FIRST CAPITAL

Creating thriving
urban neighbourhoods

June 29, 2023

via DIGITAL DELIVERY

City of Toronto
Community Planning – North York District
North York Civic Centre
5100 Yonge Street
Toronto, ON M2N 5V7

Attention: Ingrid Fung, Planner

RE: Resubmission of Official Plan & Rezoning Application (2nd Submission)
895 Lawrence Avenue East, File No.: 22 180913 NNY 16 OZ

As you know, First Capital REIT is the owner of the property municipally known as 895 Lawrence Avenue East (the "subject site"), through our subsidiary FCHT Holdings (Ontario) Corporation. The subject site is located at the southwest corner of Lawrence Avenue East and The Donway West.

We are pleased to resubmit the enclosed material in support of the above-noted Official Plan and Zoning By-Law Amendment application ("the application"), which we initially filed with the City of Toronto on July 19, 2022. This resubmission responds to the first set of City circulation comments and captures the changes discussed with Urban Design and Transportation staff during meetings held on May 31 and June 2, 2023. The first set of circulation comments includes the following:

- **Community Planning** (dated: February 23, 2023)
- **Engineering & Construction Services** (September 29, 2022)
- **Toronto Transit Commission** (dated: December 29, 2022)
- **Parks Development** (dated December 1, 2022)
- **Rogers** (dated: September 29, 2022 & March 17, 2023)
- **Urban Forestry** (September 28, 2022 & April 14, 2023)
- **Strategic Initiative, Policy & Analysis** (March 24, 2023)
- **Toronto District School Board** (September 16, 2022)
- **Toronto Catholic District School Board** (August 24, 2022)
- **Environment & Energy Division** (August 22, 2022)
- **Toronto Hydro** (February 27, 2023)

In response to the above-noted comments, we have revised the proposal and supporting material, as reflected in the enclosed drawings and reports. For ease of reference, we have prepared the attached response to comments matrix, which also serves as a detailed revisions list, outlining how and where the project team has addressed each comment (see **Attachment A**). It has also been filed as a separate submission document.

Compared to our last July 19, 2022 submission, the fundamentals of this mixed-use project remain largely unchanged, including the proposed built form, site organization and architectural design. While most of the adjustments are technical in nature, the following revisions are of note:

- **Gateway Plaza:** We have significantly modified the design of the gateway plaza at the northeast corner of the site. As requested, the steps have been eliminated, and the plaza is now at a predominantly level grade. The plaza includes large planters, seating, and new light fixtures.

- **Slab Stepping:** In order to eliminate the stairs within the gateway plaza and lower the entire plaza to a consistent level, four "breaks" have been introduced to the concrete slab allowing the retail space to step down in a west-to-east direction along the Lawrence Avenue East.

- **Porte-cochere:** As suggested, we have added a porte-cochere over the drop-off circle to create an architecturally significant moment referencing the mid-century design qualities of Don Mills.

- **Servicing Area:** The servicing area located at the west side of the building has been modified so that it is fully concealed within the massing of the building.

- **Mechanical Penthouse Height:** The height of the mechanical penthouse has been reduced from 8.0 metres to 7.0 metres.

- **Gateway Plaza – Residential Entry:** A decorative curved glass canopy has been added to offer greater prominence to the secondary residential entrance within the gateway plaza. The design ties into the proposed porte-cochere over the drop-off circle.

- **Primary Residential Entrance – The Donway Way:** We want to emphasize that the primary residential entrance is intended to be from the Donway West. A decorative feature wall with high-quality linear pavers will create a sense of arrival, leading pedestrians to the main entrance beneath the porte-cochere. Please refer to the rendering in architectural drawing A-406C.

- **Walkway Alignment:** The proposed walkway at the southeast corner of the site, parallel to The Donway West, has been modified to follow the curvature of the building. The walkway is now located beneath the building overhang providing weather protection.

In support of this resubmission, please find enclosed the following items for your review and consideration:

1. Resubmission Form;

2. Project Data Sheet;

3. Response to Comments Matrix & Revisions List, prepared by First Capital, dated June 29, 2023;

4. Boundary and Topographic Survey Plan, prepared by Schaeffer Dzaldov Bennett Ltd, dates June 26, 2013, updated April 23, 2023;

5. Architectural Plan, including TGS Statistics Template and TGS Checklist, prepared by WZMH Architects, dated June 30, 2023;

6. 3D Massing Study, prepared by WZMH Architects, dated June 26, 2023;

7. 3D Sketch-Up Model, prepared by WZMH Architects, dated June 20, 2023;

8. Architectural Renderings, prepared by Cicada Design Inc.;

9. Planning Addendum Letter, prepared by Bousfields Inc, dated June 26, 2023;

10. Draft Official Plan Amendment, prepared by Bousfields Inc.;

11. Draft Zoning By-Law Amendment to the city-wide Zoning By-law 569-2013, prepared by Bousfields Inc.;

12. Heritage Impact Assessment, prepared by ERA Architects, updated June 28, 2023;

13. Landscape & Composite Public Utility Plans, prepared by NAK Design Strategies, dated June 30, 2023;

14. Arborist Report & Tree Preservation Plan, prepared by Kuntz Forestry Consulting Inc, updated June 28, 2023;

15. Exterior Lighting & Photometric Plan, prepared by MBII, dated June 30, 2023;

16. Transportation Addendum Letter, prepared by BA Consulting Group Ltd, dated June 30, 2023;

17. Transportation Synchro Files, prepared by BA Consulting Group Ltd;

18. Civil Engineering Addendum Letter, prepared by R.J. Burnside & Associates Ltd, dated June 28, 2023;

19. Functional Servicing & Stormwater Management Report, prepared by R.J. Burnside & Associates Ltd. Updated June 30, 2023;

20. Site Servicing, Grading, Erosion & Sediment Control, and Public Utilities Plans, prepared by R.J. Burnside & Associates Ltd, dated June 30, 2023;

21. Geotechnical Investigation Report, prepared by Golder Associates Ltd, dated December 14, 2022;

22. Pedestrian Wind Conditions Update Letter, prepared by Rowan Williams Davies & Irwin Inc. (RWDI), dated June 30, 2023;

23. Toronto Green Standards Checklist (Version 4), prepared by Rowan Williams Davies & Irwin Inc. (RWDI); and,

24. Toronto Green Standards Statistics Template (Version 4), prepared by Rowan Williams Davies & Irwin Inc. (RWDI).

Should you have any questions, please do not hesitate to contact the undersigned at 416-216-4279.
Sincerely yours,
Joshua Butcher

Senior Director, Development
First Capital REIT for FCHT Holdings (Ontario) Corporation

cc: Sidonia Tomasella, Aird & Berlis LLP

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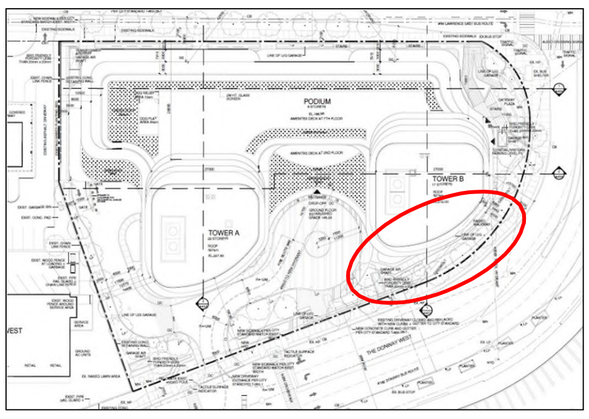
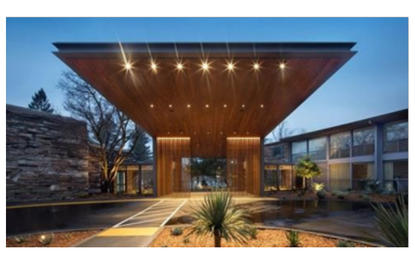
Attachment A:

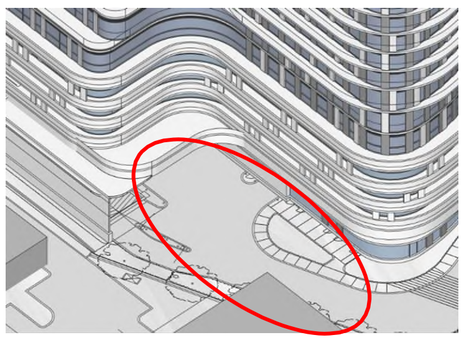
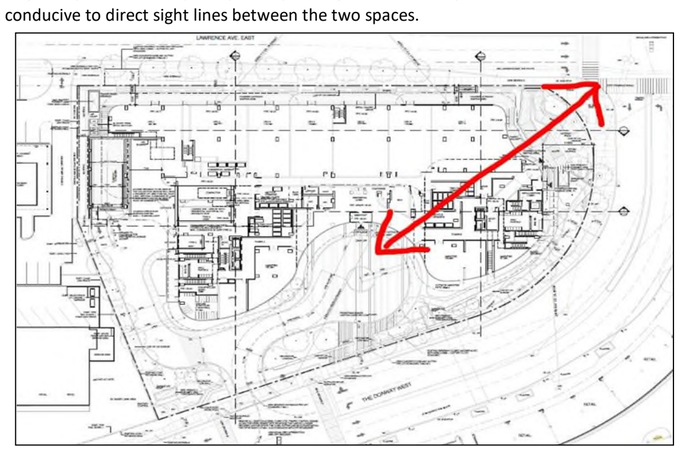
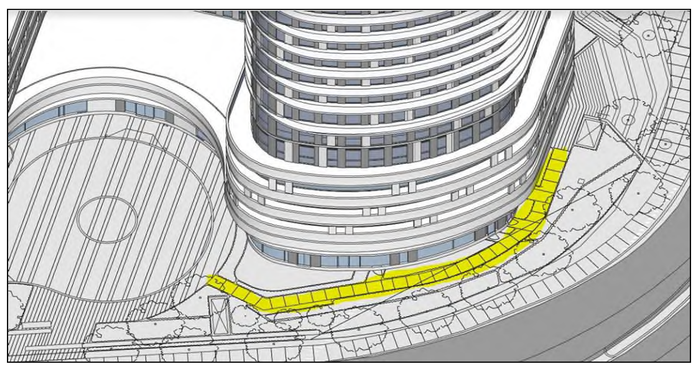
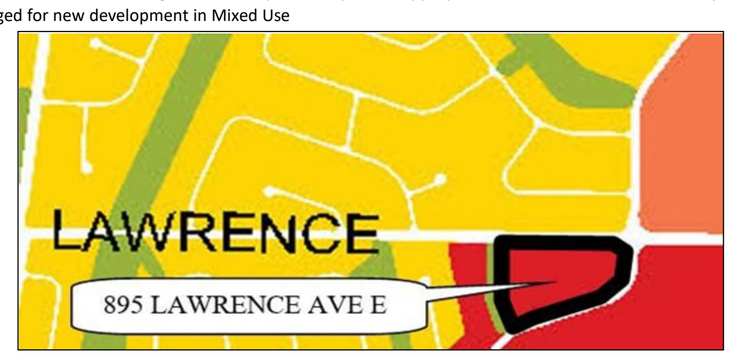
Response to Comments Matrix

Response to Comments Matrix: 895 Lawrence Ave E

Address(s): *895 Lawrence Ave E*
Application(s): *OPA & ZBA*
Application No.: *22 180913 NNY 16 OZ*
City Planner: *John Andreevski, Manager Community Planning*

Owner: *FCHT Holdings (Ontario) Corp.*
Date: *June 29, 2023*

No.	Comments	Response	Responsibility
PLANNING & URBAN DESIGN (Memo Dated: February 23, 2023)			
DRAFT OFFICIAL PLAN AMENDMENT			
1	The subject site is designated Mixed Use Areas on Map 20 – Land Use Plan of the Official Plan (OP) and Mixed Use Area 'C' on Map 24-1 – Land Use Areas of the Central Don Mills Secondary Plan (Secondary Plan). The submitted draft Official Plan Amendment (OPA) proposes to amend Section 4 of the Secondary Plan as follows:	Noted. No response required.	First Capital
a)	Section 4.2 – Density: To permit a maximum density of 5.02 times the lot area, whereas a maximum density of 1.0 times the lot area is permitted.	Noted. No response required.	First Capital
b)	Section 4.3.2 – Height: To permit a maximum height of 85.0 metres (22 storeys), whereas a maximum height of 530 feet above sea level (and no more than 8 storeys) is permitted.	Noted. No response required.	First Capital
2	With respect to increasing the maximum permitted density, Section 4.2 of the Secondary Plan states: *The Transportation Study prepared as background for this Secondary Plan notes that the transportation infrastructure, even with recommended improvements, cannot accommodate more development than 1.0 times the lot area in the Mixed Use Areas and those commercial lands shown on Map 24-1 as Neighbourhood 'A', Apartment Neighbourhood 'A' and Apartment Neighbourhood 'B'.* *In order to ensure equitable distribution of development potential, and to ensure that the capacity of the transportation infrastructure is not exceeded, a general density limit of 1.0 times the lot area will apply to all lands in the Secondary Plan Area designated as Mixed Use Areas, Neighbourhood 'A', Apartment Neighbourhood 'A' and Apartment Neighbourhood 'B' on Map 24-1.* *In the event that a review of this policy is undertaken in conjunction with consideration of an amendment to the Secondary Plan to permit densities on lands described in the previous paragraph in excess of 1.0 times the lot area, such a review will be undertaken on a comprehensive, rather than site specific basis.* Transportation Planning staff are requesting additional information in order to comprehensively understand the cumulative impacts of the proposed development on the transportation infrastructure and whether the increased density is appropriate, as required by the Secondary Plan. Please submit a Terms of Reference to Marlon Gullusci, Transportation Planner, at Marlon.Gallusci@toronto.ca.	Please refer to the responses in the Planning Addendum Letter, prepared by Bousfields, and the updated Transportation Impact Study Addendum, prepared by BA Group, included in this resubmission package. Comprehensive and detailed responses have been provided by both consultants from a planning policy and transportation engineering perspective. In summary, the July 2022 BA Group Report and the additional information/analysis outlined in the Response Letter included in this resubmission demonstrates that the City's transportation infrastructure can accommodate the proposed development.	BA Group Bousfields
3	With respect to increasing the maximum permitted height, it is noted that as height is related to density, City Planning staff will only consider increasing the permitted height subject to the applicant demonstrating that the City's transportation infrastructure can accommodate the proposed development. Additional comments related to the proposed height from the built form perspective are provided later in the memo.	Please refer to the responses in the Planning Addendum Letter, prepared by Bousfields, and the updated Transportation Impact Study Addendum, prepared by BA Group, included in this resubmission package. Comprehensive and detailed responses have been provided by both consultants from a planning policy and transportation engineering perspective. As further described in BA groups Transportation Impact Study Addendum, vehicular trip generation is comparable to the existing site as an active and operational commercial plaza. Although the proposed development would result in a slight increase in vehicular traffic in the weekday morning peak hour, traffic would decrease for the weekday afternoon peak hour and Saturday peak hour. The report concludes that for the two latter scenarios, if the existing transportation infrastructure can accommodate the demand of the existing site, and it would be able to accommodate demand generated by the proposed development.	BA Group Bousfields
4	Staff will continue to review the appropriateness of the OPA to ensure consistency with the Provincial Policy Statement, conformity with A Place to Grow: Growth Plan for the Greater Golden Horseshoe, as well as conformity with the objectives and policies of the OP and the Secondary Plan. The proposal shall also demonstrate conformity with the objectives and principles of relevant design guidelines, and meet all technical requirements as it relates to the capacity of the City's physical infrastructure, among other matters.	Please refer to the Planning Addendum Letter, prepared by Bousfields, included in this resubmission package. The proposed development conforms to the policies of the City of Toronto Official Plan, and in particular, it is permitted by the Mixed Use Areas land use designation and conforms with the Built Form Policies. The proposal requires an Official Plan Amendment to the Central Don Mills Secondary Plan to allow for a greater height and density within Mixed Use Area 'C'. It is our opinion that the Official Plan Amendment conforms with the Growth Plan and specifically the policies supporting the development of "complete communities" and those that seek to optimize the use of land and infrastructure and to encourage growth and intensification in "strategic growth areas". Further to this, it is our opinion that the proposed Official Plan Amendment to the Central Don Mills Secondary Plan to allow for greater height and density within Mixed Use Area 'C' will bring an outdated Secondary Plan into conformity with the current Provincial Policy Statement (2020) and the Growth Plan for the Greater Golden Horseshoe (2019), which explicitly directs intensification to sites such as this. The revised proposal represents good and appropriate land use planning and urban design and reflects an important opportunity to redevelop an underutilized site with new housing, which will increase housing choices in the area and support the development of complete communities.	Bousfields
DRAFT ZONING BY-LAW AMENDMENT			
5	The Draft Zoning By-law Amendment will continue to be revised as the resubmissions and revisions to plans are made. Staff are deferring comment on the text of the applicant's Site Specific Draft Zoning By-law until the issues identified are resolved.	Draft Zoning By-law has been revised in accordance with the revised proposal and is included with this resubmission package.	Bousfields
PUBLIC REALM AND SITE ORGANIZATION			
6	Re-examine the placement and orientation of Tower B, particularly as it relates to the southeast corner (refer to area circled in red to right) to improve pedestrian wind conditions along the public realm.	Please refer to RWDI's wind update letter included with this resubmission. The location of Tower B has been maintained and coordination with RWDI was undertaken to ensure pedestrian wind conditions are mitigated. The realignment of the pedestrian path is anticipated to mitigate wind speeds in this area appropriately. The applicant will work with RWDI and the design team to incorporate other local mitigation measures in this area and the impact of these changes will be evaluated as part of the SPA submission.	RWDI
a)	Additional design measures need to be explored as it relates to extending weather protection canopies. 	The pedestrian walkway is now located beneath the building overhang. Please refer to Dwgs A-204.	WZMH
b)	Extending the porte-cochere over the dropoff circle, to create an architecturally significant moment, could be an opportunity to reference midcentury architectural design qualities of Don Mills. The view terminus as one travels northward along the Donway West lends this particular area of the site quite well to such features. See examples below:   	As suggested, a new extended open canopy has been added at the main entrance to create an architecturally significant moment. Please refer to Dwgs A-203, A-204, A-400 + A-406C.	WZMH

No.	Comments	Response	Responsibility
7	The west service area driveway should be further integrated under canopy cover, and reduce visibility of the service areas from the west. See picture to the right for indicated area of driveway that should be covered. 	The roof over the exterior service area has been extended. Please refer to Dwg A-203 and A-204. WMHZ has also prepared a separate 3D Massing Study, which illustrates that the service area will be integrated within the building.	WZMH
8	Ensure the proposed sidewalk is entirely within the public right of way. Portions of the sidewalk at the southeast corner of the site straddle the property line.	The sidewalk is entirely on the ROW. Please refer to Dwg A-104, A-203.	WZMH
9	Revise design of retail units along Lawrence Avenue East to be at grade with the public right-of-way. Improve	Stepping has been incorporated into the slab to minimize the grade transition for the retail units along Lawrence Avenue East. The location of the slab stepping is shown on the ground floor Dwg A-203 and section Dwg A-404. Please also refer to renderings in the architectural Dwg A-406A and A-406B. WMHZ has also prepared a separate 3D Massing Study to help illustrate at-grade views around the site, including the retail includes along Lawrence Ave E. The 3D Massing Study, is included as a separate submission document.	WZMH
10	Confirm number of risers at the northeast corner of site. Avoid the creation of retaining walls around the perimeter of the site.	Through the introduction of stepping into the slab, the northeast corner is now at grade is does not require risers. Please refer to Dwg A-203, the renderings on Dwg A-406A and A-406B, and the separate 3D Massing Study.	WZMH
11	Pursuant to the Tall Building Guidelines (TBG), retail unit widths should be 7-10 metres wide. Confirm width of retail units.	Based on our reading of the Tall Building Guidelines, the Guidelines don't speak to retail unit widths. Instead, the Guidelines say that multiple building and storefront entrances are encouraged to be spaced an average of 7-10 metres along the street. We note that a separation of approximately 10 metres has been shown as well as conceptually narrower until units. However, the final demising of the retail units will be determined based on tenant demands. Please refer to Dwg A-203.	WZMH
12	Consider revising ground floor designs to permit visibility and porosity through the main drop off area in the south to the Lawrence Avenue public realm (refer to picture to right). The current design is not conducive to direct sight lines between the two spaces. 	We belive there should be visual separation between the commercial public realm and the residental entrance area. Direct sight lines between these two areas does not enhance the functionality or the programming of the residential area or the public realm and will continue to ensure the design allows for privacy of the residents off of Lawrence Ave.	WZMH
13	Confirm the below indicated walkway grade in relationship to the proposed Donway West public realm. Again, avoid the creation of retaining walls which do not help activate the public realm. 	The walkway has been pulled closer to the building for wind conditions and pedestrian weather protections. There are no retaining walls - only a feature addressing wall. The landscape is sloped down to the sidewalk on the ROW. Please refer to Dwg A-203, A-403 and the separate 3D Massing Study.	WZMH
14	A Photometric Plan was not submitted. Please submit in next submission.	An Exterior Lighting and Photometric Plan has been prepared by MBII and included as part of this resubmission.	MBII
AMENITY SPACE			
15	The wind conditions on the seventh floor amenity space range from uncomfortable to unsafe in the winter. It is noted that outdoor amenity space should be designed for all season use. Further, this space includes the dog play and pet relief area, which will be used throughout the year. Please reconsider design options to improve wind conditions.	Please refer to RWDI's wind update letter included with this resubmission. Additional wind mitigating measures have been introduced to the 7th floor amenity space, which are anticipated to mitigate wind conditions. The dog play + reief area has been moved down to grade at the west side of Tower A (beside the entrance to the dog/stroller washroom). Please refer to Dwg A-203	RWDI WZMH
BUILT FORM / HEIGHT			
16	The City's OP and Tall Buildings Guidelines (TBG) encourage new development to provide appropriate transition in scale and density to areas of different development intensity. This transition is especially encouraged for new development in Mixed Use 	Please refer to the Planning Addendum Letter, prepared by Bousfields, included in this resubmission package for a comprehensive and detailed response. The response speaks to the history of the land designations in this area, including the north side of Lawrence Avenue East, and how the development achieves appropriate transition.	Bousfields
17	The submitted materials indicate that the proposed towers pierce through the angular plane from the Neighbourhoods designation to the north. While a tall building may be considerable for the site, the towers should not pierce the angular plane as proposed. Reduction in height is strongly encouraged.	Please refer to the Planning Addendum Letter, prepared by Bousfields, included in this resubmission package for a comprehensive and detailed response. In summary, the 45-degree angular plane is a guideline that is intended to adequately limit built form impacts, and to achieve the appropriate transition to the surrounding low-rise residential context. In our opinion, the revised proposal meets the primary intention of this guideline through the use of setbacks, stepbacks and the height allocation of the proposed towers. Based on the above analysis, it is our opinion that measuring the angular plane from the north side of Jocelyn Crescent is the most appropriate location, given the existing use at 888 Lawrence Avenue East and the historical context of the property.	Bousfields
18	It is further noted that future submission materials shall use the appropriate angular plane (i.e. 45 degrees from the Neighbourhoods designation as opposed to a mid-rise angular plane) and that the angular plane should extend across the site to clearly illustrate where it intersects with the towers, should any intersection occur.	Please refer to the Planning Addendum Letter, prepared by Bousfields, included in this resubmission package which contains various 45-degree angular plane drawings.	Bousfields
19	The submitted materials show the proposed mechanical penthouses to be approximately 8.0 metres tall. Staff question the need for this height and note that this may be an opportunity to further reduce the overall height of the proposal.	The Mechanical penthouse has been reduced to 7m in height. Please refer to Dwg A-400, A-401, A-403, A-404.	WZMH
HERITAGE			
20	The subject property is not listed on the City of Toronto's Heritage Register or designated under Parts of IV or V of the Ontario Heritage Act (OHA). However, the subject property is adjacent to 885 Lawrence Avenue East (Bank of Nova Scotia branch building), which is listed on the City of Toronto's Heritage Register.	Noted. No response required.	ERA
21	The City's Official Plan policies state that proposed alterations, development, and/or public works on or adjacent to, a property on the Heritage Register will ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City (OP Policy 3.1.5.5).	Noted. No response required.	ERA
22	Heritage Planning has no comment on the proposed development in principle; however, in order to minimize the potential impact of the proposal at 895 Lawrence Avenue East to the adjacent heritage property to the west, it is requested that the application materials be updated to include an elevation drawing or rendering of the north/front elevation (looking south) that shows the proposed building and the adjacent heritage building in their entirety. A reference to datum lines of these adjacent listed buildings and their materials should be included to support this objective and help to demonstrate that the proposal respects the scale, form, and massing of its context.	HIA has been updated with newest drawings, including a site section drawing with reference to datum lines. A reference to materials is also included.	ERA

<table>
<tr><th>No.</th><th>Comments</th><th>Response</th><th>Responsibility</th></tr>
<tr><td colspan="4"><u>TRANSPORTATION DEMAND MANAGEMENT (TDM)</u></td></tr>
<tr><td>23</td><td>In accordance with the policies in the City's Official Plan, Toronto Green Standard (TGS) – Version 4 and Guidelines for the Preparation of Transportation Impact Studies (2013), the applicant shall identify the appropriate Travel Demand Management (TDM) programs/measures to be implemented on/for the subject site to reduce the single occupancy auto vehicle trips generated by the proposed development.</td><td>Noted. The Transportation Demand Management (TDM) plan proposed as part of the project has been updated in accordance with the below comments (#24 and #25) and in BA Group's OPA/ZBA Resubmission letter, an update is provided regarding reducing single occupancy vehicle trips generated by the proposed development (TGS AQ 1.1).</td><td>BA Group</td></tr>
<tr><td>24</td><td>The following chart summarizes the proposed TDM measures (excluding parking management strategies, City's policy / by-law / TGS requirements and promotional / educational strategies) as noted in the Transportation Impact Study (TIS) Report prepared by BA Group (dated July 2022) and City Planning staff's comments:
<table>
<tr><th>TDM Measure</th><th>TIS Proposal</th><th>City Comments</th></tr>
<tr><td>Local Cycling Network Improvement Funding</td><td>- A funding contribution to the Toronto bicycle infrastructure fund will be considered.</td><td>- Please provide additional clarification on the proposed funding for Local Cycling Network Improvements such as location and the total funding contribution.</td></tr>
<tr><td>Bike-Share</td><td>- A funding contribution to the Bike Share Toronto bicycle infrastructure fund will be considered.
- A Bike Share station may be located on site if desired by Bike Share Toronto.</td><td>- Coordinate with the City/Toronto Parking Authority (TPA) to secure a financial contribution for future implementation of bike-share facilities and programs in the area.
- We accept the applicant's proposal to provide funding for Bike Share station. We request the applicant provide two Bike Share stations at a total value of $100,000.</td></tr>
</table></td><td>Please refer to the Transportation Impact Study Addendum, prepared by BA Group. The TDM plan proposed as part of the project has been updated to provide further clarification regarding proposed funding for Local Cycling Network Improvements and Bike Share Toronto funding contribution.</td><td>BA Group</td></tr>
<tr><td>25</td><td>A stronger TDM plan is required for this site to support the proposed parking reduction, address the site related vehicular traffic issues, and satisfy the requirements in the Toronto Green Standard. The following is a list of additional TDM measures that are considered appropriate for the subject site:</td><td>Noted.</td><td>BA Group</td></tr>
<tr><td>a</td><td>Pre-loaded Transit Passes – Provided to each residential unit upon occupancy at the value of a TTC monthly pass ($150).</td><td>This TDM measure is now included in the TDM Plan as outlined in Section 4.1 of BA Group's Transportation Impact Study Addendum.</td><td>BA Group</td></tr>
<tr><td>b</td><td>Car-Share Vehicle and Space – provision of car-share vehicle and parking space in a highly visible and publicly accessible location.</td><td>This TDM measure is now included in the TDM Plan as outlined in Section 4.1 of BA Group's Transportation Impact Study Addendum. Notably, one car-share parking space is now included in the architectural plan.</td><td>BA Group</td></tr>
<tr><td colspan="4"><u>COMMUNITY SERVICES AND FACILITIES</u></td></tr>
<tr><td>26</td><td>The City's Official Plan Policy 2.3.1.7 identifies that community and neighbourhood amenities will be enhanced where needed by improving and expanding facilities, creating new facilities and adapting existing services to changes in the needs of the neighbourhood. Section 3.2.2 of the Official Plan calls for adequate and equitable access to community services and local institutions, and sets out a policy framework that, among other things, encourages the inclusion of community service facilities as part of private development.</td><td>Noted.</td><td rowspan="4">First Capital</td></tr>
<tr><td>27</td><td>The allocation of Community Benefit Charge funds for the subject development should be allocated to the community's current priorities:</td><td rowspan="3">We are willing to discuss specific benefits are part of a broader CBC discussion involving the Councillor's office.</td></tr>
<tr><td>a)</td><td>The creation or expansion of flexible, multi-purpose non-profit community agency space to provide a range of programs for people of all ages and abilities, with a particular focus on responding to the needs of the large Seniors population in the area; and</td></tr>
<tr><td>b)</td><td>Financial contributions towards improvements and/or expansion of the Don Mills District Library.</td></tr>
<tr><td colspan="4"><u>GROWING UP GUIDELINES</u></td></tr>
<tr><td>28</td><td>The Growing Up Guidelines recommends a minimum of 15% of units to be 2 bedroom units and a minimum of 10% of units to be 3 bedroom units. The application proposes 15.3% of units to be 2 bedroom units and 10% of units to be 3 bedroom units. While City Planning staff are satisfied with the proportion of 2 and 3 bedroom units, it is noted that the units sizes shall also comply with the Guidelines. This information has not been provided at this time. Please provide this information with next submission.</td><td>Please refer to the Planning Addendum Letter, prepared by Bousfields. Additionally, a detailed spreadsheet of units areas has now been prepared. Please refer to Dwg A-100. Suite types and unit areas have been shown on the plans.

Studio 5.25%, 1 Bedroom 60.27%, 2 bedroom 24.43% + 3 Bedroom 10.05%.</td><td>Bousfields
WZMH</td></tr>
<tr><td>24)</td><td>City Planning staff will continue to review the proposal against the Growing Up Guidelines as the proposal evolves. The applicant is advised to refer to the Guidelines to ensure the proposal meets the Guidelines with respect to matters, such as:

a.Building configuration
b.Common area design
c.Amenity space provision
d.Unit location
e.Unit size
f.Unit layout</td><td>A detailed spreadsheet of unit areas has now been prepared. Please refer to Dwg A-100. The spreadsheet shows the locations of the larger units in the lower podium and lower portions of the towers.</td><td>Bousfields
WZMH</td></tr>
<tr><td colspan="4"><u>PET FRIENDLY GUIDELINES</u></td></tr>
<tr><td>30</td><td>City Planning staff will continue to review the proposal against the Pet Friendly Guidelines as the proposal evolves. The applicant is advised to refer to the Guidelines to ensure the proposal meets the Guidelines.</td><td>Noted. The proposal has been revised in accordance with the Pet Friendly Guidelines. A pet relief area is provided at ground level on the West side of Tower A and an indoor relief area as well adjacent to it (See A-203 – Ground Floor Plan). The design and final location of the pet relief area will be further determined during the Site Plan Stage.</td><td>Bousfields</td></tr>
<tr><td colspan="4"><u>TORONTO GREEN STANDARDS</u></td></tr>
<tr><td>31</td><td>City Planning staff will continue to review the proposal against TGS standards as the proposal evolves. As the application was submitted after May 1, 2022, TGS Version 4 shall apply. While Tier 1 of the TGS is mandatory, staff encourage applicants to strive for higher Tier levels to respond to increasing climate pressures on the City.</td><td>The proposal has been designed to meet the TGS Version 4 Tier 1 standards. As the development evolves, Tier 2 standards will be considered and evaluated. However, this will ultimately this will be determined later in the process at Site Plan stage.</td><td>Bousfields</td></tr>
<tr><td colspan="4"><u>GREEN ROOF BY-LAW</u></td></tr>
<tr><td>32</td><td>The development is subject to the City's Green Roof By-law. Should a green roof not be provided in accordance to the By-law, a variance from the By-law is required.</td><td>The green roof stats are shown on Dwg A-100. We meet or exceed the minimum required area.</td><td>WZHM</td></tr>
<tr><td colspan="4">ENGINEERING & CONSTRUCTION SERVICES (MEMO DATED: SEPTEMBER 29, 2022)</td></tr>
<tr><td colspan="4"><u>A. Revisions and Additional Information Required for Site Plan, Studies and Drawings</u></td></tr>
<tr><td>1.1</td><td>Transportation Services</td><td></td><td></td></tr>
<tr><td>a)</td><td>Provide an updated Transportation Impact Study Addendum to address the comments outlined in Traffic Assessment – Section D;</td><td>Noted. BA Group has provided a Transportation Impact Study Addendum addressing comments outlined in Traffic Assessment - Section D.</td><td>BA Group</td></tr>
<tr><td>b)</td><td>Delineate and identify on all drawings the following lands as being conveyed to City for a nominal sum and free of any obstructions:
(i) A 0.40m wide strip of land along the The Donway West frontage of the site, to be conveyed to the City, in order to satisfy the Official Plan requirement.</td><td>The 0.4m conveyance has been show along The Donway West and Lawrence. Please refer to Dwg A-104, A-201, A-202, A-203, A-400, A-401, A-403 +A-404</td><td>BA Group
WZMH</td></tr>
<tr><td>c)</td><td>Include a notation on the site plan and landscape plan stating that "The 0.40m wide strip of land along the The Donway West frontage of the site will be conveyed to the City in an unencumbered manner for a nominal sum, to the satisfaction of the City;</td><td>A note has been added on Dwg A-104.</td><td>BA Group
WZMH</td></tr>
<tr><td>d)</td><td>Please provide parking spaces in accordance with the rates specified in Section B;</td><td>As with the July 2022 OPA/ZBA submission and as outlined in the July 2022 BA Report, it is proposed to provide vehicular parking in accordance with the minimum parking rates: 0.61 parking spaces per unit (residents), Residential visitor and retail parking provided on a shared, non-exclusive basis, based on a combination of the following parking supply ratios (0.10 parking spaces per unit for residential visitors and 1.50 parking spaces per 100 m2 GFA for retail. In addition, one (1) car-share parking space provided within shared non-resident parking area.

It is noted in the comment that parking space requirements are governed by the applicable parking provisions contained in the Toronto Zoning By-law 569-2013 amended by By-law No. 89-2022 (Bill 81- 2022), which were noted to be under appeal. Since the time the comments were provided (the Development Engineering memorandum was dated September 29, 2022), the appeals of By-law 89-2022 (and By-law 125-2022) were resolved. On October 12, 2022, the Ontario Land Tribunal issued an order (OLT-22-002960) that the By-laws shall be deemed to have come into force on the day each was passed. The dates of passing for By-law 89-2022 and By-law 125-2022 pre-dated the application of the initial OPA/ZBA submission for the site. Therefore, all comments provided relating to accepting Zoning By-law 569-2013 Policy Area 4 minimum parking rates, and all comments related to requirements for acceptable justification are no longer applicable. The proposed parking rates outlined above are compliant with Zoning By-law 569-2013, as amended by By-law No. 89-2022 and By-law 125-2022.</td><td>BA Group
WZMH</td></tr>
<tr><td>e)</td><td>Demonstrate compliance with the requirements of the Toronto Green Standard (TGS) Version 4.0, as further discussed in Section D.</td><td>Noted. The Transportation Demand Management (TDM) plan proposed as part of the project has been updated in accordance with the below comments (#24 and #25) and in Section 4.2 of BA Group's OPA/ZBA Resubmission letter, an update is provided regarding reducing single occupancy vehicle trips generated by the proposed development (TGS AQ 1.1).</td><td>BA Group</td></tr>
<tr><td>f)</td><td>The corner radii at the intersection of Lawrence Avenue East and The Donway West must be designed as per the City's Curb Radii Guidelines;</td><td>The corner radii at The Donway West + lawrence has been reduced to 7m from 10.3m. Dwg A-104, A-203.</td><td>BA Group
WZMH</td></tr>
</table>

No.	Comments	Response	Responsibility
g)	The applicant must submit acceptable functional plans illustrating the modifications to the pavement markings and signage along Lawrence Avenue East and The Donway West, along with the required civil works related to the curb radii modifications and other road improvements on both streets;	A functional plan illustrating modifications to the pavement marking and signage plan at the intersection of Lawrence Avenue East and The Donway West (due to corner radii change noted above) is provided in Appendix B of BA Group's Transportation Impact Study Addendum.	BA Group
h)	Provide acceptable functional traffic signal plans and cost estimates for the potential new traffic signal at the The Donway West / Marie Labatte Road / New site driveway intersection;	A functional plan illustrating changes to the intersection of The Donway West / Marie Labatte Road / New Site Driveway to accomodate the new site driveway and signalize the intersection is provided in Appendix B of BA Group's Transportation Impact Study Addendum.	BA Group
i)	Revise the site plans and landscape plans to show the provision of minimum 2.1m wide linear paths of concrete public sidewalks along all development site frontages, which: (i)Must be clear of any encumbrances such as utility poles, fire hydrants, bike rings, street furniture, specialized paving areas, landscaping, etc.; (ii)Must be entirely within the public right-of-way; (iii)Must be continuous through the driveway; (iv)Must be offset 0.3m from the property line; (v)Must have appropriate transition areas beyond the site frontages connecting to the existing sidewalks at a 5:1 ratio; and (vi)Must be aligned with the existing adjacent sidewalks and maintain a linear course.	Addressed, labels and dimensions added, refer to L1.0. In addition, the sidewalk has been adjusted. Dwg A-104, A-203.	WZMH
j)	Include a notation on the site plans and landscape plans stating that "The new reconstructed sidewalks along the development site frontages will be built to the satisfaction of the City and at no cost to the municipality";	Addressed, refer to landscape drawing L1.	NAK
k)	Provide a phasing plan for the build-out of the site;	No phasing proposed.	First Capital
l)	Ensure all encumbered spaces, e.g. spaces adjacent to the obstructions such as walls and pillars that extend beyond the first 1.0m of the space, must have an additional clearance of 0.3m for each side of the obstruction to be counted as legal spaces. The clearance must be labelled on the submitted underground plans for the parking spaces where it is required;	All parking spaces with obstructions have been dimensioned so as they may be counted as legal spaces. Dwg A-201, A-202	WZMH
1.2	**Engineering & Construction Services**		
a)	**We have reviewed the Site Plan A-104 and offer the following comments:**		WZMH
i)	The current plan proposes a new municipal sidewalk on The Don Way West located within private lands by the property bend just south of Tower B, which is not permitted. The plan needs to be revised to propose sufficient land conveyance to the City of Toronto to locate the proposed sidewalk as follows: The proposed municipal sidewalk is to be located with an offset of 0.3m from the property line by labelling the offset;	Dwg A-104, A-203 have been updated to reflect this.	WZMH
ii)	This plan is to be revised to explicitly show the following details: - Clearly show the limits of the proposed 2.1m wide concrete public sidewalks along all development site frontages within public lands; - Clearly show an appropriate transition areas connecting to the existing sidewalks at a 5:1 ratio. Please label the ratio on Lawrence Avenue and The Don Way West; - The proposed municipal sidewalk is to be located with an offset of 0.3m from the property line by labelling the offset; - Dimension the proposed sidewalk at the intersection of Lawrence Avenue and Don Way West on Lawrence Avenue (at the pinch point) where the above mentioned requirements are met and any lack of sufficient right of way in the existing conditions needs to be addressed by proposing sufficient land conveyance to accommodate the proposed municipal sidewalk.	Dwg A-104, A-203 have been updated to refelct this.	WZMH
iii)	The following note is to be added to this plan: Be advised that should any party, including the owner 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.	Note has been added on Dwg A-104, A-203.	WZMH
iv)	This plan makes reference to an easement in the vicinity of the The Don Way West, which is unclear what the easement is for and in favour of which party. In the event this easement is in favour of the City of Toronto then the applicant is to clarify the intent of the easement and provide the legal document details to confirm the intent.	This easement is for Hydro, noted on Dwg A-104, A-203.	WZMH
v)	The architectural drawings are to also show proposed tree planters that are not located on top of proposed service connections to the building, as this practice would not be acceptable. Current landscape drawings show this conflict; therefore, the proposed service connections or proposed planters are to be relocated to eliminate all conflicts. The engineer and landscape architect are to work together to address this issue.	This condition has been updated Dwg. A-104, A-203.	WZMH
vi)	The architectural drawings are to show the entire Lawrence Avenue East and The Donway East rights of way to ensure that the proposed pedestrian cross is correctly aligned with the pedestrian crossing located at the north- west corner of Lawrence Avenue East and The Donway East. In addition a tactile plate needs to be proposed at the pedestrian crossing.	As shown on Dwg. A-104, A-203.	WZMH
vii)	This plan is to be revised to clearly show and label a 0.40m widening is required along the entire The Donway West frontage of this development in additional to any require road widening on Lawrence Avenue and The Don Way west to ensure the proposed municipal sidewalk I s correctly located within public lands.	As shown on Dwg. A-104, A-203.	WZMH
b)	**We have reviewed the Landscape Plan L1 and offer the following comments:**		NAK
i)	The current plan proposes a new municipal sidewalk on The Don Way West located within private lands by the property bend just south of Tower B, which is not permitted. The plan needs to be revised to propose sufficient land conveyance to the City of Toronto to locate the proposed sidewalk as follows: The proposed municipal sidewalk is to be located with an offset of 0.3m from the property line by labelling the offset;	Addressed, refer to landscape plan L1.0	NAK
ii)	This plan is to be revised to explicitly show the following details: - Clearly show the limits of the proposed 2.1m wide concrete public sidewalks along all development site frontages within public lands; - Clearly show an appropriate transition areas connecting to the existing sidewalks at a 5:1 ratio. Please label the ratio on Lawrence Avenue and The Don Way West; - The proposed municipal sidewalk is to be located with an offset of 0.3m from the property line by labelling the offset; - Dimension the proposed sidewalk at the intersection of Lawrence Avenue and Don Way West on Lawrence Avenue (at the pinch point) where the above mentioned requirements are met and any lack of sufficient right of way in the existing conditions needs to be addressed by proposing sufficient land conveyance to accommodate the municipal sidewalk.	Addressed, refer to L1.0. Additionally, transition areas of 5:1 (2%) have been shown on the civil dwgs G1	NAK
iii)	This plan makes reference to an easement in the vicinity of the The Don Way West, which is unclear what the easement is for and in favour of which party. In the event this easement is in favour of the City of Toronto then the applicant is to clary the intent of the easement and provide the legal document details to confirm the intent.	It's a hydro easement, refer to L1.0	NAK
iv)	The landscape drawings are to also show proposed tree planters that are not located on top of proposed service connections to the building, as this practice would not be acceptable. Current landscape drawings show this conflict; therefore, the proposed service connections or proposed planters are to be relocated to eliminate all conflicts. The engineer and landscape architect are to work together to address this issue.	Trees are revised and there is not any conflict with proposed and existing utilities, refer to L0, L1.0	NAK
v)	The landscape drawings are to show the entire Lawrence Avenue East and The Donway East rights of way to ensure that the proposed pedestrian cross is correctly aligned with the pedestrian crossing located at the north- west corner of Lawrence Avenue East and The Donway East. In addition a tactile plate needs to be proposed at the pedestrian crossing.	Addressed, drawing scale changed to 1;250 to extend to the sequestered area, refer to L0, L1.1 Additionally, tactile paltes are shown at the crossing.	NAK
vi)	This plan is to be revised to clearly show and label a 0.40m widening is required along the entire The Donway West frontage of this development in additional to any require road widening on Lawrence Avenue and The Don Way west to ensure the proposed municipal sidewalk I s correctly located within public lands.	Land coveyance added to plan and sections, refer to L1, L3 section drawings	NAK
vii)	All civil works, including all tree pits, planters etc. within the municipal rights-of-way are to be dated and stamped, including certification to the Executive Director, Engineering and Construction Services, by a Professional Structural Engineer (2 stamps) confirming that these features have been structurally designed to the Canadian Highway Bridge Design Code (drawings need to be dated and stamped by Professional Structural Engineer with copies provided to Development Engineering). Therefore, all affected Landscape Drawings are to be stamped and dated by two structural engineers.	Note added, refer to L0, L1, L3 section drawings	NAK
c)	**We have reviewed the Details D1 and offer the following comments:**		RJ Burnside
i)	- This drawing is to be revised to indicate that the proposed municipal sidewalk and concrete apron adjacent to the curb and gutter are to be separated by an expansion joint as per City of Toronto T- 310.010-2 - Concrete Sidewalk with Soft Boulevard or Concrete Sidewalk Adjacent to Curb. Therefore, this drawing is to be revised to propose Concrete Sidewalk Adjacent to Curb as per City of Toronto T-310.010-2 in the vicinity of Lawrence Avenue and the The Don Way intersection. The private driveway entrance as per City Standard T-350.01 where the mountable curb and gutter is constructed across the driveway entrance, the municipal sidewalk is extended across the entrance and entrance return barrier curbs are terminated at the edge of proposed municipal sidewalk and the sidewalk and mountable curb across the entrance are to be separated by an expansion joint as City of Toronto T-310.010-2. Furthermore, City of Toronto standard T310.050-1 needs to be eliminated from this drawing.	Drawing G1 was revised to includes notes that state: *"Proposed municipal sidewalk as per City Standard T-310.010-2"* . Standard T-310.010-2 is provided on Drawing D1 and City of Toronto Standard T-310.050-1 has been removed from Drawing D1. WZMH - Notes have been added to Dwg A-104, A-203	RJ Burnside
ii)	- A control orifice pipe and manhole detail, including the 100 yr HGL, needs to be included on the servicing plan, showing that the orifice pipe is proposed and constructed upstream of the inspection maintenance hole. Location of the orifice pipe needs to be identified on the servicing plan as well the cross section captured on this drawing.	A section through the stormwater vault has been added to Drawing D1 that shows the control orifice pipe, 100-yr HGL, 2-yr HGL and manhole details.	RJ Burnside
iii)	- All proposed service connection cross sections are to be provided to show existing utility dimensions, locations and depths within the municipal boulevards.	Cross-sections have been provided for all proposed service connections on Drawing D1 that show existing utility dimensions, locations, and depths within the municipal boulevards.	RJ Burnside
d)	**We have reviewed the Servicing Plan S1 Functional Servicing and offer the following comments:**		RJ Burnside

No.	Comments	Response	Responsibility
i)	This plan shows two towers with a linking podium where only two sanitary and water service connections are proposed for the entire development. The engineer is to note that in order to be in compliance with the Built Form the following requirements need to be satisfied: Every point tower shall have its own independent service connection to the municipal potable water and sewer services, including all associated stormwater management facilities. For clarification, this applies regardless of any shared podium structures, common underground parking structures, or anticipated ownership structures (including all forms of condominium ownership). Any podium that provides a base for more than one point tower shall also have its own independent service connection to the municipal potable water, storm and sanitary sewer services. Based on the proposed Built Form for this development a minimum of three water and sanitary service connections are to be provided. Details related to the built form and number of service connections will be included in the Site Plan Agreement as conditions. Furthermore, the Functional Servicing report needs to be modified to be in compliance with current City of Toronto standards, therefore, this section of the report that discusses sanitary and water service connections needs to use the same language that has been included in the built form paragraph by mentioning the number of towers and the presence of a podium as follows: - This application has been commented under the consideration that this development has two towers and a shared podium. Therefore, three separate water service connections and three sanitary service connection have been provided to service this entire development in order to be in compliance with the Sewer By Law and the Water By Law.	The Servicing Plan S1 has been revised to show three separate sanitary service connections to the existing sanitary sewer in The Donway West as well as three separate domestic water service connections to the existing watermain in The Donway West. The Functional Servicing Report has also been revised to note that three sanitary service connections and three water service connections have been provided to service the proposed development in accordance with the Sewer By-Law and Water By-Law.	RJ Burnside
ii)	The current drawing shows a proposed municipal hydrant to accommodate the needs of this development. The engineer is to revise this drawing to propose a private hydrant to meet the fire needs for the development with the assistance of a private hydrant.	The location of the proposed municipal hydrant that fronts The Donway West has been revised so that the hydrant is located on private property, thus becoming a private hydrant. Hydrant location has been updated. Dwg A-104, A-203.	RJ Burnside
iii)	This plan is to be revised to indicate that all service connections are to be installed by the City of Toronto at the applicant's cost.	A note was added to the drawing that states *"All service connections to be installed by the City of Toronto at the applicant's cost"* .	RJ Burnside
iv)	The Servicing Plan are to show all proposed trees within the municipal boulevard to ensure that trees are not placed on top of proposed service connections.	The Servicing Plan S1 has been revised to show all proposed trees within the municipal boulevards of Lawrence Avenue East and The Donway West.	RJ Burnside
v)	Currently, the Servicing Plan suggests the proposed storm service connection to be installed under the existing bus pad and shelter, which is not permitted. The proposed storm connection is to be relocated and the existing bus shelter is to be clearly shown on this plan. In addition a proposed tree is proposed on top of the storm controlled manhole, which is not permitted.	As requested by the City, the bus pad and shelter has been relocated to Lawrence Avenue East, therefore the proposed storm connection is no longer in conflict with the bus shelter. The bus shelter has been labelled on the updated Servicing Drawing, S1. The trees have been relocated such that there are no conflicts with the storm control manhole.	RJ Burnside
vi)	All pipe sizes, slopes and lengths of service connections are to be shown.	All pipe sizes, slopes, and lengths for all service connections have been provided on the Servicing Plan S1.	RJ Burnside
vii)	The engineering drawings are to be revised to indicate that the proposed driveway entrance is to be constructed as per City Standard T-350.01 where mountable curbs are constructed across the driveway entrances, municipal sidewalks are extended across the entrances and entrance return barrier curbs are stopped at the edge of proposed municipal sidewalk. Furthermore, all engineering drawings are to clearly show and label a 2.1 m wide concrete sidewalk along The Donway West and Lawrence Avenue East frontages. Furthermore, these drawings are to show how the proposed 2.1 m wide sidewalk ties into the existing sidewalk north and east of this development.	Notes and dimensions are included on the updated Servicing Drawing S1 and Grading Drawing G1 indicating the 2.1m wide municipal concrete sidewalk along the The Donway West and Lawrence Avenue East. The entrance has been revised and labelled on the updated Servicing Drawing S1 and Grading Drawing G1 to indicate that it is to be constructed as per City Standard T-305.01. The transition of the proposed 2.1m sidewalk to the existing sidewalk is shown on both the updated Grading and Servicing Drawing.	RJ Burnside
viii)	The engineering drawings are to indicate that the proposed curb and gutter at Lawrence Avenue East and The Donway West is to be separated from the proposed sidewalk by a typical expansion joint as per City of Toronto T-310.010.	A note has been added to the updated Servicing Drawing S1 and Grading Drawing G1 indicating that the proposed curb and gutter is to be separated from the proposed sidewalk by a typical expansion joint *as per City of Toronto T-310.010.*	RJ Burnside
ix)	The engineering drawings are to also show proposed tree planters that are not located on top of proposed service connections to the building, as this practice would not be acceptable. Current landscape drawings show this conflict; therefore, the proposed service connections or proposed planters are to be relocated to eliminate all conflicts. The engineer and landscape architect are to work together to address this issue.	The landscape drawings have been revised such that tree planters are not located on top of proposed service connections. Service connections and landscaping has been coordinated, all landscaping is shown on the updated Servicing Drawing S1.	RJ Burnside
x)	The engineering drawings are to show the entire Lawrence Avenue East and The Donway East rights of way to ensure that the proposed pedestrian cross is correctly aligned with the pedestrian crossing located at the north- west corner of Lawrence Avenue East and The Donway East. In addition a tactile plate needs to be proposed at the pedestrian crossing.	Grading Drawing G1 and Servicing Drawing S1 have been revised to show the entire Lawrence Avenue East and The Donway East rights of way to show the alignment of the pedestrian crossings. The tactile plates have been shown at the pedestrian crossing on the updated Grading Drawing G1.	RJ Burnside
xi)	The engineering drawing suggests that two fire connections are to be provided to accommodate the needs to building in excess of 84 m where both the fire connections are to be installed on the existing watermain on The Donway West. The engineer is to note that this arrangement is not acceptable as page 165 of the Design Criteria for Sewers and Watermains under Building Higher than 84 Metres states the following: - "In accordance with Ontario Building Code, Section 3.2.9.7, if the building(s) is 84 m or more high, measured between grade and the ceiling level of the top storey, the building(s) shall be served by not less than two sources of water supply from a public water system. The City requires that if two separate watermains are available to service the development, then the applicant must connect to each watermain. Where there is only one watermain available to service the development, the applicant can connect two service connections to the same watermain however an isolation valve is required to be installed between on the watermain between the two connections" Therefore, the engineer is to ensure that the proposed domestic and fire connections are to be connected to the existing 300 mm diameter watermain on The Donway West, with the second fire connection installed to the Lawrence Avenue East watermain to be in compliance with the Design Criteria for Sewers and Watermains or vice versa. Lastly, the engineer is to also note that having the presence of two existing 300 mm watermains facing this development the domestic and fire connection can be placed on either watermains to be in compliance with the language captured on page 146 " The minimum diameter on a new street for high density residential, industrial, and commercial developments will be 300 mm." with focus on the fact that is street is constructed as part of this development, however, high density is to be connected to a 300 mmm diameter watermain where available.	The updated Servicing Drawing S1 shows three domestic water connections and one fire connection proposed on The Donway West. The proposed building will be less than 84 m between grade and the ceiling level of the top storey; therefore, the building is only required to be served by a single water supply and Section 3.2.9.7 of the Ontario Building Code does not apply. WZMH - West Tower A has been reudced in height, now 81.350m Dwg A-400, A-401, A-403 + A-404	RJ Burnside
xii)	This plan is to clearly show the location of the proposed orifice pipe to restrict the release rate to the permitted flow.	The Servicing Drawing S1 has been updated to clearly label the proposed orifice tube upstream of the control manhole to restrict the release rate.	RJ Burnside
xiii)	This plan is to be revised to clearly show and label a 0.40m widening is required along the entire The Donway West frontage of this development in additional to any require road widening on Lawrence Avenue and The Don Way west to ensure the proposed municipal sidewalk I s correctly located within public lands..	The Servicing Drawing S1 and Grading Drawing G1 have been updated to clearly label and show the 0.4m road widening along Lawrence Avenue East and The Donway West.	RJ Burnside
e)	**We have reviewed the Grading Plan G1 and offer the following comments:**		RJ Burnside
i)	The current Site Grading Plan shows grade elevations in the vicinity of the proposed sidewalk. The grading plan is show that the entire municipal boulevards and concrete sidewalks are designed with a 2.0% cross fall and any grade difference required to match the private lands into the municipal rights-of-way is to be accommodated within the private development. In completing this work, the consultant engineer is to clearly show on the engineering plans grade elevations at the bottom and top of curbs and along the limit of adjacent rights-of-way, including corresponding slope percentages.	The grading has been revised on the updated Grading Drawing G1 to show that the entire municipal boulevard and sidewalks are designed with a 2% cross fall. Curb elevations have been provided along the limit of the adjacent right-of-ways with slopes percentages shown	RJ Burnside
ii)	The Storm Water Management report suggests external lands are draining to this site. The current grading plan does not show sufficient grade elevations on adjacent lands to validate the engineer's statement. As part of the next submission, the engineer is to provide sufficient topographic information and grade elevations on adjacent lands. In doing so the engineer will have to confirm in writing in the engineering report that existing drainage patterns on adjacent properties have not be altered or blocked to allow existing drainage patterns to function as per the existing drainage pattern and as intended.	Additional topographic information and grade elevations have been provided for the adjacent property to the west of the proposed development. The external drainage area shown on Figure 2 has been updated to reflect the latest topographical information which has been incorporated into the revised calculations. A noted has been added to Section 3.5 of the updated Functional Servicing and Stormwater Management Report noting that existing drainage patterns on adjacent properties have not been altered or blocked and the proposed design allows existing drainage patterns to function as intended.	RJ Burnside
iii)	The following notes need to be captured on the Grading Plan and the Functional Servicing and Stomwater Management report: o There may be runoff from rain storms that exceeds the capacity of the City's storm service connections. Therefore, the owner shall be responsible to provide flood protection or a safe overland flow route for the proposed development without causing damage to the proposed and adjacent public and private properties. o Existing drainage patterns on adjacent properties shall not be altered and stormwater runoff from the subject development shall not be directed to drain onto adjacent properties.	The requested notes have been added to the updated Grading Plan, G1 and to the updated Functional Servicing and Stormwater Management Report in Sections 3.6.4 and 3.2 respectively.	RJ Burnside
iv)	The grading plan needs to indicate an on-site major storm overland drainage route and outlet for this site where the maximum ponding depth for any rainflow event is to be maintained below the maximum permitted ponding of 0.3 metres. Any proposed surface ponding is to be clearly depicted on the engineering drawings.	An on-site major storm overland drainage route and outlet has been depicted by large arrows on the updated Grading Plan, G1. Maximum ponding elevations for the proposed area drains has been indicated on the updated Grading Drawing, G1, maximum ponding is below 0.3m.	RJ Burnside
v)	This plan is to be revised to clearly show and label a 0.40m widening is required along the entire The Donway West frontage of this development in additional to any require road widening on Lawrence Avenue and The Don Way west to ensure the proposed municipal sidewalk I s correctly located within public lands..	The Servicing Drawing S1 and Grading Drawing G1 have been updated to clearly label and show the 0.4m road widening along Lawrence Avenue East and The Donway West.	RJ Burnside
f)	**We have reviewed the Erosion Sediment Control Plan ESC1 and offer the following comments:**		RJ Burnside
i)	The Erosion and Sediment Control Plan is to be revised to include a note indicating that the construction access will be reviewed and approved by Transportation Services as part of the temporary construction access permit.	The requested note has been added to the updated Erosion and Sediment Control Plan, ESC1.	RJ Burnside
g)	**The following notes are to be added to the FRS Report and Servicing Plan:**		RJ Burnside
i)	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.	This note has been added to Section 1.3 of the updated Functional Servicing and Stormwater Management Report and to the updated Servicing Drawing S1.	RJ Burnside
ii)	This application has been commented on under the consideration that the building foundation for this development has been external designed as a water tight system. The owner and Mechanical and Structural engineers have provided certificate letters to confirm the design of this water tight system where a subfloor drainage system or weeping system will not be installed underneath the basement floor or around the perimeter of the proposed building. Therefore, pumping of the ground water to any municipal sewers will not be required to be in compliance with the City of Toronto Municipal Code Chapter 681.	This note has been added to the updated Servicing Drawing S1. Note vi below has been added to Section 6.2 of the updated Functional Servicing and Stormwater Management Report as they are essentially repeat comments.	RJ Burnside

<table>
<tr><th>No.</th><th>Comments</th><th>Response</th><th>Responsibility</th></tr>
<tr><td>iii)</td><td>The signed acceptance by Engineering and Construction Services pertains to the proposed service connections located within the municipal Right-of-Way. Servicing on private property requires plumbing approval under the Ontario Building Code in conjunction with the permit application process administered by the Building Division.</td><td>This note has been added to Section 9.0 of the updated Functional Servicing and Stormwater Management Report and to the updated Servicing Drawing S1.</td><td>RJ Burnside</td></tr>
<tr><td>iv)</td><td>It is the responsibility of the applicant/consultant to ensure compliance with all applicable provincial standards and to obtain all provincial approvals, including but not limited to environmental compliance approvals.</td><td>This note has been added to Section 1.0 of the updated Functional Servicing and Stormwater Management Report and to the updated Servicing Drawing S1.</td><td>RJ Burnside</td></tr>
<tr><td>v)</td><td>It is the responsibility of the applicant to comply with the Sewer Use By-law and obtain all approvals/permits from Toronto Water – Environmental Monitoring and Protection Unit for any proposed temporary or permanent discharging of groundwater into municipal sewer systems and watercourses. The applicant is also responsible for complying with all the applicable provincial requirements and obtaining the necessary approvals and/or permits from the Ministry of the Environment & Conservation and Parks with regard to any proposed dewatering.</td><td>This note has been added to Section 6.3 of the updated Functional Servicing and Stormwater Management Report and to the updated Servicing Drawing S1.</td><td>RJ Burnside</td></tr>
<tr><td>vi)</td><td>The Owner acknowledges that this development has been designed as a water tight system. The owner and Mechanical and Structural engineers have provided certificate letters to confirm the design of this water tight system where a subfloor drainage system or weeping system will not be installed underneath the basement floor or around the perimeter of the proposed building. Therefore, pumping of the ground water to any municipal sewers will not be required to be in compliance with the City of Toronto Municipal Code Chapter 681.</td><td>This note has been added to Section 6.2 of the updated Functional Servicing and Stormwater Management Report, Note ii above has been added to the updated Servicing Drawing S1 as they are essentially repeat comments.</td><td>RJ Burnside</td></tr>
<tr><td>vii)</td><td>There may be runoff from rain storms that exceeds the capacity of the City’s storm service connections. Therefore, the owner shall be responsible to provide flood protection or a safe overland flow route for the proposed development without causing damage to the proposed and adjacent public and private properties.</td><td>This note has been added to Section 3.6.4 of the updated Functional Servicing and Stormwater Management Report and to the updated Servicing Drawing S1.</td><td>RJ Burnside</td></tr>
<tr><td>viii)</td><td>Existing drainage patterns on adjacent properties shall not be altered and stormwater runoff from the subject development shall not be directed to drain onto adjacent properties.</td><td>This note has been added to Section 3.2 of the updated Functional Servicing and Stormwater Management Report and to the updated Servicing Drawing S1.</td><td>RJ Burnside</td></tr>
<tr><td>ix)</td><td>This Servicing Plan is to be revised to explicitly show the following details:
o Clearly show the limits of the proposed 2.1m wide concrete public sidewalks along all development site frontages within public lands;
o Clearly show an appropriate transition areas connecting to the existing sidewalks at a 5:1 ratio. Please label the ratio on Lawrence Avenue and The Don Way West;
o The proposed municipal sidewalk is to be located with an offset of 0.3m from the property line by labelling the offset;
o Dimension the proposed sidewalk at the intersection of Lawrence Avenue and Don Way West on Lawrence Avenue (at the pinch point) where the above mentioned requirements are met and any lack of sufficient right of way in the existing conditions needs to be addressed by proposing sufficient</td><td>The updated Servicing Plan, S1 and Grading Plan G1 have been updated to clearly shown the proposed 2.1m sidewalk and transitions to the existing sidewalks.</td><td>RJ Burnside</td></tr>
<tr><td>h)</td><td>We have reviewed the Functional Servicing and Stormwater Management Report and offer the following comments:</td><td></td><td>RJ Burnside</td></tr>
<tr><td>1)</td><td>Page 4 of the report…..1.3 Ownership Structure Section….. this section of the report proposed two towers with a sharing podium. Based on the proposal the engineer suggests two sanitary service connections and two water service connections where the retail, Tower B and the podium are to be serviced by one set of service connection. The engineer is to note that the proposal does not meet City of Toronto standards. The engineer is to review the information below and revise the report accordingly:</td><td>Response provided below.</td><td>RJ Burnside</td></tr>
<tr><td>i)</td><td>The engineer is to note that in order to be in compliance with the Built Form the following requirements need to be satisfied:

- Every point tower shall have its own independent service connection to the municipal potable water and sewer services, including all associated stormwater management facilities. For clarification, this applies regardless of any shared podium structures, common underground parking structures, or anticipated ownership structures (including all forms of condominium ownership). Any podium that provides a base for more than one point tower shall also have its own independent service connection to the municipal potable water, storm and sanitary sewer services. Number of sanitary service connections and water service connections are to be matched.

- Based on the proposed Built Form for this development a minimum of three water and sanitary service connections are to be provided. Details related to the built form and number of service connections will be included in the Site Plan Agreement as conditions. Furthermore, the Functional Servicing report needs to be modified to be in compliance with current City of Toronto standards, therefore, this section of the report that discusses sanitary and water service connections needs to use the same language that has been included in the built form paragraph by mentioning the number of towers and the presence of a podium as follows:

This application has been commented under the consideration that this development has two towers and a shared podium. Therefore, three separate water service connections and three sanitary service connection have been provided to service this entire development in order to be in compliance with the Sewer By Law and the Water By Law.</td><td>The design drawings have been revised to include three separate domestic water service connections and three separate sanitary service connections to comply with the City of Toronto Sewer By-Law and Water By-Law. As a result, Section 1.3 Ownership Structure within the Functional Servicing and Stormwater Management Report has been revised to note the language described above and that three separate water service connections and three separate sanitary service connections will be provided for the development.</td><td>RJ Burnside</td></tr>
<tr><td>2)</td><td>Page 5 of report… 2.2.1 New Connection….this section of the report suggests that two fire connections are to be provided to accommodate the needs to building in excess of 84 m where both the fire connections are to be installed on the existing watermain on The Donway West. The engineer is to note that this arrangement is not acceptable as page 165 of the Design Criteria for Sewers and Watermains under Building Higher than 84 Metres states the following:</td><td>Response provided below.</td><td>RJ Burnside</td></tr>
<tr><td>i)</td><td>"In accordance with Ontario Building Code, Section 3.2.9.7, if the building(s) is 84 m or more high, measured between grade and the ceiling level of the top storey, the building(s) shall be served by not less than two sources of water supply from a public water system. The City requires that if two separate watermains are available to service the development, then the applicant must connect to each watermain. Where there is only one watermain available to service the development, the applicant can connect two service connections to the same watermain however an isolation valve is required to be installed between on the watermain between the two connections"

Therefore, the engineer is to ensure that the proposed domestic and fire connections are to be connected to the existing 300 mm diameter watermain on The Donway West, with the second fire connection installed to the Lawrence Avenue East watermain to be in compliance with the Design Criteria for Sewers and Watermains or vice versa. Lastly, the engineer is to also note that having the presence of two existing 300 mm watermains facing this development the domestic and fire connection can be placed on either watermains to be in compliance with the language captured on page 146 " The minimum diameter on a new street for high density residential, industrial, and commercial developments will be 300 mm." with focus on the fact that is street is constructed as part of this development, however, high density to be connected to a 300 mmm diameter watermain where available.</td><td>RJB - The updated Servicing Plan Drawing, S1, shows three domestic water connections and one fire connection proposed on The Donway West. The proposed building will be less than 84 m between grade and the ceiling level of the top storey; therefore, the building is only required to be served by a single water supply and Section 3.2.9.7 of the Ontario Building Code does not apply. WZMH - West Tower A has been reduced in height, now 81.350m Dwg. A-400, A-401, A-403 + A-404</td><td>RJ Burnside</td></tr>
<tr><td>3)</td><td>Page 6 of the report ……. 2.2.2 Water Demand …. The engineer is to obtain a certificate letter from the architect outlining how the various buildings have be designed, which includes necessary supporting calculations for each separate building proposed. The engineer is also note that the only restriction the City imposes is that all high-rise residential developments are considered 'limited combustible' with a factor of -15% that can be applied to the contents equation (this value of -15% is the minimum that the City requires, if the Consultant determines that the factor should be higher, i.e. 0%, +15 or +25%, then you may apply those factors instead). The City requires that all low-rise housing that includes, but it not limited to semi-detached houses, detached houses, link houses and townhouses to be 0%, or combustible, at a minimum (a higher factor, such as +15% or +25% can be applied). The report is to be revised to clearly show the value that has been used to demonstrate compliance the values outlined above.</td><td>The water demand calculations ahve been revised to utilize a limited combustible factor of -15%. The requested letter from the architect confirming the method of building construction has been provided in Appendix B of the updated Functional Servicing and Stormwater Management Report</td><td>RJ Burnside</td></tr>
<tr><td>4)</td><td>Page 7 of the report ……. 2.2.3 Hydrant Coverage…… this section of the report suggests a proposed municipal hydrant to be installed within public lands to accommodate the needs of this development. The engineer is to revise the engineering report and Servicing Plan to propose a private hydrant to meet the fire needs for the development with the assistance of a private hydrant.</td><td>Section 2.2.3 of the updated Functional Servicing and Stormwater Report has been revised to note that the proposed hydrant will be private, serviced from within the site. The proposed hydrant is shown on the updated Servicing Plan, S1, located within the private site, serviced from the proposed building.</td><td>RJ Burnside</td></tr>
<tr><td>5)</td><td>Page 12 of the report ……. 3.5 Proposed Drainage Conditions….. this section of the report suggests external lands are draining to this site. The current grading plan does not show sufficient grade elevations on adjacent lands to validate the engineer's statement. As part of the next submission, the engineer is to provide sufficient topographic information and grade elevations on adjacent lands. In doing so the engineer will have to confirm in writing in the engineering report that existing drainage patterns on adjacent properties have not be altered or blocked to allow existing drainage patterns to function as per the existing drainage pattern and as intended. Furthermore the following notes need to be captured on the Grading Plan and the Functional Servicing and Stomwater Management report:

Furthermore, this section of the report also needs to clarify that any external drainage flows are to be controlled on site by providing sufficient on site storage to ensure all flows are released to the proposed storm service connection with a maximum release rate equivalent a maximum release rate of 2 year flow with a run coefficient of 0.5. Any uncontrolled flows will have to be eliminated by introducing catchbasins or air drains within private lands. Currently, the report suggests all landscape areas are to be drained to the municipal rights of way, which is not permitted. The report is tobe revised accordingly. This will also ensure that private storm flows do not flow across municipal sidewalks.</td><td rowspan="2">Additional topographic information has been obtained and added to the updated Grading Drawing, G1 as well as the Pre-Development Drainage Plan, Figure 2, to clearly define the external drainage patterns. Section 3.5 within the updated Functional Servicing and Stormwater Management Report includes the following as requested, existing drainage patterns on adjacent properties have not been altered or blocked and the proposed design allows existing drainage patterns to function as intended. Section 3.2 of the updated Functional Servicing and Stormwater Management Report includes the note above regarding existing drainage patterns. Section 3.6.4 of the updated Functional Servicing and Stormwater Management Report includes the note above regarding the runoff from rain storms. The Functional Servicing and Stormwater Management Report indicates that any external drainage is to be captured and controlled on site, including providing sufficient storage to meet the allowable release rate. Area drains have been added within private lands to no longer allow drainage from the landscape areas to flow across the municipal right-of-way.</td><td rowspan="2">RJ Burnside</td></tr>
<tr><td>i)</td><td>There may be runoff from rain storms that exceeds the capacity of the City’s storm service connections. Therefore, the owner shall be responsible to provide flood protection or a safe overland flow route for the proposed development without causing damage to the proposed and adjacent public and private properties.</td></tr>
<tr><td>ii)</td><td>Existing drainage patterns on adjacent properties shall not be altered and stormwater runoff from the subject development shall not be directed to drain onto adjacent properties.</td><td></td></tr>
<tr><td>6)</td><td>Page 14 of the report ……. 3.6.3 Proposed Stormwater Management Vault…. This section of the report suggests a 170 mm diameter orifice plate to control the release rate for this development. The engineer is to replace the proposed orifice plate with an orifice pipe as outlined on page 112 of the Design Criteria for Sewers and Watermain where for diameters of 100 mm or greater orifice pipes are to be used.</td><td>Section 3.6.3 of the updated Functional Servicing and Stormwater Management Report has been updated to describe the orifice tube that is now proposed instead of the orifice plate to provide stormwater management quantity control for the site.</td><td>RJ Burnside</td></tr>
<tr><td>7)</td><td>Page 15 of the report ……. 3.7 Proposed Water Balance…… this section of the report suggests that details related to how the water balance requirements will be provided as part of the Site Plan Process. The engineer in providing those details at a later date will have to ensure that the following details are provided:</td><td>Response provided below.</td><td>RJ Burnside</td></tr>
<tr><td>i)</td><td>This section of the report suggests that the water balance is met by providing irrigation for the site and use of Greywater usage. The municipal engineer is to obtain from the irrigation expert a letter that summarizes the irrigation needs based on material type to be irrigated with maximum water depths as outlined in the table provided below. If the irrigation expert is not in a position to calculate the proposed depths then the municipal engineer is to provide these details. Any depths exceeding the initial abstraction values in the table provided by Toronto Water would discharge in the internal plumbing system and eventually the municipal storm sewer as the water would drain before reaching the planted to be irrigated. In revising the report the engineer is to ensure that the use of irrigation is maximized to focus on the groundwater recharge techniques before any other application such as toilet grey water use etc. is proposed to achieve the required water balance requirements. In event grewater needs to be proposed then the municipal engineer is to obtain a letter from the Mechanical Engineer.</td><td rowspan="2">Noted. When additional details are provided at the Site Plan Application stage, these comments will be addressed.</td><td rowspan="2">RJ Burnside</td></tr>
<tr><td>ii)</td><td>The Functional Servicing report and Storm Water Management report are to acknowledge that the water balance requirements proposed for this development are to reflect the requirements that have been provided in the table below to meet the 5mm water balance requirements to receive acceptance by Development Engineering based on the table that has been provided by Toronto Water for us to complete the review and provide sign off.
<table>
<tr><th>Surface Type</th><th>Initial Abstraction</th><th>TSS Removal</th><th>Runoff Coefficient</th></tr>
<tr><td>Impervious roof</td><td>1mm</td><td>80%</td><td>0.90</td></tr>
<tr><td>Asphalt pavement</td><td>1mm</td><td>0%</td><td>0.90</td></tr>
<tr><td>Landscape</td><td>5mm</td><td>80%</td><td>0.25</td></tr>
<tr><td>Green Roof</td><td>7mm max for intensive roofs otherwise 5mm</td><td>80%</td><td>0.45-0.5</td></tr>
<tr><td>Permeable Pavers</td><td>5mm</td><td>80% with storage bed otherwise 50%</td><td>0.40</td></tr>
<tr><td>Concrete pavers</td><td>1mm</td><td>0%</td><td>0.9</td></tr>
<tr><td>Grassed swale</td><td>5mm</td><td>50% for a min length of 16m</td><td>0.25</td></tr>
</table></td></tr>
</table>

<table>
<tr><th>No.</th><th>Comments</th><th>Response</th><th>Responsibility</th></tr>
<tr><td>8)</td><td>Page 16 of the report ….. 3.8 Proposed Stormwater Quality Section…. … The engineer is to note that Toronto Water has recently provided the following protocol in the selection</td><td>Response provided below.</td><td>RJ Burnside</td></tr>
<tr><td>i)</td><td>The consultant engineer in demonstrating that water quality requirements are met for the private development needs to demonstrate that the current guidelines are met, see here: https://www.toronto.ca/services- payments/water-environment/managing-rain-melted- snow/what-the-city-is-doing-stormwater-management- projects/other-stormwater-management- projects/manufactured-treatment-devices-guidelines. Specifically: The City continues to recognize the use of Oil/Grit Separator (OGS) devices that are certified by the New Jersey Department of Environmental Protection (NJDEP). In addition, the City of Toronto continues to recognize higher removal performance claims for filter devices, if they are supported by field-tested performance data verified under the Technology Acceptance and Reciprocity Program (TARP) Tier II Testing Protocol. As such, performance claims from previous NJDEP-certification which were verified under the TARP Tier II Testing Protocol also continue to be recognized. All selected devices are to with be offline arrangement.</td><td rowspan="2">Section 3.8 of the updated Functional Servicing and Stormwater Management Report indicates that a Jellyfish filter unit is proposed which meets the requirements outlined in the City of Toronto’s Manufactured Treatment Device Guidelines. The information demonstrating that the unit meets the requirements has been added to Section 3.8</td><td>RJ Burnside</td></tr>
<tr><td>ii)</td><td>The report is to acknowledge the information provided above and demonstrate that the proposed device is in compliance with the latest direction provided above.</td></tr>
<tr><td>9)</td><td>As part of the site plan approval, the engineer is to include in the FSR and Grading Plan that the following information will be required as part of the engineering site plan approval:</td><td>Response provided below.</td><td>RJ Burnside</td></tr>
<tr><td>i)</td><td>The grading drawings shall note that any proposed area drain, catchbasin, trench drain and roof drain will be designed to capture the flow from a 100 year storm event and be directed into the internal mechanical plumbing system. Written confirmation will be required from the mechanical engineer. Additionally, provide a table on the drawing which identifies each outdoor drain's catchment area, runoff coefficient, and 100year storm event flow at Tc=10min. An example format is below:
<table>
<tr><th>Drain Reference</th><th>Drain Catchment Area (m^2)</th><th>Runoff Coefficient</th><th>Intensity of 100 year storm at Tc=10min (mm/hr)</th><th>100 year storm event flow @ Tc=10min (l/s)</th></tr>
<tr><td>AD_1</td><td></td><td></td><td></td><td></td></tr>
<tr><td>AD_2</td><td></td><td></td><td></td><td></td></tr>
<tr><td>RD_1</td><td></td><td></td><td></td><td></td></tr>
<tr><td>CB_1</td><td></td><td></td><td></td><td></td></tr>
<tr><td>TD_1</td><td></td><td></td><td></td><td></td></tr>
</table>
Information shown in the table above needs to be included on the grading plans and the letters requested below need to be attached to the FRS.</td><td rowspan="3">Noted. These additional details will be provided at the Site Plan Application stage.</td><td>RJ Burnside</td></tr>
<tr><td>ii)</td><td>The buildings expected sanitary demand with written confirmation from the mechanical engineer.</td><td>RJ Burnside</td></tr>
<tr><td>iii)</td><td>Expected domestic water demand (including domestic peaking) with written confirmation from the mechanical engineer.</td><td>RJ Burnside</td></tr>
<tr><td>10)</td><td>Page 17 of the report ….. 4.2.1 New Connections Report…. this section of the report proposed two towers with a sharing podium. Based on the proposal the engineer suggests two sanitary service connections and two water service connections where the retail, Tower B and the podium are to be serviced by one set of service connection. The engineer is to note that the proposal does not meet City of Toronto standards. The engineer is to review the information below and revise the report accordingly:</td><td>Response provided below.</td><td>RJ Burnside</td></tr>
<tr><td>i)</td><td>The engineer is to note that in order to be in compliance with the Built Form the following requirements need to be satisfied:

o Every point tower shall have its own independent service connection to the municipal potable water and sewer services, including all associated stormwater management facilities. For clarification, this applies regardless of any shared podium structures, common underground parking structures, or anticipated ownership structures (including all forms of condominium ownership). Any podium that provides a base for more than one point tower shall also have its own independent service connection to the municipal potable water, storm and sanitary sewer services. Number of sanitary service connections and water service connections are to be matched.

o Based on the proposed Built Form for this development a minimum of three water and sanitary service connections are to be provided. Details related to the built form and number of service connections will be included in the Site Plan Agreement as conditions. Furthermore, the Functional Servicing report needs to be modified to be in compliance with current City of Toronto standards, therefore, this section of the report that discusses sanitary and water service connections needs to use the same language that has been included in the built form paragraph by mentioning the number of towers and the presence of a podium as follows:

- This application has been commented under the consideration that this development has two towers and a shared podium. Therefore, three separate water service connections and three sanitary service connection have been provided to service this entire development in order to be in compliance with the Sewer By Law and the Water By Law.</td><td>The Servicing Plan S1 has been revised to show three separate sanitary service connections to the existing sanitary sewer in The Donway West. Section 4.2.1 of the Functional Servicing Report has also been revised to note that three sanitary service connections have been provided to service the proposed development in accordance with the Sewer By-Law.</td><td>RJ Burnside</td></tr>
<tr><td>11)</td><td>Page 17 of the report ….. 4.2.2 Proposed Sanitary Flows….. this section of the report suggests a total proposed population of 721 people. Our office has calculated the total proposed population to be 752 people rather than 721 people as shown on Table 5. The engineer is to review the table and revise it accordingly to eliminate any discrepancies.</td><td>The sanitary flow calculations have been revised in the updated Functional Servicing and Stormwater Management Report to reflect the latest site statistics. The population calculation has been updated to include amenity space which appears to be where the discrepancy mentioned above originated from.</td><td>RJ Burnside</td></tr>
<tr><td>12)</td><td>Page 19 of the report ….. 5.0 Downstream Sanitary Sewer Inforworks Analysis….. this section of the report suggests that a Chronic Basement Flooding Report was completed by Stantec Consulting dated July 2016, which was used to prepare a downstream sanitary sewer analysis. Our office does not have any records of the municipal engineer making any request to our office to obtain the latest official Basement Flooding report for this area. Therefore, we are not in a position to provide any comments on the attached sanitary sewer analysis until a formal request is made to Development Engineering for the most updated sanitary sewer model. In order to meet current City of Toronto standards, the engineer is to make a request for the latest City of Toronto sanitary sewer model by submitting a Digital Mapping User Agreement Disclaimer form to Development Engineer requesting the release of the current InfoWorks model for the area. In submitting a revised sanitary sewer analysis the following items need to be addressed:</td><td>A Digital Mapping User Agreement Disclaimer Form was submitted to Development Engineer and the City of Toronto has provided the latest City of Toronto sanitary sewer model which has been updated to prepare the sanitary sewer capacity analysis.</td><td>RJ Burnside</td></tr>
<tr><td>i)</td><td>In providing a revised sanitary sewer analysis, the engineer is to include the following statements in the Conclusion Section where the engineer clearly states that they have included in the analysis:</td><td>Response provided below.</td><td>RJ Burnside</td></tr>
<tr><td>i.1)</td><td>Standard Certificate letters (copies of these standard letters can be obtained from the City of Toronto case manager) need to be prepared by the structural engineer, the geotechnical engineer and the owner confirming a water tight system with no discharge to the sanitary sewer in the long term arrangement.</td><td>This has been noted in the conclusion portion of Section 5 and the requested letter prepared by the owner has been provided in Appendix F confirming the building will be constructed water-tight. Letters from the mechanical and structural engineers will be provided in a subsequent submission.</td><td>RJ Burnside</td></tr>
<tr><td>i.2)</td><td>Verification the model correctly represents the sewer system, including any updates to the model to reflect changes (i.e. sewer construction) since the model was initially prepared</td><td>This has been noted in the conclusion portion of Section 5 of the updated Functional Servicing and Stormwater management Report</td><td>RJ Burnside</td></tr>
<tr><td>i.3)</td><td>Flow rates from all development since the model was prepared, including new builds, sites where zoning has been completed and where applications are currently in progress</td><td rowspan="3">This has been noted in the conclusion portion of Section 5 of the updated Functional Servicing and Stormwater Management Report</td><td rowspan="3">RJ Burnside</td></tr>
<tr><td>i.4)</td><td>All flows from Private Water discharge agreements in the sewer shed.</td></tr>
<tr><td>i.5)</td><td>In preparing the sanitary sewer analysis, the engineer is required to use existing City of Toronto sewer models to be modified to capture this development in the post development conditions to confirm downstream sewer capacity or required downstream sewer upgrades.</td></tr>
<tr><td>i.6)</td><td>Provide a Sanitary or Combined Sewer Tributary Catchment Area Plan (generated from the InfoWorks Model) to illustrate and confirm the utilized catchment areas, population values and trade flow values utilized in the model.</td><td>Figures have been provided in Appendix E that show the catchment areas as per the Infoworks model provided by the City of Toronto. Any changes that were made to the population and trade flow values have been identified within Table 9 of the updated Functional Servicing and Stormwater Management Report otherwise the parameters remain consistent with the model provided by the City.</td><td>RJ Burnside</td></tr>
<tr><td>i.7)</td><td>The report is to clearly discuss any foundation ground water discharge during construction.</td><td>The Functional Servicing and Stormwater Management Report discussed groundwater discharge during construction in Section 6.3. This section clearly outlines that any short-term discharge during construction is to be limited to the maximum sanitary discharge flow rate to remain in accordance with the downstream sanitary analysis that was completed.</td><td>RJ Burnside</td></tr>
<tr><td>i.8)</td><td>The engineer is to note that letters mentioned above are required to finalize and secure zoning obligations. In addition the engineer will have to complete and submit the following two forms, which need to be attached to this report:

oServicing Report Groundwater Summary
oHydrological Review Summary

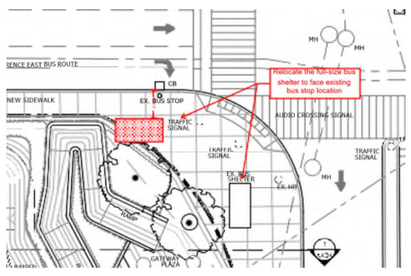
In signing and dating this form the engineer will certify the accuracy of these forms and their content. If discrepancies or inaccurate information appears during the issuance of ground water permit or agreement, the engineer will have to revise them accordingly including the combined sewer analysis and any required downstream sewer upgrades.

Furthermore, the engineer is to note that information contained in the letters prepared by the structural engineer, the geotechnical engineer and Owner and the Hydrological Review Summary and Servicing Report Groundwater Summary will set the conditions in granting zoning approval.
Therefore, these documents will be kept on file to ensure that the site plan review is complete based on the zoning conditions.</td><td>Noted. The Servicing Report Groundwater Summary Form and the Hydrogeological Review Summary have both been provided in Appendix F of the updated Functional Servicing and Stormwater Management Report.</td><td>RJ Burnside</td></tr>
<tr><td>ii)</td><td>Lastly, the municipal engineer is to note the following concerns and requirements:</td><td>Response provided below.</td><td>RJ Burnside</td></tr>
<tr><td>ii.1)</td><td>If structural and geotechnical engineers have not been retained to date on this file, then one needs to be retained immediately to satisfy minimum requirements for Development Engineering to sign off on the zoning application. In finalizing the sanitary sewer analysis standard certificate letters need to be attached to the sanitary sewer analysis report prepared by the owner, the structural engineer and geotechnical engineers for any block that discharges foundation ground water to any municipal sewer. Furthermore, certificate letters need to be attached to the sanitary sewer analysis report prepared by the mechanical engineer, the owner and structural engineer for any block that proposes slab on grade or water tight system. In providing these requirements, Development Engineering will be in a position to confirm the following:</td><td rowspan="5">This has been noted in the conclusion portion of Section 5 and the requested letter prepared by the owner has been provided in Appendix F confirming the building will be constructed water-tight. Letters from the mechanical and structural engineers will be provided in a subsequent submission.</td><td>RJ Burnside</td></tr>
<tr><td>a)</td><td>Finalize and accept the sanitary sewer analysis,</td><td>RJ Burnside</td></tr>
<tr><td>b)</td><td>Identify downstream sanitary sewer upgrades to accommodate the needs of the development,</td><td>RJ Burnside</td></tr>
<tr><td>c)</td><td>Ensure that no changes are foreseen on the needs and design of the development as the municipal engineer, mechanical engineer, structural engineer and architect have coordinates their designs and needs and the detailed design of reflective of these needs and requirements,</td><td>RJ Burnside</td></tr>
<tr><td>d)</td><td>The municipal engineer is aware that ultimately Development Engineer needs to confirm internally to the Environmental Monitoring Protection group in Toronto Water that the consulting Engineer has provided the necessary documentation in order for Development Engineer to complete the review and acceptance of the detailed engineering design. If these required documents are not available, Development Engineering will not in a position to provide assistance to EMP for the applicant to secure the necessary foundation discharge permits for short term arrangement.</td><td>RJ Burnside</td></tr>
</table>

No.	Comments	Response	Responsibility
13	Page 19 of the report ….. 5.1 Existing Sanitary Sewer Modelling Scenarios….. this section of the report and in particular Table 6 suggests exemptions that have been included in Sewer Capacity Assessment Guidelines dated 2021 without acknowledging the fact that these exceptions are not to be for granted but rather as suggests in the Guidelines on a case by case basis at the discretion of Engineering Review (ECS) staff upon recommendation to Toronto Water. Therefore, in preparing a sanitary the engineer is to take into account these details and present evidences for Engineering Review to consider the implementation of exemptions if found appropriate.	Section 2.3 within the Sewer Capacity Assessment Guidelines identifies exemptions to the Criteria if sewer segments are located within a valley, ravine or park. As identified in green within the tables in Appendix E of the Functional Servicing and Stormwater Management Guidelines the three manholes (in dry weather conditions) and four manholes (in wet weather conditions) that do not meet the 1.8m HGL separation from ground surface are located within the ravine. The same manholes do not meet the 1.8m HGL separation in existing conditions and in proposed conditions. The applicable page from the sewer atlas has been included with Appendix E to show that these pipes are not located with basement connections and are located within the ravine.	RJ Burnside
14	Page 28 of the report……. 6.2 Permanent Private Water Drainage System (PWDS)….. the engineer is to review the comments provided for 5.0 Downstream Sanitary Sewer Inforworks Analysis Section and to provide the necessary template letters to be captured in the appendix section.	Letters prepared by the owner has been provided in Appendix F confirming the building will be constructed water-tight. Letters prepared by the mechanical and structural engineers will be provided within a subsequent submission.	RJ Burnside
15	Page 29 of the report……. 6.3 Short Term Construction Ground Water Dewatering….. The engineer is preparing the sanitary sewer analysis is to take into account the impact of any foundation ground water discharge during construction.	Any foundation groundwater discharge during construction will be limited to the post-development sanitary discharge rate from the proposed development, therefore the sanitary sewer analysis has accommodated the short term construction dewatering accordingly. This is described in detail in Section 6.3 of the updated Functional Servicing and Stormwater Management Report.	RJ Burnside
16	This report is to be revised to acknowledge a 0.40m widening is required along the entire The Donway West frontage of this development. (including any other road widening) all engineering calculations affected by this requirements are to be revised accordingly.	Section 1.1 of the Functional Servicing and Stormwater Management Report has been updated to acknowledge the 0.4m road widening and identify the net site area that has been utilized in all the engineering calculations within the updated report.	RJ Burnside
i)	Lastly, the consulting engineer is to be aware of the fact that we have not complete a detailed review of the storm management and detailed engineering design, which will be take place as part of the site plan application process to ensure that water balance, quality quantity requirements are met. Therefore, we reserve the right to make comments to ensure that this application is in compliance with City's standards.	Noted	RJ Burnside
D. TRAFFIC ASSESSMENT			
1	**Traffic Counts**		
a)	Turning movement counts for site driveway intersections were collected in May 2022 and during the Covid-19 pandemic. The use of current turning movement counts is not appropriate given the ongoing pandemic as they may not be reflective of typical conditions. In addition, any existing counts that are greater than 3 years old must be bumped-up to estimates 2022 levels using an appropriately derived growth rate. Furthermore, all data used to determine the growth rate must be included in the Appendices of the study.	New turning movement counts were conducted in April 2023 and form the basis of a revised traffic analysis provided in the BA Group'sTransportation Impact Study Addendum. The new turning movement counts are provided.	BA Group
b)	Traffic analyses shall be revised to reflect the updated traffic counts.	See response to above comment.	BA Group
2	**Horizon Year and Development Phasing**		
a)	A 2027 horizon year (5 year) was selected by the consultant for the future traffic analyses. Given the scope and size of the development proposal, it is unlikely that it will be built entirely within the assessed time frame. Therefore, additional information is required to justify the selected horizon year. Also, further details are required with respect to phasing of the development and whether multiple horizon years must be assessed.	Section 3.2.1 of the City of Toronto “Guidelines for the Preparation of Transportation Impact Studies 2013” states the following, regarding horizon years: "Typically, a TIS horizon year is five years from the date the study is commissioned, unless an earlier development ‘build-out’ date is set. Analysis for additional horizon years is required when a phased development and associated transportation improvements are proposed, or where future major transportation improvements will affect travel to/from the development." - The comment states that the project is unlikely to be constructed within the assessed timeframe. This comment is unfounded and speculative, and contradictory to the City’s TIS guidelines, as noted above. - Further, while the proposal includes two towers, they will be connected by podium and constructed at once. The project will not be constructed in multiple phases, it will be constructed in a single phase. - No major transportation improvements are proposed for the local area, aside from the project itself proposing to signalize the The Donway West / Marie Labatte Road / New site driveway intersection as part of the construction of the project. Therefore, as per the Guidelines, given that there are no applicable phasing considerations and no applicable major transportation improvements, it remains appropriate to apply a typical five year horizon for the purpose of assessing future background and future total traffic conditions. No changes are made to the traffic analysis with respect to this comment.	BA Group
3	**Traffic Analysis Adjustment Factors**		
a)	Section 9.3 of the study discusses the parameters that were made in the traffic analyses for future traffic conditions. The study indicates that the default Synchro lane utilization factors (LUF) were adopted, except where High Occupancy Vehicle (HOV) lanes are present along Don Mills Road. Lane utilization studies were undertaken for Don Mills Road to determine accurate lane utilization factors, which were then adopted within the Synchro model. If a different value is used, a filed survey must be undertaken and documented to support this calibration in the study.	Noted.	BA Group
4	**Trip Generation**		
a)	The vehicle trip generation rates adopted for the purposes of this study are based on proxy site surveyed trip generation rates for the residential component. However, two sites (1 & 33 Elm Drive West Condo and 156 Enfield Place) listed in Table 17 are not deemed acceptable as these sites are located in the City of Mississauga, whereas the subject site is located in the City of Toronto.	Noted. Mississauga sites removed from trip generation proxy list.	BA Group
b)	In addition, it is noted two proxy sites (1750185 Bonis Avenue & 195-205-215 Bonis Avenue and 101 Subway Crescent) are located next to rapid transit (600m away from the subway station or less), whereas, the subject site is located approximately 2.3km away from the nearest subway station. Therefore, the selected sites are not deemed appropriate.	Noted. Two rapid transit adjacent sites removed from trip generation proxy list. 2023 site driveway counts for 99 The Donway West have been added with data included in appendix of BA Group Transportation Impact Study Addendum.	BA Group
c)	For Saturday peak hour, proxy site or ITE trip genetaion rates must be used.	For Saturday peak hour, ITE trip genetaion rates are used.	BA Group
d)	All proxy site surveys used to derive the trip generation rates must be provided in the Appendices.	Noted.	BA Group
5	**Synchro Summary Tables**		
a)	In addition to the level-of-service and v/c ratio information provided in the study, separate tables must also be provided which summarize delay information, 50th, and 95th percentile queues for all intersections and each movement. Mitigating measures must be considered in cases where projected queues extend into adjacent intersections or beyond available storage areas. Available storage area for all applicable movements must also be provided in the tables. This information must not include any applicable taper areas.	Noted. Delay and queue information are provided in separate tables.	BA Group
6	**Traffic Signal Drawing and Cost Estimate**		
a)	Provide acceptable signal drawings and cost estimates for the new traffic control signal at the The Donway West / Marie Labatte Road / New site driveway intersection, which must also reflect any changes required to adjacent existing traffic control signals.	A functional plan illustrating changes to the intersection of The Donway West / Marie Labatte Road / New Site Driveway to accomodate the new site driveway and signalize the intersection is provided in Appendix B of BA Group'sTransportation Impact Study Addendum.	BA Group
7	**Collision Safety Analysis**		
a)	A safety evaluation must be undertaken for each intersection and major accesses within the study area to identify locations where traffic safety should be given extra consideration. The analysis should include recent collision history (5 years) and mitigation measures should be recommended where required.	Noted. Safety evaluation including collision history is included in BA Group's Transportation Impact Study Addendum.	BA Group
8	**New Signalized Intersection**		
a)	As part of this application, a new traffic signal is proposed by the consultant at the The Donway West / Marie Labatte Road / New site driveway intersection. The consultant included a signal warrant anlaysis for the proposed signal. According to this information, the signal is warranted at full build-out based on Justification 3 (volume/delay combinations) of the Ontario Traffic Manual. However, Justification 3 shall be applied only in unusall cases. In addition, Transportation Services has significant concerns with the proposed traffic signal given its close proximity to The Donway bend.	Noted.	BA Group
b)	As a result, the consultant will be responsible for justifying the need for a new signal by addressing the following:	Please see below responses.	BA Group
i)	Details of the full 8-hour signal warrant data and output using OTM Book 12, Justifcation 1 – (Minimum Eight-Hour Vehicle Volume);	Noted. Details of the full 8-hour signal warrant data and output using OTM Book 12, Justification 1 are provided. The signal is not warranted by Jusitification 1.	BA Group
ii)	A safety audit to determine if the proposed traffic management plan could result in a safer overall operation. The audit will be based on the most recent collision data available for the 5 previous calendar years.	Noted. This information is provided as part of above-noted safety evaluation including collision history.	BA Group
iii)	In the event that aforementioned signal warrant analysis indicates that traffic signal control is warranted at the subject intersection, the owner will be responsible to submit all required deisgn drawings/ supporting materails including a detailed review of proposed geometry/alignment (functional plan), pavement markings and signage, signal head locations, new or modified traffic islands and install the warranted traffic control signal in accordance with applicable City of Toronto practices, requirements and standards, as determined by Transportation Services.	A functional plan illustrating changes to the intersection of The Donway West / Marie Labatte Road / New Site Driveway to accomodate the new site driveway and signalize the intersection is provided in Appendix B of BA Group's Transportation Impact Study Addendum. In addition, RTG Systems Inc. has prepared a functional traffic signal plan illustrating signal head locations and other resulting changes.	BA Group

No.	Comments	Response	Responsibility
iv)	If the updated signal warrant analysis requested under item (i) indicates that traffic control signal is not warranted, we need the study to be updated to include an all-way stop control warrant analysis.	While the traffic control signal is not warranted under Justification 1 (although is warranted under Justification 3), a traffic control signal remains proposed. As discussed during a meeting with Transportation Services staff on May 25, 2023, a traffic control remains desirable based on the following considerations: - There are benefits to the provision of a traffic control signal including improved pedestrian crossing opportunity and therefore pedestrian safety, which benefits the general public not just on-site. The signalization of the intersection was positively received through the public consultation process for this reason. - A signalized intersection in this location improves traffic operations. - Compliance percentages for various OTM Book 12 Justifications that did not ultimately meet warrant were high and were close to resulting in a warranted signal.	BA Group
9	**Optimized Signal Timing**		
a)	It appears that the signal timing plans for some of the signalized intersections have been modified to accommodate the future traffic volumes. The consultant is required to provide a summary of all changes made to the existing signal timing plans to accommodate future traffic conditions. A review of these optimizations (i.e., cycle lengths, phasings, and offsets) must be undertaken by our Traffic Signal group. If deemed acceptable, a request will be made to the applicant to implement these changes, including any associate infrastructure, at their cost.	Noted. A summary of proposed alterations to signal timing plans is provided.	BA Group
10	**Sight-Line Analysis**		
a)	The consultant should evaluate the safe stopping and corner sight distances for the Donway West / Marie Labatte Road / New site driveway intersection, to ensure there is sufficient stopping sight distance to allow drivers to stop their vehicle completely prior to reaching the back of queue waiting at the intersection.	The available Stopping Sight Distance (SSD) westbound/southbound on The Donway West approaching the site driveway is appropriate for a 40 km/hr design speed. Analysis is provided in BA Group's Transportation Impact Study Addendum.	BA Group
11	**On-Site Signage and Wayfinding**		
a)	The retained transportation consultant must submit an acceptable on-site signage and wayfinding plan to help facilitate the safe movement of traffic and regulate the parking, loading, and pick-up/drop-off activity that is intended to be accommodated by the site.	An on-site pavement marking and signage plan has been prepared and is provided in BA Group's Transportation Impact Study Addendum.	BA Group
12	**Digital Synchro File**		
a)	In order to fully assess the traffic impacts, digital Synchro and SimTraffic files must be provided. Additional comments pertaining to the Synchro/SimTraffic analysis may be provided upon further review.	Noted. Digital Synchro files are provided alongside BA Group's Transportation Impact Study Addendum.	BA Group
13	**Multi-modal Analysis and Transportation Demand Management**		
a)	Please contact Transportation Planning unit of the City's Planning Division to confirm the exact requirements.	Noted. Comments were provided by Transportation Planning which are addressed as part of BA Group's Transportation Impact Study Addendum.	BA Group
14	Prior to accepting the traffic impacts of the proposal, the TIS from BA Group must be revised to address the above-noted issues. The proponent is advised that additional comments may be provided with respect to the traffic impacts of the proposal once a revised Transportation study is submitted for review and approval.	Noted.	BA Group
ROADWAYS			
1	According to the City's Official Plan, Sheppard Avenue West is identified as a 27.0 metre wide right-of-way at this location. In order to achieve this width, the conveyance of a 0.40 metre wide strip of land is required along the the Downway West frontage of the site.	As noted on dwg A-104, A-203	WZMH
2	Include a notation on the site plan and landscape plan stating that " the 0.40m wide strip of land along the The Donway West frontage of this property will be conveyed to the City in an unencumbered manner for a nominal sum, to the satisfaction of the City."	As noted on Dwg A-104, A-203	WZMH
3	As is now shown, all drawings, including underground parking and section/elevation plans, explicitly identify the lands noted above as being conveyed to the City for a nominal sum. As outlined, the proponent will also be required to submit, for review and approval, a Draft Reference Plan of Survey, in metric units and integrated with the Ontario Co-ordinate System, showing the co-ordinate values at the main corners of the development lands, and delineating thereon, by separate PARTS, the lands to be conveyed to the City, the remainder of the site, and any appurtenant rights-of-way.	As noted on Dwg A-104, A-201, A-202, A-203, A-400, A-401, A-403 + A-404	WZMH
SIDEWALK / BOULEVARD / STREETSCAPING			
1	The applicant must restore those sections of municipal boulevard where they propose to close existing driveway(s), replacing the access point(s) with appropriate landscaping and continuous poured raised concrete curb.	Addressed and notes added to landscape plan, refer to L1 WZMH - As noted on Dwg A-104, A-203.	WZMH
2	The applicant must ensure that any streetscape designs proposed within municipal right-of-way comply with the requirements of this Division. We emphasise that anything other than municipal sidewalks, street trees, and sod are encroachments that the property owner must recognise in either a site plan or encroachment agreement that is registered on title to the property. The property owner is responsible for designing, constructing, and maintaining these encroachments.	Noted. No encorachment is proposed. Everything on public right of way is City standard, refer to L1. WZMH - Noted.	WZMH
3	The City of Toronto Standard No. T-310.010-10 and the ADODA require the provision of new 2.1m wide clear linear paths of concrete public sidewalks along all development site frontages. Appropriate transition areas must also be provided within the site frontages which connect the new sidewalks to the existing sidewalks at a 5:1 ratio. The required 2.1m wide public sidewalk widths must be clear widths and shall not include the street curb, specialized paving areas, planting areas, furniture zones, marketing areas, kill strips, fire hydrants, hydro poles, etc. The site plan drawings and landscape plans have been revised to comply with the above-noted requirements.	Addressed and add dimensions and notes, refer to L1. WZMH - As noted on Dwg A-104, A-203.	WZMH
DRIVEWAY ACCESS / SITE CIRCULATION			
1	Vehicular access to the site is proposed on The Donway West, on the south side of the development. The below-grade parking structure, pick-up / drop-off loop, and centralized loading facility are all accessed via this driveway.	As noted on Dwg A-104, A-203	WZMH
2	As mentioned, provide a detailed wayfinding and signage plan for the on-site pick-up/drop-off activities.	A detailed wayfinding and signage plan will be developed as part of a future site plan submission.	BA Group
3	Additional comments related to the design of the proposed access driveway and general site circulation will be provided pursuant to the future Site Plan Application for the project.	Acknowledged.	WZMH
PARKING			
1	The parking space requirements for the project are governed by the applicable parking provisions contained in the Toronto Zoning By-law No. 569-2013 amended by By-law No. 89-2022 (Bill 81- 2022). However, the new bylaw is currently under appeal. Until it is resolved, both the new and old zoning regulations are applicable law under the Planning Act. During this period, if there are conflicts between the regulations, the more restrictive requirement would prevail.	Noted. See response provided to Engineering & Construction Services comment A. 1.1 d).	BA Group
2	In this case, the former By-law regulations would apply. The parking requirements for the project are governed by the applicable parking provisions contained in the former North York Zoning By- law No. 7625 and Zoning By-law 569-2013. However, Zoning By-law 569-2013 was developed by City staff in order to update the parking requirements for developments. The parking provisions contained in this By-law are based on more recent information when compared to the former City of North York general Zoning By-law. The subject site falls within the Rest of the City, however, given the location of the site, Transportation Services can support the parking rates under Policy Area 4 (PA4). As a result, we require that parking for this project be provided in accordance with Zoning By-law No. 569-2013 for PA4, as defined in the By-law. A summary of the parking requirements for this project is provided in Table 2. **Table 2: Minimum Parking Space Requirement - By-law No. 569-2013 (PA4)** Type of Units / Number of Units[1] / City of Toronto By-law No. 569-2013: Minimum Parking Requirement / Parking Spaces[2] Residential: Studio 21 units, 0.7, 14; 1-bedroom 306 units, 0.8, 244; 2-bedroom 67 units, 0.9, 60; 3-bedroom 44 units, 1.1, 48 Visitors: 438 units, 0.15, 65 Retail: 1,513 m², 1.0, 15 Sub-Total Reisdential: 366 Sub-Total Visitors: 65 Sub-Total Retail: 15 **Total: 446** [1] Based on the information provided in Drawing # A-100, Site Statistics, dated April 11, 2022 by WZMH. [2] Expressed as number of spaces per unit for the residential building and number of spaces per 100m² of gross floor area for the existing uses [3] Where the calculation of the required parking spaces results in a number containing a fraction, the number must be rounded down to the nearest whole number, but in no case may there a requirement of less than one parking space.	Noted. See response provided to Engineering & Construction Services comment A. 1.1 d).	BA Group
3	According to the site statistics, a total of 334 parking spaces are proposed, including 268 resident spaces, 44 visitor spaces and 22 retail spaces, which does not meet the minimum parking requirement. However, several parking spaces will not meet the parking space dimensional reqirements of City of Toronto Zoning By-law 569-2013. Therefore, these spaces cannot be counted towards the parking provision.	All obstructed spaces in the underground garage have been dimensioned to show that they comply Dwg A-201, A-202.	BA Group
4	It is proposed to provide vehicular parking spaces in accordance with the minimum parking rates outlined below. • Residential: 0.61 parking spaces per unit • Residential visitor and retail parking provided on a shared, non-exclusive basis, based on a combination of the following parking supply ratios: o Residential visitors: 0.10 parking spaces per unit; and o Retail: 1.50 parking spaces per 100 m2 GFA.	As noted on DWG A-100. See response provided to Engineering & Construction Services comment A. 1.1 d).	BA Group
5	Transportation Services acknowledge that a number of ongoing and approved resident and visitor parking reductions were referenced in the Transportation Impact Study in Tables 9 to justify the proposed resident and visitor parking space reduction. However, no information was provided in terms of unit mix/unit breakdown. For all development applications selected, a breakdown of tenure and associated unit mix must be included in the analysis. It is noted that some of the approved developments are currently under review by the City, which are not acceptable. In addition, proxy sites with rental tenure are not acceptable, since the subject site does not have a rental component.	Noted. See response provided to Engineering & Construction Services comment A. 1.1 d).	BA Group
6	The report also provided proxy site surveys for resident and visitor parking demand in Table 10 and Table 11. However, the studies were conducted from 2012 to 2018, which are outdated. Proxy sites that are rental are not acceptable, since the subject site is not a rental project. In addition, no information was provided in terms of unit mix/unit breakdown.	Noted. See response provided to Engineering & Construction Services comment A. 1.1 d).	BA Group

<table>
<tr><th>No.</th><th>Comments</th><th>Response</th><th>Responsibility</th></tr>
<tr><td>7</td><td>Due to the Covid-19 circumstances, in lieu of a parking survey, our group can accept a review of developments in a similar location context that have been approved recently within the last 5 years that have a parking rate consistent with your proposal. The chosen developments must be the same as the proposal in terms of the type of tenure and have a similar scale and unit mix.</td><td>Noted. See response provided to Engineering & Construction Services comment A. 1.1 d).</td><td>BA Group</td></tr>
<tr><td>8</td><td>The enacted bylaw number and/or OMB/LPAT/OLT decision with parking rate specified must be provided for each of the referenced sites. Be advised, sites that are rental use or currently under appeal and/or under review by the City with no site-specific bylaws enacted to amend their applicable bylaws, which are not deemed an appropriate comparison. In addition, scale and tenure of the referenced sites must be specified.</td><td>Noted. See response provided to Engineering & Construction Services comment A. 1.1 d).</td><td>BA Group</td></tr>
<tr><td>9</td><td>Reduced parking standards could be considered provided that acceptable documentation is submitted for review which justifies alternate parking standards. At this time, we require that parking for the project be provided in accordance with the PA4 rates stipulated in Zoning By-law No. 569-2013, unless acceptable documentation is submitted which justifies otherwise.</td><td>Noted. See response provided to Engineering & Construction Services comment A. 1.1 d).</td><td>BA Group</td></tr>
<tr><td>10</td><td>Based on Chapter 200.15.10 under By-law No. 569-2013, a minimum of 5 accessible parking spaces plus 1 accessible parking space for every 50 parking spaces in excess of 100 parking spaces are required. A summary of the accessible parking space requirements for the site in accordance with Zoning By-law 579-2017 is provided in Table 5.
Table 3 – Accessible Parking Space Requirements as per Zoning By-law No. 569-2013<table><tr><th>No. of Spaces Required</th><th>No. of Spaces Provided</th></tr><tr><td>12</td><td>13</td></tr></table></td><td>As noted on DWG A-100.</td><td>BA Group</td></tr>
<tr><td>11</td><td>According to the site statistics, a total of 13 accessible parking spaces are shown on the submitted drawings, which meets the minimum requirement.</td><td>Noted.</td><td>BA Group</td></tr>
<tr><td>12</td><td>Additional comments related to the layout of the proposed parking space will be provided pursuant to the future Site Plan Application for the project.</td><td>Noted.</td><td>BA Group</td></tr>
<tr><td colspan="4">LOADING</td></tr>
<tr><td>1</td><td>The loading space requirements for the project are governed by the former City of North York By- law No. 7625 and Zoning By-law 569-2013. However, Zoning By-law 569-2013 was developed by City staff in order to update the parking requirements for developments. The parking provisions contained in this By-law are based on more recent information when compared to the former City of North York general Zoning By-law. A summary of the loading space requirements for the project in accordance with the Zoning By-law 569-2013 is provided in the table below.
Table 4 – Loading Space Requirements - By-law No. 569-2013<table><tr><th rowspan="2">Land Use</th><th rowspan="2">Scale (Units)</th><th colspan="4">No. of Loading Spaces Required</th></tr><tr><th>Type 'B'</th><th>Type 'C'</th><th>Type 'G'</th><th>Total</th></tr><tr><td>Residential</td><td>71</td><td>0</td><td>0</td><td>1</td><td>1</td></tr></table>Table 6 – Loading Space Requirements - By-law No. 569-2013<table><tr><th rowspan="2">Land Use</th><th rowspan="2">Scale</th><th colspan="4">No. of Loading Spaces Required</th></tr><tr><th>Type 'B'</th><th>Type 'C'</th><th>Type 'G'</th><th>Total</th></tr><tr><td>Residential</td><td>438 units</td><td>0</td><td>1</td><td>1</td><td>2</td></tr><tr><td>Retail</td><td>1,513 m^2</td><td>1</td><td>0</td><td>0</td><td>1</td></tr><tr><td>Grand Total</td><td></td><td>1</td><td>1</td><td>1</td><td>3</td></tr></table></td><td>Noted</td><td>BA Group</td></tr>
<tr><td>2</td><td>A minimum of 1 Type G, 1 Type B and 1 Type C loading spaces are required for the proposed development under the By-law. Given the above, 1 Type G and 1 Type C loading spaces are proposed which does not meet the by-law requirements.</td><td>Noted</td><td>BA Group</td></tr>
<tr><td>3</td><td>The consultant has referenced that since the proposed development is located within the CR zone, a mixed-use building with more than 30 units may share the requirement for a Type B space with a Type G space, however, this regulation also stipulates that the Type B space must be constructed to the larger dimensions of the Type G space which has been shown on the site plan. Under the Bylaw, sharing of loading spaces in mixed-use buildings is permitted, which in this case, 1 Type G space and 1 Type C that are proposed will satisfy the loading space requirement.</td><td>Noted</td><td>BA Group</td></tr>
<tr><td>4</td><td>Turning movement diagrams (VMDs) have been provided illustrating a heavy vehicle entering and exiting the site in a forward motion.</td><td>Noted</td><td>BA Group</td></tr>
<tr><td>5</td><td>Additional comments related to the layout of the proposed loading space will be provided pursuant to the future Site Plan Application for the project.</td><td>Noted</td><td>BA Group</td></tr>
<tr><td colspan="4">TORONTO GREEN STANDARD (TGS)</td></tr>
<tr><td>1</td><td>AQ 1.1 Single-Occupant Auto Vehicle Trips</td><td></td><td></td></tr>
<tr><td>i)</td><td>Reduce single-occupancy auto vehicle trips generated by the proposed development by 25 percent through a variety of multimodal infrastructure strategies and Transportation Demand Management (TDM) measures. This requirement has not been satisfied. The retained transportation consultant is required to submit acceptable documentation which:</td><td>Noted. The Transportation Demand Management (TDM) plan proposed as part of the project has been updated in accordance with with comments provided by Transportation Planning and in addition, in Section 4.2 of BA Group's OPA/ZBA Resubmission letter, an update is provided regarding reducing single occupancy vehicle trips generated by the proposed development.</td><td>BA Group</td></tr>
<tr><td>a)</td><td>Describes in detail all measures that will be adopted to reduce single-occupancy auto vehicle trips; and</td><td>See above response</td><td>BA Group</td></tr>
<tr><td>b)</td><td>Individually quantifies how much each measure is expected to reduce single- occupancy auto-vehicle trips using appropriate and reasonable data/methodologies.</td><td>See above response</td><td>BA Group</td></tr>
<tr><td>c)</td><td>Be advised, that parking spaces reductions below the bylaw requirement do not count towards the required 25 percent reduction. Measures that are not specific can be identified, but cannot be counted as part of the 25 percent requirement.</td><td>See above response</td><td>BA Group</td></tr>
<tr><td>2</td><td>AQ 1.2 Electric Vehicle Infrastructure</td><td></td><td></td></tr>
<tr><td>i)</td><td>Parking spaces must be equipped with an energized outlet, which is clearly marked and identified for electric vehicle charging, in accordance with Zoning By-law No. 569-2013, as amended. Tier 1 requirements for 100 percent residential parking spaces and 25 percent non-residential spaces to be EV Ready.
Table 3: Minimum EV Space Requirements – By-law No. 569-2013<table><tr><th>Use</th><th>Scale</th><th>Percent</th><th>Spaces Required</th><th>Spaces Provided</th></tr><tr><td>Residential</td><td>438</td><td>100</td><td>366</td><td>0</td></tr><tr><td>Visitor/Non-Residential</td><td>80</td><td>25</td><td>20</td><td>0</td></tr><tr><td>Total</td><td colspan="2"></td><td>386</td><td>0</td></tr></table></td><td>Note is on Dwgs, 100% of residents have parking energized outlets. Dwg A-201, A-202</td><td>BA Group</td></tr>
<tr><td>ii)</td><td>A total of 446 parking spaces are required, hence, 386 EV spaces are required. Based on the site plan submitted, no EV spaces are provided, which does not satisfy this requirement.</td><td>Note is on dwgs, A-100, A-201 + A-202</td><td>BA Group</td></tr>
<tr><td>3</td><td>AQ 2.1 Bicycle Parking Rates</td><td></td><td></td></tr>
<tr><td>i)</td><td>Provide bicycle parking rates, spaces and shower and change facilities in accordance with the Bicycle Parking Space Regulations, Chapter 230 of the City-wide Zoning By-law. Refer to the City of Toronto’s Guidelines for the Design and Management of Bicycle Parking Facilities for best practice design. If the calculation of the minimum bicycle parking spaces for all uses results in a fraction of a bicycle parking space being required, the number of required bicycle parking spaces must be rounded up to the next whole number.</td><td>As shown on dwg A-202 + A-203</td><td>BA Group</td></tr>
<tr><td>ii)</td><td>According to the site statistics, a total of 449 bicycle parking spaces are provided, including 394 long-term and 44 short-term for residents and 3 long-term and 8 short-term for retail, which satisfies the by-law requirements. Be advised, that the dimensions of all spaces and the access to the spaces must be provided in accordance with the zoning bylaw and the design guidelines.
Table 4: Minimum Bicycle Parking Space Requirements – By-law No. 569-2013<table><tr><th>Use</th><th>Scale</th><th>Type</th><th>Parking Rate[1]</th><th>No. of Spaces Required[2]</th></tr><tr><td rowspan="2">Residential</td><td rowspan="2">438 units</td><td>Short-term</td><td>0.1</td><td>44</td></tr><tr><td>Long-term</td><td>0.9</td><td>394</td></tr><tr><td rowspan="2">Retail</td><td rowspan="2">1,513 m^2</td><td>Short-term</td><td>3 + 0.3</td><td>8</td></tr><tr><td>Long-term</td><td>0.2</td><td>3</td></tr><tr><td colspan="2" rowspan="2">Sub-Total</td><td>Short-term</td><td></td><td>52</td></tr><tr><td>Long-term</td><td></td><td>397</td></tr><tr><td colspan="4">Total</td><td>449</td></tr></table>1. If Table 230.5 10.1(1) Bicycle Parking Space Rates, requires a bicycle parking space for one or more uses on a lot, the total number of bicycle parking spaces required is equal to the cumulative total of all bicycle parking spaces required for each use on the lot.
2. If the calculation of the minimum bicycle parking spaces for all uses results in a fraction of a bicycle parking space being required, the number of required bicycle parking spaces must be rounded up to the next whole number.</td><td>As shown on Dwg A-100, A-202 + A-203</td><td>BA Group</td></tr>
<tr><td>4</td><td>AQ 2.4 Electric Bicycle Infrastructure</td><td></td><td></td></tr>
<tr><td>i)</td><td>At least 15% of the required long-term bicycle parking spaces, or one parking space, whichever is greater, shall include an Energized Outlet (120V) adjacent to the bicycle rack or parking space. The number of electric bicycle parking spaces is included as part of the total required bicycle parking rate. Locate the Energized outlet at a maximum distance of 1100 mm from the bike rack to accommodate the typical manufacture-supplied power cord. Label the required long-term bicycle parking spaces and electric bicycle charging spaces clearly for users. A total of 394 and 3 bicycle parking spaces are required for residential and retail, respectively. Hence, 60 EV bicycle spaces are required. Based on the site statistics, 67 EV bicycle spaces are provided, which meets the minimum requirement.</td><td>As shown on Dwg A-100, A-202 + A-203</td><td>BA Group</td></tr>
<tr><td>5</td><td>AQ 3.2 Sidewalk Space</td><td></td><td></td></tr>
<tr><td>i)</td><td>Provide a context-sensitive pedestrian clearway that is a minimum of 2.1m wide, to safely and comfortably accommodate the pedestrian flow. This requirement has been satisfied in principle through the provision of a 2.1m wide sidewalk along the site frontages. However, as noted in Section A, revisions are required to the drawings in order to have sidewalk transitions within the site frontage at a 5:1 ratio, for the new 2.1m sidewalk and the existing adjacent sidewalks.</td><td>Addressed, dimensions provided also added a note for transition as well, refer to L1. WZMH - As shown on Dwg A-104 + A-203</td><td>WZMH
NAK</td></tr>
<tr><td colspan="4">TTC (Memo Dated December 29, 2022)</td></tr>
<tr><td>1</td><td>We note that the TTC eastbound near side bus stop # 5261on Lawrence Avenue East at The Donway W est is located in the frontage of the site. We request the bus shelter be relocated to face Lawrence Avenue East as shown on the marked-up sketch. We note that this may require a conveyance of land or an easement and ask that City staff pursue such an arrangement as part of the condition of approval for this development. As shelters are the City of Toronto’s responsibility, please contact the Street Furniture Management team at streetfurniture@toronto.ca regarding the placement of the shelter and required land, if any.</td><td>As shown on Dwg A-104 + A-203.</td><td>WZMH</td></tr>
</table>

No.	Comments	Response	Responsibility
2	Furthermore, the sidewalk should be a minimum of 2 .4 metres wide and free of obstructions for a distance of 16 metres on the approach to the bus stop. 	As shown on Dwg A-104 + A-203.	WZMH
PARKS DEVELOPMENT (Memo Dated December 1, 2022)			
1	**Advisory Comments**		
a)	The Parks Development Section requests to be involved in the negotiations of a community benefits charge.	Acknowledged.	First Capital
b)	Given the current rise in dog-owning populations, 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.	Addressed by adding dog relief area with bin and bench refer to L1. WZMH - As shown on Dwg A-203.	NAK WZMH
c)	Comments regarding any necessary street tree plantings and requirements under the Trees Bylaw or the Ravine and Natural Feature Protection Bylaw will be provided by Urban Forestry.	Acknowledged.	NAK WZMH
ROGERS (Memo dated March 17, 2023)			
1	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.	Applicant has responded to most recent comments from August 22, 2022	RJ Burnside
	Rogers Communications has an aerial plant in the area, and it is indicated on the attached plans.		
2	Fiber Optic Cable is present in the area of your proposed construction. Please obtain locates and maintain minimum 1.0m/1.0m clearance.		
3	Plant currently under construction		
4	Rogers has buried fibre and coacial as well as aerial fibre and coaxial plant in this area, as indicated on the attached plans. Caution is advised. Maintain min of 0.6m horizontal clearance and 0.3m vertical clearance. Hand dig when crossing or if within 1m of Rogers plant. Note: Plant is to approximation. Locates are required. Call for locates at 1-800-400-2255		
ROGERS (Memo dated September 29, 2022)			
1	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.	Acknowledged.	RJ Burnside
2	Fiber Optic Cable is present in the area of your proposed construction. Please obtain locates and maintain minimum 1.0m/1.0m clearance.		
3	Plant currently under construction		
4	Rogers has buried fibre and coacial as well as aerial fibre and coaxial plant in this area, as indicated on the attached plans. Caution is advised. Maintain min of 0.6m clearance. Hand dig when crossing or if within 1m of Rogers plant. Note: Plant is to approximation. Locates are required. Call for locates at 1-800-400-2255		
URBAN FORESTRY (Memo Dated April 14, 2023)			
A.	**Zoning By-Law Amendement # 22 180913 NNY 16 OZ**		
	Urban Forestry – Tree Protection & Plan Review does not object to the Zoning By-Law Amendment application or the issuance of the Final Zoning By-Law Amendment Report to Council	Acknowledged.	NAK
B.	**Preliminary Site Plan Control Comments:**		
1	**Proposed Soil Volumes;** Proposed Soil Volumes; the soil volumes for this site require the below modifications. Once the changes are made, the applicant will fall short of their required 1,320m3 of soil volumes for this application.	Modifications have been made to soil volumes and meeting requirements.	NAK
i)	The applicant must demonstrate that their Zoning By-law Amendment proposal will allow them to meet tier 1 of TGS V4.	Confirming that we are meeting tier 1 TGS V4. Refer to landscape plan L1.0 with soil volume chart and soil volume notes revised to meet TGS V4.	NAK
ii)	**All soil areas;**		NAK
a)	Exclude the drainage layer from all soil volume calculations.	Drainage layer is excluded from calculations.	NAK
b)	Soil areas must be a minimum of 800mm and a maximum of 1200mm. Soil depths greater than 1200 will only be accepted if the applicant is replacing all soil to the indicated depth with the City of Toronto required soil specifications (Type I or Type III). Any soil areas that are not being replaced to the depth the applicant is indicating must be a maximum of 1200 m depth given tree roots will not grow (generally) beyond the 1200m without the correct soil composition. The applicant must also indicate on the plan where they will be using parent soil or replacing with new.	Soil depths are revsied to be in between 800-1200mm (parent soil) , refer to L1.0. The note for soil on top of page is revised on landscape plan L1.0.	NAK
c)	All trees in each soil area must be large growing and spaced 8.0m apart, at least 3.0m from the building and overhang <16m tall, and 1.0m from any hard surface. Any tree that does not meet this requirement should be removed.	Addressed. Trees are placed 8m apart (except for Lawrence as we need to meet soil volume requirement had to space them a bit wider). Also 3m from building and overahngs <16m tall and 1m from any hard surface. Refer to landscape and planting plans L1.0, L1.1.	NAK
d)	Soil areas overtop or within 3.0m of the underground garage must accommodate only fast growing trees such as Gleditsia triacanthos var. inermis, Acer saccharinum, Liriodendron tulipifera, or some of the species within the Populus genus.	Addressed except for Cherry trees at north east corner as those are defining our entrance and gateway to Shops at DonMills, refer to planting plan L1.1.	NAK
iii)	**Soil are 7:**		NAK
a)	The applicant is showing a utility conflict between the trees and the THES conduit. The applicant is required to ensure that they can meet the required clearances from the conduit, which are listed in Appendix O. If the required clearances cannot be met, the applicant must get direct approval from the utility provided that they would be able to plant in that location, if that fails they must remove the soil area. Special approvals have been granted in the past by utility companies with modified tree root ball sizes and root barriers.	Owner is coordianting with Hydro. We have reduced number of trees in this area and showed distance to trees on plan, refer to L0.0.	NAK
2	**Tree Substitution:** Urban Forestry has historically noted a very low success rate for Acer rubrum when specified in urban landscapes in Toronto. Additionally, the applicant should increase tree diversity by adding at least 2 additional tree species. Provide a revised Planting Plan that substitutes red maples with another fast-growing large-growing shade tree species that tolerate urban streetscape conditions.	Acer rubrum is eliminated. Two additional tree species (Little Tilia Cordata to match trees across the street at Don Way and Gikgo Biloba) are added, refer to planting plan L1.1.	NAK
3	**Arborist Report:** The tree inventory in the arborist report notes three (3) trees inventoried and were numbered from 633 – 635. However, these tree numbers do not match the tree protection plan and list tree numbers ranging from 663 – 665. An updated arborist report and tree protection plan will need to be provided to address the discrepancy.	Addressed, refer to revised Arborist drawing and report.	NAK
4	**Tree Planting Detail:** The Landscape Plans do not provide a tree planting detail. Provide revised Landscape Plans that include the following planting detail(s) (as appropriate):	Additional notes are added to landsacep plan refering to City details for planting per these coamments, refer to landscape plan L1.0.	NAK
a)	For trees planted in turf: Planting Detail for Balled and Burlapped Trees in Turf, City of Toronto Detail PD-101 (dated June 2002),	Notes have been added to plan, refer to L1	NAK
b)	For trees planted in hard landscaping: Tree Planting Solutions in Hard Boulevard Surfaces: Best Practices Manual (February 8, 2013), planting detail nos. PL-1 and PL-2, and/or	Notes have been added to plan, refer to L1	NAK
c)	A site-specific detail for each tree planting condition that is proposed and which meets the specifications of the applicable above-noted detail(s).	Site specific section has been provided with city detail, refer to L3.0,1,2,3	NAK
C.	**Toronto Green Standard (v. 40):**		
i.	Note: Comments herein pertain only to at-grade tree planting and soil volumes. Urban Forestry – Tree Protection and Plan Review does not regulate the Ravine & Natural Feature Protection Area, planting of non-tree species, or above-grade tree planting or soil volumes.		NAK
EC1.1	Tree Planting Areas and Soil Volume: performance measure is not met **Comment;** the soil volumes for the street trees cannot be counted due to utility conflicts, and many soil areas have over calculated the total soil volume. Once the required changes are made the applicant will not be able to meet the minimum soil volume requirements.	Daylighting QLA is provided and soil volumes are meeting requirements, refer to L0.0, L1.0.	NAK
EC 1.2	Trees Along Street Frontages: performance measure is not met **Comment;** the soil volumes for the street trees cannot be counted due to utility conflicts.	Additional trees along street at Don way are added as of stidewalk widening and trees along Lawrence are being coordianted with Hydro, refer to L1.0.	NAK
EC 1.3	Parking Lots: performance measure is not applicable		NAK
EC 1.4	Watering Program: performance measure is not met **Comment;** a detailed four-year watering program has not been provided	Irrigation note has been added to landscape plan. Refer to L1.0	NAK
EC 2.2	On-site Landscaping, Native and Plants; Landscape includes 50% native plants and native flowering species not met **Comment;** a detailed plant list has not been provided.	NAK - Specific planting notes have been shown on L1.0 for planing plan with over 50% native and flowering species. Detailed plant list is provided, refer to L1.1.	NAK
URBAN FORESTRY (Memo dated September 28, 2022)			
MISSING INFORMATION			
1	Public Utilities Plan a)Quality Level A Utility Data is required before Urban Forestry can provide final comments. b)If the QL-A data results proposed trees/tree locations that are in conflict with any utility services, the applicant will be required to resolve the conflict through revisions and/or coordination with the utility company. Future revisions must result in the application meeting at least the minimum requirements of the TGS and intent of the respective policies for this site.	Applicant has responded to most recent comments from April 14, 2023	NAK

No.	Comments	Response	Responsibility
2	Landscape Plan a)All sectional details for proposed planting locations is required before Urban Forestry can provided final comments b)All sectional details (planting overtop of underground structures, hardscape, softscape, continuous planting trenches, etc.) are to be provided for review; all soil depths indicated on the sectional details must be consistent with all other submitted plans	Applicant has responded to most recent comments from April 14, 2023	NAK
PRELIMINARY SITE PLAN CONTROL COMMENTS			
1	Arborist Report: The tree inventory in the arborist report notes three (3) trees inventoried and were numbered from 633 – 635. However, these tree numbers do not match the tree protection plan and list tree numbers ranging from 663 – 665. An updated arborist report and tree protection plan will need to be provided to address the discrepancy.	Applicant has responded to most recent comments from April 14, 2023	KUNTZ
2	Tree Planting Detail: The Landscape Plans do not provide a tree planting detail. Provide revised Landscape Plans that include the following planting detail(s) (as appropriate):		NAK
a)	For trees planted in turf: Planting Detail for Balled and Burlapped Trees in Turf, City of Toronto Detail PD-101 (dated June 2002),		NAK
b)	For trees planted in hard landscaping: Tree Planting Solutions in Hard Boulevard Surfaces: Best Practices Manual (February 8, 2013), planting detail nos. PL-1 and PL-2, and/or		NAK
c)	A site-specific detail for each tree planting condition that is proposed and which meets the specifications of the applicable above-noted detail(s).		NAK
3	Utility Overlay: The Landscape Plans do not show existing or proposed utilities. In order to determine potential conflicts between utilities and trees, provide revised Landscape Plans with an overlay of all existing and proposed utilities, existing trees to be preserved (if any), and proposed trees on the same plan. At all critical locations where utility-tree conflicts may arise, provide site-specific, scaled, and detailed Landscape Sections showing locations of existing/proposed trees and utilities to ensure that the proposal is feasible.	Existing utilities and propose servicing are on plan and notes have been provided, also added dimension from trees to closest utility perservicing, please refer to L0, L1	NAK RJ Burnside
Toronto Green Standard (v. 4.0)			
1	Note: Comments herein pertain only to at-grade tree planting and soil volumes. Urban Forestry – Tree Protection and Plan Review does not regulate the Ravine & Natural Feature Protection Area, planting of non-tree species, or above-grade tree planting or soil volumes.	Applicant has responded to most recent comments from April 14, 2023	NAK
2	EC 1.1 – Tree Planting Areas and Soil Volume: performance measure is not met. Comment; the soil volumes for the street trees will not be counted until the applicant is able to provide QL-A utility data, provide drawings that meet the minimum soil volume requirements, and soil infrastructure able to support large growing trees.		
3	EC 1.2 – Trees Along Street Frontages: performance measure is not met. Comment; the soil volumes for the street trees will not be counted until the applicant is able to provide drawings with QL-A utility data.		
4	EC 1.4 – Watering Program: performance measure is not met Comment; a detailed four-year watering program has not been provided		
5	EC 2.2 - On-site Landscaping, Native and Plants; Landscape includes 50% native plants and native flowering species not met Comment; a detailed plant list has not been provided.		
STRATEGIC INITIATIVES, POLICY & ANALYSIS (SIPA) (Memo Dated March 24, 2023)			
1	As currently proposed, 15% of all new units are two-bedroom units and 10% are three-bedroomunits. This supports the objectives of the Growing Up Guidelines, the City's Official Plan housing policies and housing policies to accommodate a broad range of households, including families with children, within new developments. The applicant is asked to consider providing a mix of unit sizes across all unit types to help balance affordability and unit functionality to meet the needs of diverse households, including families with children.	A detailed spreadsheet of units areas has now been dnoe, stats have been updated Dwg A-100, Studio 5.25%, 1 Bedroom 60.27%, 2 bedroom 24.43% + 3 Bedroom 10.05%. Suite types and unit areas have been shown on the plans.	First Capital
2	Affordable housing is a strategic priority for the City of Toronto. Section 3.2.1 of the City's Official Plan states that a full range of housing, including affordable rental housing, will be provided and maintained to meet the needs of current and future residents. There is a significant public interest in including affordable housing within the proposed development. The applicant is encouraged to consider the City's Open Door Affordable Housing program, which provides incentives for the creation of new affordable housing beyond those required by the Official Plan.	As part of the City's Inclusionary Zoning policy, the subject site is not required to provide affordable housing; however, the applicant is open to considering affordable/attainable housing as part of a broader Community Benefit Contribution discussion as the application progresses through the OPA/ZBA process.	First Capital Bousfields
3	If community benefits will be provided as part of this development application, the applicant is encouraged to include affordable housing to support the City's and the Growth Plan's housing policy objectives to provide a full range of housing within new developments.	Acknowledged. The applicant is open to considering affordable/attainable housing as part of a broader Community Benefit Constribution discussion.	First Capital
4	City Council adopted Official Plan Amendment (OPA) 558 – Updating the Definitions of Affordable Rental and Ownership Housing at its meeting on November 10, 2021. As per the final order issued by the Ontario Land Tribunal on February 10, 2023, OPA 558 is in full force and effect as of December 14, 2021. Accordingly, the definitions of affordable rent, mid-range rent (affordable) and mid-range rent (moderate) established under OPA 558 will apply to this development application.	Acknowledged.	First Capital
TORONTO DISTRICT SCHOOL BOARD (Memo Dated September 16, 2022)			
1	The Toronto District School Board (TDSB) schools currently assigned to this development are Norman Ingram Public School, Don Mills Middle School and Don Mills Collegiate Institute. TDSB staff have determined that there is insufficient capacity to accommodate students from new residential developments at Norman Ingram Public School and Don Mills Collegiate Institute. To address accommodation challenges that may arise, the Board may need to use portables to accommodate students or engage in studies to explore options for creating space at a local school. These options include changing school boundaries, moving programs, or bussing new students to another school, among others. These studies are made publicly available in the Board's Long-Term Program and Accommodation Strategy and may be subject to Board approval and (in some cases) include public engagement.	Acknowledged.	First Capital
2	TLC has also reviewed Appendix A: Community Services & Facilities Study (CS&F) of the Planning & Urban Design Rationale prepared by Bousfields Inc. in July 2022. Note that although there is currently very limited capacity available in the local elementary school, sufficient accommodation will likely not be available when this development is occupied due to the cumulative impact of development in the area. The CS&F Study states that "it is important to note that it has not been determined if potential students from this development will attend the schools listed in Table A11"; it should be reiterated that the assigned schools for the application site are those listed within Table A11 and outlined above.	Acknowledged.	First Capital
3	When this application progresses to the site plan stage, TLC and TDSB may request site plan approval conditions requiring the applicant to erect signs on the development site and include warning clauses in all offers of purchase and sale/lease/rental/tenancy agreements to inform new residents of the student accommodation situation. Site plan conditions may also include a requirement to provide estimated occupancy dates and a commitment for periodic updates on expected occupancy to provide the TLC and TDSB with information for enrolment projections.	Acknowledged.	First Capital
4	TLC's conditions may change as this application progresses through the planning process. TLC requests to be notified on all future public notices, resubmissions, appeals and other matters and requests to be included on the Interested Parties List with respect to this application.	Acknowledged.	First Capital
TORONTO CATHOLIC DISTRICT SCHOOL BOARD (Memo Dated August 24, 2022)			
1	At this time, the local elementary school is operating at capacity and cannot accommodate additional students from the development as proposed.	Acknowledged.	First Capital
2	Due to concerns associated with school accommodation, 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 and subsequently within any agreements of purchase and sale for the proposed units of this plan. Please also refer to the attached sign specifications for the Toronto Catholic District School Boards' development-site signage requirements.		
3	The TCDSB formed part of the consultation process with the City with respect to CS&F planning for the Don Mills Crossing Secondary Plan (OPA 404) located to the south, ensuring school board needs surrounding the Don Mills and Eglinton area are addressed. Additionally, the TCDSB has engaged in communications with the City with respect to CS&F planning for the Eglinton Connects Study located to the south of this proposal to ensure appropriate representation of school board interests.		
4	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		
ENBRIDGE (Memo Dated: August 23, 2023)			
1	Enbrudge Gas Inc. does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions.	Acknowledged.	First Capital
2	The applicant will contact Enbridge Gas Inc.'s Customer Connections deparment by emailing SalesArea10@enbridge.com prior to any site construction activities to determine if existing piping facilities need to be relocated or abandoned.		First Capital
ENVIRONMENT & ENERGY DEVISION (Memo Dated: August 22, 2022)			
	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: •Compliance with the Toronto Green Standard Version 4, especially if targeting Tier 2 or higher levels of performance; •Explore opportunities for a low-carbon district energy (DE) system and, if shown to be not technically or financially viable, opportunities to ensure the proposed development is DE-ready. •Integration of low-carbon energy solutions and exploring additional energy conservation measures as the proposal is refined throughout design development; and •Back-up power for resilience during grid disruptions.	The current proposal is being designed to comply with TGS v4 Tier 1. The applicant is willing to undertake studies to understand enhanced TGS standards as the application progresses and coordinate with EED staff.	First Capital
NAV CANADA (Memo Dated: August 23, 2023)			
1	NAV CANADA has evaluated the captioned proposal and has no objection to the project as submitted. Our assessment does not constitute an approval and/or permit from other agencies.	Acknowledged.	First Capital

No.	Comments	Response	Responsibility
2	In the interest of aviation safety, it is incumbent on NAV CANADA to maintain up-to-date aeronautical publications. To assist us in that end, we ask that you notify us at least 10 business days prior to the start of construction. This notification requirement can be satisfactorily met by returning a completed, signed copy of the attached form and an Excel copy of the attached spreadsheet by email at landuse@navcanada.ca or fax at 613-248-4094. In the event that you should decide not to proceed with this project or if the structure is dismantled, please advise us accordingly so that we may formally close the file.	Acknowledged.	First Capital
TORONTO HYDRO (Memo Dated: February 27, 2023)			
A.	**RESPONSE**	Acknowledged.	First Capital
1	Caution: Existing hydro address are available at proposed work location (see attached plan from Toronto Hydro)		
2	Overhead primary and secondary conductors. Must maintain minimum 3.2m horizontal and 4.6m vertical clearance from buildings and permanent structures (see attached plan from Toronto Hydro)		
3	Toronto Hydro is in receipt of your email sent to utility.circulations@torontohydro.com. The information and comments provided herein are for INFORMATION PURPOSES ONLY and may NOT be used for the purposes of a Full-Stream Permit Application pursuant to the City of Toronto's Municipal Consent Requirements.		
4	The drawing attached hereto is being provided for the purposes of planning only, and must not be used for construction. The Applicant shall be liable for and shall indemnify and hold harmless Toronto Hydro for any damages, losses, liabilities, costs, expenses, including legal fees and consequential damages relating to any act or omission by the Applicant in the use of the attached drawing(s) for any purposes apart from planning on behalf of the Applicant.		
5	NOTICE TO CITY OF TORONTO: 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.		
6	In order to identify Toronto Hydro infrastructure in the drawing, locates must be completed in the field.		
7	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 theproposed work.		
8	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.		
B.	**PRIOR TO CONSTRUCTION**		
1	Request locates from Ontario One Call at 1-800-400-2255 or online at http://www.on1call.com.		
2	Review the ESA/TSSA Guideline for Excavation in the Vicinity of Utility Lines, available on the ESA Electrical Distribution Safety website: https://esasafe.com/assets/files/esasafe/pdf/Utilities/Guideline-for-ExcavatingProximity-of-Underground-Distribution-Lines.pdf		
3	Please contact our Customer Offers and Sustainment (COS) Dept. at 416-542-2533 for disconnecting power or Toronto Hydro plant removal before any demolition.		
C.	**RELOCATIONS**		
1	Toronto Hydro assets can be relocated at the expense of the Applicant.		
2	If the relocation of Toronto Hydro assets is necessary, please contact Utility Relocations group at utility.relocations@torontohydro.com to begin a relocation request.		
3	After sufficient information has been received to process a relocation request, Toronto Hydro relocation projects typically require 12 to 18 months to be completed.		
4	Toronto Hydro will require a deposit or full payment in advance of doing the work.		
5	**OVERHEAD TORONTO HYDRO ASSETS - GENERAL GUIDELINES**		
6	Mechanical equipment such as crane and hoist shall not be operated within 3 m of lines or equipment.		
7	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 5 m of lines or equipment.		
D.	**UNDERGROUND TORONTO HYDRO ASSETS - GENERAL GUIDELINES**		
1	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.		
2	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.		
3	Tunneling within 3m is deemed a conflict that requires a Professional Engineering report to resolve.		