

**APPLICATION COMMENTS**

72 Perth Avenue, City of Toronto

Application(s): Rezoning

City File No(s): 18 170127 STE 18 OZ

June 2, 2020

**COMMENTS RECEIVED**

DEPARTMENT/ AGENCY	NAME	DATE
Engineering & Construction Services	ECS	August 1, 2018
Parks Forestry and Recreation	PARKS	July 31, 2018
Planning	PLAN	September 10, 2018
Toronto Buildings	BLGS	July 25, 2018
Urban Forestry	FOREST	July 30, 2018
Toronto Hydro	HYDRO	June 27, 2018
Enbridge	ENB	June 14, 2018
Toronto District School Board	TDSB	July 20, 2018
Toronto Transit Commission	TTC	June 29, 2018
Canada Post	POST	July 12, 2018
Rogers Communications	ROGERS	June 29, 2018
Toronto Staff Report	STAFF	February 25, 2019

*Note: Please refer to original comments for all referenced standards, sketches or plans. The following comments include ECS preliminary draft plan approval conditions, advisories, and background information.*

#	Depart/ Agency	Com. No.	Comment(s)	Responses
1.	ECS	1A	<p>Revise the report to reflect following changes prior to the approval:</p> <ul style="list-style-type: none"> <li>Perth Avenue and Bloor Street West Intersection</li> </ul> <p>According to the analysis, some movements are operating above capacity and with significant delays at the Perth Avenue/Bloor Street West Intersections. After consultation with Traffic Operation Group, we recommend the following:</p> <ul style="list-style-type: none"> <li>There are Northbound (NB) left and through prohibitions at Bloor Street West and Perth Avenue which the consultant did not seem to account for;</li> <li>NB vehicles will use the laneway to get to the signal at Sterling Road and Bloor Street West;</li> </ul>	<p>Please note that BA Group’s analysis presented in their May 2018 report included the northbound left and through volumes at the Bloor Street West / Perth Avenue intersection under existing conditions. Furthermore, the additional traffic volumes added to these movements were adopted directly from the traffic allowances made for the 1439 Bloor Street West background development.</p> <p>To address the City comments in regards to (i) the northbound left and through prohibitions at Bloor Street West / Perth Avenue; and (ii) the associated redistribution of this traffic to use the laneway at Sterling Road / Bloor Street West BA Group has conducted a sensitivity analysis where these prohibited northbound traffic volumes have been redistributed to use the signalized Bloor Street West and Sterling Street intersection via the laneway connecting between Perth Avenue and Sterling Street on either side of Bloor Street West. The redistribution for the prohibited northbound traffic under existing conditions and those forecast for 1439 Bloor Street West is illustrated in Figure 1 of the Transportation Memo prepared by BA Group dated June 2, 2020. Furthermore, the resultant future background and future total traffic volumes are illustrated in Figure 2 and Figure 3 of the Transportation Memo prepared by BA Group dated June 2, 2020.</p> <p>Given the above redistribution of the prohibited northbound left and through traffic, the traffic operations at Perth Avenue / Bloor Street West and Sterling Road / Symington Road / Bloor Street West were analyzed using the same assumptions and methodology as our original May 2018 study and are summarized in Table 6 and Table 7 of the Transportation Memo prepared by BA Group dated June 2, 2020, under existing signal timings at the latter intersection. Synchro analysis sheets are attached in Appendix D of BA’s memo.</p> <p>Given the redistribution of only northbound left and through traffic at Perth Avenue / Bloor Street West to Sterling Road / Symington Road / Bloor Street West, the southbound leg of Perth Avenue / Bloor Street West would be overcapacity during the afternoon peak hour with V/C ratio of 1.86 and extended delays</p>

				<p>under future conditions. It should be noted that this condition is due to background growth along Bloor Street West and not due to new site traffic. In fact, the new site traffic would contribute to less than 5% of the additional delay anticipated for the southbound movements at Perth Avenue / Bloor Street West. The intersection operates under busy but acceptable conditions during the weekday morning peak hour.</p> <p>With the redistributed traffic from Perth Avenue / Bloor Street West, the Sterlington Road / Symington Road / Bloor Street West intersection is busy and operates acceptably with overall V/C ratios of 0.86 and 0.91 during the weekday morning and afternoon peak hours, under otherwise existing conditions. Under future conditions, with the existing 90-second cycle length, the intersection will operate overcapacity with overall V/C ratios of 1.04 and 1.08 during the weekday morning and afternoon peak hours, respectively. It should be noted that this condition is due to background growth along Bloor Street West and not due to new site traffic. In fact, the new site traffic would contribute a negligible change to overall intersection V/C ratio.</p>
2.		1A	<ul style="list-style-type: none"> <li>Similar Southbound (SB) prohibitions should be evaluated;</li> </ul>	<p>With respect to the City's comments, BA Group has also considered the traffic operations at Perth Avenue/Bloor Street West and Sterling Road /Symington Road / Bloor Street West given southbound left and through restrictions at the Perth Avenue intersection. The redistribution of the prohibited southbound traffic from Perth Avenue / Bloor Street West is illustrated in Figure 4 of the Transportation Memo prepared by BA Group dated June 2, 2020. The resultant future background and future total traffic volumes are illustrated in Figure 5 and Figure 6 of BA's memo.</p> <p>Given the above redistribution of the prohibited northbound and southbound left and through traffic, the traffic operations at Perth Avenue / Bloor Street West and Sterling Road / Symington Road / Bloor Street West are summarized in Table 8 and Table 9 of BA's memo, under existing signal timings at the latter intersection. Detailed Synchro analysis sheets are attached in Appendix D of BA's memo.</p> <p>Given the redistribution of both northbound and southbound left and through traffic at Perth Avenue/Bloor Street West to Sterling Road / Symington Road / Bloor Street West, the side streets of Perth Avenue/ Bloor Street West would now operate acceptably under future conditions with LOS C or better. New site traffic will continue to have negligible impact at this intersection relative to future background conditions.</p> <p>With the redistributed traffic from Perth Avenue /Bloor Street West, the Sterling Road / Symington Road / Bloor Street West intersection is busy and operates acceptably with overall V/C ratios of 0.87 and 0.91 during the weekday morning and afternoon peak hours, under otherwise existing conditions. Under future conditions, with the existing 90-second cycle length, the intersection will operate overcapacity with overall V/C ratios of 1.05 and 1.08 during the weekday morning and afternoon peak hours, respectively. It should be noted that this condition is due to background growth along Bloor Street West and not due to new site traffic. In fact, the new site traffic would contribute to a negligible increase to overall intersection V/C ratio. The additional redistributed southbound left and through traffic from Perth Avenue / Bloor Street West would cause a negligible change to overall intersection V/C ratio.</p> <p>It should be noted that the additional restriction of southbound traffic at Bloor Street / Perth Avenue would cause the southbound approach at Bloor Street / Sterling Road / Symington Road to reach capacity under existing conditions and therefore be over capacity with future traffic growth. As such, this restricted traffic will likely be forced out from the local network if the prohibition is in place and if the traffic is non-local.</p>
3.	ECS	1A	<ul style="list-style-type: none"> <li>Not sure about their analysis showing SB much worse than NB when the site is south of Bloor Street West; and</li> </ul>	<p>In the original May 2018 analysis, the southbound is much worse than the northbound operations at Perth Avenue and Bloor Street West due to southbound traffic volumes being much higher than northbound volumes. Existing southbound to northbound volumes are in the order of 140 to 5 vehicles during the weekday morning peak hour, and 160 to 20 vehicles during the weekday afternoon peak hour, respectively. Under future conditions, southbound volumes continue to be much higher compared to</p>

				<p>northbound volumes – in the order of 140 to 15 vehicles during the weekday morning peak hour, and 160 to 25 vehicles during the weekday afternoon peak hour, respectively. As such, it should be expected that the southbound operations be much worse than the northbound operations at the intersection.</p> <p>It is noteworthy that the difference in traffic volume between the existing and future conditions is small, in the order of 5 to 10 vehicles for the northbound approach and is negligible for the southbound approach. Of this small volume, virtually all of it is contributed by area background traffic allowances rather than new site generated traffic during both peak hours.</p>
4.	ECS	1A	<ul style="list-style-type: none"> <li>We are not aware of any proposed improvements at Bloor Street West and Perth Avenue.</li> </ul>	<p>Within the transportation impact study submitted as part of the applications process for 1245 Dupont Street (Galleria), a protected-permissive eastbound left turn phase was adopted during the weekday afternoon peak hour. The existing cycle length is 90 seconds during both the weekday morning and afternoon peak hours. Within the transportation impact study for 1245 Dupont Street, a cycle length of 90 seconds and 100 seconds were adopted during the weekday morning and afternoon peak hours, respectively.</p> <p>Furthermore, the transportation impact study submitted as part of the applications process for 2280 Dundas Street West (Bloor-Dundas) also adopted a protected-permissive eastbound left turn phase during the weekday afternoon peak hour. A cycle length of 120 seconds was adopted for both the weekday morning and afternoon peak hours.</p> <p>Based on the intersection analysis with a 90-second cycle length, the Bloor Street West / Sterling Road / Symington Road intersection is already at capacity under existing conditions with the current 90 second cycle length, particularly during the weekday afternoon peak hour. Given the existing cycle length, the intersection will operate over capacity with overall intersection V/C ratios of 1.05 and 1.08 during the morning and afternoon peak hours, respectively, even at the future background condition. As such, BA Group has conducted additional traffic analysis of the Sterling Street / Symington Road / Bloor Street West intersection (attached in Appendix D of the Transportation Memo prepared by BA Group dated June 2, 2020) based on the 100-second and 120-second cycle lengths adopted within the 1245 Dupont Street and 2280 Dundas Street West traffic studies as summarized in Table 10 of BA's memo.</p> <p>An increase in the intersection cycle length to 100 seconds will reduce the overall intersection V/C ratios, although the intersection will remain over capacity with V/C ratios of 1.03 and 1.04 during the morning and afternoon peak hours, respectively, under future background conditions. The additional site generated traffic has a negligible impact on the intersection capacity with less than a 1% increase to overall intersection V/C ratio relative to future background conditions.</p> <p>With an increase in intersection cycle length to 120 seconds, the intersection will operate acceptably but under busy conditions approaching or at capacity during both peak hours. Overall intersection V/C ratios will be at 1.01 and 1.03 during the morning and afternoon peak hours, respectively under future conditions. During both peak hours, all individual movement V/C ratios will be under 1.00, except for the southbound left due to redistributed southbound traffic from Bloor Street / Perth Avenue reflecting contemplated southbound prohibition. The additional site generated traffic has a negligible impact on the intersection capacity with less than a 1% increase to overall intersection V/C ratio relative to future background conditions.</p> <p>The eastbound advance phase and cycle length extension to 120 seconds will enable the Bloor Street West / Sterling Street / Symington Avenue intersection to operate under capacity under future conditions, especially if the prohibited traffic is anticipated to remain on the local network. Without these improvements, the intersection will be above capacity with only existing traffic and background growth from traffic allowances for background developments in the study area and corridor growth. New traffic generated by the proposed development have negligible impact on overall intersection V/C ratios at the intersection.</p>

5.	ECS	2	Site Plan & Ground Floor Plan, Drawing Nos. A-1.1 & A-2.2, Revision 2, prepared by IBI Group, dated May 29, 2018: 1. Label the dimension of driveway widths on the plans.	See pages A1.1 and A2.2 in the architectural package prepared by IBI Architects dated June 1, 2020.
6.	ECS	2	2. Comply with the parking supply requirements provided in condition A (5) above;	See architectural package prepared by IBI Architects dated June 1, 2020 and transportation memo prepared by BA Group dated June 2, 2020.
7.	ECS	2	Provide the access ramp leading to the underground garage in accordance with the following: 1. Label the ramp transition area. 2. For ramp slope changes of 7.5 percent or greater, a transition area with a minimum length of 3.0 meters (measured parallel to the direction of travel on the ramp) must be provided.	See pages A1.1 and A2.2 in the architectural package prepared by IBI Architects dated June 1, 2020. Labels have been updated.
8.	ECS	2	The proposal includes canopies over the Perth Avenue right-of-way. This information (canopy) has not been provided in Building Elevation and Section drawings. The proposed Building Elevation and Section drawings must be updated accordingly.  Update all architectural plans to address all above revisions.	See pages A3.1, A4.1 and A4.4 in the architectural package prepared by IBI Architects dated June 1, 2020. This comment has been addressed.
9.	ECS	3	Site Plan & Ground Floor Plan, Drawing Nos. A-1.1 & A-2.2, Revision 2, prepared by IBI Group, dated May 29, 2018 <ul style="list-style-type: none"> <li>• Include North Arrow on the plan.</li> <li>• Include survey credit and benchmark on the plan.</li> </ul> Add the following note to the Site Plan: <i>"The Owner acknowledges and agrees that Staff have reviewed this application on the understanding it will comprise one parcel of land upon completion. The Owner shall not convey or transfer any part of the Development Site in any other manner than that agreed to above if to do so would result in either the retained parcel or the conveyed or the transferred parcel ceasing to comply with Chapters 681 or 851 of the City of Toronto Municipal Code, as amended, which prohibit a private service connection, that connects to a municipal water or sewer system, from servicing more than one property. Each parcel shall have separate service connections to the municipal water and sewer systems, including any associated Stormwater management systems, to the satisfaction of the Chief Engineer and Executive Director, Engineering &amp; Construction Services, at the sole cost to the owner. Further, the Owner shall prepare all plans and studies as required by the City for the servicing at the sole cost of the Owner."</i>	See pages A1.1 and A2.1 in the architectural package prepared by IBI Architects dated June 1, 2020. The requested labels/notations have been incorporated.
10.	ECS	4.	Functional Servicing and Stormwater Management Implementation Report, prepared by R.J. Burnside & Associates Ltd., dated May 31, 2018:  Provide a functional site servicing plan in the report illustrating all existing service connections servicing each building or section of building, indicating if they are proposed to be removed/abandoned/remain and annotate the sizes, slopes, etc. of the municipal watermains, combined and storm sewers along Perth Avenue and all proposed service connections for the proposed development.	A Functional Site Servicing Plan has been provided as prepared by RJ Burnside dated May 2020. The plan illustrates all existing services connections servicing the building and indicates if they are to be removed, abandoned or remain. Sizes, slopes and other information provided for sewer and water mains within Perth Avenue and for the proposed service connections.
11.	ECS	4.	<u>Water Servicing:</u>  Section 2.2.2, Fire hydrant flow tests are only valid for 2 years. The provided flow test was completed in 2011 and is no longer acceptable. Complete a new fire hydrant flow test and update results accordingly to show there is enough capacity for the proposed development. All hydrant flow test results shall be in metric units, (Kpa and liters/second).	A new hydrant flow test has been completed. The results have been provided in Appendix D of the updated FSR prepared by RJ Burnside dated May 2020, and the calculations have been updated to show there is sufficient capacity for the proposed development.
12.	ECS	4.	<u>Sanitary Servicing:</u>  Section 5.1 discusses a portion of the roof, which drains runoff into combined plumbing system. Move this to the existing storm section as it is storm runoff, which then goes to the combined sewer.	The discussion on the roof portion that drains into the combined sewer has been moved to the existing storm section of the updated FSR prepared by RJ Burnside dated May 2020.
13.	ECS	4.	<u>Storm Servicing, Storm Drainage and Stormwater Management</u>  Section 3.1 discusses the inspection done to determine existing storm connections, however, the inspection in the Appendix is only visual and recommends further investigation be done to determine where connections go from	Further investigation has been completed and existing service locations have been determined. Existing services are shown on Figure 2 and drawing S1 Servicing Plan of the updated FSR prepared by RJ Burnside dated May 2020.

			the building. Complete further investigation to determine where services are connected. This needs to be done in order to assess sewer capacity. Clearly indicate this in the report.	
14.	ECS	4.	Revise Figure 2, Pre-Development Drainage Plan to show all existing storm service connections and whether they are connected to the municipal storm or combined sewer.	Figure 2 of the updated FSR prepared by RJ Burnside dated May 2020 is revised to show all existing storm service connections and has indicated which municipal sewer main they are connected to.
15.	ECS	4.	Discuss where the drainage that goes to the Railpath goes.	Section 3.1 Existing Conditions of the updated FSR prepared by RJ Burnside dated May 2020 has been revised to discuss the West Toronto Railpath drainage.
16.	ECS	4.	Clarify if there are any external drainage areas to the site from neighbouring properties.	It is confirmed there are no external drainage areas contributing to the site from neighbouring properties.
17.	ECS	4.	Section 3.5 states there will be 2.5m <sup>3</sup> of initial abstraction and then Table 1 directly below shows 4.2m <sup>3</sup> . The appendix shows completely different values than both of these for initial abstraction. Update accordingly and ensure all values are consistent.	Values in the report prepared by RJ Burnside dated May 2020 have been updated throughout and are consistent.
18.	ECS	4.	Remove the option of cash in lieu for meeting water balance and all reference to this. The specific methods do not need to be determined for rezoning. Irrigation, grey water reuse are acceptable options which can be looked into further in site plan as well as any other potential options.	Cash in lieu option for water balance and all references have been removed from the report prepared by RJ Burnside dated May 2020.
19.	ECS	4.	Address any impact on the existing drainage areas and overland flows on the neighbouring properties caused by the development.	The development will eliminate the existing site runoff that currently outlets to the West Toronto Railpath and will not impact existing drainage areas and overland flows for neighbouring properties along Perth Avenue. Section 3.4.3 of the updated FSR prepared by RJ Burnside dated May 2020 has been revised to include this statement.
20.	ECS	4.	Provide a summary with respect to Water Balance, Water Quantity, Water Quality indicating what is "Required", what is "Provided" and measures to control water quantity and quality for the building.  <i>Note: Detailed comments on 5Stormwater management will be provided upon receipt of a site plan application.</i>	The updated FSR prepared by RJ Burnside dated May 2020 has addressed this comment. A summary has been provided in Section 9.2 with respect to Water Balance, Water Quantity and Water Quality and indicates what is required and provided, as well as measures utilized to control water quantity and quality for the building.
21.	ECS	4.A.I	<u>Ground Water</u>  Update the groundwater section of the FSR to include the following: Provide a clear strategy proposed for this development in the report with respect to any groundwater pumping and discharging. This must include temporary discharge during construction.	The Groundwater Section (Section 4) of the updated FSR prepared by RJ Burnside dated May 2020 has been revised to include this item.
22.	ECS	4.A.II	The report indicates a hydrogeological report is being completed. Submit the report with next submission to determine groundwater levels including seasonal fluctuations in relation to the elevation of the lowest level of the proposed building.	The Groundwater Section (Section 4) of the updated FSR prepared by RJ Burnside dated May 2020 has been revised to include this item.
23.	ECS	4.A.III	The report is also required to indicate the rate and the quality and quantity of any groundwater proposed to be pumped and discharged to a City sewer, and the proposed method of discharging groundwater to a City sewer.	The Groundwater Section (Section 4) of the updated FSR prepared by RJ Burnside dated May 2020 has been revised to include this item.
24.	ECS	4.IV.B	Discharging of groundwater is subject to the provisions of the Sewer Use By-law. Complete the Hydrogeology Review Form and Servicing Report Groundwater Review Form and submit with the next submission. Note that these must be completed in full before they will be sent to Toronto Water for review (forms attached).  <i>Notes: Please note that any discharge of groundwater into the city sewer systems requires approvals from Toronto Water for both quality and quantity (groundwater quality needs to be tested for compliance with the Sewer Use By-law).</i>	The Hydrology Review Form and Servicing Report Groundwater Review Form have been completed and included in Appendix D of the updated FSR prepared by RJ Burnside dated May 2020.

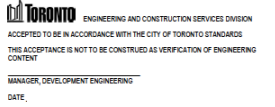
#### B. PRELIMINARY ZONING BY-LAW AMENDMENT CONDITIONS

The following preliminary conditions of approval of the rezoning application are provided for the Owner's information only and are subject to change pending on the subsequent submissions. Providing the following preliminary conditions does not constitute permission to grant any approvals.

The Owner is required, as condition of approval of the Zoning By-Law Amendment Application to:

25.	ECS	1.	The Owner shall submit a Traffic Impact Study to the City for review and acceptance by Transportation Services, prior to the approval of the rezoning application. The report will determine whether the existing road network can support the proposed development and whether road improvements of the existing municipal infrastructure are required.	Noted. The Traffic Impact Study was previously submitted with the original June 1, 2018 submission. An addendum to the Study has been provided in the resubmission - the transportation memo prepared by BA Group and dated June 2, 2020.
26.	ECS	2.	The Owner shall submit a Functional Servicing Report to the City for review and acceptance by Engineering & Construction, prior to the approval of the rezoning application. The report will determine whether the municipal water, sanitary and storm sewer systems can support the proposed development and whether upgrades or improvements of the existing municipal infrastructure are required.	Noted. An updated FSR has been prepared by RJ Burnside dated May 2020, and included in this resubmission.
27.	ECS	3.	The Owner shall enter into a financially secured agreement for the construction of any improvements to the municipal infrastructure, should it be determined that upgrades and road improvements are required to support the development, according to the functional servicing report accepted by the Chief Engineer and Executive Director of Engineering & Construction Services.	Noted.
28.	ECS	4.	Provide space within the development for installation of maintenance access holes and sampling ports on the private side, as close to the property line as possible, for both the storm and sanitary service connections, in accordance with the Sewers By-law Chapter 681-10.	Noted. To be addressed at SPA Stage.
29.	ECS	5.	Provide and maintain parking supply according to the following: Provide residential parking supply at a minimum parking rate of 0.33 spaces per unit; Provide residential visitor parking supply at a minimum parking rate of 0.1 spaces per unit; Provide retail parking supply at a minimum parking rate of 1.5 parking space per 100 square metres of Gross Floor Area (GFA) or alternatively, make a cash payment-in-lieu into the Municipal Parking Fund in lieu of any parking shortfall on-site.	See the Transportation Memo prepared by BA Group, dated June 2, 2020. Please note that the commercial GFA has been removed.
<b>PART II: PRELIMINARY SITE PLAN COMMENTS: (Included in the Engineering and Construction Service Memo of August 1, 2018). The owner is advised that the following approvals and additional conditions may be required at the site plan stage. These comments are preliminary and are subject to change based on submissions for subsequent planning approval conditions. They are provided for the owner's information only.</b>				
30.	ECS	B.1.1.A	1.1 Transportation Services  Show all elements within the abutting public right-of-way as consisting of acceptable City standard materials and design.	Noted.
31.	ECS	B.1.1.B	Design the site entrance driveway in accordance with City Standard No. T310-050-1 for combined curb and sidewalk vehicular entrances.	Updated. See page A1.1 of the architectural package prepared by IBI Group dated June 1, 2020.
32.	ECS	B.1.1.C	Provide detailed boulevard cross-sections to illustrate the property line, proposed pedestrian clearways width, continuous tree trenches consistent with the City Standards and the distances of the streetscape elements including pedestrian clearway from the property line ensuring that all streetscape elements including continuous tree trenches will be located within the boulevard width and do not extend into the private property.	See page RZL3 of the landscape package prepared by Ferris & Associates dated May 29, 2020, for the Perth Avenue cross section. To be also included in the Site Plan Package.
33.	ECS	B.1.1.D	Provide appropriate signage for the residential tenant parking spaces and residential visitor parking spaces.	Noted. See Appendix C of the transportation memo prepared by BA Group dated June 2, 2020 for the proposed signage plan.
34.	ECS	B.1.1.E	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 owners of residential and commercial, in order to ensure the vehicular access to the subject site and to provide for the shared use of the loading spaces and parking spaces, including pedestrian and service connections, as required, to facilitate this arrangement.	Noted.
35.	ECS	B.1.1.F	Submit an acceptable Construction Management Plan for our review and approval.	Noted. To be secured in the SPA Stage.
36.	ECS	B.1.2.A	1.2 Solid Waste Multi Residential Component <ul style="list-style-type: none"> <li>Revised drawings must provide an accurate scale.</li> </ul>	Noted.
37.	ECS	B.1.2.B	<ul style="list-style-type: none"> <li>Revised drawings must indicate and annotate a staging pad abutting the front of the Type G loading space that has an unencumbered vertical clearance of 6.1 metres.</li> </ul>	See page A2.2 of the architectural package prepared by IBI Architects dates June 1, 2020.

38.	ECS	B.1.2.C	<ul style="list-style-type: none"> <li>Revised drawings must indicate a waste storage room that is a minimum 39.3 square meters in size.</li> </ul>	The waste storage room is 48m2 in size. See page A2.2 of the architectural package prepared by IBI Architects dated June 1, 2020.
39.	ECS	B.1.2.D	<ul style="list-style-type: none"> <li>Revised drawings must indicate a bulky storage room of minimum 10 square metres.</li> </ul>	The bulky storage room is 10m2 in size. See page A2.2 of the architectural package prepared by IBI Architects dated June 1, 2020.
40.	ECS	B.1.2.E	<ul style="list-style-type: none"> <li>Revised drawings must indicate and annotate a collection vehicle movement diagram that has a length of 12 metres and a width of 2.4 metres with a minimum inside/outside turning radii of 9.5 metres and 14 metres respectively, when entering, exiting, travelling throughout the site and entering/exiting the type G loading space. The diagram must also indicate the ability of the collection vehicle to enter and exit the site in a forward motion with no more than a three-point turn without the need to reverse onto a public lane.</li> </ul>	Noted. Please refer to the vehicular maneuvering diagrams provided in Appendix B of the Transportation Memo prepared by BA Group dated June 2, 2020, which demonstrate the ability of the collection vehicle to successfully enter and exit the site in a forward motion.
41.	ECS	B.1.2.F	<ul style="list-style-type: none"> <li>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.</li> </ul>	See pages A1.1 and A2.2 of the architectural package prepared by IBI Architects dated June 1, 2020.
42.	ECS	B.1.2.G	<ul style="list-style-type: none"> <li>Revised drawings must indicate that any/all overhead doors the collection vehicle will be passing through have a minimum width of 4 metres and a minimum overhead clearance of 4.4 metres.</li> </ul>	See pages A1.1 and A2.2 of the architectural package prepared by IBI Architects dated June 1, 2020.
43.	ECS	B.1.2.H	<ul style="list-style-type: none"> <li>Revised drawings must indicate and annotate a Type G loading space that is level (+/-2%), and is constructed of a minimum of 200 mm reinforced concrete.</li> </ul>	See pages A1.1 and A2.2 of the architectural package prepared by IBI Architects dated June 1, 2020.
44.	ECS	B.1.2.I	<ul style="list-style-type: none"> <li>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.</li> </ul>	See note #6 on pages A1.1. and A2.2 of the architectural package prepared by IBI Architects dated June 1, 2020.
45.	ECS	B.1.2.J	<ul style="list-style-type: none"> <li>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.</li> </ul>	Noted. See Appendix C of the Transportation Memo prepared by BA Group dated June 2, 2020.
46.	ECS	B.1.2.K	<p><u>Non-Residential Component</u></p> <ul style="list-style-type: none"> <li>Revised drawings must indicate and annotate a non-residential waste storage room for the commercial component. The room must be independent of and not accessible to the residential waste room.</li> </ul>	See pages A1.1. and A2.2 of the architecture package prepared by IBI Architects dated June 1, 2020. Please note that the non-residential program originally proposed on the ground floor has been removed and replaced with live/work units.
47.	ECS	B.1.2.L	<ul style="list-style-type: none"> <li>Revised drawings must indicate that the bins that will be used for the non-residential waste will be labeled separately from the bins for the residential waste.</li> </ul>	See pages A1.1. and A2.2 of the architecture package prepared by IBI Architects dated June 1, 2020. Please note that the non-residential program originally proposed on the ground floor has been removed and replaced with live/work units.
48.	ECS	B.1.2.M	<ul style="list-style-type: none"> <li>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.</li> </ul>	Please note that the non-residential program originally proposed on the ground floor has been removed and replaced with live/work units. That said, the Type G is being maintained. Transportation Memo prepared by BA Group dated June 2, 2020.
49.	ECS	B.1.3.A	<p><u>1.3 Fire Services</u></p> <p>Item 7.12.2. of NFPA 14 states, "High rise buildings shall have at least two remotely located fire department connections for each zone." High-rise building is defined in NFPA 14 as "A building where the floor of an occupable storey is greater than 23 metres above the lowest level of fire department vehicle access." A second remotely located fire department connection shall be provided and shown on the building permit drawings.</p>	Noted.
50.	ECS	B.1.4.A	<p><u>1.4 Engineering and Construction Services</u></p> <p>Clearly differentiate between all existing and proposed work in the City's Right of Way. All proposed work should be dark and existing grey line type.</p>	Existing and proposed work has been differentiated with grey and dark linework in the civil drawings prepared by RJ Burnside dated May 2020.

51.	ECS	B.1.4.B	Illustrate all existing and proposed service connections, manholes, cbs, hydrants, valves etc. to the existing and proposed building.	All existing and proposed service connections, manholes, catchbasins, hydrants and valves have been illustrated to the existing and proposed building on the civil drawings prepared by RJ Burnside dated May 2020.
52.	ECS	B.1.4.C	Show and label all existing sewers within the ROW.	All existing sewers within the ROW have been shown and labelled on the civil drawings prepared by RJ Burnside dated May 2020.
53.	ECS	B.1.4.D	Additional comments will be provided with the future Site Plan application.	Noted.
54.	ECS	B.2.A	2. <u>Grading Plan</u> Include the City of Toronto signature block on all engineering plans exactly as below: 	City of Toronto signature block has been added to the engineering plans prepared by RJ Burnside dated May 2020.
55.		B.2.A	Include a benchmark on the plan.	Benchmark information has been provided on the civil drawings prepared by RJ Burnside dated May 2020.
56.	ECS	B.2.C	Clearly show all proposed work within the Right of Way including the driveway entrance, sidewalk, curb etc. Label all proposed work with a leader and the appropriate City Standard.	All proposed work has been shown and labelled with appropriate City standards on the civil drawings prepared by RJ Burnside dated May 2020.
57.	ECS	B.2.D	Label the future City walkway next to the North property line.	The future City walkway next to the North property line has been labeled on the civil drawings prepared by RJ Burnside dated May 2020. Please see plan G1.
58.	ECS	B.2.E	Label top and bottom of wall elevations along the retaining wall.	The wall proposed at the west edge of the property is part of the building structure. Top of wall elevations result from the top of slab elevation for the outdoor amenity above the mezzanine. Note added to grading plan prepared by RJ Burnside dated May 2020 to indicate wall is by others.
59.	ECS	B.2.F	Show existing elevations along the East, South and West property boundaries at regular intervals to show there is no impact on neighbouring properties.	Existing elevations along the property boundaries at regular intervals have been provided on the civil drawings prepared by RJ Burnside dated May 2020.
60.	ECS	B.2.G	Update Grading Note 16 to comply with the City's superpave requirements for all asphalt within the City's Right of Way.	Note 16 on Grading plan prepared by RJ Burnside dated May 2020, has been updated to comply with the City's superpave requirements for all asphalt within the City's Right of Way.
61.	ECS	B.2.H	Further comments will be provided with the future site plan application.	Noted.
62.	ECS	B.3.A	3. <u>Servicing Plan</u> Include benchmark.	Benchmark information provided on the civil drawings prepared by RJ Burnside dated May 2020.
63.	ECS	B.3.B	Include City Signature block as above.	City Signature Block included on the civil drawings prepared by RJ Burnside dated May 2020.
64.	ECS	B.3.C	Show all existing service connections from site and label as to be removed/abandoned to satisfaction of Toronto Water.	All existing service connections shown and labelled as to be removed or abandoned to the satisfaction of Toronto Water on the civil drawings prepared by RJ Burnside dated May 2020.
65.	ECS	B.3.D	Include reference to T-1105.02-1 in the proposed water service connection label.	Reference to City Standard T-1105.02-1 has been included in the proposed water service connection label on the civil drawings prepared by RJ Burnside dated May 2020.
66.	ECS	B.3.E	Add the following notes to the Site Servicing drawing:  <i>"The Owner acknowledges and agrees that Staff have reviewed this application on the understanding it will comprise one parcel of land upon completion. The Owner shall not convey or transfer any part of the Development Site in any other manner than that agreed to above if to do so would result in either the retained parcel or the conveyed or the transferred parcel ceasing to comply with Chapters 681 or 851 of the City of Toronto Municipal Code, as amended, which prohibit a private service connection, that connects to a municipal water or sewer</i>	The notes have been added to the Site Servicing drawing prepared by RJ Burnside dated May 2020.



			<i>system, from servicing more than one property. Each parcel shall have separate service connections to the municipal water and sewer systems, including any associated Stormwater management systems, to the satisfaction of the Chief Engineer and Executive Director, Engineering &amp; Construction Services, at the sole cost to the owner. Further, the Owner shall prepare all plans and studies as required by the City for the servicing at the sole cost of the Owner."</i>	
67.	ECS	B.3.F	Further comments will be provided with the future site plan application	Noted.
68.	ECS	4.A	<b>4. Stormwater Management Report</b>  Submit a separate Stormwater management report to the City for review and concurrence with the Site Plan Application.	A separate stormwater management report will be submitted to the City for review with the Site Plan Application submission.
<b>BACKGROUND Transportation Services</b>				
69.	ECS	N/A	<b>Roadways</b>  There is no additional land required for Perth Avenue. This road is not identified in the Official Plan as a road to be widened.  There are no public lanes abutting this property.	Noted.
70.	ECS	N/A	<b>Encroachments</b>  The proposal includes canopies over the Perth Avenue right-of-way. Although the above-noted proposed encroachments are acceptable in principle, it will be necessary to submit a separate application to this Division for approval of the encroachments and enter into an encroachment agreement in respect of the approved encroachments. This information (canopy) has not been provided in Building Section drawings. The proposed Building Section drawing must be updated accordingly. Given that the encroachment details will form part of the above-grade building permit plans, the advisory conditions below clarify that the application for approval of these encroachments will need to be undertaken in consultation with the Chief Building Official. The owner will need to submit the customary report indicating how pedestrians will be protected from snow and ice.	Noted. See pages A3.1, A4.1 and A4.4 in the architectural package prepared by IBI Architects dated June 1, 2020.
71.	ECS	N/A	<b>Driveway Access and Site Circulation</b>  Vehicular access is proposed to be provided by a driveway off Perth Avenue. The site access is located generally in the centre of the site, approximately 110 meters south of the Bloor Street West/Perth Avenue intersection and operates as a two-way side street Stop controlled intersection.  The access driveway is required to be redesigned to comply with City of Toronto Standard No.T310-05-01 for combined curb and sidewalk entrances.  In order to facilitate the safe movement of two-way traffic and help minimize conflict points throughout the underground parking garage, convex mirrors are required to be provided at the bottom of the access ramp, internal ramp and at all turns within the underground parking garage, positioned in such a manner as to give all motorists clear views of oncoming traffic. As part of the site plan review process, the owner is required to provide the above.  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.	Updated. See page A1.1 of the architectural package prepared by IBI Architects dated June 1, 2020.  Convex mirrors are shown on pages A2.1 and A2.2 in the architectural set prepared by IBI Architects and dated June 1, 2020.
72.	ECS	N/A	<b>Traffic Impact Assessment</b>  In support of the subject proposal, the applicant's transportation consultant, BA Consulting Group Ltd., prepared	See responses #1-4 in this comment matrix.

			<p>an Urban Transportation Considerations Report, dated May 29, 2018. In this study, the consultant estimates that the proposed mixed-use development will generate 15 two-way vehicular trips during both AM and PM peak hours, respectively.</p> <p>Despite this conclusion, the Urban Transportation Considerations Report dated May 29, 2018 must be revised to reflect following changes prior to the approval:</p> <p>1.Perth Avenue and Bloor Street West Intersection</p> <p>According to the analysis, some movements are operating above capacity and with significant delays at the Perth Avenue/Bloor Street West Intersections. After consultation with Traffic Operation Group, we recommend the following:</p> <p>There are Northbound (NB) left and through prohibitions at Bloor Street West and Perth Avenue which the consultant did not seem to account for;          Similar Southbound (SB) prohibitions should be evaluated;          NB vehicles will use the laneway to get to the signal at Sterling Road and Bloor Street West;          Not sure about their analysis showing SB much worse than NB when the site is south of Bloor Street West; and          We are not aware of any proposed improvements at Bloor Street West and Perth Avenue.</p> <p>The applicant is advised that the Transportation Planning Section of City Planning Division may provide separate comments related to the matters under their jurisdiction.</p>	
73.	ECS	N/A	<p><b>Non-Residential Retail Parking Supply</b></p> <p>No retail parking will be provided for the site. We have reviewed the parking justification and have objections to the shortfall in the proposed retail parking supply. As a result, we recommend that either the applicant provide the required non-residential (retail) parking supply, or alternatively, make a cash payment-in-lieu for non-provision of non-residential parking. The owner will be required to submit an application to make a cash payment-in-lieu into the Municipal Parking Fund in lieu of proposed shortfall in the parking supply spaces on-site.</p> <p>With respect to non-residential (retail) parking supply, the City has an in-force payment-in-lieu policy in respect of non-residential uses (Harmonization of Fee Schedules for Payment-in-Lieu of Parking [All Wards]”, Clause 11, Planning and Transportation Committee Report 5, adopted by City Council on July 20, 21 and 22, 2004). Under this policy, owners may apply to make a cash payment in lieu of non-residential parking deficiencies, based on development category of \$2,500/space, \$5,000/space or \$5,000 plus an adjustment of five times square/metre land value. Under this policy, cash payments are placed into the Municipal Parking Fund and used for the development of future municipal parking facilities.</p> <p>As a result of the foregoing, we recommend the following minimum parking rates to be provided in the site specific zoning by-law:</p> <p>Provide residential parking supply at a minimum parking rate of 0.33 spaces per unit;          Provide residential visitor parking supply at a minimum parking rate of 0.1 spaces per unit; and          A minimum of 1.5 parking space per 100 square metres of Gross Floor Area (GFA) or alternatively, make a cash payment-in-lieu into the Municipal Parking Fund in lieu of any parking shortfall on-site.</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>	<p>We have removed the ground floor non-residential uses from the proposal. The units at grade will be live/work units.</p> <p>See the transportation memo prepared by BA Group, dated June 2, 2020.</p>
74.	ECS	N/A	<p><b>Accessible Parking Space</b></p> <p>As per City of Toronto amended Zoning By-law 569-2013 (Section 200.15), if the number of required parking spaces is more than 100, a minimum of 5 parking spaces plus 1 parking space for every 50 parking spaces or part thereof in excess of 100 parking spaces, must comply with all regulations for an accessible parking space.</p>	Noted.

			A total of three (3) accessible parking spaces is proposed for the site and comply with the by-law requirement and have been labeled on the plans.	
75.	ECS	N/A	<p><b>Sidewalks/Public Boulevards/Streetscaping</b></p> <p>The landscape plan and site plan show a 2.1 metre wide pedestrian clearway along Perth Avenue fronting the subject site. It should be noted that the pedestrian clearway must not include 0.2-metre wide edge curb.</p> <p>Provide detailed boulevard cross-sections to illustrate the property line, proposed pedestrian clearways width, continuous tree trenches consistent with the City Standards and the distances of the streetscape elements including pedestrian clearway from the property line ensuring that all streetscape elements including continuous tree trenches will be located within the boulevard width and do not extend into the private property.</p> <p>Additional details regarding the City's Vibrant Streets Design Guidelines can be obtained at:  <a href="https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/streetscape-manual/">https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/streetscape-manual/</a></p>	<p>Noted.</p> <p>See page RZL3 of the landscape package prepared by Ferris &amp; Associates dated May 29, 2020, for the Perth Avenue cross section.</p>
76.	ECS	N/A	<p><b>Toronto Green Standards Solid Waste</b></p> <p>Solid Waste TGS Tier 1:  SW 1.1 has been satisfied  SW 1.2 has not been satisfied  SW 1.3 has not been satisfied</p>	<p>Noted.</p> <p>SW 1.2 please review pages A1.1 and A2.2 of the architectural package prepared by IBI Architects dated June 1, 2020.  SW 1.3 please review pages A1.1 and A2.2 of the architectural package prepared by IBI Architects dated June 1, 2020.</p>
77.	PARKS	N/A	The applicant is required to satisfy the parkland dedication requirement through an on-site dedication. The parkland dedication is to be located on the west side of the property directly adjacent to the West Toronto Rail Path and comply with Policy 3.2.3.8 of the Toronto Official Plan. The parkland dedication required will support the widening of the West Toronto Rail Path and create opportunities for park elements such as seating, trees, and/or wayfinding infrastructure in conjunction with the new walkway being constructed as part of the development of 1439 Bloor Street West to the north of 72 Perth Avenue.	Noted.
78.	PARKS	N/A	Parks, Forestry & Recreation would also like to note that it appears the applicant for 72 Perth Avenue have proposed development in a location that is intended to be conveyed to the City by the applicants of 1439 Bloor Street West. In addition to the approximately 3.45-m wide walkway labelled as "proposed dedication to the City" on Drawing A-1.1, there is a further approximately 3.0 metres that will be conveyed to the City as a result of the relocation of an existing laneway. The relocated laneway will widen the 3.45-m wide walkway and together they will function as a new access point into the West Toronto Rail Path. The applicants of 72 Perth Avenue may want to review their proposal in light of this information. Parks, Forestry & Recreation acknowledges that this will alter the parkland dedication required for their application.	We have not proposed any development on the adjacent property immediately north of the subject property. The proposed development at 1439 Bloor Street is shown on the Site Plan (A1.1. of the architectural package prepared by IBI Architects dated June 1, 2020) for context.
<b>CONDITIONS OF PARKLAND CONVEYANCE</b>				
<b>RECOMMENDED CONDITIONS OF APPROVAL</b>				
79.	PARKS	1	As per Toronto Municipal Code Chapter 415-28, prior to the issuance of the first above grade building permit, the Owner shall convey parkland to the satisfaction of the General Manager, Parks, Forestry & Recreation (PF&R).	Noted.
80.	PARKS	2	The Owner will be required to convey the 174 m2 portion of the development site for public parkland purposes. The subject parkland conveyance is to be free and clear, above and below grade of all physical obstructions and easements, encumbrances and encroachments, including surface and subsurface easements, unless otherwise approved by the General Manager, PF&R.	Noted.
81.	PARKS	3	The Owner is to pay for the costs of the preparation and registration of all relevant documents. The Owner shall provide to the satisfaction of the City Solicitor all legal descriptions and applicable reference plans of survey for the new parkland.	Noted.
82.	PARKS	4	Prior to the transfer of fee simple of the Park Block to the City, the Park Block shall nonetheless be deemed to be parkland in respect of the limiting distance requirements of the Ontario Building Code Act, 1992. Parks, Forestry and Recreation staff advises that the applicant must design the building to achieve Ontario Building Code (OBC) setbacks related to fire separation on their own site on the portions of the building that abut the park. A 5 m	Noted.

			setback will apply to any building located next to the Park or, the required setbacks which meet the Ontario Building Code for fire separation, whichever is greater. Prior to the issuance of any above grade building permit, the applicant will be required to demonstrate adequately that the OBC requirements have been achieved to the satisfaction of the General Manager, PF&R.	
83.	PARKS	5.1	<p>Prior to conveying the parkland to the City, the Owner must:</p> <p>Submit a Qualified Person Preliminary Statement Letter, that is dated and signed by the applicant's Qualified Person, as defined in O. Reg. 153/04, as amended, describing the lands to be conveyed to the City, and identifying what environmental documentation will be provided to the City's peer reviewer to support this conveyance; all environmental documentation consistent with O. Reg. 153/04 requirements shall be submitted with reliance extended to the City and its peer reviewer and any limitation on liability and indemnification is to be consistent with Ontario Regulation 153/04, as amended, insurance requirements or such greater amount specified by the Executive Director, Engineering &amp; Construction Services and copy to the General Manager, PF&amp;R. (see the Policy for Accepting Potentially Contaminated Lands to be Conveyed to the City under the Planning Act adopted by City Council on February 10 and 11, 2015);</p>	Noted.
84.	PARKS	5.2	Pay all costs associated with the City retaining a third-party peer reviewer including all administrative costs to the City (7%), and submit an initial deposit of \$8,000.00 towards the cost of the Peer Review in the form of a certified cheque, to the Executive Director, Engineering & Construction Services. Submit further deposits when requested to cover all costs of retaining a third-party peer reviewer;	Noted.
85.	PARKS	5.3	Submit, to the satisfaction of the City's peer reviewer, all Environmental Site Assessment reports prepared in accordance with the Record of Site Condition Regulation (Ontario Regulation 153/04, as amended) describing the current conditions of the land to be conveyed to the City and the proposed Remedial Action Plan based on the site condition standards approach, to the Executive Director, Engineering & Construction Services;	Noted.
86.	PARKS	5.4.1.1	<p>At the completion of the site assessment/remediation process, submit a Statement from the Qualified Person based on the submitted environmental documents, to the Executive Director, Engineering &amp; Construction Services for peer review and concurrence, which states:</p> <p>In the opinion of the Qualified Person:</p> <p>It is either likely or unlikely that there is off-site contamination resulting from past land uses on the development site that has migrated onto adjacent City lands that would exceed the applicable Site Condition Standards; and</p>	Noted.
87.	PARKS	5.4.1.2	To the extent that the opinion in 5.4.1.1 is that past migration is likely, it is either possible or unlikely that such off-site contamination on adjacent City lands poses an adverse effect to the environment or human health.	Noted.
88.	PARKS	5.4.2.1 - 5.4.2.2	<p>Land to be conveyed to the City meets either:</p> <p>the applicable Ministry Generic Site Condition Standards (Tables 1, 2, 3, 6, 7, 8 and 9; subject to applicable exemptions as stated in O. Reg 153/04) for the most environmentally sensitive adjacent land use; or</p> <p>the Property Specific Standards as approved by the Ministry for a Risk Assessment/Risk Management Plan which was conducted in accordance with the conditions set out herein.</p>	Noted.
89.	PARKS	5.5	The Qualified Person's statement, referenced in condition 5.1 above, will include a Reliance Letter that is dated and signed by the applicant's Qualified Person, as defined in O. Reg. 153/04, as amended, confirming that both the City and the City's peer reviewer can rely on the environmental documentation submitted, consistent with O. Reg. 153/04 requirements, and the Qualified Person's opinion as to the conditions of the site; all environmental documentation consistent with O. Reg. 153/04 requirements and opinions shall be submitted with reliance extended to the City and its peer reviewer and any limitation on liability and indemnification is to be consistent with Ontario Regulation 153/04, as amended, insurance requirements or such greater amount specified by the Executive Director of Engineering & Construction Services.	Noted.
90.	PARKS	5.6	<p>For conveyance of lands requiring a Record of Site Condition (RSC):</p> <p>File the Record of Site Condition (RSC) on the Ontario Environmental Site Registry; and</p>	Noted.

			Submit the Ministry's Letter of Acknowledgement of Filing of the RSC confirming that the RSC has been prepared and filed in accordance with O. Reg. 153/04, as amended, to the Executive Director, Engineering & Construction Services and to the General Manager, PF&R.	
91.	PARKS	6A.	The Owner, at their expense, will be responsible for the base construction and installation of the parkland. The Base Park Improvements include the following: Demolition, removal and disposal of all existing materials, buildings, foundations and associated servicing;	Noted.
92.	PARKS	6B.	Grading inclusive of 300mm depth topsoil supply and placement. Where lands have been environmentally risk assessed in accordance with MOECC regulations, the required depth profile of the environmental soil / soft cap will be 1.5 m of engineered fill compacted to 95% SPD and certified by the consulting engineer;	Noted.
93.	PARKS	6.B.I	In the case of a risk-assessed site, all materials brought on site shall comply with the site-specific standards outlined in the Certificate of Property Use. In the case where no risk assessment of the site was required, all materials brought on site shall comply with the Ontario Reg. 153/04 Table 3 RPI standards;	Noted.
94.	PARKS	6.C	Sodding #1 nursery grade;	Noted.
95.	PARKS	6.D	Fencing, where deemed necessary;	Noted.
96.	PARKS	6.E	Sanitary and storm service connections with manholes at streetline;	Noted.
97.	PARKS	6.F	Water and electrical service connections; (minimum water: 50mm to the street line including backflow preventers, shut off valves, water metre and chamber; electrical connection to the street line and electrical panel in a lockable cabinet (100 Amp service));	Noted.
98.	PARKS	6.G	Street trees along all public road allowances abutting City-owned parkland; and	Noted.
99.	PARKS	6.H	Standard park sign (separate certified cheque required).	Noted.
100.	PARKS	7	All work is to be completed to the satisfaction of the General Manager, PF&R.	Noted.
101.	PARKS	8	Prior to the issuance of the first above grade building permit, the Owner shall submit a cost estimate and any necessary plans for the Base Park Improvements, to the satisfaction of the General Manager, PF&R.	Noted.
102.	PARKS	9	Prior to issuance of the first above grade building permit, the Owner shall post an irrevocable Letter of Credit in the amount of 120% of the value of the Base Park Improvements for the parkland to the satisfaction of the General Manager, PF&R. No credit shall be given towards the Parks and Recreation component of the Development Charges for costs associated with Base Park Improvements.	Noted.
103.	PARKS	10	The construction of the Base Park Improvements to the park block shall be completed within one year after the issuance of the first above grade building permit to the satisfaction of the General Manager, PF&R. Unforeseen delays (e.g. weather) resulting in the late delivery of the park block shall be taken into consideration and at the discretion of the General Manager, PF&R when determining a revised delivery date for the park block.	Noted.
104.	PARKS	11	Should the Owner undertake Base Park Improvements on the park block following conveyance of the park block to the City, the Owner must obtain a Park Occupation Permit (POP) from PF&R's Planning, Design and Development section. The POP will outline in detail the insurance requirements, extent of area permitted, permitted use, tree removal and replacement, and duration to the satisfaction of the General Manager, PF&R. The Owner will indemnify the City against any claim during any interim use of or work carried out by the applicant on the park.	Noted.
105.	PARKS	12	Prior to conveyance of the parkland, the Owner shall be responsible for the installation and maintenance of temporary fencing around the parkland and its maintenance until such time as the development of the park block is completed.	Noted.
106.	PARKS	13	Prior to conveyance of the parkland, the Owner shall ensure that the grading and drainage of the adjacent development blocks are compatible with the grades of the parkland to the satisfaction of the General Manager, PF&R.	Noted.

107.	PARKS	14	The Owner must provide documentation from a qualified environmental engineer that any fill or topsoil brought onto the site meets all applicable laws, regulations and guidelines for use in a public park.	Noted.
108.	PARKS	15	The Owner, upon satisfactory completion of the construction and installation of the Base Park Improvements shall be required to guarantee such work and associated materials. The Owner shall provide certification from their Landscape Architect certifying that all work has been completed in accordance with the approved drawings. Upon the City's acceptance of the certificate, the Letter of Credit will be released less 20% which will be retained for the 2 year guarantee known as the Parkland Warranty Period.	Noted.
109.	PARKS	16	Upon the expiry of the Parkland Warranty Period, the outstanding park security shall be released to the Owner provided that all deficiencies have been rectified to the satisfaction of the General Manager, Parks, Forestry & Recreation (PF&R).	Noted.
110.	PARKS	17	As-built drawings in print/hardcopy and electronic format, as well as a georeferenced AutoCAD file, shall be submitted to PF&R. A complete set of "as built" plans shall be provided electronically on CD in PDF format and in a georeferenced AutoCAD file, in addition to two (2) sets full size bond hard copy the General Manager, PF&R. The plans shall include, but not limited to specifications, locations of all hidden services, and all deviations from the design drawings, shop drawings, inspection reports, minutes of meeting, site instructions, change orders, invoices, certificates, progress images, warranties, close out documentation, compliance letters (for any play structures and safety surfaces), manuals etc. The files are to be organized in folders, including a file index and submitted with written warranties and related documents such as lists of contractor, sub-contractors together with contact persons, telephone numbers, warranty expiry dates and operating manuals.	Noted.
111.	PARKS	18	Spare or replacement parts, special tools, etc as provided by manufacturers, if any, are to be provided to PF&R.	Noted.
112.	PARKS	N/A	Parkland Occupation – Construction Staging  The stockpiling of any soils or materials or use as an interim construction staging area on the conveyed parkland is prohibited unless an agreement, other than a POP, has been obtained from the Manager of Business Services – Joanna Sweitlik, 416-392-8578. The agreement, if approved, will outline in detail the insurance requirements, extent of area permitted, permitted use, tree removal and replacement, duration, restoration plan and costs, and compensation to the satisfaction of the General Manager, PF&R. The agreement must be secured prior to the issuance of any shoring and excavation permits. The Owner will indemnify the City against any claim during any interim use of or work carried out by the applicant on the park. Any compensation accrued shall be applied to park improvements within the ward in consultation with the Ward Councillor.	Noted.
113.	PARKS	N/A	The Owner will be required to provide an environmental assessment report, prepared by a qualified engineer, at the end of the permitted occupation to verify that the parklands continue to meet the applicable laws, regulations and guidelines respecting sites to be used for public park purposes. The Owner will be required to provide an RSC after the staging period, prior to conveyance. The construction of the park shall commence after the occupation to the satisfaction of the General Manager, PF&R. The Owner will be responsible for paying all costs associated with the City retaining a third-party peer reviewer for the environmental addendum.	Noted.
114.	PARKS	N/A	Section 37  If the owner of the property enters into a Section 37 Agreement with the City as part of this development application, this unit requests to be involved in the negotiations. Funds directed towards the area parks and facilities within the Ward should form part of the benefits package.	Noted.
115.	PARKS	N/A	Dog Amenities  Given the current rise in dog-owning populations, especially within high-density developments, the applicant is expected to provide dog amenities on-site with proper disposal facilities such as dog relief stations. This will help alleviate pressure on neighbourhood parks.	Dog amenities will be provided on site. See page RZL2 in the landscape package prepared by Ferris & Associates dated May 29, 2020 and page A2.4 in the architectural package prepared by IBI Architects dated June 1, 2020.
116.	PLAN	N/A	Land Use City Planning staff appreciates your commitment to providing purpose built rental units. Planning staff also appreciate the artist studio / "maker's spaces" that are proposed to occupy portions of the ground floor, meeting both the intent of the Mixed-Use Official Plan designation, and the Commercial-Residential zoning classification, in terms of use.	Noted.

117.	PLAN	N/A	<p>Height and Density</p> <p>At 11 storeys in height, City Planning staff do not support the proposal, and it is not an appropriate response to the existing neighbourhood. With the exception of a 14-storey building being proposed on the property located immediately north of 1439 Bloor Street West and the existing 9-storey apartment building location on the north side of Bloor Street West and the existing 9-storey apartment building located on the north side of Bloor Street West at 120 Perth Avenue, the remaining surrounding built-form context is a much lower scale, presented predominantly by 2-to-3-storey house form character.</p> <p>The relationship between the proposed height of the building and the narrow right-of-way width of Perth Avenue is imbalanced, and this site is not appropriate for a tall building. The proposed floor plate size, combined with the proposed height, does not transition well to the 4-storey townhouse buildings under construction to the south and will cast a significant shadow on the <i>Neighbourhoods</i>-designated properties to the east. A mid-rise typology and height comparable to the street width along with proper transition to the lower-scaled surrounding context would be a more appropriate response to the existing neighbourhood and the <i>Mixed-Use</i> designation of the site.</p>	<p>Given the proximity to transit and Bloor Street, and the evolving character of the neighbourhood particularly the proposed 14 storey building immediately north of the subject property, we believe that the proposed 9.5 storey is appropriate. In response to the feedback received we have reduced the height of the proposed building from 11 storeys to 9 storeys fronting Perth Avenue and 10 storeys to the rear of the site (adjacent to the rail corridor). Further, we have refined the massing to introduce larger setbacks and setbacks, as well as made additional articulations to the podium level to respond to the neighbourhood context, including the townhouse development to the south.</p>
118.	PLAN	N/A	<p>Unit Mix, Sizes, and Tenure</p> <p>The provision of 50% two-bedroom units and 10% three-bedroom units supports the unit mix objective of the Growing Up design guidelines, the Official Plan housing policies, and the Growth Plan's growth management and housing policies to accommodate, within the new development, a broad range of households, including families and children. Thank you for the proposed mix of 2-and-3 bedroom units. The proposed 2-and-3-bedroom units, however, do not meet the guidelines in terms of overall size. Please consider increasing the size of these units to meet the objectives of the Growing Up design guidelines. Please follow this link for the Growing Up: Planning for children in New Vertical Communities urban design guidelines:</p> <p><a href="https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/growing-up-planning-for-children-in-new-vertical-communities/">https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/growing-up-planning-for-children-in-new-vertical-communities/</a></p>	<p>60% of the total units proposed are 2 or more bedrooms. Please see Section 3.3 of the Planning Rationale Addendum prepared by Urban Strategies Inc. dated June 2, 2020, re: proposed response to the City's Growing Up design guidelines.</p>
119.	PLAN	N/A	<p>The Planning Rationale submitted in support of this Zoning By-law Amendment application makes reference to the proposal being a purpose built rental building, with below-market live/work units. As noted above, Planning staff supports this objective. Please clarify how both the affordability and the proposed rental tenure will be secured.</p> <p>The City's Open Door for Housing program provides incentives for the creation of new affordable housing beyond those required by the Official Plan, subject to certain terms and conditions. Please consider contacting the City's Affordable Housing Office to inquire about the Open Door Program. Please follow this link to the Affordable Housing Open Door program:</p> <p><a href="https://www.toronto.ca/community-people/community-partners/affordable-housing-partners/open-door-affordable-housing-program/">https://www.toronto.ca/community-people/community-partners/affordable-housing-partners/open-door-affordable-housing-program/</a></p>	<p>We are continuing to explore how we can incorporate affordable housing units in our proposal. Please note that a meeting was held with City of Toronto Open Door Staff on February 3, 2020 and CMHC Staff on February 27, 2020 to discuss this possibility.</p>
120.	PLAN	N/A	<p>Rail Safety</p> <p>The site abuts the Metrolinx rail corridor. Rail safety is an increasingly growing concern for the City. Please include a rail safety report in your next submission to be peer reviewed.</p>	<p>Noted. See the Rail Safety Report prepared by Hatch dated May 26, 2020 included in this resubmission.</p>
121.	BLGS	1.	<p>City-wide Zoning By-law</p> <p>The property is subject to the City-wide Zoning By-law No.569-2013, as amended. Based on By-law No.569-2013, the property is zoned CR 2.0 (c2.0; r2.0) SS2 (x1227).</p> <p>Draft zoning By-law amendment to the provisions of By-law #569-2013 is incomplete.</p>	<p>Noted. The draft zoning By-law amendment will be updated.</p>
122.	BLGS	2.	<p>Toronto Zoning by-law</p> <p>The property is located in the former municipality of Toronto and is subject to Zoning By-law No. 438-86, as amended. Based on Zoning By-law No.438-86, the property is zoned CR T2.0 C2.0 R2.0.</p>	<p>Noted. The draft zoning By-law amendment will be updated.</p>

			No draft amendment to the provisions of zoning By-law #438-86 has been received.	
123.	FOREST	N/A	<p><b>Revisions and Additional Information Required Prior to Final Zoning By-law Amendment Report</b></p> <p>The privately owned tree inventoried as tree no. 9, indicated in the Arborist Report, prepared by Ferris + Associates Inc., dated May 31, 2018, meets the criteria for an exemption/does not qualify for protection under the City of Toronto's Private Tree By-law. A permit to remove/injure the subject tree is not required.</p>	Noted. See page TPR1 in the landscape package prepared by Ferris & Associates dated May 29, 2020.
124.	FOREST	N/A	The determination of ownership of all tree(s) is the responsibility of the applicant and any civil or common-law issues, which may exist between property owners with respect to trees, must be resolved by the applicant. An exemption from the requirement for a permit to remove/injure the subject tree(s) does not grant authority to encroach in any manner or to enter onto adjacent private properties or to remove/injure a tree which is growing on a neighbouring property without the consent of the adjacent owner.	Noted. See page TPR1 in the landscape package prepared by Ferris & Associates dated May 29, 2020.
125.	FOREST	N/A	<p>The privately owned trees inventoried as tree nos. 1 to 4 inclusive, indicated in the Arborist Report, prepared by Ferris + Associates Inc., dated May 31, 2018, meet the criteria for protection under the City of Toronto's Private Tree By-law. The development proposes the removal of tree nos. 1 to 4 inclusive. Tree no. 1 is situated on the lands of the proposed development site. Tree nos. 2 and 3 appear to be mutually owned with the property owner of 80 Perth Avenue, while tree no. 4 appears to be solely owned by the owner of 80 Perth Avenue.</p> <p>The applicant should be advised that the determination of ownership of any subject tree(s) is the responsibility of the applicant and any civil or common-law issues which may exist between property owners with respect to trees, must be resolved by the applicant. Given that tree nos. 2, 3 and 4 are mutually owned with, and solely owned by the property owner of 80 Perth Avenue, and given that the trees are proposed for removal, Urban Forestry requires clear written authorization and consent from the property owner of 80 Perth Avenue to permit the removal of tree nos. 2, 3 and 4.</p>	Noted. See page TPR1 in the landscape package prepared by Ferris & Associates dated May 29, 2020.
126.	FOREST	N/A	Where it is not possible to retain a tree on private property that qualifies for protection under the City of Toronto's Private Tree By-law, or where construction activity will encroach upon a protected tree's minimum tree protection zone, it will be necessary for the applicant to submit an application requesting permission to injure or destroy the trees in question to Urban Forestry. There is a fee of \$341.14 for each tree included in an application. <u>The application fee for boundary/neighbour trees is \$714.14 for each tree included in an application.</u> Payment may be made by certified cheque, money order, Visa, MasterCard, AMEX or debit, and must be submitted with the application.	Noted.
127.	FOREST	N/A	<p>The trees inventoried as tree nos. 5, 6, 8, 10, and 12 to 17 inclusive, indicated in the Arborist Report, prepared by Ferris + Associates Inc., dated May 31, 2018, are situated on the West Toronto Rail Path lands. Tree nos. 7 and 11 are noted in the Arborist Report as dead.</p> <p>For privately owned tree nos. 5, 6, 8, 10, and 12 to 17 inclusive to be retained and protected, appropriate tree protection zones must be provided and implemented. Additionally, tree protection notes and graphics to the satisfaction of Urban Forestry must be incorporated on the architectural Site Plan, Landscape Plan, Site Servicing Plan, Site Grading Plan as well as all other relevant plans for the subject development to indicate appropriate protection for the privately owned trees. The applicant must contact Gary LeBlanc, Urban Forestry Planner at <a href="mailto:Gary.LeBlanc@toronto.ca">Gary.LeBlanc@toronto.ca</a> to discuss the necessary revisions.</p>	Noted. See page TPR1 in the landscape package prepared by Ferris & Associates dated May 29, 2020.
128.	FOREST	N/A	Where tree planting to replace trees removed is not physically possible on site at a replacement ratio of 3:1, the General Manager of Parks, Forestry & Recreation will accept a cash in lieu payment in an amount equal to 120 percent of the cost of replanting and maintaining the trees for a period of two years. Only large growing shade tree species, which are provided an appropriate growing environment and soil volume will be, counted in the 3:1 replacement ratio. For this development, the applicant is proposing to remove four (4) trees protected under the provisions of the Private Tree By-law, which would require twelve (12) replacement trees to be planted. Landscape Plan, Drawing No. RZ1, prepared by Ferris + Associates Inc., dated May 30, 2018, submitted with the subject application is only a conceptual plan. The applicant must submit a detailed landscape plan, so that Urban Forestry can calculate any cash-in-lieu payment that may be required.	Noted.



129.	FOREST	N/A	The soil volumes related to the above noted tree planting requirement must be clearly indicated on the appropriate landscape plan(s). The minimum soil volume requirements under the provisions of the 'Toronto Green Standard' is 20 m <sup>3</sup> of soil per tree where a soil volume is shared among trees or 30 m <sup>3</sup> of soil per tree for individual trees where the soil volume is not being shared. <b><u>Additionally, as per the requirements of the 'Toronto Green Standard', a total soil volume of 330 m<sup>3</sup> for this site must be provided for tree planting in order to meet the requirements for Tier 1 of the Toronto Green Standard.</u></b>	We are providing 427m3 of soil.
130.	FOREST	N/A	For landscaped open space areas over any underground structure, including parking structures, where tree planting is proposed for the purpose of growing large shade trees, the applicant must provide and maintain the following: <ul style="list-style-type: none"> <li>• a minimum of 1200 mm between the top of structure and the final grade at the base of the tree is required;</li> <li>• the 1200 mm includes any protective board over waterproofing membranes, any insulation that would be required in the case of a heated structure below, an engineered drainage layer and the specified soil;</li> <li>• the soil specifications are: a minimum of 600 mm of sandy loam soil, comprising 50 to 60 percent sand, 20 to 40 percent silt, 6 to 10 percent clay, 2 to 5 percent organic, with pH of 7.5 or less;</li> <li>• the sandy loam soil must be topped with a minimum 300 mm of minimum 2 year old woodchip mulch. Apply mulch in two lifts. Dig-in the first lift with the sandy loam soil;</li> <li>• each tree requires a minimum of 30 cubic metres of soil based on a minimum soil depth of 900 mm;</li> <li>• it is recommended that the 30 cubic metres of soil for each tree are contiguous in order for the trees to share the soil volume for their mutual benefit.</li> </ul>	Noted.
131.	FOREST	N/A	The applicant will also be required to provide a landscape detail plan to indicate that the owner shall plant all new trees within the City road allowances to the satisfaction of the General Manager of Parks, Forestry & Recreation and in accordance with the following: <ul style="list-style-type: none"> <li>• Street Trees in Turf: In accordance with Planting Detail No. 101 for Balled and Burlapped Trees in Turf Areas, dated June 2002; and/or</li> <li>• "<u>Tree Planting Solutions in Hard Boulevard Surfaces</u>", <i>Best Practices Manual</i></li> </ul>	Detail No. 101 for Balled and Burlapped Trees in Turf Areas, dated June 2002, has been provided on RZL3 of the landscape package prepared by Ferris & Associates dated May 29, 2020.
132.	FOREST	N/A	Additionally, the applicant must provide the following: <ul style="list-style-type: none"> <li>• A composite utility plan indicating the location of all existing and proposed underground and aboveground utilities relative to the proposed tree planting is required.</li> </ul>	See detail #7 on RZL3 of the landscape package prepared by Ferris & Associates dated May 2020.
133.	FOREST	N/A	Additionally, site-specific detailed cross sections of the continuous soil trench must be provided on a detail plan.	See detail #7 on RZL3 of the landscape package prepared by Ferris & Associates dated May 29, 2020.
134.	FOREST	N/A	Cross sections at the proposed tree(s) and through the soil trench between the proposed trees must be included and indicate the location of the trees and the trench as proposed in relation to existing and proposed below grade utilities and services.	See detail #7 on RZL3 of the landscape package prepared by Ferris & Associates dated May 29, 2020.
135.	FOREST	N/A	The applicant must also indicate the locations and extent of the continuous soil trench (es) below grade on the landscape site plan.	See RZL1 of the landscape package prepared by Ferris & Associates dated May 29, 2020.
136.	FOREST	N/A	Soil volumes for each continuous soil trench and planting beds must be indicated on the landscape plan.	See RZL1 of the landscape package prepared by Ferris & Associates dated May 29, 2020.
137.	FOREST	N/A	Cross section landscape elevations, which indicate, proposed tree planting relative to the building and any architectural overhangs or canopies must be provided.	See RZL1 of the landscape package prepared by Ferris & Associates dated May 29, 2020.
138.	HYDRO	N/A	Toronto Hydro Comments on F+A landscape plans: This drawing is for planning purposes only, not for construction. A locate must be completed in the field to identify Toronto Hydro infrastructure if needed. Any proposed trees must maintain min. 1000mm horizontal clearance	Noted.

			from Hydro plant. Hydro plant should not be undermined.	
139.	ENB	N/A	Enbridge Gas and Distribution does not object to the proposed application (s). Enbridge Gas and Distribution reserves the right to amend or remove development conditions.	Noted.
140.	TDSB	N/A	<p>The Board requests that following as a condition of approval:</p> <p>That the applicant/developer enter into an agreement to erect and maintain signs, at points of egress and ingress of the development site advising that:</p> <p><i>“The Toronto District School Board makes every effort to accommodate students at local schools. However, due to residential growth, sufficient accommodation may not be available for all students. Students may be accommodated in schools outside this area until spaces in local schools becomes available. For information regarding designated school (s), please call (416) 394-7526.”</i></p> <p>That the applicant/developer agree in the Servicing and/or Development agreement, or in a separate agreement between the School Board and the Developer, to include the following warning clauses in all offers of purchase and sale of residential units (prior to registration of the plan and for a period of ten years following registration), that;</p> <p>“Despite the best efforts of the Toronto District School Board, sufficient accommodation may not be locally available for all students anticipated from the development area and that students may be accommodated in facilities outside that area, and further, that students may later be transferred.</p> <p>Purchaser agree for the purpose of transportation to school, if bussing is provided by the Toronto District School Board in accordance with the Board’s policy, that students will not be bussed home to school, but will meet the bus designated locations in our outside of the area.”</p> <p>Despite these provisions, the Board reserves the right to change the status at any time without further notice. If you have any questions regarding this matter, I can be reached at (416) 338-4471.</p>	Noted.
141.	TTC	N/A	We have reviewed the plans with respect to transit and they are satisfactory.	Noted.
142.	POST	N/A	<p>In order to provide mail service to the mixed-use building for this development, Canada Post requests that the owner/developer comply with the following conditions:</p> <p>The owner/developer will provide the <b>multi-unit residential component</b> with its own centralized mail receiving facility. This lock-box assembly must be <b>rear loading</b>, adjacent to the <b>ground floor</b> entrance with lobby access and maintained by the owner/developer in order for Canada Post to provide mail service to the tenants/residents of this project. <b>For any building where there are more than 100 units, a secure, rear-fed mailroom must be provided.</b></p>	Noted. The mail room is provided as shown on page A2.2 of the architecture package prepared by IBI Architects dated June 1, 2020.
143.	POST	N/A	Canada Post no longer offers “to the door” service. In order to provide mail service to the <b>ground floor retail units</b> , a separate centralized lock-box must be set up by the developer at an alternative location (subject to Canada post approval) or a Canada Post Community Mailbox can be provided	Noted.
144.	POST	N/A	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.	Noted.
145.	ROGERS	N/A	Rogers Communications Canada Inc. has buried fiber plant in this area, as it is indicated on the attached plans. Caution is advised. Hang dig when crossing or if within 1m of Rogers plants.	Noted.

146.	STAFF	N/A	The City Planning Division recommends that: (1) Staff continue to work with the applicant to address issues discussed within this report including, but not limited to, overall height, density, setbacks, and servicing.	Noted. We recently met with Staff on January 21, 2020 to discuss our revised proposal and will continue to work with Staff throughout the process.
147.	STAFF	N/A	At this meeting some of the community members voiced support for the proposed rental tenure of the units and the affordability of the units, but expressed concern regarding the process of securing both of these objectives	We are continuing to explore how we can incorporate affordable housing units in our proposal. Please note that a meeting was held with City of Toronto Open Door Staff on February 3, 2020 and CMHC Staff on February 27, 2020 to discuss this possibility.
148.	STAFF	N/A	The proposed height of the building, and the potential of the proposal to shadow their properties if approved and constructed, was of concern to residents living on the east side of Perth Avenue.	We have limited the shadow impact on adjacent properties through design revisions including a significant reduction in height and increase in the proposed building setbacks and stepbacks. See the Shadow Study prepared by IBI Architects dated May 2020.
149.	STAFF	N/A	Some residents at the meeting felt the property should be redeveloped in a similar manner as the townhouse development currently under construction south of the proposed project, stating that a similarly-scaled four-storey development would be a better response to the existing context of the neighbourhood than the proposed 11- storey mixed-use building.	Given the <i>Mixed Use Area</i> designation, the proximity to transit and Bloor Street, and the evolving character of the neighbourhood, including the proposed 14 storey immediately to the north, higher density is appropriate at this location. We are not proceeding with a townhouse development for this site.
150.	STAFF	N/A	Concerns over increased traffic and increased demand for on-street parking resulting from this redevelopment proposal were raised.	There are 47 vehicular parking spaces provided including 6 visitor spaces. There are 117 bike parking spaces provided on site. Please review the Transportation Memo prepared by BA Group dated June 2, 2020.
151.	STAFF	N/A	The amount of recent construction, both past and present, and the associated noise and dust, was also raised as a concern at the community meeting.	We will conform to construction best practices to limit the amount of noise and dust.
152.	STAFF	N/A	The site is not appropriate for a tall building. However, staff will continue to evaluate the application to move towards a more appropriate height and massing including the following:	The height has been reduced from 11 storeys (36.45m) to 9.5 storeys (34.25m).
153.	STAFF	N/A	Conformity with the criteria found within the Mid-rise Building Performance Standards, and through the Site Plan Approval process	Noted.
154.	STAFF	N/A	The proposal's relationship with the surrounding low-scaled residential buildings to ensure an appropriate scale of development that fits within the context of the area.	The two storey podium with double height, walk-out work-live units at grade reflect the existing context to the east. The third storey is stepped back 5 m. The revised height of the proposed 9.5 storey building (9 storeys along the Perth Avenue frontage stepping up to 10 storeys to the rear of the site) provides a transition from the 14 storey building proposed immediately north to the 4 storey townhomes immediately south of this proposed development.
155.	STAFF	N/A	Mitigating any potential negative impacts by adequately transitioning to the residentially-zoned properties.	Stepbacks have been increased at all floors above the second level. In addition the building has been sculpted to respond to height datums found in the surrounding context, including the podium design.
156.	STAFF	N/A	The relationship of the proposed height of the building and its floor plate with the right-of-way width of Perth Avenue. A mid-rise typology with a one-to-one relationship of building height to right-of-way width would be a more appropriate response to the existing neighbourhood and its Mixed-Use designation.	We respectfully disagree and given the <i>Mixed Use Area</i> designation, the proximity to transit and Bloor Street, and the evolving character of the neighbourhood, including the proposed 14 storey immediately to the north, higher density is appropriate at this location. We are not proceeding with a townhouse development for this site.
157.	STAFF	N/A	A safe separation distance between the abutting rail corridor located to the west of the property and the proposed residential uses, and including any potential safety measures that may be required.	Hatch Engineering has provided us with the required report, dated May 26, 2020. We have been in conversation with Metrolinx to ensure compliance with all safety requirements.
158.	STAFF	N/A	The application is proposing rental tenure with below-market residential and commercial units. City Planning staff supports this objective and have asked the applicant for clarity on how both the affordability and tenure will be secured.	We are continuing to explore how we can incorporate affordable housing units into our proposal. We have met with staff from Open Door Toronto and CMHC and it is our understanding that calls for applications are currently suspended.
159.	STAFF	N/A	The proposed two-bedroom and three-bedroom residential units do not meet the Growing Up Design Guidelines' minimum size requirements. City Planning staff have requested the applicant consider increasing the size of these units to better meet the objectives of the Growing Up Design Guidelines.	60% of the total units proposed are 2 or more bedrooms. Please see Section 3.3 of the Planning Rationale Addendum prepared by Urban Strategies Inc. dated June 2, 2020, re: proposed response to the City's Growing Up design guidelines.
160.	STAFF	N/A	Urban Forestry has requested a more detailed landscape plan for review in the subsequent submission of supporting materials to determine whether tree replacement or cash-in lieu is appropriate, and to determine adequate space for trees to be planted within the adjacent public right-of-way.	A detailed landscape plan will be provided at Site Plan Approval stage. Please see attached the landscape package with additional details prepared by Ferris & Associates dated May 29, 2020.
161.	STAFF	N/A	Detailed information regarding the existing and proposed water and sewer service connections for the property has been requested.	See updated FSR and civil drawings prepared by RJ Burnside dated May 2020.

162.	STAFF	N/A	Additional information regarding driveway width dimensions, canopies encroaching into the City's right-of-way, and revisions to the submitted Urban Transportation Considerations Report has been requested by Transportation Services.	See the updated architectural package prepared by IBI Architects dated June 1, 2020.
163.	STAFF	N/A	City Planning Staff will encourage the applicant to pursue Tier 2 performance measures throughout the review process.	Noted. Tier 2 bicycle parking standards have been incorporated.
164.	STAFF	N/A	Parks, Forestry & Recreation Staff have identified the opportunity to potentially expand the abutting West Toronto Rail Path to the west of the property through an on-site parkland dedication. The parkland dedication required will create opportunities for elements such as seating, trees, and/or wayfinding infrastructure.	Noted. See pages A1.1 and A2.2 of the architectural package prepared by IBI Architects dated June 1, 2020 for the proposed parkland dedication area.