Other Conditions</b>	
9.1	Prior to Site Plan Approval the Applicant must submit the following:	
a)	A payment (amount to be determined) in the form of a certified cheque to Transportation Services, City of Toronto, for pavement marking and signage additions and modifications, in accordance with the acceptable functional plans.	Noted.
b)	A financial guarantee (amount to be determined) in the form of a letter of credit to Engineering and Construction Services, City of Toronto, for the required curb extension and curb radii modification along Prince Arthur Avenue.	Noted.
c)	Documentation and financial contributions in the form of certified cheques (overall amount to be determined) for the implementation of a Transportation Demand Management (TDM) plan. These provisions include, but are not limited to, the following items: i. A supply of car-share spaces to be determined; ii. One (1) car-share and/or bike-share membership per unit, offered to first-time tenants/purchasers; iii. One (1) pre-loaded Presto pass (\$25.00 value) offered to first-time tenants/purchasers; and iv. A minimum of two (2) bike repair stations provided on-site.	Refer to Transportation Response Letter for proposed TDM measures, which include the following items.
9.2	Submit comprehensive Construction Management Plans (CMP) for each stage of the construction process. These plans must illustrate the location of employee/trades parking, heavy truck access points, material storage, construction site fencing and overhead cranes. We advise the applicant that they cannot use the municipal right-of-way for construction-related purposes without first receiving written authorisation Page 9 of 20 from our Permits and Enforcement Section, including payment of the necessary fees.	It will be provided in the future SPA submission.
<b>E. PRELIMINARY SITE PLAN AGREEMENT CONDITIONS</b>		
1	<b>Widening of Highways that abut on the Land</b>	
	No Site Plan Agreement conditions	Noted.
2	<b>Facilities to Provide Access to and from the Land</b>	
2.1	Remove all existing accesses, curb cuts, and traffic control sign(s) along the development site frontage that are no longer required and reinstate the curb, gutter and boulevard within the City's right-of-way, in accordance with City standards and to the satisfaction of the Chief Engineer & Executive Director, Engineering & Construction Services.	Noted.
3	<b>Vehicular Loading and Parking Facilities and Access/Driveways</b>	
3.1	Provide and maintain off-street vehicular parking and loading facilities and access driveways in accordance with the approved plans and drawings, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.	Noted.
3.2	Construct any Type G loading space and all driveways and passageways providing access thereto in accordance with the requirements of the Ontario Building Code, including allowance for City of Toronto bulk lift and rear bin loading with impact factors where they are to be built as supported structures.	Refer to Attachment 2 in Transportation Response Letter. Bulk lift and rear bin loading may be further considered in the future SPA submission.
3.3	Provide and maintain a minimum of 20 percent of the parking spaces with EVSE infrastructure (18 spaces) and provide roughed-in conduits for the balance of the proposed parking spaces (76 spaces).	All of 5 vehicle parking spaces will be equipped with EVSE infrastructure.
3.4	Provide and maintain a physical separation between the resident and non-resident parking spaces by means of overhead doors or gate controls.	This no longer applies as there are no resident parking spaces and underground parking garage proposed.
3.5	Provide and maintain convex mirrors at the top and bottom of the access to the underground garage ramp and at all right-angled turns within the underground parking garage and position them in such a manner as to give all motorists clear views of oncoming traffic.	This comment is no longer applicable as there is no longer an underground car parking garage proposed. However, we are recommending a convex mirror across from the loading space to minimize potential conflicts between cyclists exiting the building from the ramp and visitor parking maneuvers. The locations of convex mirrors have been illustrated on A-2.2.
3.6	Provide and maintain "No Parking" signs adjacent to the proposed loading spaces.	Refer to Attachment 3 in Transportation Response Letter for all signage including "No Parking" adjacent to loading space.
4	<b>On-site Walkways and Walkway Ramps</b>	
4.1	No Site Plan Agreement conditions	Noted.
5	<b>Facilities for the Landscaping of the Lands or the Protection of Adjoining Lands</b>	
5.1	With respect to the boulevard improvements proposed along the site frontages, including any non-standard soil cells, planters, street furniture, retaining walls, and/or concrete unit pavers, as illustrated on the Landscape Plans, dated by Quinn Design Associates Inc.:	
a)	The Owner shall construct and maintain all boulevard improvements within the boulevard areas of the public highways adjoining the Land in accordance with, and as shown on the approved plans and drawings listed in Schedules "B" to the satisfaction of the General Manager of Transportation Services (the "Boulevard Improvements"). The Owner's boulevard maintenance obligations do not include municipal concrete sidewalk(s), curbing, trees after all applicable maintenance periods have expired and the City is satisfied with the tree planting, or public transit stops/transit shelters within the adjoining	Noted.
b)	The Owner agrees that it will, at its expense, maintain the Boulevard Improvements in a state of good repair, free of graffiti, posters, litter, snow and ice, and that vegetation will be maintained in a healthy and vigorous state of growth all to the satisfaction of the General Manager of Transportation Services;	Noted.
c)	The Owner shall not make any additions or modifications to the Boulevard Improvements beyond what is allowed pursuant to the terms of this site plan agreement. The Owner further acknowledges that should it neglect to maintain the Boulevard Improvements, then the City may perform the required work pursuant to the Toronto Municipal Code Chapter 743, Article 8 and the City may recover its costs in a like manner as municipal taxes;	Noted.



2.0 City of Toronto - Engineering and Construction Services (Technical Services)

Pat Scanga, P. Eng., FEC, Manager (Acting), Development Engineering, 416-392-8320 or Pat.Scanga@toronto.ca

Date: August 12, 2021

#	Comment	Response
d)	The Owner agrees that if the City should at any time undertake any widening or other alteration to the adjoining public highway(s) necessitating the removal of any Boulevard Improvements, the City shall not be liable to pay any compensation whatsoever for such removal, nor shall it restore any Boulevard Improvements that it removes. The Boulevard Improvements permitted by this Agreement shall be removed by the Owner, at its expense, within 14 days of receiving written notice from the General Manager of Transportation Services or his/her designate. In default of the removal not occurring as requested, the City may carry out the removal, at the Owner's expense, and may recover its costs in a like manner as municipal taxes;	Noted.
e)	The Owner acknowledges that there may exist municipal and/or utility services within, upon or under the boulevard, and acknowledges that the City or the utility responsible for such service(s) may need to undertake repairs or carry out maintenance on such service(s) or to replace such service(s) or to install new service(s). The Owner agrees that the City or utility shall have the right to remove the Boulevard Improvements for the purpose of carrying out such installation, replacement, repair or maintenance. Prior to removing the Boulevard Improvements, the City shall give the Owner 48 hours' notice of its intention to remove the Boulevard Improvements for maintenance purposes, except in the case of emergency, in which case no notice shall be required. On completing the installation, replacement, repairs or maintenance, the Owner, at its sole expense, shall proceed immediately to restore the Boulevard Improvements to the condition it was in prior to the commencement of such installation, replacement, repairs or maintenance. Under no circumstances shall the City be required to so restore the lands or to compensate the Owner for the cost of doing so;	Noted.
f)	The Owner agrees to defend, save and keep harmless and fully indemnify the City, its officers, employees, agents and other representatives, from and against all actions, claims, suits or damages whatsoever that may be brought or made against the City in respect of the Owner's use of the boulevard area of the adjoining public highways for Boulevard Improvements;	Noted.
g)	The Owner releases, waives and forever discharges the City and its agents, officials, servants, contractors, representatives, elected and appointed officials, successors and assigns and any other agencies, corporations, boards, commissions or related bodies having utilities or services which may in any manner be affected by the installation or maintenance of the Boulevard Improvements (collectively, the "Released Parties"), of and from all claims, demands, suits, actions and causes of action, whether in law or equity, in respect of death, injury, loss or damage to the person or any property of the Owner however caused, and all damages, costs, expenses losses and charges whatsoever arising or to arise by reason of the permission granted pursuant to this Agreement, including consequential damages (collectively, "Claims"). Without limiting the generality of the foregoing, no claims shall be made against the Released Parties by the Owner for damage occurring to the Boulevard Improvements as a result of the City's snow removal operations;	Noted.
h)	The Owner must obtain and maintain third party bodily injury and property damage insurance in the amount of \$5,000,000 or such other coverage as the General Manager of Transportation Services may require, naming the City of Toronto as an additional insured party under the policy, to the satisfaction the General Manager of Transportation Services. Such insurance shall be kept in good standing.	Noted.
<b>6</b>	<b>Facilities for the Storage of Garbage and Other Waste Material</b>	
6.1	Construct and maintain all facilities necessary to permit bulk lift compacted City collection of solid waste, organic and recyclable materials in accordance with Chapter 844 of the City of Toronto Municipal Code, Waste Collection, Residential Properties.	Refer to Attachments 1 and 2 in Transportation Response Letter for waste facilities. Bulk lift and rear bin loading may be further considered in the future SPA submission.
6.2	Submit a letter certified by a Professional Engineer that in all cases where a collection vehicle is required to drive onto or over a supported structure (such as an underground parking garage) the structure can safely support a fully loaded collection vehicle (35,000 kilograms) and conforms to the following:	A letter conforming to the following will be included in the future SPA submission.
a)	Design Code - Ontario Building Code	
b)	Design Load - City bulk lift vehicle in addition Building Code requirements	
c)	Impact Factor - 5% for maximum vehicular speeds to 15 km/h and 30% for higher speeds	
6.3	Provide certification to the Chief Engineer & Executive Director, Engineering & Construction Services from the architect who designed the building to confirm that all solid waste management facilities have been constructed in accordance with the approved Site Plan drawings.	Certifying letter by the architect will be provided in the future SPA submission.
6.4	Notify Solid Waste Management Services upon completion of the development and complete the necessary application and waiver forms prior to the commencement of City refuse collection for this development.	Noted.
<b>7</b>	<b>Easements Conveyed to City of Toronto</b>	
7.1	7.1.No Site Plan Agreement conditions	Noted.
<b>8</b>	<b>Stormwater Management, Grading and Site Servicing</b>	
8.1	8.1.Construct and maintain stormwater management measures/facilities and site grading as recommended in the accepted Functional Servicing and Stormwater Management Report, and the Site Grading Plan.	Noted.
8.2	8.2.Construct and maintain site servicing as indicated on the accepted Site Servicing Plan.	Noted.
8.3	8.3.Provide certification to the Chief Engineer & Executive Director, Engineering & Construction Services from the Professional Engineer who designed and supervised the construction confirming that the stormwater management facilities and site grading have been constructed in accordance with the accepted Functional Servicing and Stormwater Management Report and the accepted Site Grading Plan.	Noted. It will be provided in the future SPA submission.
8.4	8.4.Provide certification to the Chief Engineer & Executive Director, Engineering & Construction Services from the Professional Engineer who designed and supervised the construction, confirming that the site servicing facilities have been constructed in accordance with the accepted drawings.	Noted. It will be provided in the future SPA submission.
8.5	8.5.Submit an application to Toronto Water, Environmental Monitoring and Protection for any permanent dewatering system that is required for the building and enter into an agreement/permit to discharge groundwater as required by General Manager, Toronto Water.	Noted. Discharge application for agreement/permit will be provided in the future.
8.6	8.6.Prior to the release of the draft plan of condominium for registration, submit a copy of the relevant section(s) of the proposed Condominium Declaration that disclose(s) the obligations of the Owner in respect of the discharge of groundwater ("Private Water") to a City sewer pursuant to Toronto Municipal Code Chapter 681, to the satisfaction of the Chief Engineer & Executive Director, Engineering & Construction.	Noted. It will be provided in the future SPA submission.
8.7	8.7.The Owner acknowledges and agrees that Staff have reviewed this application on the understanding it will comprise a single standard condominium corporation upon completion. The Owner further acknowledges and agrees that if any party, including the Owner or any subsequent owner, submits an application for condominium approval for this development not in accordance with this information, different servicing connections, including all associated stormwater management facilities and any necessary revised plans and studies, may be required by the city at the sole cost to the condominium applicant.	Noted.

2.0 City of Toronto - Engineering and Construction Services (Technical Services)

Pat Scanga, P. Eng., FEC, Manager (Acting), Development Engineering, 416-392-8320 or Pat.Scanga@toronto.ca

Date: August 12, 2021

#	Comment	Response
<b>F. ADVISORY OF OTHER CITY APPROVALS &amp; REQUIREMENTS</b>		
1	<b>Transportation Services</b>	
1.1	The Owner be advised:	
a)	A separate application must be made to the General Manager, Transportation Services for permits to carry out any works involving construction in, or occupancy of the abutting rights-of-way.	Noted.
b)	Approval from Transportation Services is required for all work that will be carried out within the abutting public rights-of-way, which may include but not be limited to financial responsibility for removal or relocation of existing street furniture (transit shelters, benches, litter bins, bicycle locking rings, etc.). The Owner must contact Street Furniture Management to co-ordinate the removal or relocation of Astral street furniture or bicycle locking rings. There are third-party costs associated with the removal and relocation of Astral street furniture and costs to remove the City of Toronto bicycle locking ring(s). The City and Astral will not undertake any work associated with removing, reinstalling or relocating existing street furniture until it receives payment. If clarification is required on how the above standards will apply to this site, the Owner can contact Street Furniture Management at streetfurniture@toronto.ca. For all other works within the public right-of-way, the Owner can contact Right-of-Way Management, Toronto & East York District, Construction Activities, at 416.392.7877.	Street Furniture Management will be contacted for coordination of existing and/or new street furniture in the future SPA submission process.
c)	Submit payment for the installation of the proposed new City of Toronto Standard bicycle locking rings within the public right-of-way at the rate of \$433.92/unit, including HST. The certified cheque must be made payable to the Treasurer, City of Toronto & forwarded to the attention of: David Dang Transportation Services, Public Realm Street Furniture Management 433 Eastern Avenue 2nd Floor, Block B Toronto, ON M4M 1B7 Tel: 416.873.8799 David.Dang@toronto.ca	No bicycle locking rings are currently proposed within the public right-of-way. Bikeshare Station is proposed and will be compensated by the Applicant.
d)	Further changes and/or requirements may be imposed by the General Manager, Transportation Services upon receipt of the revised plans and/or additional documentation required under Section C of this memorandum.	Noted.
2	<b>Engineering &amp; Construction Services</b>	
2.1	The applicant is advised that an updated itemized cost estimate for all items to be installed / constructed / planted within the public right(s)-of-way will be required prior to site plan approval. The estimate shall show a breakdown of the unit cost and the corresponding quantities of each item, including, but not limited to: asphalt restoration, new concrete curb, unit pavers, concrete sidewalk and tree soil trench. Exclude any costs for proposed street trees, and proposed bike rings and tree grate.	Cost estimate will be provided in the future SPA process.
2.2	Implementation of Superpave Asphalt Specifications The City of Toronto is implementing Superpave asphalt mixes commencing in the 2018 construction season for all public road infrastructure projects. Superpave asphalt mixes will be mandatory for all new projects delivered in 2018 and onward in the City of Toronto.	Noted.
2.3	The Owner will be required to make an application to the General Manager, Toronto Water for the installation of any proposed services within the City's right-of-way after acceptance of the Stormwater Management Report, Site Grading Plan and Site Servicing Plan. For further information, please contact George Kamalendran, Operations Contract Services at 416.392.7819.	Noted.
2.4	The Owner is advised that pursuant to an order issued by the Ontario Ministry of the Environment, Conservation, and Parks, all wet taps performed on City watermain must be performed by, or under the supervision of, a Certified Operator in accordance with Ontario Regulation 128/04. The City of Toronto Protocol respecting the performance of and verification of wet taps can be found at: <a href="https://www.toronto.ca/wp-content/uploads/2017/11/8759-ecs-specs-pipespecs-Wet_Tap_Procedure_Notice_Jun2017.pdf">https://www.toronto.ca/wp-content/uploads/2017/11/8759-ecs-specs-pipespecs-Wet_Tap_Procedure_Notice_Jun2017.pdf</a> .	Noted.
2.5	Prior to the issuance of a construction permit for work within the public rights-of-way (as part of a separate Streetscaping Application), the Owner must submit an Irrevocable Letter of Credit in an amount to be determined to guarantee the work to be undertaken and a certified cheque in an amount to be determined, made payable to Treasurer, City of Toronto, to cover the cost of engineering and inspection fees related to same.	Noted.
2.6	The applicant is advised to contact municipal numbering staff at municipaladdress@toronto.ca to obtain or verify new municipal addresses prior to submitting a building permit application. It should be noted that all addressed parcels and structures must have the correct municipal addresses posted.  Please see the following link for details: <a href="https://www.toronto.ca/city-government/planning-development/municipal-numbering-of-a-property">https://www.toronto.ca/city-government/planning-development/municipal-numbering-of-a-property</a>  The municipal addresses will be required for the purpose of setting up the water account with the City of Toronto when application is made for the proposed sewer and/or water service connection (as applicable).	Noted.
2.7	The following Toronto Green Standards Tier 1 Performance Measures have been met where appropriate: •AQ 1.1 – Single Occupant Vehicle Trips •WQ 1.1 – Erosion & Sediment Control •WQ 2.1 – Stormwater Retention & Reuse •WQ 3.1 – Total Suspended Solids •SW 1.1 – Waste Collection and Sorting •SW 1.2 – Waste Storage Space •SW 1.3 – Bulky Waste •SW 1.4 – Compaction	Noted.
2.8	2.8. The following Toronto Green Standards Tier 1 Performance Measures have not been met where appropriate: •AQ 1.3 – Electric Vehicle Infrastructure •AQ 3.2 – Sidewalk Space	Refer to the updated TGS Checklist and Architectural Drawings, A-1.2, A-1.4 and A-2.2 for having satisfied AQ 1.3 and AQ 3.2.



2.0 City of Toronto - Engineering and Construction Services (Technical Services)

Pat Scanga, P. Eng., FEC, Manager (Acting), Development Engineering, 416-392-8320 or Pat.Scanga@toronto.ca

Date: August 12, 2021

#	Comment	Response
3	<b>Others</b>	
3.1	3.1. Toronto Hydro Approval The Owner must obtain approval from Toronto Hydro Energy Services for removing and/or relocating any utility with attached municipal street lighting and for any upgrades. The Owner is advised to contact 416.542.8000 or utility.relocations@torontohydro.com for comments and cost estimates for required fieldwork.	Landscape and civil plans will be distributed for PUCC circulation for clearance in the future SPA process.
3.2	3.2. Utilities The Owner is financially responsible for all costs associated with the excavation improvement, removal and/or relocation of any above or below-grade public or private utility resulting from the development of this property.	Noted.
<b>G. BACKGROUND</b>		
<b>Transportation Services</b>		
<b>ROADWAYS</b>		
	There is no additional land required for St George Street. The requirement of a 23 metre wide right-of-way has been satisfied. There is no additional land required for Prince Arthur Avenue. This road is not identified in the Official Plan as a road to be widened. In addition, there are no public lanes abutting this property.	Noted.
	Given the location of on-street parking on the north side of Prince Arthur Avenue, along with the oversized lane width and curb radius at the southwest corner of the subject site, Transportation Services requires the applicant to design a curb extension along the north side of Prince Arthur Avenue from the intersection with St. George Street to the existing location of the on-street parking. This will require the following: (a) Tighten/reduce the curb radius at the northeast corner of St. George Street and Prince Arthur Avenue, in accordance with the City's Curb Radii Design Guidelines; (b) Provide tactile walking surface indicator plates at the northeast corner of the intersection; and (c) <u>Re-locate pedestrian crossing lines on the north and east legs of the existing all-way stop controlled intersection as needed.</u>	Refer to Site Plan, A-1.4, Landscape Plan, L100, Grading Plan, SG-01 and Attachment 3 in Transportation Response Letter for the curb extension with tightened curb radius, tactile walking surface indicator plates and relocated pedestrian crossing lines on the north and east legs.
<b>ENCROACHMENTS</b>		
	The submitted site, section, and landscape plans do not appear to show any structural below-, at- or above-grade encroachments in the rights-of-way along St. George Street and Prince Arthur Avenue. The applicant will be required to maintain the proposed Boulevard Improvements (e.g. planters and pavers) within the adjacent public rights-of-way. Appropriate clauses have been provided in Section E for the Site Plan Agreement.	Refer to Landscape Details, L300 for construction details of public rights-of-way treatment.
<b>DRIVEWAY ACCESS AND SITE CIRCULATION</b>		
	Access for the site is proposed via a driveway connection to Prince Arthur Avenue along the east side of the site in the same location as the existing site driveway. In principle this is acceptable to Transportation Services. That said, we require the site driveway to be a maximum width of 6.0 metres in the public right- of-way with a west curb radius of a maximum of 5.0 metres. These dimensions must be revised and labelled on the site plans.	Refer to Ground Floor Plan, A-2.2, Attachment 3 in Transportation Response Letter and Grading Plan, SG-01 for 6m wide driveway width and 5m radius west curb.
<b>TRAFFIC IMPACT ASSESSMENT</b>		
	In support of the subject proposal, the applicant's transportation consultant, R.J. Burnside & Associates Ltd., prepared a Transportation Study, dated May 2021. In this report, the consultant estimates that the development will generate approximately 29 and 34 vehicular trips during the morning and afternoon peak hours, respectively. These estimates are based on the Trip Generation Manual, 10th Edition by the Institute of Transportation Engineers (ITE) with existing mode split data from the 2016 Transportation Tomorrow Survey (TTS). Given this trip generation, and the results of the subsequent traffic analyses, the consultant concludes that the traffic generated from the subject site can be acceptable accommodated by the existing road network. In all, Transportation Services accepts the methodology and conclusions of the report. That said, as identified in Section A, we require additional public realm improvements in the site environs to improve the local pedestrian connections, overall road safety, and the streetscape conditions. The applicant is advised that the Transportation Planning Section of the City Planning Division may provide separate comments related to the matters under their jurisdiction.	Noted. Refer to Transportation Response Letter for updated traffic analysis based on reduced parking.
<b>PARKING</b>		
	As per the site plans, a total of 94 parking spaces will be provided for the subject site within two (2) levels of underground parking. Of this total supply, 90 spaces are to be provided for residents, with three (3) spaces in the P1 level for visitors, along with one (1) at-grade space for short-term/delivery parking. As per the above-noted table, the site requires a total of 183 resident parking spaces and 34 visitor parking spaces. As such, the proposed parking supply does not satisfy the minimum requirements of Zoning By-law No. 569-2013. In all, given the submitted justification, the consultant concludes that a resident parking rate of 0.26 spaces per unit and a visitor parking rate of 0.01 spaces per unit is acceptable for the subject site. Given the submitted report and potential TDM measures, Transportation Services accepts the proposed overall parking supply for the site. However, we require that the visitor parking on-site be increased to a minimum of eight (8) spaces within the P1 level of the underground garage. Furthermore, we request that a review for the feasibility of providing publically accessible car- share spaces on-site be undertaken. In all, Transportation Services can support a minimum resident parking rate of 0.25 spaces per unit and a minimum visitor parking rate of 0.02 spaces per unit.	Refer to Ground Floor Plan, A-2.2 showing total 5 short-term parking spaces at grade, which include 2 car-share spaces on site. Refer to Transportation Response Letter for explaining the reduced long-term parking and the short-term visitor parking rate as per bylaw 89-2022.

2.0 City of Toronto - Engineering and Construction Services (Technical Services)

Pat Scanga, P. Eng., FEC, Manager (Acting), Development Engineering, 416-392-8320 or Pat.Scanga@toronto.ca

Date: August 12, 2021

#	Comment	Response
	In addition, the applicant is advised that the Transportation Planning Section of City Planning Division may provide separate comments related to the matters under their jurisdiction. At this time, Transportation Services requires the following TDM provisions and/or financial guarantees be provided as part of this development, generally as outlined in the submitted report: (a) A supply of car-share spaces to be determined; (b) One (1) car-share and/or bike-share membership per unit, offered to first-time tenants/purchasers; (c) One (1) pre-loaded Presto pass (\$25.00 value) offered to first-time tenants/purchasers; and (d) A minimum of two (2) bike repair stations provided on-site.	Refer to Transportation Response Letter for proposed TDM measures, which include the following items.
	<b>TORONTO GREEN STANDARDS</b>	
	This site must comply with Toronto Green Standards (TGS) Version 3.0, Tier 1, AQ 1.1 (Single Occupant Auto-Vehicle Trips), AQ 1.3 (Electric Vehicle Infrastructure) and AQ 3.2 (Sidewalk Space).	Refer to the updated TGS Checklist and Architectural Drawings, A-1.2, A-1.4 and A-2.2 for having satisfied AQ 1.3 and AQ 3.2.
	AQ 1.1 – A TDM plan was provided, along with reduced parking provisions, which addresses how the site will result in a minimum 15 percent reduction in single occupancy vehicle trips. This is acceptable.	Noted.
	AQ 1.3 – The development is required to provide a minimum of 20 percent of the parking spaces with electric vehicle supply equipment (EVSE). The site plans indicate a total of 18 spaces with EVSE infrastructure, which is acceptable. However, an illustration/notation must be provided for roughed-in conduits to be provided for the balance of the parking spaces (76 spaces).	N/A
	AQ 3.2 – The provided site and landscape plans must be revised to provide pedestrian clearways of a minimum of 2.1 metres in width on St. George Street and Prince Arthur Avenue.	Refer to Site Plan, A-1.4 and Landscape Plan, L100 for 2.1 m pedestrian sidewalk width on St. George Street and Prince Arthur Avenue.
	<b>LOADING</b>	
	As per Zoning By-law No. 569-2013, a <b>minimum of one (1) Type G loading space</b> is required for the subject site. As per the submitted plans, one (1) Type G space is proposed for the site, located in the northeast corner of the site and accessed from the proposed north-south driveway. In principle, this is acceptable to Transportation Services. In addition, vehicle manoeuvring diagrams (VMDs) for the proposed loading space have been provided. These VMDs illustrate how the loading space will be used and how a heavy vehicle can enter and exit the public right-of-way in a forward motion. These submitted diagrams are acceptable to Transportation Services. In order improve vehicular and pedestrian safety in the immediate area, a vehicular warning system within the access driveway that informs drivers exiting the underground parking garage that trucks are turning at the top of the primary access ramp when the signals are flashing is required. Furthermore, documentation will be required to indicate how the flashing warning light will be activated when trucks are entering and exiting the loading spaces. As well, the requirement of a trained building maintenance person is required to assist large vehicle operators with any turning maneuvers to and from the loading space by controlling cycling, pedestrian and other vehicular activity in the immediate area.	Noted. Refer to Transportation Response Letter for details such as updated vehicle maneuvering diagrams, and trained building maintenance person will be provided.
	<b>SIDEWALKS / PUBLIC BOULEVARDS / STREETSCAPING</b>	
	The proposed streetscape design illustrated on the site and landscape plans must demonstrate compliance with the requirements of the Accessibility for Ontarians with Disabilities Act (AODA) and City's Complete Streets and Pedestrian Priority Design Guidelines, which among other things, recommend the following: •A 0.2 metre wide curb; •A 0.6 metre wide buffer strip along the curb edge; •A furnishing/planting zone between 1.0 and 2.2 metres wide (minimum 1.2 metres required for tree planting); •Minimum 2.1 metre wide pedestrian clearways along St. George Street and Prince Arthur Avenue; and •Additional setback area for a marketing zone, if desired.	Refer to Ground Floor Plan, A-2.2 and Landscape Plan, L100 for satisfying the following items to achieving requirements of AODA, City's Complete Streets and Pedestrian Priority Design Guidelines.
	The submitted site and landscape plans must be revised to provide new concrete sidewalks on both St. George Street and Prince Arthur Avenue with a minimum width of 2.1 metres. It appears the 2.1 metre wide concrete sidewalk has been provided along Prince Arthur Avenue, however it is not shown on St. George Street. Furthermore, an appropriate transition to the adjacent existing sidewalk to the north must be provided within the site frontage (at a 5:1 slope). Given the existing street trees in the boulevards, Transportation Services recommends that the sidewalk on St. George Street be widened inwards towards	Refer to Site Plan, A-1.4 and Landscape Plan, L100 for 2.1 m pedestrian sidewalk width on St. George Street and Prince Arthur Avenue.
	As noted in Section C and the Roadways section of this memorandum, additional works are required within the public rights-of-way at the adjacent intersection to improve the pedestrian realm, crossing conditions, and overall streetscape. The applicant will be required to design and construct these works, including the curb extension on Prince Arthur Avenue, to the satisfaction of Transportation Services and Engineering and Construction Services.	Noted.
	The owner will be financially responsible for all proposed work within the municipal boulevard, as identified on the approved drawings, including but not limited to the reconstruction of the St. George Street and Prince Arthur Avenue frontages, along with the required curb extension, as noted above to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services. The owner is advised that approval for any work to be carried out within the abutting public rights-of-way must comply with City of Toronto standards and be approved by this Division. If clarification is required on how these standards will apply to this site, the applicant can contact the Permits and Enforcement Section, Toronto and East York District, Construction Activities, at (416) 392-7877.	Noted.
	For City of Toronto bicycle post and rings located within the site frontages, the owner is advised to submit payment for the installation of the proposed new City of Toronto Standard bicycle locking rings within the public right-of-way at the rate of \$433.92/unit, including HST.	Noted. Currently, there is no City of Toronto bicycle post and rings proposed within public right-of-ways.
	<b>SOLID WASTE MANAGEMENT SERVICES</b>	
	Multi-Residential Component Based upon the information available, Solid Waste Management will provide bulk lift compacted garbage, recycling and organic collection services to this component of the development. Collection of waste materials from this component will be in accordance with the "City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Re-Developments" and Chapter 844, Solid Waste of the Municipal Code.	Noted.
	<b>LAND &amp; PROPERTY SURVEYS</b>	
	•There is no additional land required for St George Street. The requirement of a 23m wide right-of-way has been satisfied.	Noted
	•There is no additional land required for Prince Arthur Avenue. This road is not identified in the Official Plan as a road to be widened.	Noted.
	•There are no public lanes abutting this property.	Noted.

3.0 City of Toronto - SIPA (Housing)

Graham Haines, Senior Planner

Date: July 8, 2021

#	Comment	Response
<b>General Housing Comments</b>		
	We request that the following be considered during the review of this development application:	
1	The provision of 37 (17.5%) net-new two-bedroom units and 23 (10.9%) net-new three-bedroom units does not support the unit mix requirements of Downtown Secondary Plan. As noted above, the Downtown Secondary Plan requires a minimum of 15% 2-bedroom units, a minimum of 10% 3-bedroom units, and an additional 15% of units as some combination of 2- and 3-bedroom units. The revised overall unit mix is deficient by 11.6% in 2- and 3-bedroom units. The applicant is to revise the application to meet the unit mix requirements of the Downtown Secondary Plan.	Refer to Housing Issues Report addendum for detailed response to providing min. 15% 2-bedroom units, 10% 3-bedroom units and additional 15% of 2- or 3-bedroom units or the ability to convert to such.
2	0 of the 211 net-new units (0%) are proposed two bedroom units larger than 87 square metres. The proportion of proposed two-bedroom units that are larger than 87 square metres do not adequately support the unit size objectives of the Growing Up guidelines to accommodate within new development a broad range of households, including families with children.	Refer to Housing Issues Report addendum for detailed response on providing maximum space efficiency and various unit types to meet diverse household needs.
3	0 of the 211 total units (0%) are proposed three-bedroom units larger than 100 square metres. The proportion of proposed three-bedroom units that are larger than 100 square metres do not adequately support the unit size objectives of the Growing Up guidelines to accommodate within new development a broad range of households, including families with children. The applicant is requested to increase the size of the two- and three-bedroom units to meet the unit size objectives of the Growing Up guidelines.	Refer to Housing Issues Report addendum for detailed response on providing maximum space efficiency and various unit types to meet diverse household needs.
4	The applicant is to indicate whether the new dwelling units proposed will be of rental or condominium tenure.	Refer to Housing Issues Report addendum for detailed response. 12 new dwelling units will be affordable rental units, and the tenure for 256 new units will be determined in the future.
<b>New Affordable Housing</b>		
5	If Section 37 community benefits will be provided by the owner as part of this development application, we encourage net-new affordable housing to be included to support the City's and Growth Plan's housing policy objectives to provide a full range of housing (tenure and affordability) within new developments.	Noted.
6	A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 recognizes the importance of planning for a range and mix of uses on lands near existing and planned frequent transit, including second units and affordable housing to support existing and planned transit service levels. Given the site's location near an existing major transit investment or a priority transit corridor, there is a significant public interest for including affordable housing units within this new development.	Refer to Housing Issues Report addendum for details about introducing additional 12 net new affordable rental units.
7	The provision of affordable and/or mid-range purpose-built rental units within this proposed development, in addition to those required to be provided as rental replacement, will support the City's housing policy objective to provide for a full range of housing by tenure and affordability within new developments.	
<b>Open Door Program</b>		
8	The City's Open Door for Housing program provides incentives for the creation of new affordable housing beyond those required by the Official Plan, subject to certain terms and conditions. We encourage the applicant to consider the Open Door program. Further information on the program can be found on the Open Door Affordable Housing Program website.	Noted.
<b>Comments relating to the rental housing replacement proposal</b>		
9	A Rental Housing Demolition application has been received and deemed complete. In order to continue the review of the rental housing demolition application, the following additional information and steps are required:	
a)	A site visit (once safe to conduct) to confirm the existing conditions and floorplans;	A site visit has been completed with the staff on February 2, 2023.
b)	Furnished floor plans for the proposed replacement units;	Furnished floor plans were provided and reviewed acceptable by the staff on February 2, 2023.
c)	Information on the last-paid rents for the vacant rental dwelling units;	It will be provided in a separate, confidential submission in coordination with the staff.
d)	A chart detailing the size of each proposed replacement rental unit and the total Gross Floor Area of all rental replacement units, in comparison to the individual and total size of each existing rental dwelling unit;	It will be provided in a separate, confidential submission in coordination with the staff.
e)	Details of proposed consultation with tenants regarding the application process and development phase such as: notification of this application; layouts of replacement units; programming of amenity spaces and preparing the tenant relocation and assistance plan;	It will be provided in a separate, confidential submission in coordination with the staff.
f)	Names and mailing addresses of tenants, to be provided directly to staff;	It will be provided in a separate, confidential submission in coordination with the staff.
g)	The development of a suitable Tenant Relocation and Assistance Plan, in consultation with City staff. This tenant assistance plan should include an increased notice period, compensation beyond the requirements of the Residential Tenancies Act in order to mitigate hardship and/or the provision of an alternative rental unit, assistance to special needs tenants, and the right to return to a replacement unit;	It will be provided in a separate, confidential submission in coordination with the staff.
h)	A City-led tenant consultation meeting once Housing Policy staff are generally satisfied with the rental replacement proposal; and	It will be scheduled in coordination with the staff.
i)	Further information and materials may be requested during the ongoing review of the Rental Housing Demolition application.	Noted.
10	An addendum to the Housing Issues Report and the Planning Rationale should be submitted and confirm the following:	
a)	That the rents of the replacement units will be secured for at least 10 years from the date of occupancy of each rental replacement unit;	Following terms are accepted and confirmed in the Housing Issues Report addendum.
b)	That the replacement rental units will be secured as rental for at least 20 years from the date of occupancy of each rental replacement unit; and	
c)	That tenants of the replacement rental units will have access to the all new indoor and outdoor amenity spaces of the new building.	
11	The floor plans of the existing residential rental building demonstrate that all existing rental dwelling units have private balconies or patios. The architectural plans of the proposed building do not demonstrate access to private balconies for the replacement rental dwelling units. The applicant is to confirm whether the replacement rental dwelling units will have private balconies.	All eligible rental units will be provided with balconies and post-application units where possible.

4.0 Urban Forestry

Jason Kostopoulos (jkostop@toronto.ca) for Nicholas Trevisan, Supervisor, Tree Protection & Plan Review

Date: June 18, 2021

	Comment	Response
<b>Matters Required Prior to Enactment to the Zoning By-Law</b>		
1	An application to remove or injure the trees (both City and private) must be submitted to Urban Forestry prior to any Zoning Amendment report or any other clearance being issued.	Applications to remove or injure the trees will be submitted in the future SPA submission.
2	Where it is not possible to retain a tree on City property that qualifies for protection under the City of Toronto's City Tree By-law or where construction activity will encroach upon a protected tree's minimum tree protection zone, it will be necessary for the applicant to submit an application requesting permission to injure or destroy the trees in question to Urban Forestry. There is a fee of \$369.61 (subject to change) for each tree included in an application. Payment may be made by certified cheque or money order, and must be submitted with the application. Applications can be found at: <a href="http://toronto.ca/trees/forms">toronto.ca/trees/forms</a> .	Noted.
a)	Currently it appears that there are one or two City trees proposed for removal that will require applications.	Two City trees are proposed to be removed, and applications for permits to remove will be submitted in the future. Refer to Arborist Report for explanation of the proposed tree removals.
b)	There may be City trees that could require permits to injure depending on the proposed work within the Tree Protection Zones (sidewalks, services, etc.).	As per Arborist report, application to injure for 6 City trees will be submitted in the future.
c)	Replacement trees on the road allowance will be required for all the City trees applied for, otherwise the permit to destroy the existing trees may not be granted. Given that the applicant may require the removal of the existing City tree(s) which are currently growing within the City road allowances adjacent to the proposed development site, the applicant must officially submit their landscape plans to Transportation Services of the City of Toronto in order for the plan to formally circulate to all utility and service companies to review and approve. This is a requirement to ensure that the existing City owned street trees are not removed until such time confirmation has been received through the Streetscape Landscape permit approval process of Transportation Services that the street tree planting proposal by the applicant can be implemented with no conflicts. Should the proposed street tree planting not be possible to implement due to a utility/service conflict or other conflict, permission to remove the existing City owned street trees will not be granted.	Landscape Drawings will be submitted to Transportation Services for PUCC circulation in the future SPA submission.
3	Where it is not possible to retain a tree on private property that qualifies for protection under the City of Toronto's Private Tree By-law, or where construction activity will encroach upon a protected tree's minimum tree protection zone, it will be necessary for the applicant to submit an application requesting permission to injure or destroy the trees in question to Urban Forestry. There is a fee of \$369.61 (subject to change) for each tree included in an application. Payment may be made by certified cheque or money order, and must be submitted with the application. Applications can be found at: <a href="http://www.toronto.ca/trees/pdfs/PrivateTreeBy-lawInfoSheetandPermitApplication.pdf">http://www.toronto.ca/trees/pdfs/PrivateTreeBy-lawInfoSheetandPermitApplication.pdf</a> .	Applications to remove or injure the trees will be submitted in the future SPA submission.
a)	There are two private trees that will require a permit to destroy. An updated replanting plan (with proposed species) will be required with the application.	Refer to Planting Plan, L200 for proposed replanting trees and species information in replacement of the 2 private trees removed.
b)	For adjacent trees, Urban Forestry recommends that the owner of the tree fill out the application form and designate an agent. For shared trees, Urban Forestry recommends that both owners of the tree fill out owner information on the application form and provide signatures, and designate a common agent. If not possible, then the owner of the site may fill in the owner (shared) of the trees and provide the contact information of the other shared owners. Boundary line tree application fees are \$773.77 (subject to change) for each tree.	Refer to updated Arborist report for reduced boundary trees after site verification. Owner will coordinate with neighbouring owners for the remaining 2 boundary trees. Application form to injure / remove with a designating agent will be provided in the future SPA submission.
<b>Revisions and Additional Information Required</b>		
4	The applicant must include the tree protection (including hoarding location and distances as built) on all plans for the remaining By-Law protected trees on site. This includes the Servicing Plan, Grading Plan, Site Plan, etc.; not just the Landscape Plan. Applications will be required if any work is to take place within the tree protection zone of any protected trees.	Refer to Servicing Plan SS-01, Grading Plan SG-01, Site Plan A-1.4, and Landscape Plan L100 showing the tree protection boundaries.
5	Plans must indicate planting areas which provide a 1.0 m depth of soil for tree planting and a minimum of 20 m <sup>3</sup> each of quality soil per two trees, or a minimum of 30 m <sup>3</sup> of quality soil per every one tree. Trees planted in conditions that do not meet this minimum will not be accepted. The applicant must include the soil volume and depth for each tree or group of trees on the Landscape and/or Planting Plan.	Refer to Soil Volume Plan, L101 for soil volume schedule providing min. 1m depth of soil for large-canopy trees with min. 30 m <sup>3</sup> soil for every one tree.
6	Where the Landscape Plans propose large-growing shade tree planting over an underground structure, the Plans must specify:	
a)	A minimum soil depth of 1000 mm (not including drainage layers, protective board, or insulation for the underground structure).	Refer to Soil Volume Plan, L101 for provided soil depth of min. 1m.
b)	An engineered drainage system below the required soil depth to prevent soil saturation, and	Refer to Landscape Details, L302 for details on drainage systems.
c)	Soil composition: a sandy loam texture profile (50-60% sand, 20-40% silt, and 6-10% clay), 2-5% organic matter by dry weight, and a maximum pH of 7.5.	Refer to Planting Tree, L200 for noting the soil composition: a sandy loam texture profile (50-60% sand, 20-40% silt, and 6-10% clay), 2-5% organic matter by dry weight, and a maximum pH of 7.5
7	A revised Landscape Plan and plan Details for the site will need to be submitted.	
a)	The design shall be organized to avoid conflicts with City road allowance trees planting areas. All new underground utilities and services shall be in a common trench as well.	Refer to Soil Volume Plan, L101 and Site Servicing Plan, SS-01 for new City trees with clearance to servicing trench.
b)	Trees must be spaced at a minimum seven meters from any new or existing trees. - The proposed three Yellowwood and three Pine trees are planted too close together. - The proposed City Sycamore tree at the corner should be moved southwards to avoid the existing trees. - The proposed City Tulip tree should be moved northwards to avoid the proposed City Elm tree.	Refer to Soil Volume Plan, L101 for showing trees separated at min. 7m.
c)	The private tree proposed (Armstrong Maple) is not acceptable to Urban Forestry. To satisfy replanting requirements or the Toronto Green Standards they must be large growing shade trees such as a mixture of Shagbark Hickory, Hackberry, Blackgum or other large growing native tree species. The trees must have adequate soil volume and growing space.	Refer to Planting Plan, L200 for re-proposed tree species and Soil Volume Plan, L101 for meeting the required soil volume.
d)	The applicant should ensure that an irrigation plan (not a watering plan for the new trees) is in place for three or more City trees.	Detailed irrigation plan for both City and Private trees will be provided in the future SPA submission.
e)	A note should be added to the planting details: "All trees must be planted as per the plans, approved by Urban Forestry and must arrive on site in Balled and Burlapped condition, with a minimum caliper of 70mm (or as specified if larger). Each tree shall have the burlap and wire cage opened and soil brushed away until the first proper root is found indicating the top of the real root ball, the tree is then to be planted with this level to be considered the top of root-ball for all other instructions. Any tree found planted with the first proper root more than 2.5cm below planting level will be rejected and require replacement or replanting at the City's discretion."	Refer to Landscape Details, L302 for the added note.
8	The design shall be organized to avoid conflicts with any City road allowance or private trees planting areas. The Servicing Plan should also include the locations of the new or existing tree to remain, as well as any tree protection hoarding. Installation of any proposed utilities must be done to avoid conflict with any new tree plantings. All new underground utilities and services shall be in a common trench as well	Refer to Servicing Plan SS-01 and Soil Volume Plan, L101 showing the tree protection boundaries and clearing distances between the proposed trees and the servicing connections.
9	Per the requirements of the 'Toronto Green Standard', a total soil volume of 413 m <sup>3</sup> for this site must be provided for tree planting in order to meet the requirements for Tier 1 of the Toronto Green Standards. The soil volumes for the tree planting requirement must be clearly indicated on the appropriate landscape plan(s).	Indoor amenity spaces will be developed and provided in the future SPA submission, which will consider min. 25% of "multi-purpose" space and flexible space for communal gathering with a full kitchen. Building amenity spaces will be designed to encourage residents' socializing.

## 5.0 City of Toronto - Parks Forestry and Recreation

Drew Graham, Parks Planner at 416-396-7349 or drew.graham@toronto.ca.

Date: July 23, 2021

Comment	Response
<b>Applicability of Parkland Dedication</b>	
<p>At the alternative rate of 0.4 hectares per 300 units specified in Chapter 415, Article III of the Toronto Municipal Code, the parkland dedication requirement is 4,547 m<sup>2</sup> or 200% of the site area. However, for sites that are less than 1 hectare in size, a cap of 10% of the development site is applied to the residential use while the non-residential use is subject to a 2% parkland dedication. In total, the parkland dedication requirement is 228 m<sup>2</sup>. The Owner is required to satisfy the parkland dedication requirement through an on-site dedication. The park is to be located on the subject lands and comply with Policy 3.2.3.8 of the Toronto Official Plan.</p>	<p>Cash-in-Lieu for Parkland Dedication is proposed, as advised by the Community Planner. In a presentation to the City Staff on December 16, 2022, Community Planner confirmed no in-kind contribution for Parkland nor POPS will be accepted, and only Cash-in-Lieu will be accepted for this site.</p>
<b>Proposal for a Dedication of Parkland</b>	
<p>This site is located in an area where there is currently a low provision of parkland. Therefore, the applicant is required to satisfy the parkland requirement through an on-site dedication.</p> <p>The applicant may instead choose to satisfy the parkland dedication through acquiring off-site parkland that will contribute positively to existing parks within 1,000 m of the applicant's site and located within Ward 11. The size and location of the parkland would be subject to the approval of the General Manager, Parks, Forestry and Recreation and would be subject to this Department's conditions for conveyance of parkland prior to the issuance of the first above grade building permit.</p>	<p>Please refer to response above for providing Cash-in-Lieu contribution.</p>
<p>Based on the Shadow Study by Architects Alliance dated May 5, 2021, the proposed development casts net-new shadow over Taddle Creek Park from 2:18 p.m. to 4:18p.m. during the spring and fall equinox. A small amount of net-new shadow is also proposed to cast over Huron Street Playground during the 9:18 a.m. window at the spring equinox.</p> <p>In accordance with Policies 3.1.2.3.f and 3.2.3.3 of the City of Toronto Official Plan, the proposed development should seek to minimize the impact of additional shadowing on public parks so as to preserve their utility. As per the Downtown Secondary Plan Policies 9.17 and 9.21, new development will adequately limit shadow on parks as necessary to preserve their utility.</p> <p>There is limited parkland available and Taddle Creek Park already experiences considerable shadowing. Net- new shadow has a more severe impact on park use during the colder shoulder months where temperature differences can be stark between areas of the park under warm sunlight versus areas under constant shadow. In other words, the colder the park, the less time people spend using the park during the colder Spring/Fall days. Subsequent submissions should refine the proposed building to limit net-new shadow on public parkland.</p>	<p>Refer to updated Shadow Study by Urban Strategies for having significantly reduced shadow impact on Taddle Creek Park and also further details explained in Urban Design Addendum Report by Freedman Urban Solutions Ltd.</p>
<b>Surrounding Area Parks</b>	
<p>The City of Toronto Parkland Strategy is a 20-year strategic city-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The Strategy includes a new methodology to measure and assess parkland provision, using the baseline of residential population against the area of parkland available across the city. According to the Strategy's methodology, the development site is currently in an area with 0 - 4 m<sup>2</sup> of parkland per person, which is well below the city-wide average provision of 28 m<sup>2</sup> of parkland per person in 2016. The development site is also within an Areas of Parkland Need per Figure 18 of the Parkland Strategy, which highlights areas where the city will focus and prioritize parks planning and acquisitions. Given the future expected growth both on the development site itself and surrounding sites, a parkland deficit will be generated if no new parks are created. This anticipated parkland deficit must be addressed through the creation of a new park to serve the future population.</p>	<p>Noted.</p>
<b>Advisory Comments</b>	
<p>Section 37 If the Owner of the property enters into a Section 37 Agreement with the City as part of this development application, this unit requests to be involved in the negotiations. Funds directed towards the area parks and facilities within the Ward should form part of the benefits package.</p>	<p>Section 37 is no longer applicable.</p>
<p>Pet Amenities Given the current rise in dog-owning populations, especially within high-density developments, the Owner is expected to provide on-site dog amenities with proper disposal facilities such as dog relief stations within the building to accommodate future residents' needs. This will also help alleviate pressure on existing parks. Please refer to Toronto's Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings.</p>	<p>Refer to Landscape Plan, L100 for proposed outdoor pet relief and play areas and Ground Floor Plan, A-2.2 for indoor pet-wash amenity room in accordance with Pet Friendly Design Guidelines.</p>
<p>Urban Forestry Comments regarding any necessary street tree plantings and requirements under the Trees Bylaw or the Ravine and Natural Feature Protection Bylaw will be forwarded directly to your attention by Urban Forestry.</p> <p>For information regarding parkland dedication requirements, the Owner should contact Drew Graham, Parks Planner at 416-396-7349 or drew.graham@toronto.ca.</p>	<p>Noted.</p>

## 6.0 Environment &amp; Energy Division

Austin Barton, Research Analyst, Environment &amp; Energy Division (EED)

Date: July 14, 2021

	Comment	Response
1	The applicant is encouraged to coordinate with EED staff as they progress through design development with any further analysis of the measures identified in the report, including:	
1.1	Compliance with the Toronto Green Standard Version 3, especially if targeting Tier 2 or higher levels of performance;	Refer to the updated TGS v3 Checklist, which indicates the proposal's target for Tier 2. Tier 2 requirements will be addressed in the future SPA submission.
1.2	Integration of low-carbon energy solutions and exploring additional energy conservation measures as the proposal is refined throughout design development;	Refer to updated Carbon Analysis Report for significantly improved carbon emissions. Further low-carbon energy solutions and energy conservation measures will be measured in the future design development in details.
1.3	Back-up power for resilience during grid disruptions;	Back-up power will be explored in future design development.
1.4	Identify opportunities for a low-carbon thermal energy network (district energy system) serving some or all of the buildings. If not feasible, the applicant is encouraged to design building mechanical systems for future connection (district energy-ready). The applicant is encouraged to engage with a district energy developer to obtain a preliminary business case for consideration.	The proposal may potentially consider geothermal sourcing to support the building's energy load, which will be explored in the future design development.
1.5	Identify opportunities for heat recovery from municipal infrastructure such as trunk sewers, and from any nearby waste heat sources (e.g. data centres).	Noted.
1.6	If the applicant has not yet initiated a connection request with Toronto Hydro, explore with Toronto Hydro any opportunities for supply designs that support distributed generation, storage, and resilience.	Noted.



7.0 Others - Consolidated

Canada Post, TCDSB, TDSB, Canadian Wildlife Service, Toronto Hydro, Rogers, Enbridge

Date: Varies

	Comment	Response
<b>Canada Post by Mike Monteleone, Delivery Services Officer - GTA</b>		
	<p>The owner/developer will provide each uniquely addressed multi-unit component with its own centralized mail receiving facility. These lock-box assemblies must be:</p> <ul style="list-style-type: none"> <li>o Rear-loading – a requirement for all multi-unit buildings with 100 or more units</li> <li>o Adjacent to the ground floor main entrance – the door to the delivery side must be adjacent to the ground floor front entrance - not a service corridor or rear of building</li> <li>o Accessible via the Canada Post lock/key system – concierge &amp; private keys are not acceptable means of lobby/mailroom access</li> <li>o In compliance with Canada Post Standards – refer to the Delivery Standards Manual mentioned below</li> </ul>	<p>Refer to Architectural Drawing, A-2.2 for revised mailbox room location with direct outdoor access and adjacent to the entrance lobby. Canada Post hardware will be provided.</p>
	<p>The owner/developer agrees to provide Canada Post with access to any locked doors between the street and the lock-boxes via the Canada Post Crown lock and key system. This encompasses, if applicable, the installation of a Canada Post lock in the building's lobby intercom and the purchase of a deadbolt for the mailroom door that is a model which can be retro-fitted with a Canada Post deadbolt cylinder</p>	<p>Noted.</p>
	<p>Canada Post further requests the owner/developer also be notified of the following:</p>	
1	<p>There will be no more than one mail delivery point to each unique address assigned by the Municipality</p>	<p>Noted.</p>
2	<p>Any existing postal coding may not apply, the owner/developer should contact Canada Post to verify postal codes for the project</p>	<p>Noted.</p>
3	<p>The complete guide to Canada Post's Delivery Standards can be found at:  <a href="https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf">https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf</a></p>	<p>Noted.</p>
	<p>The applicant/agent is asked to contact me directly to communicate potential date of project completion and to review the plans for mail service.</p>	<p>Potential date of completion and plan review will be communicated directly to the staff in the future when the information is available.</p>
<b>TCDSB Comments by Michael Loberto, Superintendent, Planning and Development Services</b>		
	<p>This development falls within the fixed attendance boundary of:                      - St Bruno/St Raymond Catholic School                      The closest Secondary schools serving this area are:                      - St Mary Catholic Academy                      - St Patrick Catholic Secondary School                      - Loretto College School</p>	<p>Noted.</p>
	<p>At this time, sufficient space exists within the local elementary school to accommodate additional students from the development as proposed. Under the Education Development Charges (EDC) By-Law No. 194, as amended, the TCDSB is eligible to levy EDC's in this area (CS02) towards the acquisition of approximately 3 acres of land or alternate accommodation opportunities for a secondary school.</p>	<p>Noted.</p>
	<p>The TCDSB formed part of the consultation process with the City with respect to CS&amp;F planning for the TOCore Plan (OPA 406) forming the Downtown Community Services and Facilities Strategy to ensure school board needs in downtown Toronto are addressed.                      The Toronto Catholic District School Board wishes to advise that should the development proceed to the satisfaction of the City, that the attached clauses be included in the City's conditions of approval. Please also refer to the attached sign specifications for the Toronto Catholic District School Boards' development-site signage requirements.                      The TCDSB will continue to monitor development growth in this area as it relates to cumulative impact on local schools. The TCDSB requests notification of any modifications, community consultations, appeals or notices of decision relating to this development application or related applications. Please direct correspondence to development.applications@tcdsb.org                      Further to the comments provided, the TCDSB reserves the right to revise status at any time without further notice. Should you require additional information regarding our comments, please contact Tomasz Oltarzewski at (416) 222-8282. Ext. 2278.</p>	<p>Noted. The attached clauses will be included in the City's conditions of approval.                      Signage will be erected according to the provided instructions and provide on-site photograph of the signage.</p>
<b>TDSB Comments by Paul L. Nichols, Intermediate Planner, Land Use Planning</b>		
1	<p>The Owner shall erect and maintain signs, at points of egress and ingress of the development site, advising that:                      "The Toronto District School Board (the TDSB) makes every effort to accommodate students at local schools. However, due to residential growth, sufficient accommodation may not be available for all students. Students may be accommodated in schools outside this area until space in local schools becomes available. For information regarding designated school(s), please call 416-394-7526."                      These signs shall be to TLC's specifications.</p>	<p>Refer to the revised Draft Zoning By-law 569-2013 with the following definitions included.</p>
2	<p>The Owner shall include the following warning clauses in all offers of purchase and sale/lease/rental/tenancy agreements of residential units for a period of ten (10) years from the date of this agreement:                      "Despite the best efforts of the Toronto District School Board, sufficient accommodation may not be available in the neighbourhood schools for all students anticipated from the development area. Students may be accommodated in school facilities outside the neighbourhood or students may later be transferred to other school facilities. For information regarding designated school(s), please call 416-394-7526.                      Residents agree that for the purpose of transportation to school, if bussing is provided by the Toronto District School Board in accordance with the TDSB's bussing policy, students will not be bussed from their home to the school facility, but will meet the bus at designated locations in or outside of the area.                      The above warning clauses (including this sentence) shall, for a period of ten years following registration of this Site Plan Agreement, be included in all agreements of purchase and sale and all tenancy agreements (including agreements to lease or rent) for residential units in the development covered by this Site Plan Agreement."</p>	<p>Warning clauses will be included in the future sale/lease/rental/tenancy agreements for a period of 10 years from the date of the agreements.</p>
3	<p>The Owner shall advise the Toronto Lands Corporation of the estimated occupancy date and commit to providing the Toronto Lands Corporation with periodic updates on expected occupancy to ensure that the Toronto Lands Corporation has at least six (6) months' prior notice of the occupancy date. The intention is to provide the Toronto Lands Corporation and the Toronto District School Board with information for enrolment projections.</p>	<p>Estimated occupancy date will be provided to Toronto Lands Corporation with periodic updates in the future.</p>

7.0 Others - Consolidated

Canada Post, TCDSB, TDSB, Canadian Wildlife Service, Toronto Hydro, Rogers, Enbridge

Date: Varies

Comment	Response
<b>Canadian Wildlife Service Comments by Elizabeth Rezek, Regional Director, Canadian Wildlife Service, Ontario Region</b>	
<p>We have recently been made aware of the demolition and re-development project at 145 St. George Street in Toronto, Ontario, which is a site adjacent to a building which contains chimneys inhabited by a colony of Chimney Swifts (<i>Chaetura pelagica</i>). Given the proximity of the development to the adjacent building, there is a possibility of disturbing these migratory birds while they are nesting or roosting.</p> <p>We are writing to you at this time to obtain information on the timing of this project and what avoidance and mitigation measures will be put in place to prevent harm to Chimney Swift, which are protected federally under the Species at Risk Act (SARA) and the Migratory Birds Convention Act (MBCA) and provincially under the Endangered Species Act.</p> <p>To prevent harm to nesting or roosting Chimney Swift, we recommend that activities that cause significant noise and/or vibration be conducted outside their nesting and roosting period which extends from the end of April to mid October. Please note that significant noise and/or vibrations could cause damage or destruction of nests, which would be in violation of the MBCA and SARA.</p> <p>Please contact our office at wildlifeontario@ec.gc.ca or by telephone at 613-990-8355 to discuss project specifics, including what avoidance and mitigation measures are being implemented. In addition to federal requirements, there may also be provincial requirements and we have cc'd Dan Williams with the Ontario Ministry of Environment, Conservation and Parks in that regard and the Provincial Species at Risk Program.</p>	<p>It's under consideration.</p>
<b>Toronto Hydro Comments</b>	
<p><b>NOTICE TO CITY OF TORONTO:</b> Toronto Hydro has NOT provided its sign-off pursuant to the Municipal Consent Requirements as of the date written above. Do NOT grant a Full-Stream Permit to the Applicant at this time.</p> <p>In order to identify Toronto Hydro infrastructure in the drawing, locates must be completed in the field.</p> <p>All proposed work must maintain the minimum horizontal and vertical clearances as per Toronto Hydro Construction Standard 31-0100, 31-0500 &amp; 31-0700, attached hereto. Clearance measurements are taken from the edge of the hydro plant to the edge of the proposed work.</p> <p>Once the Applicant's planning is complete, the Applicant must submit its drawings to Toronto Hydro once again pursuant to the Circulation and Sign-Offs procedure under the City of Toronto's Municipal Consent Requirements in order to receive Toronto Hydro's sign-off for the purposes of a Full-Stream Application.</p>	<p>Information regarding the location of existing T.H.E.S. conduits has been provided through City data (DMOG mapping), and has been incorporated into our Site Servicing Plan and Detail Drawings (SS-01 &amp; DD-01) for checking required clearances.</p> <p>Onsite locates and updated drawings will be completed in the future SPA submission for PUCG circulation.</p>
<b>Rogers Comments by Sandeep Endurthi</b>	
<p>For your reference: Rogers Communications currently has existing plant as marked on your drawing. Our standard depth in this municipality is: 1m. Please ensure you maintain clearances of 0.3m vertically and 0.6m horizontally.</p>	<p>Clearances have been verified in Composite Utilities Plan, CU-01 based on City data (DMOG mapping). Further accurate locates will be coordinated directly with Rogers to confirm clearances in future SPA submission.</p>
<p>No Conflict: Rogers Communications currently does not possess existing plant in the area indicated on your attached plans.</p>	<p>Noted.</p>
<p>Your proposed construction appears to encroach within existing Rogers Communications plant. Please ensure you maintain clearances of 0.3 m vertically and 1 m horizontally. For hand dig maintain 0.6 m and for directional bore maintain 1.0 m horizontally. Please relocate your proposed construction to allow adequate clearance.</p>	<p>Indoor amenity spaces will be developed and provided in the future SPA submission, which will consider min. 25% of "multi-purpose" space and flexible space for communal gathering with a full kitchen. Building amenity spaces will be designed to encourage residents' socializing.</p>
<p>Caution Notes: Fiber Optic Cable is present in the area of your proposed construction. Please obtain locates and maintain minimum 1.0m/1.0m clearance.</p>	<p>Refer to response above.</p>
<b>Enbridge by Alice Coleman, Municipal Planning Analyst</b>	
<p>Enbridge Gas Inc. does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions. This response does not constitute a pipe locate, clearance for construction or availability of gas. The applicant shall contact Enbridge Gas Inc.'s Customer Connections department by emailing SalesArea10@Enbridge.com to determine gas availability, service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.</p> <p>If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phased construction, all costs are the responsibility of the applicant.</p> <p>In the event that easement(s) are required to service this development, and any future adjacent developments, the applicant will provide the easement(s) to Enbridge Gas Inc. at no cost.</p>	<p>The ground material has been changed to rounded pea gravel in the Pet Relief and Play areas. Refer to Landscape Plan, L100 for details.</p>