

Department/Agency	Comment(s)	Response
<p>1</p> <p>Enbridge Gas Distribution</p> <p>Alice Coleman Municipal Planning Coordinator 28 February 2018</p>	<p>Enbridge Gas Distribution does not object to the proposed application(s). Enbridge Gas Distribution reserves the right to amend or remove development conditions.</p>	<p>Noted.</p>
<p>2</p> <p>Toronto Parks, Forestry & Recreation</p> <p>Rosanne Clement, Project Manager, Development Applications Unit 5 March 2018</p>	<p>Application Description This proposal is for a 4-storey rental apartment building containing 67 units on a site totalling 4,161.20 m2. In response to your circulation, which includes the plans prepared by RAW Design (dated by the Architect 02/09/18), the Development Applications Unit of the Parks, Forestry and Recreation Division advises the following.</p> <p>Applicability of Parkland Dedication The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0 to 0.42 hectares of local parkland per 1,000 people. The site is in the lowest quintile of current provision of parkland. The site is in a parkland acquisition priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.</p> <p>Proposal for Dedication of Parkland The application is for a 4-storey rental apartment building containing 67 units with 8,190 m2 of residential gross floor area. In accordance with Chapter 415, Article III of the Toronto Municipal Code, the residential nature of this proposal is subject to a 10% parkland dedication. The applicant is required to satisfy the parkland dedication requirement through the payment of cash-in-lieu. The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. Payment will be required prior to the issuance of the first above grade building permit.</p> <p>Surrounding Area Parks The site is approximately 530 m away from Cedarvale Park, which contains the Beltline Trail, a baseball diamond field, a dog off-leash area, a cricket pitch field, an ice rink, table tennis area, playground, soccer field, splash pad, tennis court area, toboggan hill, the Cedarvale Park Community Children's Garden, Markdale Preschool Site, and Phil White Arena.</p> <p>Advisory Comments If the owner of the property enters into a Section 37 Agreement with the City as part of this development application, this department 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. Comments regarding any necessary street tree plantings and requirements under the Private Tree By-Law or the Ravine and Natural Feature Protection By-Law will be forwarded directly to your attention by Urban Forestry. For information regarding parkland dedication requirements, the applicant should contact Terence Liu, Parks Planner at 416-338-6702 or terence.liu@toronto.ca.</p>	<p>Noted.</p> <p>Noted.</p>
<p>3</p> <p>Toronto Hydro</p> <p>6 March 2018</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 & 31-0700, 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>To be completed once comments are received on the Site Plan application.</p>

	<p>PRIOR TO CONSTRUCTION Request locates from Ontario One Call at 1-800-400-2255 or online at http://www.on1call.com.</p> <p>Review the ESA/TSSA Guideline for Excavation in the Vicinity of Utility Lines, available on the ESA Electrical Distribution Safety website: http://www.esaeds.info.</p> <p>Please contact our Customer Offers and Sustainment (COS) Dept. at 416-542-2533 for disconnecting power or Toronto Hydro plant removal before any demolition.</p> <p>Relocations Toronto Hydro assets can be relocated at the expense of the Applicant.</p> <p>If the relocation of Toronto Hydro assets is necessary, please contact Utility Relocations group at utility.relocations@torontohydro.com to begin a relocation request.</p> <p>After sufficient information has been received to process a relocation request, Toronto Hydro relocation projects typically require 12 to 18 months to be completed.</p> <p>Toronto Hydro will require a deposit or full payment in advance of doing the work.</p> <p>Overhead Toronto Hydro Assets – General Guidelines: Mechanical equipment such as crane and hoist shall not be operated within 3 m of lines or equipment.</p> <p>No awning, billboard, antenna mast, flag, roof or similar structure shall be installed on the public allowance or immediately adjacent to private property that is within 3 m of lines or equipment.</p> <p>Underground Toronto Hydro Assets – General Guidelines: For heavy equipment operation in the vicinity of Toronto Hydro underground plant, ensure the requirements from Toronto Hydro Distribution Construction Standard 31-0500 are met.</p> <p>Breaking into, or accessing, cable chambers, vaults and handwells is not permitted without consent from the relevant Toronto Hydro Dept., and anyone found to have so done will be prosecuted to the fullest extent of the law and pursued civilly for any damage.</p> <p>Tunneling within 3m is deemed a conflict that requires a Professional Engineering report to resolve.</p> <p>*See marked up Landscape Master Plan and Site Grading Plan for further comments</p>	
4	<p>Toronto Transit Commission</p> <p>Mary-Ann George Senior Transportation Planner – Service Planning 6 March 2018</p>	<p>We have reviewed the plans with respect to transit and they are satisfactory.</p> <p>Noted.</p>

<p>5 Toronto Parks, Forestry & Recreation</p> <p>Yaroslav Medwidsky, Supervisor, Tree Protection & Plan Review 19 March 2018</p>	<p>IMPORTANT NOTE REGARDING FINAL ZONING BY-LAW AMENDMENT REPORT: The requirements outlined in this memo and related approval process of the City’s Private Tree By-law must be completed prior to Community Planning’s Final Zoning By-law Amendment Report to Community/City Council.</p> <p>This memorandum acknowledges that Urban Forestry, Tree Protection & Plan Review (TPPR) has received your new circulation of February 20, 2018 related to the Zoning By-law Amendment application to permit a 4-storey rental apartment building containing 67 units at the above note addresses. City of Toronto Municipal Code Chapter 813, Trees, Article II, ‘Trees on City Streets’ (commonly referred to as the “City Street Tree By-law”), protects City owned trees situated on City road allowance. City of Toronto Municipal Code Chapter 813, Trees, Article III, ‘Private Tree Protection’ (commonly referred to as the “Private Tree By-law”), protects trees situated on private property which have a diameter of 30 cm or more. The information below represents comments from Urban Forestry, TPPR with respect to the City Street Tree By-law and the Private Tree By-law. The comments below do not include those of Urban Forestry, Ravine & Natural Feature Protection.</p> <p>Plans/reports that were reviewed include:</p> <ul style="list-style-type: none"> • Arborist Report, prepared by D.A. White Tree Care, dated November 28, 2017 • Tree Removal & Preservation Plan, Drawing No. TP1-01, prepared by Marton Smith Landscape Architects, dated February 9, 2018 • Landscape Master Plan, Drawing No. L1-01, prepared by Marton Smith Landscape Architects, dated February 9, 2018 • Landscape Details, Drawing No. L1-01, prepared by Marton Smith Landscape Architects, dated February 9, 2018 • Site Plan, Drawing No. A100, prepared by RAW Design Inc., dated February 9, 2018 • Main (Parking) Level Plan, Drawing No. A101, prepared by RAW Design Inc., dated February 9, 2018 • Pit Level Plan, Drawing No. A102, prepared by RAW Design Inc., dated February 9, 2018 • Ground Floor Plan, Drawing No. A201, prepared by RAW Design Inc., dated February 9, 2018 <p>Revisions and Additional Information Required Prior to Final Zoning By-law Amendment Report The privately-owned trees inventoried as tree nos. 2, 4 to 7, 10, 12, 14, 15, 17, 23, 24, 28, 29, 34, 35, and 37 to 41 inclusive, indicated in the Arborist Report, prepared by D.A. White Tree Care, dated November 28, 2017, meet the criteria for an exemption/do not qualify for protection under the City of Toronto’s Private Tree By-law. A permit to remove/injure the subject trees is not required.</p> <p>The determination of ownership of all tree(s) is the responsibility of the applicant and any civil or common-law issues, which may exist between property owners with respect to trees, must be resolved by the applicant. An exemption from the requirement for a permit to remove/injure the subject tree(s) does not grant authority to encroach in any manner or to enter onto adjacent private properties or to remove/injure a tree which is growing on a neighbouring property without the consent of the adjacent owner.</p> <p>The privately-owned trees inventoried as tree nos. 1, 3, 8, 9, 11, 13, 16, 18 to 22, 25 to 27, 30 to 33, 36, 43 and 44 inclusive, indicated in the Arborist Report, prepared by D.A. White Tree Care, dated November 28, 2017, meet the criteria for protection under the City of Toronto’s Private Tree By-law. The development proposes the removal of tree nos. 8, 9, 11, 13, 16, 22, 30 to 33 and 36. The development proposes the retention and protection of tree nos. 1, 3, 18 to 21, 25 to 27, 43 and 44 inclusive. Tree nos. 1, 3, 43 and 44 are situated on adjacent private properties and as such are considered to be boundary/neighbour trees.</p> <p>The applicant should be advised that the determination of ownership of any subject tree(s) is the responsibility of the applicant and any civil or common-law issues which may exist between property owners with respect to trees, must be resolved by the applicant.</p>	<p>Noted.</p> <p>Noted.</p>
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	<p>For privately owned trees to be retained and protected, appropriate tree protection zones must be provided and implemented. Additionally, tree protection notes and graphics to the satisfaction of Urban Forestry must be incorporated on the architectural Site Plan, Landscape Plan, Site Servicing Plan, Site Grading Plan as well as all other relevant plans for the subject development to indicate appropriate protection for the privately-owned trees. The applicant must contact Gary LeBlanc, Urban Forestry Planner at Gary.LeBlanc@toronto.ca to discuss the necessary revisions.</p> <p>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 \$341.14 for each tree included in an application. <u>The application fee for boundary/neighbour trees is \$714.14 for each tree included in an application.</u> Payment may be made by certified cheque, money order, Visa, MasterCard, AMEX or debit, and must be submitted with the application.</p> <p>Where tree planting to replace trees removed is not physically possible on site at a replacement ratio of 3:1, the General Manager of Parks, Forestry & Recreation will accept a cash in lieu payment in an amount equal to 120 percent of the cost of replanting and maintaining the trees for a period of two years. Only large growing shade tree species which are provided an appropriate growing environment and soil volume will be counted in the 3:1 replacement ratio. For this development, the applicant is proposing to remove eleven (11) trees protected under the provisions of the Private Tree By-law, which would require thirty-three (33) replacement trees to be planted. The landscape plan which accompanies this development proposal indicates that eight (8) large growing shade trees will be planted on the site in an appropriate growing environment. As such the applicant is required to provide a cash in lieu payment for twenty-five (25) trees at a value of \$583.00 per tree for a total of \$14,575.00.</p> <p>The tree inventoried as tree no. 42, indicated in the Arborist Report, prepared by D.A. White Tree Care, dated November 28, 2017, is a City owned street trees which is protected under the provisions of the City's Street Tree By-law. The development proposes the retention and protection of tree no. 42.</p> <p><u>IMPORTANT NOTE REGARDING FINAL ZONING BY-LAW AMENDMENT REPORT:</u> The requirements and related approval process of the City's Private Tree By-law must be completed prior to Community Planning's Final Zoning By-law Amendment Report to Community/City Council.</p> <p>Landscape Master Plan, Drawing No. L1-01, prepared by Marton Smith Landscape Architects, dated February 9, 2018, proposes the planting of new trees on the private property of the proposed development site.</p> <p>The soil volumes related to the above noted tree planting requirement must be clearly indicated on the appropriate landscape plan(s). The minimum soil volume requirements under the provisions of the 'Toronto Green Standard' is 20 m³ of soil per tree where a soil volume is shared among trees or 30 m³ of soil per tree for individual trees where the soil volume is not being shared. <u>Additionally, as per the requirements of the 'Toronto Green Standard', a total soil volume of 750 m³ for this site must be provided for tree planting in order to meet the requirements for Tier 1 of the Toronto Green Standard.</u></p> <p>Please contact Gary LeBlanc at 416-392-0494 or Gary.LeBlanc@toronto.ca if you require additional information.</p> <p>Toronto's urban forest plays an important role in making Toronto a clean and beautiful city. Trees significantly enhance all new development and renewal projects, enhancing both the quality and value of our environment. The city's Official Plan recommends policies that have been adopted by City Council that call for an increase in the amount of tree canopy coverage. City Council has adopted the objective of increasing the existing 27 percent tree canopy coverage to 40 percent.</p>	<p>Tree Protection zones have been indicated on the Tree Protection Plan. Refer to sheet L1-01 For Existing Tree Inventory, outline of Tree Protection Zones and proposed hoarding locations.</p> <p>Noted.</p> <p>Noted.</p> <p>A soil volume Plan has been prepared and indicated the Soil Depths and Volume available to each proposed tree. As per the Toronto Green Standards Requirements, 750m³ of total soil volume has been proposed on site with a minimum of 30m³ per Tree. Refer to Soil Chart on Sheet L2-01.</p>
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6	<p>Toronto District School Board</p> <p>Dan Castaldo, Senior Manager, Planning Strategy and Planning 27 March 2018</p>	<p>Upon review of the above circulated application, please be advised that projected accommodation levels at the local schools warrant the use of warning clauses on site and in agreements of purchase and sale, as a result of the cumulative impact arising from all development in the schools' attendance area.</p> <p>The status of local school accommodation should be conveyed to potential purchasers as well as communicated to the existing community to inform them that children from new development will not displace existing students at local schools. In addition, alternative agreements will be identified consistent with optimizing enrolment levels at all schools across the Toronto District School Board. At this time, the schools anticipated to serve the development are unknown.</p> <p>As such, the Board requests the following as a condition of approval:</p> <p>That the applicant/developer enter into an agreement to erect and maintain signs, at points of egress and ingress of the development site, advising that;</p> <p style="padding-left: 40px;">"The Toronto District School Board 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 the area until space in local schools becomes available.</p> <p style="padding-left: 40px;">For more information regarding designated school(s), please call (416) 394-7526."</p> <p>These signs shall be to the Board's specifications and erected prior to registration or the issuance of any building permit.</p> <p>That the applicant/developer agree in the Servicing and/or Development agreement, or in a separate agreement between the School Board and the Developer, to include the following warning clauses in all offers of purchase and sale of residential units (prior to registration of the plan and for a period of ten years following registration), that;</p> <p style="padding-left: 40px;">"Despite the best efforts of the Toronto District School Board, sufficient accommodation may not be locally available for all students anticipated from the development area and that students may be accommodated in facilities outside the area, and further, that students may later be transferred.</p> <p style="padding-left: 40px;">Purchasers agree for the purpose of transportation to school, <u>if</u> bussing is provided by the Toronto District School Board in accordance with the Board's policy, that students will not be bussed home to school, but will meet the bus at designated locations in or outside of the area."</p> <p>Despite these provisions, the Board reserves the right to change this status at any time without further notice. If you have any questions regarding this matter, I can be reached at (416) 338-4471.</p>	<p>Noted.</p>
7	<p>Toronto City Planning Division</p> <p>Jym Clark, Planner, Strategic Initiatives, Policy & Analysis 9 April 2018</p>	<p>We have received the Zoning By-law Amendment application for 1637 Bathurst Street submitted by Walker Nott Dragicevic Associates Limited.</p> <p>This application proposes to redevelop the site with a four storey rental apartment building containing 67 units.</p> <p>The proposal involves demolishing five existing three-storey buildings containing 25 rental units. The buildings contain 20 three-bedroom units, four (4) two-bedroom units, and one (1) one bedroom unit. All 25 rental units would be replaced in the new development.</p>	<p>The proposal has been revised and now proposes 75 rental units.</p>

The total proposed residential GFA would be 8,190 square metres, including 2824m² of rental replacement GFA. The FSI would be 1.97.

A Rental Housing Demolition application has not yet been submitted.

The unit breakdown for the proposed residential portion of this development is as follows:

	Bachelor	1-bedroom	2-bedroom	3-bedroom	Total
# of unit-	0	9	22	36	67
% of units	0.00%	13.43%	32.84%	53.73%	100%

Source: Planning Rationale

Rental housing demolition comments

Policy 3.2.1.6 of the Official Plan requires the replacement of rental housing demolished by new developments. The replacement rental housing must be at least the same as existing in terms of number, size and type.

The proposal meets the number and bedroom type, but does not meet the size test. The total proposed GFA would be 2824m² being 91.8 per cent of the existing GFA of 3075.7m².

Should the applicant continue with this proposal, they must apply for an Official Plan Amendment to vary the above Policy. We would not support an amendment of this nature.

We have been in discussion with the applicant about their amending of the proposal to increase the total floor area replacement. The applicant has informed us that they are working on a revised proposal, but are yet to resubmit.

Presently the application is not in conformity with Policy 3.2.1.6 for the reason given above.

A Rental Housing Demolition application must be submitted, and would be addressed under separate cover, but reported to Council concurrently with the Rezoning application.

General housing comments

Affordable Housing and Smart Urban Growth are key Strategic Actions for the City of Toronto. Section 3.2.1 of the City's Official Plan states that a full range of housing will be provided and maintained to meet the needs of current and future residents. The Growth Plan for the Greater Golden Horseshoe, 2017 also contains policies 2.2.1.4, 2.2.4.9 and 2.2.6.4 to support the development of affordable housing and a range of housing to accommodate the needs of all household sizes and incomes.

The Council-adopted Growing Up: Planning for Children in New Vertical Communities draft urban design guidelines also provide guidance on the proportion and size of larger units recommend in new multi-unit residential developments. The draft guidelines can be found here and the accompanying staff report is available here.

We request that the following comments be considered during the review of this development application:

- The provision of 22 (33%) two-bedroom units and 36 (54%) three-bedroom units generally supports the objectives of the Growing Up guidelines, Official Plan housing policies, and the Growth Plan's growth management and housing policies to accommodate within new development a broad range of households, including families with children.
- As the detailed design of the site progresses the unit mix, size and layouts should be considered in the context of the Growing Up guidelines.

The revised GFA and FSI are 8,503 square metres and 2.04 respectively.

Rental Housing Demolition application submitted 21 June 2018 and resubmitted with this submission.

The unit breakdown has been revised, please refer to the site statistics provided in the architectural plans.

The Rental Housing Demolition application resubmission reflects a revised proposal to provide 96.5% GFA replacement of existing rental units, as discussed with City Planning staff. The further revised proposal maintains this replacement ratio.

Rental Housing Demolition application submitted 21 June 2018 and resubmitted with this submission.

The revised proposal includes 35% 2-bedroom units and 39% 3-bedroom units, supporting the guidelines.

Unit mix, size and layouts support the guidelines.

		<ul style="list-style-type: none"> If Section 37 community benefits will be provided by the owner as part of this development application, we encourage securing the proposed purpose-built rental housing at mid-range or affordable rent level categories. This would be considered 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. 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. The latest call for Open Door applications occurred in late January 2018 and closes on Thursday March 22, 2018. 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 web site. <p>Please do not hesitate to contact me, Jym Clark, Planner, SPIA at Jym.Clark@toronto.ca or 416-392-8124, if you have any questions or wish to discuss.</p>	<p>Noted.</p> <p>Noted.</p>
<p>8</p>	<p>Toronto Engineering and Construction Services</p> <p>Avi Bachar, PMP, P.Eng., Manager, Development Engineering 10 April 2018</p>	<p>This memorandum is in reference to the application made by Walker Nott Dragicevic Associates Ltd. on behalf of IMH 1637-1645 Bathurst Ltd. for a Zoning By-law Amendment to permit a 4-storey rental apartment building containing 67 residential units. The total proposed residential gross floor area is 8,190 square metres.</p> <p>The following comments and conditions are based on the drawings and reports submitted in support of the new application for review, all received electronically by Engineering & Construction Services staff February 20, 2018:</p> <ul style="list-style-type: none"> Functional Servicing and Stormwater Management Report, dated February 9, 2018, prepared by LEA Consulting Ltd.; Site Servicing and Grading drawings, dated February 2, 2018, prepared by LEA Consulting Ltd.; Survey Plans, dated February 17, 2016, prepared by KRCMAR Surveyors Ltd.; Geohydrology Assessment, dated January 2018, prepared by McClymont & Rak Engineers Inc.; Architectural Drawings, dated February 9, 2018, prepared by RAW Design.; and Landscape Plans, dated February 9, 2018, prepared by Marton Smith Landscape Architects. <p>Please advise me if any modifications are required to the conditions identified in this memorandum.</p> <p>A. <u>REVISIONS AND ADDITIONAL INFORMATION REQUIRED FOR PLANS, STUDIES AND DRAWINGS</u></p> <p>The Owner is required to amend the Studies and/or Drawings to address the following comments and submit/resubmit for review and acceptance by the Chief Engineer & Executive Director, Engineering & Construction Services, prior to approval of the Zoning By-law Amendment application.</p> <p>1. Transportation Services</p> <p>1.1. Provide documentation detailing the type of mechanical parking stackers (i.e. equipment) to be installed, the internal dimensions of the proposed parking stackers and stacker plates, as further discussed in the memorandum;</p> <p>1.2. Comply with the Toronto Green Standard as it relates to the oversupply of residential parking supply above the minimum requirements of the zoning bylaw; and</p> <p>1.3. Provide clarification and documentation with respect to the nature of the right-of-way set out in Instrument Nos. LT523871 and whether these easement/rights-of-way will have to be amended as a result of the proposed re-development.</p> <p>2. Solid Waste Management Services</p> <p>2.1. Revise the drawings to indicate and annotate the waste disposal method for the development; and,</p> <p>2.2. Revise the drawings to indicate and annotate a collection vehicle movement diagram that has a length of 12</p>	<p>The proposed development has been revised as per the updated plans and reports.</p> <p>Mechanical parking stackers are no longer proposed.</p> <p>Refer to A104 (parking spaces provided equal to required).</p> <p>The existing easements are not proposed to be amended.</p> <p>Refer to LEA Transportation Report / Diagrams. In response to 2.5 – refer to A 105.</p>

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 without the need to drive onto the staging pad; and

2.3. Revise the drawings to indicate and annotate a staging pad that has an unencumbered vertical clearance of 6.1 metres, constructed of 200mm reinforced concrete and have a grade of no more than 2%; and

2.4. Revise the drawings to indicate that 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; and

2.5. Revise the drawings to indicate that any/all overhead doors the collection vehicle will be passing through have a minimum width of 4 metres and a minimum overhead clearance of 4.4 metres.

3. Engineering & Construction Services

3.1. Provide a response letter detailing how each comment was addressed. The response letter must also specify any additional changes / revisions made to the design of the project that were not part of the comments provided by Engineering & Construction Services. This is critical as we normally do not perform full reviews of all document and drawings for every subsequent submissions and if certain design element have been revised to satisfy other needs, we have to be notified to perform the necessary reviews as necessary.

A Comment Response Letter prepared by LEA Consulting Ltd. has been provided.

3.2. Insert the following clauses on site servicing drawings:

The notes are included in drawing C-01 – Site Servicing Plan.

- i. "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."
- ii. "The building storm and sanitary systems shall be designed to be able to operate under municipal sewer surcharge conditions."
- iii. "The method of installation for the proposed service connections will be at the discretion of Toronto Water."
- iv. "Existing service connections no longer in use shall be disconnected by Toronto Water at the owner's cost."
- v. "The location of the water meter shall be to Toronto Water's satisfaction."
- vi. "The limits of construction within the City's right-of-way are at the discretion of the City inspector."
- vii. "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."

The notes are included in drawing C-01 – Site Servicing Plan.

3.3. Insert the following clause on the site plan and site servicing drawings:

- i. "Per the information provided to Staff by the applicant, Staff have reviewed this application on the understanding it will comprise a single parcel of land, under one owner, upon completion. If any party, including the applicant or any subsequent owner, submits an application for condominium approval or any other form of land division for this development not in accordance with this assumption, 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."

3.4. It appears that the existing services within the private laneway are not up to City standards. Provide more information on the existing services proposed to be reused, including:

Will be provided in the next submission.

- a) The owner of the water, storm and sanitary services located in the private laneways surrounding the site to the north and to the east;
- b) Was there approval from the Ministry of the Environment and Climate Change (MOECC) for these services?
- c) It appears that the services may also be serving surrounding properties. Provide information on all properties in the surrounding area which are serviced by the services in the private lanes; and
- d) Explain why the services are not connected from Bathurst Street.

Will be provided in the next submission.

SUE Investigation for the existing services within the private laneway is underway and will be provided in the next submission.

The proposed site services are not provided from Bathurst Street.

3.5. Please explain how the proposed development will meet the Water Supply Bylaw § 851-4.H.(1) in regards to the water service connection of a substantially demolished property.

The existing water service connection will be removed, see drawing C-01 – Site Servicing Plan.

	<p>3.6. Revise the grading drawings to show: a) Overland flow route for all surface areas.</p> <p>3.7. Revise the site servicing drawings to show: a) Existing watermain along the private lane north of the proposed development site seems to end at property line. Identify where it will connect; and, b) Identify which properties are being serviced by the sanitary connections coming from the east of the site; and, c) Identify which properties are being serviced by the existing 150 mm watermain in the private laneway to the east of the site, as it appears to continue on in the southern and eastern directions; and d) The proposed water service connection should be an H-style connection to City standards, as described in the City of Toronto's Water Servicing and Metering Manual.</p> <p>3.8. Revise the Functional Servicing Report to include: a) The Dorsch Model can be used as a base, however an independent analysis must be completed to the trunk sewer. The report must also include a downstream analysis and capacity analysis for the receiving sewers. b) Required Fire Flow rounded to the nearest 1000 L/min, not 100 L/min. c) The findings and recommendations of the Hydrogeology Report, and describe how groundwater will be managed on a permanent basis. If groundwater is to be discharged into the municipal sewer system, it needs to be accounted for in the allowable release rate and sewer capacity calculations. State clearly whether a Private Water Draining System (PWDS) is proposed, or whether the substructure will be fully waterproofed. d) State clearly whether there will be temporary dewatering during construction, and if the groundwater is planned to be discharged to the City's sewer system or hauled off-site. e) Clarify and confirm the short term peak discharge rate (or the pump discharge rate) of any necessary construction dewatering into which municipal sewer system (i.e. storm or combined sewer system). Please note this short term peak discharge rate will be used for the temporary dewatering permit to be issued by Toronto Water. Alternatively, confirm that no construction dewatering discharging into the municipal sewer during the construction of the proposed project.</p> <p>3.9. Please complete and submit the following two forms: <ul style="list-style-type: none"> • Servicing Report Groundwater Summary Form (Attachment #1); and • Hydrological Review Summary Form (Attachment #2) </p> <p>B. <u>PRELIMINARY ZONING BY-LAW AMENDMENT CONDITIONS</u></p> <p>The Owner is required, as preliminary conditions of approval of the Zoning By-law Amendment application, to:</p> <ol style="list-style-type: none"> 1. Pay for and construct any improvements to the municipal infrastructure in connection with the accepted Functional Servicing Report, to be submitted 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. 2. Include provisions in the Site Specific Bylaw to: <ol style="list-style-type: none"> a) Comply with the minimum and maximum parking supply according to the requirements of the Zoning By-law 569-2013 parking supply; and b) Provide a minimum of one Type G loading space. <p>C. <u>ADVISORY OF OTHER CITY APPROVALS & REQUIREMENTS</u></p> <p>1. Transportation Services</p> <p>The Owner be advised:</p>	<p>See drawing C-02 – Site Grading Plan for the overland flow routes</p> <p>SUE Investigation for the existing services within the private laneway is underway and will be provided in the next submission. SUE Investigation for the existing services within the private laneway is underway and will be provided in the next submission. SUE Investigation for the existing services within the private laneway is underway and will be provided in the next submission. See drawing C-01 – Site Servicing Plan for the proposed water service connection.</p> <p>Proposed downstream analysis is underway and will be provided in the next submission.</p> <p>See updated Fire Flow calculation provided in Appendix F of the report. See Section 4 of the updated report. The stormwater release rate from the site will be overcontrolled to account for the groundwater discharge.</p> <p>The groundwater is planned to be discharged to the City's sewer system.</p> <p>See Section 4 of the updated report. The short term groundwater discharge is planned to be discharged to the City's sewer system.</p> <p>The Servicing Report Groundwater Summary Form and Hydrological Review Summary Form are submitted along with the rest of the supporting documents in this submission.</p> <p>Noted.</p> <p>Noted, to be incorporated in final zoning by-law amendment prepared in consultation with City staff.</p>
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1.1. That future owners of the parking stacker spaces and all users of the parking stackers, must obtain an operating license from the Technical Standards and Safety Authority;

1.2. That approval 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.), must be received from the Transportation Services Division. The owner must contact the Street Furniture Management Unit 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 applicant can contact the Street Furniture Management Unit at streetfurniture@toronto.ca. For all other works within the public right-of-way, the owner can contact the Right-of-Way Management Section, Toronto and East York District, Construction Activities, at 392-7877;

1.3. To submit costs for the installation of any proposed new City of Toronto Standard bicycle locking rings on public right-of-way at the rate of \$433.92/unit, including HST. The cheque is made payable to the City of Toronto Treasurer and must be forwarded to the attention of:

Lisa Ing
 Transportation Services, Public Realm
 Street Furniture Management
 433 Eastern Avenue
 2nd Floor, Block B
 Toronto, ON M4M 1B7
 Tel: 416-397-0590
ling@toronto.ca

1.4. That further changes, requirements and/or conditions may be imposed by the General Manager, Transportation Services upon receipt of the revised plans or additional documentation required in Section A;

1.5. That additional comments with respect to site circulation and layout, access to the proposed parking facilities, and site access arrangements will be provided as part of the site plan review process.

1.6. To have regard for the City's Vibrant Streets design guidelines, which are available on the City's website at: www.toronto.ca/furniture-design-and-placement

2. Solid Waste Management Services

The Owner is advised of the following when submitting any Site Plan Control application for the site:

2.1. Revise the drawings to annotate the waste compactor within the residential waste room;

2.2. If 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;

2.3. Submit a letter certified by a Professional Engineer must be provided indicating 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 kg) and conforms to the following:

- Design Code – Ontario Building Code
- Design Load – City bulk lift vehicle in addition Building Code requirements
- Impact Factor – 5% for maximum vehicular speeds to 15 km/h and 30% for higher speeds

Parking stackers no longer proposed.

Refer to A105. A Letter Prepared by Jablonsky Ast and Partners has been prepared and is included with the resubmission.

3. Fire Services

The Owner is advised of the following when submitting any Site Plan Control application for the site:

- 3.1. For buildings without interior access between separate units, the distance from the fire vehicle to one entrance of each unit of the building shall be no more than 45 metres. Revise drawings to demonstrate this is the case; and
- 3.2. In order to determine if sufficient fire department access is provided, clarify the building classification in accordance with Division B, Subsection 3.2.2. of the Building Code. Clarify on the drawings if the building will be sprinklered.

4. Engineering & Construction Services

The Owner is advised of the following when submitting any Site Plan Control application for the site:

- 4.1. Show how the water balance volume will be reused within 72 hours as required by Wet Weather Flow Management Guidelines.
- 4.2. Provide sections for the proposed service connections to confirm if the vertical clearances with the existing utilities meet the requirements from Appendix D of Design Criteria for Sewers and Watermains.
- 4.3. The Grading Plan for the development shall show detailed grades on the site. The subject site must be graded such that water will not accumulate at or near the building and will not adversely affect adjacent properties.
- 4.4. The Owner is advised that additional comments regarding grading, servicing, and stormwater management will be provided with the associated Site Plan Control application.
- 4.5. Include schematics and details of the proposed underground storage cistern. The schematic should include details showing location, profile and dimensions of the tank, inlet and outlet pipes and their inverts, active and passive water levels and maximum water level, emergency overflow mechanisms, orifices to control the release rate, etc.
- 4.6. The owner is required to apply for revised municipal numbering prior to the issuance of any building permits. Requests can be submitted to municipaladdress@toronto.ca.
- 4.7. That pursuant to an order issued by the Ontario Ministry of the Environment and Climate Change, all wet taps performed on City watermains 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 <https://www1.toronto.ca/wps/portal/contentonly?vnextoid=1ed73d3085131410VgnVCM10000071d60f89RCRD&vgnextchannel=9deeabf06721410VgnVCM10000071d60f89RCRD>
- 4.8. Please ensure that all submitted reports, servicing drawings and grading drawings are stamped and signed by a qualified professional engineer.

Noted.

D. BACKGROUND

Transportation Services

Driveway Access and Site Circulation

Vehicular access to the site is proposed to be provided via a 6.60 metre wide driveway off Bathurst Street. The driveway provides access to the parking stacker units and the loading space. The driveway is subject to right-of-way as noted above.

Roadways and Laneways

There is no additional land required for Bathurst Street. The requirement of a 20 metre wide right-of-way has been satisfied. There are no public lanes abutting this property.

Private Laneway

The proposal utilizes an existing 6.096 metre wide right-of-way under Instrument No. LT523871. We note that the right-of-way providing access to the visitor parking spaces located at the rear of the building. Accordingly, the owner is required to provide additional information with respect to this right-of-way and the owner's entitlements to use it.

Visitor parking spaces no longer proposed from rear laneway.

Additional comments related to site access arrangement, site circulation and layout, the design of the proposed site entrance driveways will be provided through the site plan review process.

Encroachments

The site plan drawings show no proposed encroachment within the public right-of-way.

Traffic Impact Analysis

In support of the subject proposal, the applicant's transportation consultant, LEA Consulting Ltd., prepared a Transportation Impact assessment, dated February 2018. In this study, the consultant estimates that the proposed redevelopment will generate approximately 29 and 36 two-way vehicular trips during the AM and PM Peak Hours respectively. However, based on the report, the existing use at the site generates a total of four and 11 two-way trips during the AM and PM Peak hours, respectively. Accordingly, after adjustment for the existing trips generated by the site, there will be a net increase of approximately 25 and 24 two-way vehicular trips during the AM and PM Peak Hours, respectively as a result of the redevelopment of the site. Given this level of estimated trip generation, the consultant concludes that the proposed development will have minimal traffic impacts at the intersections within the study area.

Noted and agreed.

Based on a review of the documentation provided by the consultant and taking into account the nature of the application for this project, we concur with the above-noted conclusion. As a result, traffic impacts of the proposal will be accepted.

Parking

A total of 102 parking spaces are proposed to serve the project consisting of 73 residential and 13 visitor parking spaces. The site statistics indicate that 86 of the residential parking spaces will be located within a three-level mechanical parking stacker in a one-level underground parking garage, while the three remaining residential spaces along with all visitor parking spaces will be provided on the ground-floor level including four barrier-free parking spaces.

Noted. The proposed parking will satisfy the Zoning By-law 569-2013 requirement. Refer to Drawing A101 and LEA Transportation Report.

The site is located within 'All Other Areas' as defined in Zoning By-law 569-2013. A summary of the parking requirements for the project in accordance with this By-law is provided in the Table below.

Project Parking Requirements As Per Zoning By-Law No. 569-2013 – 'All Other Areas'

Proposed Use	Scale ¹	Minimum Parking Rate ²	Spaces Required (No Sharing)	Parking Spaces Provided
Bachelor Units ⁴	0 0.8 spaces/unit	0	0	
1 Bedroom Units	9	0.9 spaces/unit	8	
2 Bedroom Units	22	1.0 spaces/unit	22	
3 Bedroom Units	36	1.2 spaces/unit	43	
Total	67		73	
Visitors	67	0.20 spaces/unit	13	
Sub-Total Residents			73	89
Sub-Total Visitors			13	13
GRAND TOTAL			86	102

1 Expressed as number of units for the residential use and square metres of floor area for the non-residential uses.
2 Minimum parking rate represents number of spaces per unit for the residential use and number of spaces per 100 square metres for the retail use.

As noted from the above table, the proposed residential parking supply satisfies and exceeds the zoning by-law requirement, while the visitor parking supply meets the zoning bylaw requirement. This is generally acceptable.

There are no specific minimum dimensional requirements in Zoning By-law 569-2013 for parking spaces provided within parking stackers. However, the proposed parking spaces appear to be functionally acceptable. The owner is required to provide documentation detailing the type of mechanical parking stackers (i.e. equipment) to be installed, the internal dimensions of the proposed parking stackers and stacker plates.

In case protective railings are provided on one/or both sides of stackers, then the space will be considered as obstructed and width of the space should be increased as required in the zoning bylaw. All users of the parking stackers, must obtain an operating license from the Technical Standards and Safety Authority.

Toronto Green Standards

In accordance with the Toronto Green Standards (TGS), when providing more than the minimum parking requirement under the zoning bylaw for residential uses, any additional spaces must be provided with roughed-in conduits to allow for future electrical outlets for plug-in electric vehicles. Accordingly, one residential and 16 residential parking spaces must be provided with roughed-in conduits. All applicable drawings including the Site Statistics and the Toronto Green Standards template must be revised accordingly.

Loading

The proposed provision of one Type G loading space to serve the project is consistent with the requirements of the Zoning By-law and is acceptable.

The above-noted report from the consultant includes vehicle manoeuvring diagrams, which depict the swept paths required by City of Toronto garbage truck to enter and exit the proposed loading space. The proposed location, orientation and the dimensions of the loading space, which comply with the zoning bylaw, are also acceptable.

Additional details with respect to this matter will be provided during the site plan approval process.

Work within the Public Right-of-Way

In accordance with the recommendations of the Vibrant Street Guidelines, and taking into consideration the development context, and pedestrian demands the submitted plans must be revised to clearly identify a minimum of 2.1 pedestrian clearway along Bathurst Street building frontage. The applicant is advised that when submitting the application for site plan approval, the streetscape plans must be revised to illustrate the following:

- A 0.2 metre wide curb;
- A minimum 0.6 metre wide buffer strip along the curb edge to accommodate traffic signs;
- A furnishing/planting zone between 1.0 and 2.2 metres wide (minimum 1.2 metres required for tree planting);
- A minimum 2.1 metre wide pedestrian clearway; and
- Additional setback area for a marketing zone, if desired.

Parking stackers are no longer proposed.

Refer to A101 & A104.

The submitted swept path diagram depicts a working entry and exit for a City of Toronto garbage truck vehicle.

Refer to A102 and A105 and refer to Landscape drawings.

		<p>Solid Waste Management Services</p> <p><u>Multi-Residential Component</u></p> <p>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.</p>	<p>Noted.</p>
<p>9</p>	<p>Rogers Communications Outside Plant Engineering</p> <p>Richard Sinclair, CAD Technician 12 May 2018</p>	<p>No Conflict: Rogers Communications currently does not possess existing plant in the area indicated on your attached plans. NOTE: Locates are still required. Call for locates at 1-800-738-7893. NOTE: Hand dig when crossing, or within 1.0m of existing Rogers plant. NOTE: Plant is to Approximation.</p>	<p>Noted.</p>
<p>10</p>	<p>Toronto Community Planning and Urban Design</p> <p>Oren Tamir, Acting Manager, Midtown Section Toronto East York Community Planning, City Planning Division 11 June 2018</p>	<p>Please find below comments from Community Planning and Urban Design. Where further information or revisions are required, additional comments may result.</p> <p>General</p> <ul style="list-style-type: none"> Please note that a Rental Housing Demolition and Conversion application is required for this proposal. Please submit this as soon as possible. <p>Building Massing and Design</p> <ul style="list-style-type: none"> The north end of the proposal presents as 5 storeys in height, which does not meet the Official Policies for <i>Neighborhoods</i>. Please reduce this portion of the building to 4 storeys in height. The rear of the proposal penetrates the angular plane on the east side fronting onto the neighbourhood. Please incorporate setbacks at the upper levels to comply with the angular planes shown on the submitted cross-sections (Drawing A502). Please demonstrate that there is no shadow impact on the neighbourhood resulting from the proposal. Please increase the amount of indoor and outdoor amenity space. <ul style="list-style-type: none"> Note that the proposed outdoor amenity fronting on Bathurst Street is resulting in additional retaining wall structures which are unacceptable. The outdoor amenity should be relocated at the rear and be contiguous with indoor amenity space. The 52 m2 of outdoor amenity on 4th level, on a narrow terrace, is not appropriate as it does not provide usable space. There are negative impacts with the blank side wall elevations that will be prominent above the existing low-rise neighbourhood. Provide additional setbacks to achieve primary windows wrapping around the side elevation. There is cumulative negative impact with the multiple private pop-up stair access to roof which functions as a 6th storey. The stairs should be a single run in order to minimize the bulk of these pop-ups and the roofs should be sloped. <p>Location & Organization Relative to Streets and Open Space</p> <p><i>Grading Relationships</i></p> <ul style="list-style-type: none"> The main level of the building should be located at grade with Bathurst Street in order to improve the blank wall condition that exists currently. Re-grading the property would allow for the removal of the retaining wall along Bathurst Street. Retaining walls should not be taller than 450mm in order minimize the appearance of retaining walls and in order to provide a height that functions like a seat wall. 	<p>Rental Housing Demolition application submitted 21 June 2018; resubmission included with this submission.</p> <p>The building massing has been revised to present as 4 storeys at both the front and rear of the building, as per discussions with City Planning. The building massing has been revised to fit within the angular planes as shown on Drawing A421-A424.</p> <p>Shadow impacts on the neighbourhood to the east have been reduced, as per the revised Shadow Studies. Indoor and outdoor amenity spaces have been increased to meet by-law requirements. The proposed outdoor amenity space has been relocated to the 4th floor terrace, with landscaping proposed in the front and rear of the property. As above. The proposed outdoor amenity space is accessible via corridor from the proposed indoor amenity space. The previously proposed outdoor amenity space has been removed from the 4th floor north area and in the west. Additional setbacks and windows have been provided on the north and south elevations.</p> <p>The multiple pop-up stair accesses have been removed.</p> <p>The existing retaining wall is proposed to be removed, with the property to be re-graded and the building massing generally level with Bathurst Street.</p> <p>In order to meet TGS soil volume requirements and to ensure adequate depth above underground parking slab, 600mm ht. planters are proposed along Bathurst. This allows for a min. 1.5m depth for trees. The Landscape Plan identifies feature seating/signage opportunities to enhance the streetscape.</p>

<ul style="list-style-type: none"> The way that the average grade was calculated is to be discussed. As proposed, a 5th level has been added which is not appropriate in <i>Neighbourhoods</i>. <p><i>Vehicular Access, Servicing & Utilities</i></p> <ul style="list-style-type: none"> Please provide clarification regarding the existing easement rights for adjacent properties on the shared rear driveway. Will these easement rights be maintained after the redevelopment of the property? There is an overprovision of parking by 16 stalls. These are resulting in negative impacts as surface parking. All parking should be below grade and the driveway at the rear should be removed. New development applications provide the opportunity to repair and remove paved surfaces, in line with contemporary objectives. The rear of the site should be soft landscape area and provide all required outdoor amenity area. In <i>Neighbourhoods</i>, open space within the block should be devoted to open landscape areas. <p><i>Building Address & Entrances</i></p> <ul style="list-style-type: none"> The pedestrian entrance should be relocated so that it is generous, comfortable and not located alongside the vehicular entrance. All units at grade should have grade-related entrances. <p>Materials & Articulation To be refined at the site plan stage.</p> <p>Planning for Children Consult the 'Growing Up' Draft Guidelines to ensure that this development responds to families with children. The website includes best practices described in case studies. www.toronto.ca/growingupTO. The following comments reflect best practices related to planning for children, divided into three scales listed below.</p> <p>NEIGHBOURHOOD</p> <ol style="list-style-type: none"> The design of the landscape areas should include naturalized planting and didactic elements that can teach children about ecology like sloping paving into landscape beds to create rainwater gardens. Consider log seating areas and biodiversity gardens. The social areas at grade should include whimsical landscape elements that respond to children's scale. Consider landforms, rubber surfacing and vertical playful elements. <p>BUILDING</p> <ol style="list-style-type: none"> Consider allowing for future flexibility through woodframe construction or through a concrete column structure. A minimum of 25% of the indoor amenity spaces should be secured in the ZBL 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; homework room with wifi for teens located in a visible area; rooms for toddler play than can be used for fitness or crafts in the evening, etc. These rooms should include generous storage space for moveable furniture. Encourage the social life of the building through social spaces in the lobby and corridors. The lobby should include a washroom as well as storage space for items like strollers. A dog relief area should be provided to reduce conflicts with children and to minimize damage on the common landscape areas and the public realm. Provide a workshop space for messy activities. This can be achieved in conjunction with a dog grooming/washing room and a bike repair room. <p>UNIT</p> <ol style="list-style-type: none"> 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 minimum percentages have been met, but the unit sizes have not been indicated. All larger units should have bedrooms with windows. Please indicate conceptual layouts of the internal units to ensure this is possible. All three bedroom units should be located on the corner to provide windows at the bedroom. 	<p>The grading as per the zoning by-law is as per discussions with City Planning.</p> <p>The existing easement is to be retained, with all rights maintained after the proposed development.</p> <p>The proposed parking has been revised to a conventional below grade parking garage, with a by-law compliant number of spaces and no surface parking. The paving in the rear of the site is proposed to be replaced with permeable paving, with hard and soft landscaping proposed for the remainder of the site outside of the access easement area.</p> <p>The pedestrian entrance has been relocated to the centre of the site, and is generous, comfortable and suitably separated from the vehicular entrance. Units at grade are proposed with grade-related entrances.</p> <p>Agreed.</p> <p>The Main Entrance area provides opportunities for planting, bike parking and seating along planter walls. An amenity area with synthetic turf has been proposed at the roof level which will encourage the social life of the building through varies landscape elements. The introduction of a BBQ island, private dining and lounge seating offer flexible spaces for communal gathering. Refer to Sheet L2-01 and L3-01 for details.</p> <p>Refer to Landscape Drawings.</p> <p>Flexibility has been provided in the Draft Zoning By-law Maps and Diagrams Programming of the indoor amenity space to be determined through the review of the enclosed Site Plan Application.</p> <p>Washroom in adjacent amenity area will be provided.</p> <p>Amenity space will be further detailed and the feasibility of various types of amenity programming will be discussed with Community Planning following Staff's review of the enclosed Site Plan Application. The revised proposal complies with the area requirements, refer to stats on A101 table 6.</p> <p>Generous unit sizes have been proposed, with the vast majority exceeding the guidelines. The detailed layouts of units will be confirmed through further design stages.</p>
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		<p>Landscape, Streetscape & Pedestrian Amenities <i>Landscape Plans & Details</i></p> <ul style="list-style-type: none"> • How will the green roof be maintained if the only access is through the private units? • Provide 1.2-1.5m of soil volume between grade and the parking garage roof slab to ensure mature tree growth. The sections do not describe the soil depth. • A landscape composite utility plan must be provided to confirm that any existing and proposed sanitary sewer, storm sewer, catch basins, watermain, hydrant locations, service laterals, a street lighting system, pedestals and transformers etc. do not conflict with street trees and private landscaping. • Paving associated with bicycle parking should be reduced. Please increase soft landscape area. • Provide public and private seating along the boulevard and at entrances. <p><i>Streetscape Improvements</i></p> <ul style="list-style-type: none"> • Streetscape improvements are required. <p>Toronto Green Standard Site Plan applications submitted on or after May 1, 2018 are required to meet Version 3 of the Toronto Green Standard (TGS). The proposal is to meet the Tier 1 requirements and is to strive to achieve Tier 2. For the checklist and site statistic templates for Version 3 of the TGS, please access the following link: https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/toronto-green-standard/toronto-green-standard-version-3/ Should you have any questions related to the above-noted comments, please contact Carla Tsang, Planner (416-395-7137 or Carla.Tsang@toronto.ca) or Julie Bogdanowicz, Senior Urban Designer (416-392-4394 or Julie.Bogdanowicz@toronto.ca).</p>	<p>Refer to A109 (through stair behind elevator core). In order to meet the Toronto Green Standards Soil volume requirements and to ensure adequate depth above underground parking slab, 600mm ht. planters are proposed along Bathurst. This allows for a min. 1.5m depth for trees. A composite Utility Plan has been prepared. Refer to Sheet L2-03.</p> <p>Soft landscape area has been increased overall around the building. Raised Planter have been introduced in the Main Entrance area and along the entire streetscape along Bathurst which provides seating opportunities. Streetscape improvements, including removal of the existing retaining wall, are proposed.</p> <p>A TGS Version 3 Checklist accompanies the Zoning By-law Amendment resubmission and Site Plan submission.</p>
<p>11</p>	<p>Urban Design</p> <p>Julie Bogdanowicz, Senior Urban Designer 14 June 2018</p>	<p>Urban Design is providing supplementary comments following the meeting with the applicant.</p> <p>General Comments</p> <ol style="list-style-type: none"> 1. To be confirmed with Transportation: would the driveway be better located so that it is aligned with Croydon Rd? If so, the extent of the easement could be negotiated. 2. The paving at the rear should be minimized. The following suggestions would require consent from the neighbours who share the easement. <ul style="list-style-type: none"> ○ Explore a hammerhead instead of a bulb. ○ Increase soft landscape area the rear in the north-east. The driveway area is not required for vehicles and should be made landscaped. 3. Provide shadow studies within a topo-corrected model. 4. The pop-up stairs remain a concern. Please provide additional views from neighbouring properties and from the opposite side of Bathurst street, to the north and south of the site. A sloped run of stairs would minimize the visual bulk of these elements. 5. Pursue eliminating visitor spaces at the rear and providing them in the garage. Given the over-provision of parking, how many stacker spaces can be converted to visitor spaces? 6. Please provide a chart to demonstrate unit sizes. <p>Can a landscape strip be added at the rear to screen and soften the neighbours' retaining wall and fences?</p> <p>Toronto Green Standard</p> <p>The ZBL application is to meet TGS V2. The future SPA will be required to meet TGS V3. We recommend that the applicant ensure that the V3 standards can be met during SPA given the approvals that will be made using TGS V2.</p>	<p>The easement is not proposed to be altered; therefore, the driveway located is proposed to remain.</p> <p>As above.</p> <p>Shadow Studies have been revised to reflect up-to-date topographical information. As above, the proposed pop-up stairs have been removed.</p> <p>As above, surface parking has been removed, with visitor parking spaces provided in the proposed parking garage. Refer to A101</p> <p>The easement is not proposed to be altered; therefore, the rear driveway is proposed to be repaved but remain with no alterations to neighbouring properties.</p>

		<p><u>Tier 1 Requirements</u></p> <ol style="list-style-type: none"> 7. AQ3.2 A new 2.1m pedestrian sidewalk is required on Bathurst. 8. AQ4.1 Provide canopy trees to shade the pavement at the rear. 9. Can a bottomless stormwater tank be pursued so that water can infiltrate into the soil? 10. WQ2.1 A low-impact approach to stormwater management is to be provided along the ROW. All hard surfaces should drain into landscape beds. This approach improves water quality which conventional storage does not. The irrigation also results in larger, healthier trees. A commitment to this approach should be provided at ZBL stage because the consultant's reports are required at this stage. The site plan stage is too late to re-engineer the site. A similar approach is strongly encouraged within the private site. Consult the Green Streets Guidelines now adopted by Council. 11. EC2.1: Provide tree canopy cover at a minimum rate of 1 tree for every 66 m² of 40% of the site area. With a site area of 4,161m², 25 trees are required. 	<p>A new 2.1m Sidewalk has been proposed along Bathurst, as requested. Large Growing Canopy Trees have been proposed where adequate soil volume and depth are available as per the Toronto Green Standards. A soil volume Plan has been prepared and indicates the Soil Depths and Volume available to each proposed tree. As per the Toronto Green Standards Requirements, 750m³ of total soil volume has been proposed on site with a minimum of 30m³ per Tree. Refer to Soil Chart on Sheet L2-01 which indicates how many trees can be accommodated on site.</p>
12	<p>Canada Post Tigist Yage Delivery Planning Officer 13 February 2019</p>	<p>Canada Post Corporation appreciates the opportunity to comment on the above noted application and it is requested that the developer be notified of the following:</p> <p>In order to provide mail service to the rental apartment building(s) for this development, Canada Post requests that the owner/developer comply with the following conditions:</p> <ul style="list-style-type: none"> - The owner/developer will provide each building with its own centralized mail receiving facility. This lock-box assembly must be provided and maintained by the Owner/Developer in order for Canada Post to provide mail service to the residents of this project. For any building where there are more than 100 units, a secure, rear-fed mailroom must be provided. - 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>As per our revised National Delivery Policy, street level residences and businesses will also receive mail delivery at centralized locations, not directly to their door. For example:</p> <ul style="list-style-type: none"> - extra mail compartments can be provided to accommodate these units in the main mailbox panel - if these units are not part of the condo then a separate centralized mail receiving facility/box can be set up by the developer at an alternative location. <p>As the project nears completion, it is requested that the Developer contact Canada Post directly for a Postal Code as existing postal coding will not apply and new postal codes will be issued for this development.</p> <p>The Developer's agent should contact a Delivery Supervisor – Toronto Depot K Post office – Phone number 416-422-1221 X 2004 for mailroom/lock box inspection and mail delivery startup.</p> <p>The complete guide to Canada Post's Delivery Standards can be found at: https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf</p>	<p>Refer to Drawing A105.</p>