

152-164 Bathurst Street and 621-627 Richmond Street West, City File: 21 181257 STE 10 OZ
Submission date: June 2021 (1st Submission Comments)
Matrix date: April 27, 2022

Reference	COMMENTS	COMMENTING AGENCY	RESPONSE BY	RESPONSE/ACTION/COMMENTS
1	Engineering and Construction Services, November 9, 2021			
A	REVISIONS AND ADDITIONAL INFORMATION REQUIRED FOR PLANS STUDIES AND DRAWINGS			
	With the next submission, the Applicant shall provide a Response Summary Letter (or Table). The letter shall:	E&CS		No Action Required
(a)	Include each comment from Section A of this memo.	E&CS	INFO	Acknowledged
(b)	Use the same headings and numbering as Section A of this memo.	E&CS	INFO	Acknowledged
(c)	Provide details of how each comment was addressed, including references to specific page numbers and drawing numbers.	E&CS	INFO	Acknowledged
(d)	For any comments not addressed, provide a detailed explanation of why this was not done.	E&CS	INFO	Acknowledged
	The Applicant shall also provide a Revision Summary Letter (or Table). The letter shall specify all revisions made to reports, plans, and drawings beyond those detailed in the Response Summary Letter, including references to specific page numbers and drawing numbers.	E&CS	Bousfields	Acknowledged
	The Applicant shall also provide a Revision Summary Letter (or Table). The letter shall specify all revisions made to reports, plans, and drawings beyond those detailed in the Response Summary Letter, including references to specific page numbers and drawing numbers.	E&CS	Bousfields	Acknowledged
1	Transportation Services	E&CS		No Action Required
1.1	In consultation with Cycling and Pedestrian Projects, design and construct a raised bicycle lane along the south side of Richmond Street West, extending from the site driveway to Bathurst Street, at a minimum width of 1.8 metres. This lane is to be constructed in accordance with the City's T-990.100 design specification. Please contact Becky Katz at becky.katz@toronto.ca for more information	E&CS	BA Group	Noted. A raised bicycle lane along the south side of Richmond Street West, extending from the site driveway to Bathurst Street, at a minimum width of 1.8 metres has been proposed in accordance with the City's T-990.100 design specification. Please refer to the updated ground floor plan provided in Appendix A.
1.2	Pending further consultation with Planning/Urban Design, provide a furnishing/planting zone with street trees along Richmond street West, to be constructed between the required pedestrian clearway and new cycle lane	E&CS	MARTEN-NIKZAD	The following streetscape features have been provided (See L-100): - A 0.2 metre wide curb; - A minimum 0.6 metre wide buffer strip along the curb edge; - A 0.5 metre Furnishing Zone - A minimum 2.4 metre wide Pedestrian Clearway along Richmond Street West; and - A planting zone 2.7 metres wide
1.3	Provide further documentation and review the functionality (including acceptable vehicle manoeuvring diagrams) of the proposed substandard or "small-car" parking spaces.	E&CS	BA Group	Noted. Please refer to BA Group's SPA #1 transportation report and the small car review provided in Appendix B which illustrates the functionality of the proposed substandard parking spaces.
2	Solid Waste Management Services	E&CS		No Action Required
	Multi-Residential Component	E&CS		No Action Required
2.1	Revised drawings must indicate and annotate a staging pad abutting the front of the Type G loading space that will have an unencumbered vertical clearance of 6.1 metres, constructed of 200mm reinforced concrete and have a grade of no more than 2%.	E&CS	KIRKOR	Note added to Ground Floor Plan A2.2
2.2	Revised drawings must indicate a bulky storage room of minimum 10 square metres. If the bulk storage is within the waste storage room, it must be annotated.	E&CS	KIRKOR	Bulky garbage identified within the waste storage room - Refer to Ground Floor Plan A2.2
2.3	Revised drawings must indicate that all access driveways to be used by the collection vehicle will be level (+/-8%), have a minimum vertical clearance of 4.4 metres throughout, a minimum 4.5 metres wide throughout and 6 metres wide at point of ingress and egress.	E&CS	KIRKOR	Plans & Elevations comply with +/- 8% grading throughout site with minimum 4.4m clearance, 4.5m wide & 6m wide at point of ingress and egress. Refer to A2.2, A3.1, A3.2
2.4	Revised drawings must indicate that any/all overhead doors the collection vehicle will be passing through have a minimum overhead clearance of 4.4 metres.	E&CS	KIRKOR	Ground Floor Plan, and West Elevation indicate minimum overhead door clearance of 4.4m - Ferer to Ground Floor Plan A2.2 & West Elevation A3.2

2.5	Revised drawings must annotate that a trained on-site staff member will be available to manoeuvre bins for the collection driver and also act as a flagman when the truck is reversing. In the event the on-site staff is unavailable at the time the City collection vehicle arrives at the site, the collection vehicle will leave the site and not return until the next scheduled collection day.	E&CS	KIRKOR	Note added to Ground Floor Plan A2.2
2.6	As the planned movement of the collection vehicle is adjacent to exits from the parking garage, revised drawings must indicate a warning system to caution motorists leaving the parking garage of heavy vehicles when loading operations are occurring. This warning system should include both lights and signs.	E&CS	KIRKOR & BA Group	Noted. Please refer to the updated traffic control signage and pavement marking in Appendix D of the BA report. A traffic control device specialist will be consulted to determine an appropriate detection system for the site, in addition to providing supportive documentation on the warning system's procedure.
	Non-Residential Component	E&CS		No Action Required
2.7	Revise drawings to indicate if it is planned for the non-residential component to make use of the type G loading spaces and if so, then the non-residential component will only schedule use of the type G loading space on different days from the collection days of the residential component to ensure that the Type G loading space will be vacant for City Waste Collection. If it is not planned for this component to use the type G loading spaces then this must also be noted.	E&CS	KIRKOR	Note added to Ground Floor Plan A2.2
2.8	If loading space is to be shared the commercial bins must be labelled "Retail Waste Only".	E&CS	KIRKOR	Note added to Ground Floor Plan A2.2
3	Fire Services	E&CS		No Action Required
	Nil. (Fire Services provides comments only at the site plan stage)	E&CS		No Action Required
4	Engineering & Construction Services	E&CS		No Action Required
4.1	Provide letters written by a Mechanical Consultant (signed and stamped by a Professional Engineer of Ontario) stating the peak pump short-term and long-term groundwater flow rates.	E&CS	HUSSON & SMITH AND ANDERSEN	Mechanical Letters provided in submission..
4.2	Revise the FSR groundwater summary form: the date the servicing report was prepared should be June 2021; the owner should be ORIGINATE (BATHURST & RICHMOND) INC; the consulting firm's name is missing on Pg 1 of the form; check if the postal code M2K 0C8 is correct.	E&CS	HUSSON	The owner is TORONTO (BATHURST & RICHMOND) LP. All reports and groundwater summaries have been updated to reflect this.
4.3	Submit both summary forms as separate pdf documents, because I have to send them to Toronto Water as separate documents.	E&CS	HUSSON	The summary forms are included as separate documents.
4.4	FSR, Section 3.1: "The site will outlet overland and ultimately to a municipal storm sewer". Please revise as there is no municipal storm sewer available.	E&CS	HUSSON	Revised.
4.5	FSR, Section 3.4.2: "A 65mm orifice plate would be required to control the runoff captured in cistern to a maximum release rate of 23.8L/s." Please revise – the runoff captured in cistern is not 23.8 l/s.	E&CS	HUSSON	Revised to 12L/s to meet the target flow.
4.6	HydroG summary form: Harmonize the postal code with the FSR groundwater summary form; the owner should be ORIGINATE (BATHURST & RICHMOND) INC;	E&CS	PGL	To be updated in a subsequent resubmission
4.7	Revise HydroG report and summary form, once the 3 months of monitoring has been completed.	E&CS	PGL	To be updated in a subsequent resubmission
B	PRELIMINARY ZONING BY-LAW AMENDMENT CONDITIONS			
1	Transportation Services			
1.1	Provide parking for the development in accordance with the following rates: <input type="checkbox"/> Residential Parking: 0.23 spaces per dwelling unit; <input type="checkbox"/> Non-Residential Parking: 0.08 spaces per dwelling unit; <input type="checkbox"/> Retail Parking: Zero (0) spaces required;	E&CS	KIRKOR	Provided at the indicated rates, and indicated on the site statistics. Refer to A1.3 & A2.1
1.2	Provide and maintain a minimum of one (1) Type G loading space to serve the project.	E&CS	KIRKOR	Provided
2	Engineering & Construction Services	E&CS		

2.1	Pay for and construct any improvements to the municipal infrastructure in connection with the site servicing assessment, should it be determined that upgrades are required to the infrastructure to support this development.	E&CS	INFO	Acknowledged
C				
ADVISORY OF OTHER CITY APPROVALS & REQUIREMENTS				
1	Transportation Services			
1	Prior to site plan approval, the applicant must submit a financial security in the form of a letter of credit or certified cheque (amount to be determined) for the raised bicycle lane to be constructed along the south side of Richmond Street West, as required by Transportation Services;	E&CS	Originate	Acknowledged - No Action currently required
2	Prior to site plan approval, the applicant must consult with the Toronto Parking Authority (TPA) for cost recovery related to the removal of the on-street parking meter and parking spaces along Richmond Street West;	E&CS	Originate	Acknowledged - No Action currently required
3	Prior to site plan approval, the applicant must submit financial contributions/payments in the form of a letter of credits/certified cheques and/or provide additional documentation for the implementation of a Transportation Demand Management (TDM) plan. These provisions include, but are not limited to, the following items: (a) A payment of \$50,000 to provide a new bike-share station on-site; (b) One (1) car-share or bike-share membership per unit, offered for the first year of occupancy; (c) A minimum of one (1) bike repair station provided in each long-term bicycle parking room and one (1) additional bike repair station in a publicly accessible location;	E&CS	Originate	Acknowledged - No Action currently required
4	The applicant must submit comprehensive Construction Management Plans (CMP) for each stage of the construction process. These plans must illustrate the location of employee and trades parking, heavy truck access points, material storage, construction site fencing and overhead cranes. We advise the applicant that they cannot use the municipal right-of-way for construction-related purposes without first receiving written authorization from our Permits and Enforcement Section, including payment of the necessary fees;	E&CS	Originate	CMP Plan Submitted with SPA Package
5	That in conjunction with the future Site Plan Control application for this project, it will be necessary to:			
a)	Remove all existing accesses, curb cuts, traffic control sign(s) that are no longer required and reinstate the curb, gutter and boulevard within the City's right-of-way, in accordance with City standards and to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services;	E&CS	Originate	Acknowledged - No Action currently required
b)	Provide and maintain off-street vehicular parking and loading facilities and access driveways in accordance with the approved plans and drawings, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services;	E&CS	Originate	Acknowledged - No Action currently required
c)	Illustrate the locations (and any required relocations) of all street furniture items along the proposed site frontages, including hydro poles, light standards, fire hydrants, and other streetscape features;	E&CS	Originate	Acknowledged - No Action currently required
d)	Prior to the release of the draft plan of condominium for registration, provide acceptable documentation advising future owners of the proposed substandard or small-car parking space dimensions and that they are not meant for use by all vehicle types;	E&CS	Originate	Acknowledged - No Action currently required
e)	The applicant may be required to submit a separate application to the Permits and Enforcement Section of this Division for review and approval of the proposed open-door swing encroachments within the Bathurst Street and Richmond Street West rights-of-way and to enter into an encroachment agreement;	E&CS	Originate	Acknowledged - No Action currently required
f)	Provide and maintain "No Parking" signs adjacent to the proposed loading space;	E&CS	Originate	Acknowledged - No Action currently required
g)	Provide a warning system to alert drivers when exiting the underground parking garage that large trucks are manoeuvring within the surface driveway and provide documentation on the type of warning system used and how it will be activated;	E&CS	Originate	Acknowledged - No Action currently required
h)	Provide and designate a fully trained building maintenance person to assist large vehicle operators with any turning manoeuvres that are required to enter or exit the site and the proposed loading space by controlling cycling, pedestrian and all other vehicular activity in the immediate area;	E&CS	Originate	Acknowledged - No Action currently required
i)	Construct the Type G loading spaces and all driveways and passageways providing access thereto in accordance with the requirements of the Ontario Building Code, including allowance for City of Toronto bulk lift and rear bin loading with impact factors where they are to be built as supported structures;	E&CS	Originate	Acknowledged - No Action currently required

j)	Construct the proposed driveway access to comply with the City's T- 310.050-1 design standard;	E&CS	Originate	Acknowledged - No Action currently required
k)	Provide and maintain interior services connections between the loading facilities and the residential garbage/recycling room, the moving room, retail garbage room, and each commercial and residential unit established;	E&CS	Originate	Acknowledged - No Action currently required
l)	As per the Toronto Green Standards Ver. 3.0, provide and maintain a minimum of 20 percent of the on-site parking spaces with full EVSE infrastructure (14 spaces) and include a provision/notation for roughed-in conduits for the balance of the parking spaces (55 spaces);	E&CS	Originate	Acknowledged - No Action currently required
m)	Provide and maintain convex mirrors at the top and bottom of the primary and secondary ramps, at the 90 degree turns in the ramps, and at all right- angled turns within the underground parking garage and position them in such a manner as to give all motorists clear views of oncoming traffic;	E&CS	Originate	Acknowledged - No Action currently required
n)	Provide and maintain a physical separation, by means of an overhead door or gate controls and with appropriate turnaround space, between the residential and non-residential parking supply provided on-site;	E&CS	Originate	Acknowledged - No Action currently required
o)	Prior to the establishment of a condominium, provide additional information verifying that the appropriate easements/rights-of-way have been secured, to the satisfaction of the General Manager of Transportation Services, between the residential and non-residential uses on-site, in order to ensure the vehicular access to the residential parking spaces over the access ramp, and driveways and to provide for the shared use of the loading spaces and access driveway to the loading spaces, including pedestrian and service connections, as required, to facilitate these arrangements;	E&CS	Originate	Acknowledged - No Action currently required
6	With respect to any proposed boulevard improvements, including any nonstandard soil cells, planters, street furniture, retaining walls, and/or concrete pavers, as shown on the Landscape Plans, dated _____ by Marten-Nikzad Landscape Architects Inc.;	E&CS	Originate	Acknowledged - No Action currently required
a)	The Owner shall construct and maintain all boulevard improvements within the boulevard areas of the public highways adjoining the Land in accordance with, and as shown on the approved plans and drawings listed in Schedules "B" to the satisfaction of the General Manager of Transportation Services (the "Boulevard Improvements"). The Owner's boulevard maintenance obligations do not include municipal concrete sidewalk(s), curbing, trees after all applicable maintenance periods have expired and the City is satisfied with the tree planting, or public transit stops/transit shelters within the adjoining public highway;	E&CS	Originate	Acknowledged - No Action currently required
b)	The Owner agrees that it will, at its expense, maintain the Boulevard Improvements in a state of good repair, free of graffiti, posters, litter, snow and ice, and that vegetation will be maintained in a healthy and vigorous state of growth all to the satisfaction of the General Manager of Transportation Services;	E&CS	Originate	Acknowledged - No Action currently required
c)	The Owner shall not make any additions or modifications to the Boulevard Improvements beyond what is allowed pursuant to the terms of this site plan agreement. The Owner further acknowledges that should it neglect to maintain the Boulevard Improvements, then the City may perform the required work pursuant to the Toronto Municipal Code Chapter 743, Article 8, and the City may recover its costs in a like manner as municipal taxes;	E&CS	Originate	Acknowledged - No Action currently required
d)	The Owner agrees that if the City should at any time undertake any widening or other alteration to the adjoining public highway(s) necessitating the removal of any Boulevard Improvements, the City shall not be liable to pay any compensation whatsoever for such removal, nor shall it restore any Boulevard Improvements that it removes. The Boulevard Improvements permitted by this Agreement shall be removed by the Owner, at its expense, within 14 days of receiving written notice from the General Manager of Transportation Services or his/her designate. In default of the removal not occurring as requested, the City may carry out the removal, at the Owner's expense, and may recover its costs in a like manner as municipal taxes;	E&CS	Originate	Acknowledged - No Action currently required

e)	The Owner acknowledges that there may exist municipal and/or utility services within, upon or under the boulevard, and acknowledges that the City or the utility responsible for such service(s) may need to undertake repairs or carry out maintenance on such service(s) or to replace such service(s) or to install new service(s). The Owner agrees that the City or utility shall have the right to remove the Boulevard Improvements for the purpose of carrying out such installation, replacement, repair or maintenance. Prior to removing the Boulevard Improvements, the City shall give the Owner 48 hours' notice of its intention to remove the Boulevard Improvements for maintenance purposes, except in the case of emergency, in which case no notice shall be required. On completing the installation, replacement, repairs or maintenance, the Owner, at its sole expense, shall proceed immediately to restore the Boulevard Improvements to the condition it was in prior to the commencement of such installation, replacement, repairs or maintenance. Under no circumstances shall the City be required to so restore the lands or to compensate the Owner for the cost of doing so;	E&CS	Originate	Acknowledged - No Action currently required
f)	The Owner agrees to defend, save and keep harmless and fully indemnify the City, its officers, employees, agents and other representatives, from and against all actions, claims, suits or damages whatsoever that may be brought or made against the City in respect of the Owner's use of the boulevard area of the adjoining public highways for Boulevard Improvements;	E&CS	Originate	Acknowledged - No Action currently required
g)	The Owner releases, waives and forever discharges the City and its agents, officials, servants, contractors, representatives, elected and appointed officials, successors and assigns and any other agencies, corporations, boards, commissions or related bodies having utilities or services which may in any manner be affected by the installation or maintenance of the Boulevard Improvements (collectively, the "Released Parties"), of and from all claims, demands, suits, actions and causes of action, whether in law or equity, in respect of death, injury, loss or damage to the person or any property of the Owner however caused, and all damages, costs, expenses losses and charges whatsoever arising or to arise by reason of the permission granted pursuant to this Agreement, including consequential damages (collectively, "Claims"). Without limiting the generality of the foregoing, no claims shall be made against the Released Parties by the Owner for damage occurring to the Boulevard Improvements as a result of the City's snow removal operations;	E&CS	Originate	Acknowledged - No Action currently required
h)	The Owner must obtain and maintain third-party bodily injury and property damage insurance in the amount of \$5,000,000 or such other coverage as the General Manager of Transportation Services may require, naming the City of Toronto as an additional insured party under the policy, to the satisfaction the General Manager of Transportation Services. Such insurance shall be kept in good standing;	E&CS	Originate	Acknowledged - No Action currently required
7	That additional comments with respect to site circulation and layout, access to the proposed parking and loading facilities, streetscape/landscape and site access arrangements will be provided as part of the site plan review process;	E&CS	Originate	Acknowledged - No Action currently required
8	Of the need to make separate applications to the General Manager of Transportation Services for permits to carry out any works involving the construction in or occupancy of the abutting public rights-of-way;	E&CS	Originate	Acknowledged - No Action currently required
9	That approval for all work that will be carried out within the abutting public rights- of-way, which may include but not be limited to financial responsibility for removal or relocation of existing street furniture (transit shelters, benches, litter bins, bicycle locking rings, etc.), must be received from the Transportation Services Division. The Owner must contact the Street Furniture Management Unit to coordinate the removal or relocation of Astral street furniture or bicycle locking rings. There are Third Party costs associated with the removal and relocation of Astral street furniture and costs to remove the City of Toronto bicycle locking ring(s).The City and Astral will not undertake any work associated with removing, reinstalling or relocating existing street furniture until it receives payment. If clarification is required on how the above standards will apply to this site, the applicant can contact the Street Furniture Management Unit at streetfurniture@toronto.ca. For all other works within the public right-of-way, the applicant can contact the Permits and Enforcement Section, Toronto and East York District, Construction Activities, at 392-7877;	E&CS	Originate	Acknowledged - No Action currently required

10	To submit costs for the installation of the proposed new City of Toronto Standard bicycle locking rings on public right-of-way at the rate of \$433.92/unit, including HST. The cheque is made payable to the City of Toronto Treasurer and must be forwarded to the attention of: David Dang Transportation Services, Public Realm, Street Furniture Management 433 Eastern Avenue, 2nd Floor, Block B, Toronto, ON M4M 1B7 Tel: 416.873.8799 David.Dang@toronto.ca	E&CS	Originate	Acknowledged - No Action currently required
11	That further changes and/or requirements may be imposed by the General Manager of Transportation Services upon receipt of the revised plans and/or additional documentation required under Conditions A above.	E&CS	Originate	Acknowledged - No Action currently required
2	Solid Waste Management Services			
2.1	For multi-residential component: A letter certified by a professional engineer that in all cases where a collection vehicle is required to drive onto or over a supported structure (such as an underground parking garage and grading) the structure can safely support a fully loaded collection vehicle (35,000 kilograms) and conforms to the following: <input type="checkbox"/> Design Code - Ontario Building Code <input type="checkbox"/> Design Load - City bulk lift vehicle in addition Building Code requirements <input type="checkbox"/> Impact Factor - 5% for maximum vehicular speeds to 15 km/h and 30% for higher speeds	E&CS	KIRKOR	jablonky will need to provide
3	Engineering & Construction Services	E&CS		
3.1	As the water balance requirements have not been met, please explore other water re-use options (e.g. flushing toilets). Please note, Toronto Water does not accept misting.	E&CS	Originate	To be explored through additional detailed design during SPA Resubmission
3.2	Finalize/verify calculations for the on-site retention by an irrigation consultant.	E&CS	Originate	To be explored through additional detailed design during SPA Resubmission
3.3	SW2: Specify City standards where applicable (e.g. control MH, connection to City sewer, water service connection, MH cover).	E&CS	HUSSON	The applicable standards are provided in the drawing notes.
3.4	Provide an itemized cost estimate for all items to be installed and constructed within the public right(s)-of-way only. The estimate shall show a breakdown of the unit cost and the corresponding quantities of each item, including, but not limited to asphalt restoration, new concrete curb, unit pavers, concrete sidewalk, tree soil trench, etc. Exclude any costs for proposed street trees, proposed bike rings and tree grates.	E&CS	HUSSON	The cost estimate will be provided with the next submission when once comments have been received from the City.
3.5	The Owner is required to make an application to the General Manager, Toronto Water for the installation of any proposed services within the City's right-of-way after acceptance of the stormwater management report and site grading and servicing plans. For further information, please contact George Kamalendran, Operations Contract Services, 416.392.7819.	E&CS	Originate	Acknowledged - No Action currently required
3.6	The Owner is advised that pursuant to an order issued by the Ontario Ministry of the Environment, all wet taps performed on City watermain must be performed by, or under the supervision of, a Certified Operator in accordance with Ontario Regulation 128/04. The City of Toronto Watermain Specifications respecting the performance and verification of wet taps can be found at www.toronto.ca/ecs-standards/wettap	E&CS	Originate	Acknowledged - No Action currently required
3.7	Based on the results of the ground water analysis, the Owner acknowledges and agrees to enter into a short term and long term discharge agreements for discharging to the sanitary/combined sewer in accordance with Toronto Municipal Code 681-6, by-law no. 868-2010 if required by the General Manager, Toronto Water.	E&CS	Originate	Acknowledged - No Action currently required
3.8	Municipal Numbering: The applicant is advised to contact municipal numbering staff at municipaladdress@toronto.ca to obtain or verify new municipal addresses prior to submitting a building permit application. It should be noted that all addressed parcels and structures must have the correct municipal addresses posted. Please see https://www.toronto.ca/city-government/planning-development/municipal-numbering-of-a-property/ for details. The municipal addresses will be required for the purpose of setting up the water account with the City of Toronto when application is made for the proposed sewer and or/water service connection.	E&CS	Originate	Acknowledged - No Action currently required
3.9	The Owner is financially responsible for all costs associated with the excavation, improvement, removal and/or relocation of any above or below-grade public or private municipal services/utilities resulting from the development of this property.	E&CS	Originate	Acknowledged - No Action currently required

3.10	The Owner must obtain approval from Toronto Hydro Energy Services for removing and/or relocating any utility with attached municipal street lighting and for any upgrades. The Owner should contact 416.542.8000 or utility.relocations@torontohydro.com for comments and cost estimates for required fieldwork.	E&CS	Originate	Acknowledged - No Action currently required
3.11	Implementation of Superpave Asphalt Specifications: The City of Toronto is implementing Superpave asphalt mixes commencing in the 2018 construction season for all public road infrastructure projects. Superpave asphalt mixes will be mandatory for all new projects approved in 2018 and onward in the City of Toronto.	E&CS	Originate	Acknowledged - No Action currently required
D	BACKGROUND			
	Transportation			
	ROADWAYS AND LANEWAYS			
	There is no additional land required for Bathurst Street, as the requirement of a 30 metre wide right-of-way has been satisfied. Likewise, there is no additional land required for Richmond Street West, as it is not identified in the Official Plan as a road to be widened. In addition, there are no public lanes abutting this property.	E&CS	INFO	No Action Required
	Given the heritage constraints and existing boulevard widths, Transportation Services does not require a corner rounding at the northeast corner of this site (the southwest corner of Bathurst Street and Richmond Street West).	E&CS	KIRKOR	Noted
	In consultation with Cycling and Pedestrian Projects, Transportation Services requires the construction of a raised bicycle lane along the south side of Richmond Street West, extending from the proposed site driveway to Bathurst Street, at a minimum width of 1.8 metres. For reference, this lane must be constructed to meet the City's T-990.100 design standard. For more information, please contact Becky Katz, Manager of Cycling and Pedestrian Projects, at becky.katz@toronto.ca.	E&CS	KIRKOR	Refer to Item 1.1 response. Plans have been coordinated to include raised 1.8m wide bicycle lane in accordance with T-990.100 design standard.
	Be advised: the installation of this bicycle lane will require the applicant to consult with the TPA regarding the removal of the on-street parking meter and parking spaces (which may include additional cost recovery) along the south side segment of Richmond Street West within the site frontage.	E&CS	Originate	Acknowledged
	DRIVEWAY ACCESS AND CIRCULATION			
	Vehicular access to the site is proposed via a driveway connection to Richmond Street West. This driveway extends along the west edge of the site, providing access to the underground parking garage, Type G loading space, and two pick-up/drop-off spaces. As per the submitted plans, the driveway is to be constructed to the City's T-310.050-1 design standard. This is acceptable.	E&CS	INFO	No Action Required
	Additional comments related to site access arrangement, site circulation and layout and the design of the proposed site entrance driveways will be provided through the site plan review process.	E&CS	INFO	No Action Required
	TRAFFIC IMPACT ASSESSMENT			
	In support of the subject proposal, the applicant's transportation consultant, BA Group, prepared an Urban Transportation Considerations report, dated June 2021. The consultant estimates that the proposed development will generate approximately 25 new two-way vehicular trips during both the AM and PM peak hours. This trip generation rate was prepared via a review of similar proxy developments. Given this level of trip generation and the results of the traffic analyses, the consultant concludes that the projected site traffic will have minimal impacts on area intersections, and therefore, can be acceptably accommodated on the adjacent road network. With the proposed reduced parking supply and site context, Transportation Services accepts the methodology and conclusions of the submitted report as it relates to vehicular traffic.	E&CS	INFO	No Action Required
	PARKING			
	The applicant proposes an overall parking supply of 69 spaces, including 51 spaces for residents and 18 spaces for shared residential visitors and retail use. These parking spaces would be located within a two-level underground garage with the resident parking spaces separated by an overhead door.	E&CS	INFO	No Action Required

	<p style="text-align: center;">Table 1: Zoning By-law 438-86 Parking Requirements</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%;">Land Use</th> <th style="width: 15%;">Units/GFA</th> <th style="width: 15%;">Minimum Rate</th> <th style="width: 15%;">Number of Spaces Required¹</th> </tr> </thead> <tbody> <tr> <td colspan="4">Resident</td> </tr> <tr> <td>Bachelor</td> <td>18</td> <td>0.5/unit</td> <td>9</td> </tr> <tr> <td>1-Bedroom</td> <td>96</td> <td>0.5/unit</td> <td>48</td> </tr> <tr> <td>2-Bedroom</td> <td>81</td> <td>0.75/unit</td> <td>61</td> </tr> <tr> <td>3-Bedroom</td> <td>22</td> <td>0.75/unit</td> <td>17</td> </tr> <tr> <td>Subtotal (Res.)</td> <td>217</td> <td></td> <td>135</td> </tr> <tr> <td colspan="4">Non-Resident</td> </tr> <tr> <td>Residential Visitor</td> <td>217</td> <td>0.06/unit</td> <td>13</td> </tr> <tr> <td>Retail</td> <td>522 m²</td> <td>None</td> <td>0</td> </tr> <tr> <td>Subtotal (Non-Resident)</td> <td></td> <td></td> <td>13</td> </tr> <tr> <td>Site Total</td> <td></td> <td></td> <td>148</td> </tr> </tbody> </table> <p><small>1. Where a parking requirement results in a number containing a fraction, Zoning By-law 438-86 requires that it be rounded up if the fraction is equal to or greater than 0.5 and rounded down otherwise (except when less than one space).</small></p>	Land Use	Units/GFA	Minimum Rate	Number of Spaces Required ¹	Resident				Bachelor	18	0.5/unit	9	1-Bedroom	96	0.5/unit	48	2-Bedroom	81	0.75/unit	61	3-Bedroom	22	0.75/unit	17	Subtotal (Res.)	217		135	Non-Resident				Residential Visitor	217	0.06/unit	13	Retail	522 m ²	None	0	Subtotal (Non-Resident)			13	Site Total			148	E&CS	INFO	No Action Required
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	Based on the application of Zoning By-law 438-86, the site requires a total of 148 parking spaces, consisting of 135 residential spaces and 13 visitor parking spaces. As such, the proposed supply of 69 parking spaces does not meet the by-law requirements.	E&CS	Bousfields	The proposed Draft Zoning By-law Amendment is justified in BA Group's Transportation Addendum Letter and is supported given the transportation context; future and existing.																																																
	<p>In order to support the proposed parking supply, the above-noted report from BA Group (dated June 2021) included a justification of the proposed parking supply with a review of the following:</p> <ul style="list-style-type: none"> <input type="checkbox"/> The site context; <input type="checkbox"/> The surrounding pedestrian, cycling, and transit networks; <input type="checkbox"/> Provincial and planning policy context; <input type="checkbox"/> Nearby parking supply; <input type="checkbox"/> Proximity to car-share and bike-share facilities; <input type="checkbox"/> Parking trends in the City's downtown area; <input type="checkbox"/> Recent reduced parking approvals; and <input type="checkbox"/> Transportation Demand Management (TDM) strategies. 	E&CS	INFO	No Action Required																																																
	The report concludes that given the above-noted context and provisions, the proposed parking supply is acceptable. As such, the parking rate for the site is proposed to be 0.23 spaces per dwelling unit for residents and 0.08 spaces per dwelling unit for visitors. Given the site constraints and context, Transportation Services accepts the conclusions of the analysis and the proposed parking supply.	E&CS	Bousfields, Originate	Acknowledged - No Action Required																																																
	The provided report notes that up to 10 percent of the provided parking spaces are expected to be substandard, with minimum dimensions of 2.4 metres wide, 5.1 metres long and 1.7 metres high. This is acceptable in principle, but prior to Site Plan Control approval, the applicant will need to identify these spaces and review the functionality of their design and use. This will require further documentation and the submission of acceptable vehicle manoeuvring diagrams (VMDs). In addition, the applicant is advised that prior to the release of the Draft Plan of Condominium for registration, acceptable documentation must be included advising future owners of the proposed substandard or small-car parking space dimensions and that they are not meant for all vehicle types and would be best served as small-car spaces only.	E&CS	BA Group	Noted. Please refer to BA Group's SPA #1 transportation report and the small car review provided in Appendix B of the report, which illustrates the functionality of the proposed substandard parking spaces and supportive vehicular manoeuvring diagrams. The updated traffic control signage and pavement marking plan for the underground parking garage in Appendix D of the report identifies these spaces as small-car spaces only.																																																

	<p>At this time, Transportation Services requires the following TDM provisions and/or financial guarantees be provided as part of this development, generally as outlined in the submitted report:</p> <p>(a) A payment of \$50,000 to provide a new bike-share station on-site;</p> <p>(b) One (1) car-share or bike-share membership per unit, offered for the first year of occupancy;</p> <p>(c) A minimum of one (1) bike repair station provided in each long-term bicycle parking room and one (1) additional bike repair station in a publicly accessible location;</p> <p>Be advised: these TDM provisions are subject to change as the development review process continues.</p>	E&CS	Originate	Acknowledged - To be discussed further through application process
	<p>In addition, the applicant is advised that the Transportation Planning Section of the City Planning Division may provide separate comments related to the matters under their jurisdiction. This includes a review of the submitted Transportation Demand Management (TDM) plan and further measures to be secured as part of the Site Plan Control application process.</p> <p>Additional comments related to the parking supply layout, access to the parking spaces and other site design matters related to the parking will be provided through the site plan review process.</p>	E&CS	INFO	Acknowledged
	<p>Toronto Green Standards</p> <p>This site must comply with Toronto Green Standards (TGS) Version 3.0, Tier 1, AQ 1.1 (Single Occupant Auto-Vehicle Trips), AQ 1.3 (Electric Vehicle Infrastructure) and AQ 3.2 (Sidewalk Space).</p> <p>AQ 1.1 – A TDM plan was provided, along with reduced parking provisions, which addresses how the site will result in a minimum 15 percent reduction in single-occupancy vehicle trips. This is acceptable.</p> <p>AQ 1.3 – The development is required to provide a minimum of 20 percent of the parking spaces with electric vehicle supply equipment (EVSE). This amounts to a minimum of 14 spaces for the site. As per the submitted plans, seven (7) and eight (8) parking spaces have been identified on the P1 and P2 levels, respectively, which is acceptable. However, the plans must be revised to include an illustration/notation for roughed-in conduits to be provided for the balance of the parking spaces.</p> <p>AQ 3.2 – The provided landscape plans indicate a minimum pedestrian clearway of 2.1 metres along the Bathurst Street and Richmond Street West site frontages, which is acceptable.</p>	E&CS	INFO	Acknowledged
	<p>Loading</p> <p>As per Zoning By-law 438-86, a minimum of one (1) Type G loading space is required for the subject site. As shown on the plans, one (1) Type G space is proposed, and vehicle manoeuvring diagrams (VMDs) have been provided, illustrating the forward motion of a truck entering and exiting the site and using the proposed loading spaces. As such, the proposed configuration of the loading space is acceptable.</p>	E&CS	INFO	No Action Required
	<p>In order to improve vehicular and pedestrian safety in the immediate area, a vehicular warning system will be required that informs drivers exiting the underground parking garage that trucks are turning at the top of the primary access ramp and within the internal driveway when the signals are flashing. Furthermore, documentation will be required to indicate how the flashing warning light will be activated when trucks are entering and exiting the loading spaces.</p>	E&CS	BA Group	Noted. Please refer to the updated traffic control signage and pavement marking in Appendix D of the BA report. A traffic control device specialist will be consulted to determine an appropriate detection system for the site, in addition to providing supportive documentation on the warning system's procedure.
	<p>As well, a trained building maintenance person will be required to assist large vehicle operators with any turning manoeuvres to and from the loading spaces by controlling cycling, pedestrian and other vehicular activity in the immediate area. The plans include a notation for such assistance, which is acceptable.</p>	E&CS	INFO	No Action Required
	<p>The applicant is advised that in order for the loading spaces to serve both the proposed residential and non-residential uses within the project, appropriate internal service corridors/connections will be required as a condition of site plan approval.</p>	E&CS	KIRKOR	Refer to drawing dA 2.2 - Service corridors have been separated.
	<p>Additional comments and/or requirements pertaining to the location and layout of the proposed loading space supply, and access thereto, will be provided through the site plan review process.</p>	E&CS	INFO	Acknowledged

	Encroachments			
	As shown on the submitted landscape plans, the proposal includes two (2) open-door swing encroachments within the Richmond Street West frontage and one (1) within the Bathurst Street frontage. Given the width of the public realm along the north site frontage, this is acceptable in principle, but may require review and acceptance from Permits and Enforcement, along with an encroachment agreement. This will be reviewed further as part of a future Site Plan Control application, with additional comments related to any proposed encroachments illustrated on the plan or section drawings to be provided at that time.	E&CS	KIRKOR	Acknowledged
	Sidewalks / Public Boulevards / Streetscaping			
	The site plan and landscape drawings must be designed to demonstrate compliance with and consisting of acceptable City standard materials and have regard for the Accessibility for Ontarians with Disabilities Act (AODA) and requirements of the City's Complete Streets and Pedestrian Priority Guidelines, which stipulate among other things, the following: <input type="checkbox"/> A 0.2 metre wide curb; <input type="checkbox"/> A minimum 0.6 metre wide buffer strip along the curb edge; <input type="checkbox"/> A furnishing/planting zone between 1.0 and 2.2 metres wide (minimum 1.2 metres required for tree planting); <input type="checkbox"/> A minimum 2.1 metre wide Pedestrian Clearway along Bathurst Street and Richmond Street West; and <input type="checkbox"/> Additional setback area for a marketing zone, if desired.	E&CS	MARTEN- NIKZAD, KIRKOR	The landscape drawing have been revised to demonstrate compliance with and consisting of acceptable City standard materials and have regard for the Accessibility for Ontarians with Disabilities Act (AODA) and requirements of the City's Complete Streets and Pedestrian Priority Guidelines. The following landscape features have been provided: - A 0.2 metre wide curb; - A minimum 0.6 metre wide buffer strip along the curb edge; - A 0.5 metre Furnishing Zone - A minimum 2.4 metre wide Pedestrian Clearway along Richmond Street West; and - A planting zone 2.7 metres wide
	For Bathurst Street, the required minimum 2.1 metre wide pedestrian clearway is shown on the provided plans, along with the appropriate furnishing/planting zone, buffer strip and curb. This is acceptable.	E&CS	INFO	No Action Required
	For Richmond Street West, the required minimum 2.1 metre wide pedestrian clearway is shown on the provided plans, along with the appropriate buffer strip and curb. However, along with the bicycle lane construction, the plans must be revised to include a furnishing/planting zone with trees between the pedestrian clearway and cycle lane. Transportation Services requests further review and consultation with Planning/Urban Design regarding this streetscape.	E&CS	MARTEN- NIKZAD	The following streetscape features have been provided: - A 0.2 metre wide curb; - A minimum 0.6 metre wide buffer strip along the curb edge; - A 0.5 metre Furnishing Zone - A minimum 2.4 metre wide Pedestrian Clearway along Richmond Street West; and - A planting zone 2.7 metres wide
	The Owner will be financially responsible for all proposed work within the municipal boulevard, as identified on the approved drawings, including but not limited to the reconstruction of the site frontages along Bathurst Street and Richmond Street West, to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services. The Owner is advised that approval for any work to be carried out within the abutting public rights-of-way must comply with City of Toronto standards and be approved by this Division. If clarification is required on how these standards will apply to this site, the applicant can contact the Permits and Enforcement Section, Toronto and East York District, Construction Activities, at (416) 392-7877.	E&CS	Originate	Acknowledged
	For City of Toronto bicycle post and rings located within the site frontages, the Owner is advised to submit payment for the installation of the proposed new City of Toronto Standard bicycle locking rings within the public right-of-way at the rate of \$433.92/unit, including HST.	E&CS	Originate	Acknowledged
	Additional comments and/or requirements pertaining to the public rights-of-way, the streetscaping elements and other landscape concerns will be provided through the Site Plan Control application process.	E&CS	INFO	Acknowledged
	Land and Property Surveys			
	<input type="checkbox"/> There is no additional land required for Bathurst Street. The requirement of a 30m wide right-of-way has been satisfied <input type="checkbox"/> There is no additional land required for Richmond Street West. This road is not identified in the Official Plan as a road to be widened <input type="checkbox"/> There are no public lanes abutting this property	E&CS	INFO	No Action Required
	Solid Waste Management			

	<p>Multi-Residential Component</p> <p>Based upon the information available, Solid Waste Management will provide bulk lift compacted garbage, recycling and organic collection services to this component of the development. Collection of waste materials from this component will be in accordance with the "City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Re-Developments" and Chapter 844, Solid Waste of the Municipal Code.</p>	E&CS	INFO	No Action Required
	<p>Collection will be subject to the following conditions being met:</p> <ol style="list-style-type: none"> 1. Revised drawings must indicate and annotate a staging pad abutting the front of the Type G loading space that will have an unencumbered vertical clearance of 6.1 metres, constructed of 200mm reinforced concrete and have a grade of no more than 2%. 2. Revised drawings must indicate a bulky storage room of minimum 10 square metres. If the bulk storage is within the waste storage room, it must be annotated. 3. Revised drawings must indicate that all access driveways to be used by the collection vehicle will be level (+/-8%), have a minimum vertical clearance of 4.4 metres throughout, a minimum 4.5 metres wide throughout and 6 metres wide at point of ingress and egress. 4. Revised drawings must indicate that any/all overhead doors the collection vehicle will be passing through have a minimum overhead clearance of 4.4 metres. 5. Revised drawings must annotate that a trained on-site staff member will be available to manoeuvre bins for the collection driver and also act as a flagman when the truck is reversing. In the event the on-site staff is unavailable at the time the City collection vehicle arrives at the site, the collection vehicle will leave the site and not return until the next scheduled collection day. 6. As the planned movement of the collection vehicle is adjacent to exits from the parking garage, revised drawings must indicate a warning system to caution motorists leaving the parking garage of heavy vehicles when loading operations are occurring. This warning system should include both lights and signs. 	E&CS	KIRKOR, BA Group	<p>Completed per items 2.2 to 2.8 above</p> <p>Please refer to the architectural site plans, and traffic control signage and pavement marking plans, provided in Appendix A and Appendix D of BA's SPA #1 transportation report, respectively.</p>
	<p>In addition to the conditions above that must be noted on revised drawings and before solid waste collection services are to begin the City will need to be provided with:</p> <p>A letter certified by a professional engineer that in all cases where a collection vehicle is required to drive onto or over a supported structure (such as an underground parking garage and grading) the structure can safely support a fully loaded collection vehicle (35,000 kilograms) and conforms to the following:</p> <ol style="list-style-type: none"> (a) Design Code - Ontario Building Code (b) Design Load - City bulk lift vehicle in addition Building Code requirements (c) Impact Factor - 5% for maximum vehicular speeds to 15 km/h and 30% for higher speeds 	E&CS	STRUCTURAL	To be provided by a Structural Engineer in a future submission.
	<p>Non-Residential Component</p> <p>The commercial/retail component of this development being ineligible for City of Toronto collection, must store, transport and make arrangements for collection of all waste materials separately from the residential component. Collection of wastes from the commercial sector of this site will be in accordance with Chapter 841, Solid Waste of the Municipal Code. Separate retail waste containers are to be utilised and it will be necessary for the retail sector to have their bins identified (i.e. "Retail Waste Only").</p>	E&CS	INFO	Acknowledged
	<ol style="list-style-type: none"> 1. Revised drawings must indicate if it is planned for the non-residential component to make use of the type G loading spaces and if so, then the non-residential component will only schedule use of the type G loading space on different days from the collection days of the residential component to ensure that the Type G loading space will be vacant for City Waste Collection. If it is not planned for this component to use the type G loading spaces then this must also be noted. 2. If loading space is to be shared the commercial bins must be labelled "Retail Waste Only". 	E&CS	KIRKOR	Note added to Ground Floor Plan A2.2
	Toronto Green Standards			

	Solid Waste TGS Tier 1: SW 1.1 has been satisfied SW 1.2 has been satisfied SW 1.3 has <u>not</u> been satisfied SW 1.4 has been satisfied	E&CS	KIRKOR	Acknowledged
2	Urban Forestry, August 13, 2021			
	Matters Required Prior to Enactment to the Zoning By-Law			
1	An application to remove or injure the trees (both City and private) must be submitted to Urban Forestry prior to any Zoning Amendment report or any other clearance being issued.	Urban Forestry	Originate	Acknowledged
2	<p>Where it is not possible to retain a tree on City property that qualifies for protection under the City of Toronto's City Tree By-law or where construction activity will encroach upon a protected tree's minimum tree protection zone, it will be necessary for the applicant to submit an application requesting permission to injure or destroy the trees in question to Urban Forestry. There is a fee of \$369.61 (subject to change) for each tree included in an application. Payment may be made by certified cheque or money order, and must be submitted with the application. Applications can be found at: toronto.ca/trees/forms.</p> <p>- Currently it appears that there is one City tree proposed for removal that will require an application. An updated replanting plan (with proposed species) will be required with the application.</p> <p>- The updated replanting plan must include a new tree proposed for the city road allowance along Richmond St. The applicant must also determine if any underground utilities may prevent a new tree to be planted.</p> <p>- There may be City trees that could require permits to injure depending on the proposed work within the Tree Protection Zones (sidewalks, services, etc.).</p> <p>- If no pruning or other work is to take place within the tree protection zone of the trees along Bathurst, then no application to injure will be required.</p> <p>- Replacement trees on the road allowance will be required for all the City trees applied for, otherwise the permit to destroy the existing trees may not be granted. Given that the applicant may require the removal of the existing City tree(s) which are currently growing within the City road allowances adjacent to the proposed development site, the applicant must officially submit their landscape plans to Transportation Services of the City of Toronto in order for the plan to formally circulate to all utility and service companies to review and approve. This is a requirement to ensure that the existing City owned street trees are not removed until such time confirmation has been received through the Streetscape Landscape permit approval process of Transportation Services that the street tree planting proposal by the applicant can be implemented with no conflicts. Should the proposed street tree planting not be possible to implement due to a utility/service conflict or other conflict, permission to remove the existing</p>	Urban Forestry	MARTEN- NIKZAD, Originate	There are 3 new trees proposed along Richmond St W. Please refer to the drawing L100 and the plant list

3	<p>Where it is not possible to retain a tree on private property that qualifies for protection under the City of Toronto's Private Tree By-law, or where construction activity will encroach upon a protected tree's minimum tree protection zone, it will be necessary for the applicant to submit an application requesting permission to injure or destroy the trees in question to Urban Forestry. There is a fee of \$369.61 (subject to change) for each tree included in an application. Payment may be made by certified cheque or money order, and must be submitted with the application. Applications can be found at: toronto.ca/trees/forms.</p> <ul style="list-style-type: none"> o There are two private trees that will require a permit to destroy. An updated replanting plan (with proposed species) will be required with the application. o For adjacent trees, Urban Forestry recommends that the owner of the tree fill out the application form and designate an agent. For shared trees, Urban Forestry recommends that both owners of the tree fill out owner information on the application form and provide signatures, and designate a common agent. If not possible, then the owner of the site may fill in the owner (shared) of the trees and provide the contact information of the other shared owners. Boundary line tree application fees are \$773.77 (subject to change) for each tree. 	Urban Forestry	Originate	Acknowledged
Revisions and Additional Information Required				
4	<p>Due to an expected application for a permit to destroy private trees, the owner will be required to plant new 'large growing native shade' trees at a three to one ratio. Currently the plans do not show enough new trees to satisfy the required plantings on private property. A cash in lieu option may be available for any trees unable to be planted, however if possible, Urban Forestry would like the applicant to explore planting of one or two trees.</p>	Urban Forestry	MARTEN- NIKZAD, Originate	There are 3 new trees proposed along Richmond St W. Please refer to the drawing L100 and the plant list
5	<p>The applicant must include the tree protection (including hoarding location and distances as built; i.e. not a circle) on all plans; for the remaining By-Law protected trees on site. This includes the Servicing Plan, Grading Plan, Site Plan, etc; not just the Landscape Plan. Applications will be required if any work is to take place within the tree protection zone of any protected trees.</p>	Urban Forestry	HUSSON, KIRKOR, MARTEN- NIKZAD	Please refer to the revised LTP drawing with the hoarding location and the distances shown.
6	<p>A composite utility plan is required indicating the location of all existing and proposed underground and aboveground utilities. The design shall be organized to avoid conflicts with existing City trees and any new tree planting areas. All new underground utilities and services shall be in a common trench as well.</p>	Urban Forestry	HUSSON	Please refer to drawing L101 - Public Utilities Plan and Sections. The design has been organized to avoid conflicts with the existing trees and the proposed trees.
7	<p>Plans must indicate planting areas which provide a 1.0 m depth of soil for tree planting and a minimum of 20 m3 each of quality soil per two trees, or a minimum of 30 m3 of quality soil per every one tree. Trees planted in conditions that do not meet this minimum will not be accepted. The applicant must include the soil volume and depth for each tree or group of trees on the Landscape and/or Planting Plan.</p>	Urban Forestry	MARTEN- NIKZAD	Please refer to the notations on Layout L1 and the 'Soil Volume Note' on L100. 90 cu.m of soil has been provided for 3 trees. The depth of the proposed continuous soil trench is 1.5m.
8	<p>Where the Landscape Plans propose large-growing shade tree planting over an underground structure, the Plans must specify:</p> <ul style="list-style-type: none"> o A minimum soil depth of 1000 mm (not including drainage layers, protective board, or insulation for the underground structure), o An engineered drainage system below the required soil depth to prevent soil saturation, and o Soil composition: a sandy loam texture profile (50-60% sand, 20-40% silt, and 6- 10% clay), 2-5% organic matter by dry weight, and a maximum pH of 7.5. 	Urban Forestry	MARTEN- NIKZAD	There are no trees proposed over underground structures.
9	<p>The owner may be required to provide a tree protection security deposit to cover the appraised tree value, removal and replacement costs of City owned trees. This deposit shall be drawn upon to cover all costs incurred by the City of Toronto if the City owned trees require maintenance or removal and replacement as a result of construction activities associated with this project.</p>	Urban Forestry	Originate	Acknowledged
10	<p>The owner may be required to provide a tree planting security deposit to cover all costs incurred by the City of Toronto in enforcing and ensuring that the trees are planted and kept in a healthy and vigorous state during the two-year guarantee period.</p>	Urban Forestry	Originate	Acknowledged

11	The soil volumes related to the Green Standards tree planting requirement must be clearly indicated on the appropriate landscape plan(s). The minimum soil volume requirements under the provisions of the 'Toronto Green Standard' is 20 m3 of soil per tree where a soil volume is shared among trees or 30 m3 of soil per tree for individual trees where the soil volume is not being shared. Additionally, as per the requirements of the 'Toronto Green Standard', a total soil volume of 358 m3 for this site must be provided for tree planting in order to meet the requirements for Tier 1 of the Toronto Green Standards.	Urban Forestry	MARTEN- NIKZAD	Please refer to the notations on Layout L1 and the 'Soil Volume Note' on L100. 90 cu.m of soil has been provided for 3 trees. The depth of the proposed continuous soil trench is 1.5m.
3	City Planning, September 20, 2021			
	Relationship to Neighbouring Development			
1	The subject site is located at the border of the Garrison Common North Secondary Plan Area which is adjacent to the King-Spadina Secondary Plan Area, located on the east side of Bathurst Street. As per the King-Spadina Secondary Plan, the maximum new building height along Bathurst Street is 55 metres including all mechanical elements. The proposal is 59.9 metres tall plus an additional 5 metres for the mechanical penthouse. This is taller than the height limit for development on the east side of Bathurst Street, resulting in a poor transition in scale to the adjacent Neighbourhoods designated area west of the subject site. The height of the proposal needs to be reduced to no more than 55 metres, including the mechanical penthouse, in order to achieve an acceptable transition in scale from east to west towards the Neighbourhood.	City Planning	KIRKOR, Bousfields	Building has been revised to 59.9 metres and was confirmed as appropriate with City Planning and Urban Design Staff
	Tall Building Standards			
2	The tower does not provide the minimum 12.5 metre setback from the south property line as per the standard in the city-wide Tall Building Design Guidelines. The tower setback from the south property line should be increased to a minimum of 12.5 metres.	City Planning	KIRKOR, Bousfields	The tower setback of 10.0 metres has been deemed acceptable through conversation with City Planning and Urban Design given the revisions to massing on the south façade and the potential future tower development scenario outlined in the Planning Addendum Letter.
3	Please reduce the size of the window openings within the first three levels of the portions of the podium abutting the neighbouring low-scale house form buildings.	City Planning	KIRKOR	windows abutting the neighbouring low scale housing on richmond eliminated in first 3 storey's. windows abutting the neighbouring low scale housing on the south have been reduced with minimal windows
	Housing			
4	The provision of 81 (37.3%) two-bedroom units and 22 (10.1%) three-bedroom units supports the unit mix objectives of the Growing Up guidelines, Official Plan housing policies, and the Growth Plan's growth management and housing policies to accommodate within new development a broad range of households, including families with children.	City Planning	INFO	No Action Required
5	As the detailed design of the proposed development progresses, the applicant should provide information on the proposed unit sizes and unit layouts, including a table outlining unit sizes and size ranges by bedroom type, to evaluate the application in the context of the Growing Up guidelines.	City Planning	KIRKOR, Originate	To be provided in through future resubmissions and detailed design.
6	Given the site's location near an existing major transit investment there is a significant public interest to include affordable housing units within this proposed development. We encourage the applicant to consider the Open Door program which provides incentives for the creation of new affordable housing beyond the requirements of the Official Plan, subject to certain terms and conditions. Further information on the program can be found on the Open Door Affordable Housing Program website.	City Planning	Originate, Bousfields	Acknowledged
	Podium Height			
7	The podium along Richmond Street West is currently at 6 and 9 storeys with a setback of approximately 1.5 metres at the 6th level. This portion of the podium is within the Neighbourhoods designation with an existing neighbourhood characteristic along both sides of the street and is therefore too tall for the existing context. Staff raised this comment a number of times during the PAC meeting and it still stands. Please lower the podium height along the Richmond Street frontage so that it has an appropriate built form relationship with the surrounding context.	City Planning	Bousfields, KIRKOR	Massing has been revised to provide stepping at levels 3, 4, & 7. Stepping has increased to 3.5m at level 4, 2.5m at level 5, & 6.8m at level 8. The proposed changes create a improved relationship to the surrounding context.
	Heritage			
8	In principle, Heritage Planning staff are satisfied with the proposed Heritage Conservation Strategy.	City Planning	INFO	No Action Required
	Indoor and Outdoor Amenity Areas			

9	The combined total of indoor and outdoor amenity area should equal 4 square meters per unit. As 217 units are proposed, a combined total of 868 square metres is required. City Staff is satisfied with the total amenity space of 882.12 square metres provided.	City Planning	Bousfields, KIRKOR	proposed amenity is being provided for 4 square meters per unit.
10	Consistent with the City's Growing Up guidelines, amenity areas should include some space for children to play with whimsical landscape elements that respond to children's scale. Additionally, some indoor amenity space should be secured as "multi-purpose" space. This space should function for all building residents and include flexible space that can be used for communal gathering and contain features such as a full kitchen, homework room with Wi-Fi for teens located in a visible area, rooms for toddler play that can be also be used for fitness or crafts in the evening.	City Planning	KIRKOR	Acknowledged - to be explored through detailed design and future resubmissions.
11	Consistent with the Pet Friendly Design Guidelines, please consider introducing pet-friendly amenities such as a shared relief area or pet washing station near the residential lobby.	City Planning	KIRKOR	Acknowledged - to be explored through detailed design and future resubmissions.
Connecting and Expanding the Public Realm				
12	The proposed development is of a scale and prominence to warrant participation in the Percent for Public Art Program. Staff strongly encourage public art on this site in order to make a contribution to the neighbourhood and provide the development with a distinct identity. Refer to the Percent for Public Art Program Guidelines.	City Planning	KIRKOR	Acknowledged - to be explored through detailed design and future resubmissions.
13	As also noted in the comments from Urban Forestry, staff urge the applicant to explore the planting of one or two street trees.	City Planning	MARTEN-NIKZAD	There are 3 new trees proposed along Richmond St W. Please refer to the drawing L100 and the plant list
Wind Study				
14	The RWDI wind study report dated April 20, 2021 has identified a number of discomfort levels of wind conditions throughout the site. It is desired that the wind mitigation strategy which can be found on page 16 of that report be applied.	City Planning	RWDI	Acknowledged
Toronto Green Standard				
15/16	The proposal is to meet the Tier 1 requirements and is to strive to achieve Tier 2. Tier 1 Requirements: 15. Please identify the total area of the green roof in the TGS statistics template. 16. The TGS checklist will be further reviewed during the SPA stage.	City Planning	KIRKOR	Acknowledged
Community Consultation Meeting				
17	Virtual Community Consultation Meeting has been scheduled for January 17, 2022. Staff advise that public input plays an important role in the planning process and the feedback received from this meeting should be considered and addressed in the future submissions.	City Planning	Bousfields, Originate	No Action Required
4	Enbridge, August 11, 2021			
	Enbridge Gas Inc. does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions.	Enbridge	INFO	No Action Required
5	Rogers, August 24, 2021			
	Rogers Communications currently has existing plant as marked on your drawing. Our standard depth in this municipality is: 1m.	Rogers	KIRKOR	No Action Required
6	Canada Post, August 11, 2021			
	The owner/developer will provide each uniquely addressed multi-unit component with its own centralized mail receiving facility. These lock-box assemblies must be: o Rear-loading – a requirement for all multi-unit buildings with 100 or more units o Adjacent to the ground floor main entrance – the door to the delivery side must be adjacent to the ground floor front entrance - not a service corridor or rear of building o Accessible via the Canada Post lock/key system – concierge & private keys are not acceptable means of lobby/mailroom access.	Canada Post	Originate, KIRKOR	Acknowledged

	The owner/developer agrees to provide Canada Post with access to any locked doors between the street and the lock-boxes via the Canada Post Crown lock and key system. This encompasses, if applicable, the installation of a Canada Post lock in the building's lobby intercom and the purchase of a deadbolt for the mailroom door that is a model which can be retro-fitted with a Canada Post deadbolt cylinder	Canada Post	Originate	Acknowledged
	There will be no more than one mail delivery point to each unique address assigned by the Municipality	Canada Post	Originate	Acknowledged
	Any existing postal coding may not apply, the owner/developer should contact Canada Post to verify	Canada Post	Originate	Acknowledged
	The applicant/agent is asked to contact me directly to communicate potential date of project completion and to review the plans for mail service. Sincerely, Mike Monteleone Delivery Services Officer – GTA 647-212-0563 michael.monteleone@canadapost.ca	Canada Post	Originate	Acknowledged
7	Toronto Hydro, July 16, 2021			
	<p>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.</p> <p>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. 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. In order to identify Toronto Hydro infrastructure in the drawing, locates must be completed in the field.</p> <p>All proposed work must maintain the minimum horizontal and vertical clearances as per Toronto Hydro Construction Standard 31-0100, 31-0500 & 31-0700, attached hereto. Clearance measurements are taken from the edge of the hydro plant to the edge of the proposed work. 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</p>	Toronto Hydro	INFO	Acknowledged
	<p>PRIOR TO CONSTRUCTION Request locates from Ontario One Call at 1-800-400-2255 or online at http://www.on1call.com. Review the ESA/TSSA Guideline for Excavation in the Vicinity of Utility Lines, available on the ESA Electrical Distribution Safety website: http://www.esaeds.info. Please contact our Customer Offers and Sustainment (COS) Dept. at 416-542-2533 for disconnecting power or Toronto Hydro plant removal before any demolition.</p>	Toronto Hydro	INFO	Acknowledged
	<p>Relocations Toronto Hydro assets can be relocated at the expense of the Applicant. If the relocation of Toronto Hydro assets is necessary, please contact Utility Relocations group at utility.relocations@torontohydro.com to begin a relocation request. After sufficient information has been received to process a relocation request, Toronto Hydro relocation projects typically require 12 to 18 months to be completed. Toronto Hydro will require a deposit or full payment in advance of doing the work.</p>	Toronto Hydro	INFO	Acknowledged

	Overhead Toronto Hydro Assets – General Guidelines: Mechanical equipment such as crane and hoist shall not be operated within 3 m of lines or equipment. No awning, billboard, antenna mast, flag, roof or similar structure shall be installed on the public allowance or immediately adjacent to private property that is within 3 m of lines or equipment.	Toronto Hydro	INFO	Acknowledged
	Underground Toronto Hydro Assets – General Guidelines: For heavy equipment operation in the vicinity of Toronto Hydro underground plant, ensure the requirements from Toronto Hydro Distribution Construction Standard 31-0500 are met. 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. Tunneling within 3m is deemed a conflict that requires a Professional Engineering report to resolve.	Toronto Hydro	INFO	Acknowledged
8	TTC, November 26, 2021			
	As this site is near our 511 BATHURST streetcar operations, please inform the applicant that noise, vibration, electro-magnetic interference (EMI), and stray current may be transmitted by our transit operations. The Commission will not accept responsibility for such effects on any building(s) and/or occupants. Therefore, the developer is advised to apply attenuation measures so that the levels of noise, vibration, EMI, and stray current in the proposed development will be at the lowest levels technically feasible. The developer is advised to inform prospective purchasers and lessees, through a clause in the purchase or rental agreements, of the potential for noise, vibration, EMI and stray current, and that the TTC accepts no responsibility for any such effects.	TTC	Originate	Acknowledged
9	Toronto Lands Corporation / TDSB, September 23, 2021			
1	The Owner shall erect and maintain signs, at points of egress and ingress of the development site, advising that: "The Toronto District School Board (the TDSB) makes every effort to accommodate students at local schools. However, due to residential growth, sufficient accommodation may not be available for all students. Students may be accommodated in schools outside this area until space in local schools becomes available. For information regarding designated school(s), please call 416-394-7526." These signs shall be to TLC's specifications.	TDSB	Originate	Acknowledged
2	The Owner shall include the following warning clauses in all offers of purchase and sale/lease/rental/tenancy agreements of residential units for a period of ten (10) years from the date of this agreement: "Despite the best efforts of the Toronto District School Board, sufficient accommodation may not be available in the neighbourhood schools for all students anticipated from the development area. Students may be accommodated in school facilities outside the neighbourhood or students may later be transferred to other school facilities. For information regarding designated school(s), please call 416-394-7526. Residents agree that for the purpose of transportation to school, if bussing is provided by the Toronto District School Board in accordance with the TDSB's bussing policy, students will not be bussed from their home to the school facility, but will meet the bus at designated locations in or outside of the area. The above warning clauses (including this sentence) shall, for a period of ten years following registration of this Site Plan Agreement, be included in all agreements of purchase and sale and all tenancy agreements (including agreements to lease or rent) for residential units in the development covered by this Site Plan Agreement."	TDSB	Originate	Acknowledged
3	The Owner shall advise the Toronto Lands Corporation of the estimated occupancy date and commit to providing the Toronto Lands Corporation with periodic updates on expected occupancy to ensure that the Toronto Lands Corporation has at least six (6) months' prior notice of the occupancy date. The intention is to provide the Toronto Lands Corporation and the Toronto District School Board with information for enrolment projections.	TDSB	Originate	Acknowledged
10	TCDSB, July 21, 2021			

	<p>The development as proposed is directly adjacent to St Mary Catholic School, located at 20 Portugal Square. The TCDSB would like a more fulsome understanding of the transition between scale and density in "Mixed Use Areas" where this development is proposed, to areas of "Neighborhood" Official Plan land use designations, of where St Mary is located. To fully determine the impacts this development may pose to St. Mary Catholic school, the TCDSB requires and requests access to the development's shadow study. Additionally, given the proximity of this proposal to St Mary Catholic School the TCDSB must be involved in a future construction management plan to address student safety as part of this development.</p>	TCDSB	KIRKOR	Acknowledged
	<p>At this time, sufficient space exists within the local elementary and secondary schools to accommodate additional students from the development as proposed.</p>	TCDSB	N/A	Acknowledged
	<p>As part of the development approvals process, that the developer/applicant erect and maintain a sign on site advising the following:</p> <p>"Students from this development could be accommodated at a local Catholic school. We encourage families to visit our website and learn more about the Catholic school options in your neighborhood: www.TCDSB.org/FindMySchool"</p> <p>* Sign specifications attached</p>	TDSB	Originate	Acknowledged
	<p>That the applicant provide the TCDSB with an on-site photograph of the aforementioned sign as an assurance of its proper display.</p>	TDSB	Originate	Acknowledged