

**1500 Bayview Avenue - File No. 20 119591 WET 03 OZ
Zoning By-law Amendment and Site Plan Application Resubmission**


Commenting Agency	Date	Received From	
1. ECS Comments	December 29, 2020	Winston Thai, P.Eng Project Manager T: 416-395-6251 E: winston.thai@toronto.ca	
2. Planning Comments	March 18, 2021	Kathryn Moore Planner T: 416-395-7176 E: Kathryn.moore@toronto.ca	
3. Parks Planning Comments	March 11, 2021	Vitumbiko Mhango, MCIP RPP Project Manager, Parks Development T: (416) 392-7404 E: vitumbiko.mhango@toronto.ca	
4. Energy Efficiency Comments	January 2, 2021	David Hall Project Manager T: 416-397-9216 E: David.Hall@toronto.ca	
5. Urban Forestry Comments	December 18, 2020	Stephanie Ulcar T: 416 395-6134 E: Stephanie.Ulcar@toronto.ca	
6. Transportation Comments	December 29, 2020	Homayoun Harirforoush T: 416-395-7462 E: Homayoun.harirforoush@toronto.ca	
7. Rogers Comments	November 25, 2020	Mabin Mathew CAD Tech 289-657-8017	
8. Canada Post Comments	December 1, 2020	Andrew Chong Delivery Services Officer – GTA T: 416-936-4082 E: andrew.chong@canadapost.ca	
9. Toronto Hydro	November 5, 2020	utility.relocations@torontohydro.com	
10. TCDSB Comments	November 10, 2020	development.applications@tcdsb.org	

1	Engineering and Construction Services (December 29, 2020)	Responsibility	Response
	A. REVISIONS AND ADDITIONAL INFORMATION REQUIRED FOR PLANS, STUDIES, AND DRAWINGS		
	Transportation Services		
1	All reports and plans have been submitted to Transportation Services for review. Comments will be forwarded once they are received.	Noted	
	Engineering & Construction Services		
	Sanitary Drainage		
1.1	Provide sanitary discharge calculations for both existing and proposed scenarios. Report does not show any calculations.	Husson	The calculation for the existing site has been provided based on the existing 1 storey commercial building. However, based on the approved Infoworks model provided by the city, the population for the existing site is 0, which has been used in the downstream capacity analysis.
1.2	Is there existing storm drainage flowing to the combined sewer? How much flow is increased to the sanitary combined sewer? As per City design specification regarding combined sewers, there should not be an increase in flow directed to the combined sewer. If there is an increase in flow to the combined sewer, an analysis of the combined sewer is required up to the nearest downstream CSO to ensure there is no overflow.	Husson	A downstream capacity analysis has been included, refer to Section 5.4 of the FSSWMR.
1.3	Please include the following statement in the report:		

	<p>i. Verification the sewer analysis sheet correctly represents the sewer system, including any updates to the sewer analysis sheet to reflect changes (i.e. sewer construction) since the model was initially prepared.</p> <p>ii. Flow rates from all development since the sewer analysis sheet was prepared, including new builds, sites where zoning has been completed and where applications are currently in progress.</p> <p>iii. Best efforts have been made to include all flows from Private Water discharge agreements in the sewer shed.</p>	Husson	Report has been updated to include the statement as requested.
	Water Distribution		
1.4	Revise the report and provide a hydraulic network analysis. As per City of Toronto Design Criteria "A hydraulic network model simulation is to be carried out as required to determine if the demand flow exceeds the capacity of the supply and to demonstrate that the studied system will not adversely affect the surrounding system in terms of pressure and supply"	Husson	A hydrant flow test has been completed to confirm the sufficient pressure can be provided for both domestic and fire demand.
1.5	Provide hydrant flow test in the next submission.	Husson	A hydrant flow test has been included.
1.6	Additional comments may be provided once the above is received.	Noted	
	Toronto Water, Environmental Monitoring and Protection		
1	Additional Information		
1.1	All reports and plans have been submitted to Toronto Water for review. Comments will be forwarded once they are received.	Noted	
PART II – SITE PLAN CONTROL APPLICATION			
A: REVISIONS TO PLANS AND ADDITIONAL INFORMATION REQUIRED PRIOR TO SITE PLAN APPROVAL AND THE ISSUANCE OF ANY BUILDING PERMITS (INCLUDING BELOW GRADE PERMITS)			
	The Owner is required to amend the plans and/or submit studies/documentation to address the following comments and resubmit, for the review and acceptance of the Executive Director, Engineering & Construction Services, prior to the issuance of Notice of Approval Conditions.		
	Transportation Services		
1	All reports and plans have been submitted to Transportation Services for review. Comments will be forwarded once they are received		
	Fire Services		
	Drawing A101.S, Site Plan, dated September 24, 2020 by Quadrangle Architects.		
1.1	Hydrant: Located no more than 45 metres from a fire department siamese connection.	Husson and BDP Quadrangle	A101.S Hydrant Located at Bayview and Davisville Corner
1.2	For buildings without interior access between separate units, the distance from the fire vehicle to one entrance of each unit of the building shall be no more than 45 metres. Hydro Vault	Husson and BDP Quadrangle	Door to Hydro Vault moved to nearest corner to achieve a distance of 48m. This as close as we can get without extensive revision.
1.3	As per NFPA 14 "Standard for the Installation of Standpipe and Hose Systems", high-rise buildings shall be equipped with at least two remotely located fire department connections for each zone. A high-rise building, as defined within NFPA 14, is any "building where the floor of an occupied storey is greater than 23 m above the lowest level of the fire department vehicle access". Based on the proposed height of the building, a second remotely located fire department connection shall be provided. Note that both fire department connections are required to be located within 45 m of a fire hydrant.	Husson and BDP Quadrangle	A101.S Additional Siamese Connection Added to East Elevation
1.4	Please note upon submission of the above information, additional comments may be provided.	Noted	
	Solid Waste Management Services		
1	Drawing A101.S, Site Plan, dated September 24, 2020 by Quadrangle Architects.		
	Multi-Residential Component		
1.1	Revised drawings must indicate and annotate the Type G loading space that is constructed of a minimum of 200 mm reinforced concrete.	BDP Quadrangle	A101.S Type G on Loading Space
1.2	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, constructed of 200mm reinforced concrete and have a grade of no more than 2%.	BDP Quadrangle	A201.S Staging Indicated
1.3	Revised drawings must annotate the waste compactor within the residential waste room.	BDP Quadrangle	A201.S Notaded on Floor Plan
1.4	Revised drawings must label the method of waste separation that will be used and that the method will be one of the following; a single chute with a tri-sorter, two chutes with one equipped with a bi-sorter or three separate chutes.	BDP Quadrangle	A201.S Notaded on Floor Plan
1.5	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.	BDP Quadrangle	A201.S Indicates area of clearance

1.6	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.	BDP Quadrangle/ Medallion / LEA	Actioned by BDP Quadrangle. LEA illustrated on Drawing 002 and Note 1 that trained person to be on site during collection.
1.7	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.	BDP Quadrangle / LEA	Warning Systems indicated on Drawing 002 and described further in Note 1, 2 and 3.
1.8	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.	BDP Quadrangle	A201.S Shows type G loading turn
1.9	Place the follow notation on the site plan drawing: A letter certified by a professional engineer will be provided that in all cases where a collection vehicle is required to drive onto or over a supported structure (such as an underground parking garage and grading) the structure can safely support a fully loaded collection vehicle (35,000 kilograms) and conforms to the following: (a) Design Code - Ontario Building Code (b) Design Load - City bulk lift vehicle in addition Building Code requirements (c) Impact Factor - 5% for maximum vehicular speeds to 15 km/h and 30% for higher speeds	K.O. Structural Engineers Partners	Letter to be provided in subsequent resubmission.
Non-Residential Component			
1.1	Revised drawings must indicate if it is planned for the non-residential component to make use of the type G loading spaces and if so, then the non-residential component will only schedule use of the type G loading space on different days from the collection days of the residential component to ensure that the Type G loading space will be vacant for City Waste Collection. If it is not planned for this component to use the type G loading spaces then this must also be noted.	LEA	As per Section 4 of the revised TIS - the Type G Loading Space will be used for residential garbage collection and the Type B for non-residential uses.
1.11	If loading space is to be shared the commercial bins must be labelled "Retail Waste Only".	BDP Quadrangle	A201.S Indicates Retail Garbage Bins
Engineering & Construction Services			
1 Functional Servicing and Stormwater Management Report, dated August 2020 by Husson.			
1.1	Irrigation is proposed to meet City's water balance requirements. Identify clearly how the water balance volume (5mm storm, dead storage) retained is utilized in 72 hours for irrigation of landscaping as per City of Toronto's WWFMG. Landscape architect is to confirm that the proposed landscape plan will be able to utilize the water balance volume in 72 hours. Provide supporting calculations.	Husson	Irrigation calculation has been provided in the updated FSSWMR.
1.2	Please note that for OGS devices, operating alone at their original design capacities, the City of Toronto recognizes these devices capable of providing 50% TSS removal as per City's Wet Weather Flow Management Guidelines. The consultant engineer is to discuss and proposed other water quality techniques in addition to the proposed OGS device, to achieve the 80% TSS removal. The proposed OGS device is to be selected from the device list approved by the City of Toronto. Please include the followings in the revised report: o Valid NJDEP certification o Certification letter signed and stamped by a P. Eng. This letter should include the information that the OGS is sized according to the area of the site, flow rate and imperviousness requirements and the design of the proposed unit adheres to all the requirements as outlined in Appendix B.1 of City of Toronto Oil/Grit Separators (OGS) Guidelines in Wet Weather Flow Management Guidelines. o Maintenance requirements.	Husson	The required document has been provided in the updated FSSWMR.

1.3	<p>Provide a full table breakdown utilizing the values from the following table to show that the whole site meets a 80% TSS Removal.</p> <table border="1" data-bbox="268 191 529 376"> <thead> <tr> <th>Surface Type</th> <th>TSS Removal</th> </tr> </thead> <tbody> <tr> <td>Impervious roof</td> <td>80%</td> </tr> <tr> <td>Asphalt pavement</td> <td>0%</td> </tr> <tr> <td>Landscape</td> <td>80%</td> </tr> <tr> <td>Green Roof</td> <td>80%</td> </tr> <tr> <td>Permeable Pavers</td> <td>80% with storage bed otherwise 50%</td> </tr> <tr> <td>Concrete pavers</td> <td>0%</td> </tr> <tr> <td>Grassed swale</td> <td>50% for a min length of 16m</td> </tr> </tbody> </table>	Surface Type	TSS Removal	Impervious roof	80%	Asphalt pavement	0%	Landscape	80%	Green Roof	80%	Permeable Pavers	80% with storage bed otherwise 50%	Concrete pavers	0%	Grassed swale	50% for a min length of 16m	Husson	Breakdown has been provided in the updated FSSWMR
Surface Type	TSS Removal																		
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1.4	A storage size of 115.1 m3 is proposed as quantity control. It is also proposed that water balance retention volume is directed to the storage cistern as well. Does the proposed storage size account for this volume?	Husson	Detention and retention volume of the cistern has been added to the updated SW2.																
1.5	Provide full sizing details (dimensions, cross sections, etc) in the submitted plans as mentioned below.	Husson	Refer to updated SW2 and SW3 for the request details.																
1.6	<p>Include the following notation:</p> <p>"All erosion and sediment control BMPs shall be designed, constructed and maintained in all development sites in accordance with the GTA CA's Erosion & Sediment Control Guidelines for Urban Construction (2006) and/or other City of Toronto requirements on a site-by-site basis, where applicable."</p>	Husson	Notation has been added to the updated FSSWMR.																
1.7	<p>The following two statements are to be included in the stormwater management report:</p> <ul style="list-style-type: none"> o There may be runoff from rain storms that exceeds the capacity of the City's storm service connections. Therefore, the owner shall be responsible to provide flood protection or a safe overland flow route for the proposed development without causing damage to the proposed and adjacent public and private properties. o Existing drainage patterns on adjacent properties shall not be altered and stormwater runoff from the subject development shall not be directed to drain onto adjacent properties 	Husson	The statements have been added to the updated FSSWMR.																
2	Drawing A101.S, Site Plan, dated September 24, 2020 by Quadrangle Architects.																		
2.1	<p>Include the following notation(s) on site plan drawings:</p> <p>"Be advised that should any party, including the applicant or any subsequent owner, apply for more than one condominium corporation encompassing any or all of this development or make an application that results in a land division, Staff may require legal assurances, including but not limited to easements, with respect to the approved services. Such assurances will be determined at the time of application for condominium approval."</p>	BDP Quadrangle / Medallion	Notation has been added to drawing as requested.																
3	Drawing SW2, Servicing Plan, dated August 20, 2020 by Husson																		
3.1	<p>Include the following notation(s) on servicing drawings:</p> <p>"Be advised that should any party, including the applicant or any subsequent owner, apply for more than one condominium corporation encompassing any or all of this development or make an application that results in a land division, Staff may require legal assurances, including but not limited to easements, with respect to the approved services. Such assurances will be determined at the time of application for condominium approval."</p>	Husson	Notation has been added to drawing as requested.																

3.2	<p>Include the following notation(s) on servicing drawings:</p> <p>"The signed acceptance by Engineering and Construction Services pertains to the proposed service connections located within the municipal Right-of-Way. Servicing on private property requires plumbing approval under the Ontario Building Code in conjunction with the permit application process administered by the Building Division."</p> <p>"It is the responsibility of the applicant/consultant to ensure compliance with all applicable provincial standards and to obtain all provincial approvals, including but not limited to environmental compliance approvals."</p> <p>"It is the responsibility of the applicant to comply with the Sewer Use By-law and obtain all approvals/permits from Toronto Water – Environmental Monitoring and Protection Unit for any proposed temporary or permanent discharging of groundwater into municipal sewer systems and watercourses. The applicant is also responsible for complying with all the applicable provincial requirements and obtaining the necessary approvals and/or permits from the Ministry of the Environment & Conservation and Parks with regard to any proposed dewatering."</p> <p>"The owner is required to install and maintain a premise isolation device for all applicable water services in accordance with Toronto Municipal Code, Chapter 851 Water Supply, the building code, and CSA B64 series standards."</p> <p>"Prior to commencing any work within the municipal right of way the contractor, developer or consultant will obtain all necessary road occupancy permits from the city's right-of-way management unit contact (416)-395-7112"</p>	Husson	Notation has been added to drawing as requested.
3.3	Indicate that service connections within the municipal right-of-way are to be constructed by Toronto Water at the Owner's expense.	Husson and Medallion	Notation has been added to drawing as requested.
3.4	Indicate that all existing service connections within the municipal right-of-way will be disconnected/abandoned by Toronto Water at the Owner's expense.	Husson	Notation has been added to drawing as requested.
3.5	Provide Benchmark No. for all drawings.		Benchmark has been added for all drawings
	<p>Include the title block for acceptance and signature by the manager of development engineering as shown below and adjust this title block within the surround template of the drawing.</p> 	Husson	Title block has been added on drawing as requested.
4	Additional Information		
4.1	Provide full size drawings of all Civil Plans (Grading, Details, Cross Sections, Notes, Erosion and Sediment Control Plan, etc) that complies with City's policies, guidelines and standards. Further comments may be provided once the civil plans are provided.	Husson	Noted.
4.2	Include The General Notes, material specifications and construction details which should refer to the most recent City of Toronto standard specifications and standard drawings. Refer to Appendix B – General Notes, Design Criteria for Sewers and Watermains.	Husson	Notes have been added to drawings as requested.
4.3	Include cross-sections showing all water, storm and sanitary sewer connections (from the property line to the water, storm and sanitary sewer) to ensure that other underground utilities are not impacted. The cross-sections should also include information such as surface elevations, all invert elevations, pipe diameters, pipe slopes, pipe lengths, separation distances, etc.	Husson	Cross section has been provided as requested.
4.4	Ensure all transportation comments are included on civil plans.	Husson	All transportation comments are included.
4.5	Provide an engineering drawing that includes all latest applicable City standard drawing specifications for all works that will be completed on City Boulevard.	Husson	city standard drawing numbers have been included in labels on drawing.
4.6	Ensure survey benchmark is identified on all civil plans.	Husson	Benchmark has been added for all drawings
	Toronto Water, Environmental Monitoring and Protection		
1	Additional Information		
1.1	All reports and plans have been submitted to Toronto Water for review. Comments will be forwarded once they are received.	Noted	
B. PRELIMINARY NOTICE OF APPROVAL CONDITIONS			

	The following preliminary Notice of Approval Conditions are being provided for the Owner's information only, and are subject to change. Satisfying the following preliminary conditions does not constitute permission to grant any building permits.	Noted for NOAC & Site Plan Agreement	
1	Widening of Highways that abut on the Land		
1.1	Prepare all documents and convey to the City, at nominal cost, x.xxm widening along the _____ frontage (To satisfy the requirement of a XXm wide right-of-way. This part of _____ has an approximate width of 26.21m) in fee simple, such lands to be free and clear of all physical and title encumbrances, and subject to a right-of-way for access in favour of the Grantor until such time as said lands have been dedicated as a public highway, all to the satisfaction of the Executive Director of Engineering and Construction Services and the City Solicitor.	Noted for NOAC & Site Plan Agreement	
1.2	Submit a draft Reference Plan of Survey to the Executive Director of Engineering and Construction Services, for review and approval, prior to depositing it in the Land Registry Office. The plan should: <ul style="list-style-type: none"> o Be in metric units and integrated to the 1983 North American Datum (Canadian Spatial Reference System) and the 3 degree Modified Transverse Mercator Projection. o Delineate by separate PARTS the lands to be conveyed to the City, the remainder of the site and any appurtenant rights-of-way and easements. o Show the co-ordinate values of the main corners of the subject lands in a schedule on the face of the plan. 	Noted for NOAC & Site Plan Agreement	
1.3	Pay all costs for registration and preparation of reference plan(s).	Noted for NOAC & Site Plan Agreement	
1.4	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 of Engineering & Construction Services (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 at: < www.toronto.ca/legdocs/mmis/2015/pw/bgrd/backgroundfile-74422.pdf >)	Noted for NOAC & Site Plan Agreement	
1.5	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 \$ 8000.00 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 (unused funds will be refunded to the applicant by the City);	Noted for NOAC & Site Plan Agreement	
1.6	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 and Construction Services;	Noted for NOAC & Site Plan Agreement	

1.7	<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 & Construction Services for Peer Review and concurrence, which states:</p> <p>a) In the opinion of the Qualified Person:</p> <p>1. 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> <p>2. To the extent that the opinion in 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.</p> <p>b) Land to be conveyed to the City meets either:</p> <p>1. 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>2. 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 for NOAC & Site Plan Agreement	
1.8	The Qualified Person's statement, referenced in condition 1.7 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 for NOAC & Site Plan Agreement	
2	Stormwater Management, Grading and Site Servicing		
2.1	Make satisfactory arrangements with Engineering & Construction Services for stormwater management, grading and site servicing work within the City's Right-of-Way and provide financial security in the amount of \$ _____. Submit engineering and inspection fees in the amount of \$ _____ (or 5% of the estimated cost of the work within the Right-of-Way) and provide insurance as required;	Noted for NOAC & Site Plan Agreement	
2.2	Make satisfactory arrangements with the Chief Engineer and Executive Director, Engineering & Construction Services, and enter into a Municipal Infrastructure Agreement to construct the improvements to the sanitary sewer to accommodate the flows from the development.	Noted for NOAC & Site Plan Agreement	
2.3	The applicant shall design and submit a satisfactory engineering drawing to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services Division, for the sanitary sewer realignment in Sheppard Avenue West (West of Beaman Road) to accommodate the proposed development, and obtain the necessary approvals of the Ministry of the Environment for such infrastructure.	Noted for NOAC & Site Plan Agreement	
2.4	The Sanitary Sewer Realignment within Sheppard Avenue West right-of-way will have to be designed, constructed and operational prior to the First Above Grade Building Permit being issued for this development.	Noted for NOAC & Site Plan Agreement	
3	Groundwater Discharge		
3.1	Submit an application to Toronto Water, Environmental Monitoring & Protection, for any short-term and/or any permanent dewatering system that is required for the building, and enter into an agreement and/or permit to discharge groundwater as required by the General Manager, Toronto Water.	Noted for NOAC & Site Plan Agreement	
4	Facilities for the Protection of Adjoining Lands		
4.1	Submit engineering design and drawings of proposed retaining walls, prepared by a Professional Engineer (P.Eng.) to the Chief Engineer and Executive Director, Engineering & Construction Services, for review and acceptance.	Noted for NOAC & Site Plan Agreement	
C. PRELIMINARY SITE PLAN AGREEMENT CONDITIONS			
	The following conditions may be modified or deleted, and other conditions added, upon receipt and review of the revised plans and/or additional documentation requested in Section B above. The Owner agrees, as a condition of Site Plan Approval, to:		

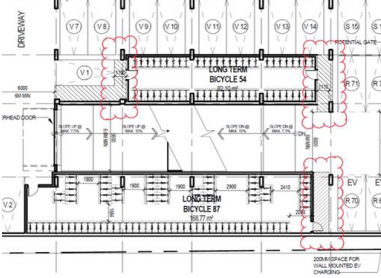
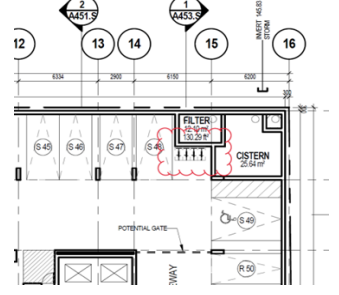
1	Facilities to Provide Access to and from the Land		
1.1	Remove all existing accesses, curb cuts, traffic control sign(s) along the development site frontage that are no longer required and reinstate the curb, gutter and boulevard within the City's right-of-way, in accordance with City standards and to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services	Noted for NOAC & Site Plan Agreement	
2	Off-street Vehicular Loading and Parking Facilities and Access/Driveways		
2.1	Provide and maintain off-street vehicular loading and parking facilities and access driveways in accordance with the approved plans and drawings, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.	Noted for NOAC & Site Plan Agreement	
2.2	The owner must install and maintain appropriate signage and pavement markings on-site directing such as but not limited to: vehicle stopping and circulation, designated disabled parking, loading, and pedestrian walkways, to the satisfaction of the Executive Director, Engineering and Construction Services.	Noted for NOAC & Site Plan Agreement	
2.3	The owner acknowledges and affirms that the concrete unit pavers shown on the site plan, which are installed in the boulevard along Sheppard Avenue West are the owner's responsibility to maintain in a state of good and proper repair, and at the owner's sole expense.	Noted for NOAC & Site Plan Agreement	
3	Facilities for the Storage of Garbage and Other Waste Material		
3.1	Construct and maintain all facilities necessary to permit curb side City collection of solid waste, organic and recyclable materials in accordance with Chapter 844 of the City of Toronto Municipal Code, Waste Collection, Residential Properties.	Noted for NOAC & Site Plan Agreement	
4	Facilities for the Protection of Adjoining Lands		
4.1	Construct and maintain the retaining walls as specified in the accepted engineering design and drawings, to the satisfaction of the Chief Engineer and Executive Director, Engineering & Construction Services;	Noted for NOAC & Site Plan Agreement	
4.2	Provide certification to the Chief Engineer and Executive Director, Engineering & Construction Services from the Professional Engineer (P.Eng.) who designed the retaining walls that the walls were constructed in accordance to the accepted engineering drawings.	Noted for NOAC & Site Plan Agreement	
5	Stormwater Management, Grading and Site Servicing		
5.1	Construct and maintain stormwater management measures/facilities and site grading as recommended in the accepted Stormwater Management Report [dated, prepared by] and Site Grading Plan [Drawing No., dated, prepared by, revision];	Noted for NOAC & Site Plan Agreement	
5.2	Construct and maintain site servicing as indicated on the accepted Site Servicing Plan [Drawings No., dated, prepared by];	Noted for NOAC & Site Plan Agreement	
5.3	Provide certification to the Chief Engineer and Executive Director, Engineering & Construction Services from the Professional Engineer (P.Eng.) who designed and supervised the construction confirming that the stormwater management facilities and site grading have been constructed in accordance with the accepted Stormwater Management Report and the accepted Grading Plans;	Noted for NOAC & Site Plan Agreement	
5.4	Provide certification to the Chief Engineer and Executive Director, Engineering & Construction Services from the Professional Engineer (P.Eng.) who designed and supervised the construction, that the site servicing facilities have been constructed in accordance with the accepted drawings.	Noted for NOAC & Site Plan Agreement	
5.5	Existing drainage patterns on adjacent properties shall not be altered and storm water runoff from the subject development shall not be directed to drain onto adjacent properties.	Noted for NOAC & Site Plan Agreement	
6	Private Water Discharge		
6.1	Prior to the registration of the plan of condominium, submit an application to Toronto Water (Environmental Monitoring & Protection) for any permanent dewatering system that is required for the building, and enter into an agreement and/or permit to discharge groundwater as required by the General Manager, Toronto Water.	Noted for NOAC & Site Plan Agreement	
6.2	Prior to the registration of the plan of condominium, submit a copy of the relevant section(s) of the proposed Condominium Declaration that disclose(s) the obligations of the Owner in respect of the discharge of groundwater ("Private Water") to a City sewer pursuant to Toronto Municipal Code Chapter 681, to the satisfaction of the Chief Engineer and Executive Director, Engineering & Construction.	Noted for NOAC & Site Plan Agreement	
2	Planning Comments (March 18, 2021)	Responsibility	Response/Action Item
	Yonge- Eglinton Secondary Plan (OPA 405) Section 1 – Vision and Character Area & Section 2 – Area Structure:		

	<p>The subject site is located within the Bayview-Leaside Character Area, a Midtown Village. Policy 1.3.2(e) provides that the Midtown Villages are historic main streets that will continue to be vital retail and service destinations for residents, workers and visitors. These areas will accommodate a mix of uses in well-proportioned buildings that appropriately conserve heritage resources. Buildings will reinforce the local character of these main streets by providing narrow retail frontages, frequent entrances and active uses at grade. Their design will complement planned public realm improvements, resulting in comfortable, attractive and accessible public spaces that support civic and community life.</p>		
1	<p>Policy 1.3.2(e) defines the distinguishing feature of the Bayview-Leaside Village Character Area as being the generously scaled setbacks with its wide sidewalks and patios extending along the street. The proposed building at the 1st and 2nd floors, is built to the Bayview Avenue property line and does not provide for a setback that meets of the objective in the policy.</p> <p>An increased setback in line with the policy is required. In addition, the building should be articulated with vertical breaks at grade, at minimum of every 6 metres and include clear, unobstructed glazing along the primary frontage that is in line with the surrounding Bayview Avenue retail character.</p>	BDP Quadrangle	Proposed building has incorporated additional breaks and articulation to animate the frontage along Bayview Avenue.
2	<p>Policy 2.5.9 designates the subject site as Mixed Use Areas "C" which include commercial main streets characterized by continuous at-grade narrow-frontage retail, service and institutional uses with office, other commercial and residential uses above. A mix of residential, retail and service, office, institutional, entertainment and cultural uses will be permitted. Parks and open spaces are also permitted. The policy also states that new stand-alone retail stores and vehicle-related uses will not be permitted. The proposed uses are acceptable in this location.</p>	Noted	Satisfactory
3	<p>The site is located on a Priority Retail Street per Map 21.5 of the Secondary Plan. Per Policy 2.6.1(c), development on Priority Retail Streets will be required to have retail stores at grade with a minimum depth of generally 15 metres along the frontage of a building.</p> <p>From the submitted drawings, the depth of the retail stores at grade are less than 15 metres. Please indicate as part of your next submission and demonstrate how this policy is being met.</p>	BDP Quadrangle and Bousfields	<p>Proposed retail continues to be provided along the entire Bayview frontage. Areas on the southeast corner are narrower than 15.0 metres due to servicing and functional elements of the building.</p> <p>The proposed retail space exceeds 15.0 metres in depth for the majority of the ground floor and in our opinion is appropriate.</p>
<p>Yonge-Eglinton Secondary Plan: Section 3 – Parks and Public Realm & Section 4- Mobility</p>			
	<p>Per Policy 4.1, the Midtown Mobility Network shown on Map 21-9 is intended to be a well-connected and integrated network of streets, laneways, mid-block connections and multi-use trails that will provide a variety of safe and sustainable travel choices to: improve mobility and accessibility for people of all ages and abilities; enable the continued movement of goods and services; accommodate a range of activities, including transit service, goods delivery, service vehicles and first responder vehicles; and balance the essential role of streets as movement corridors with their equally important role as civic spaces that provide a setting for community life.</p> <p>Policy 3.1.2 speaks to the importance of the public realm and states that the public realm comprises public and private spaces to which the public has physical and visual access, including streets, parks, open spaces, laneways, walkways, publicly-accessible pedestrian connections and adjacent setbacks.</p>	Noted	
	<p>Policies 4.8 through 4.12 provide direction on new and existing laneways and state that the locations of existing and potential new laneways could provide important access to properties primarily located adjacent to Midtown's Major Streets, and could also contribute to additional pedestrian and cyclist connectivity. Further, Policy 4.11 states that laneways will primarily support vehicular and servicing access to buildings to reduce the need for direct driveway accesses from Major Streets and to reduce conflicts with pedestrians and cyclists on the street and sidewalk. Policy 4.12 states that new and improved laneways will be designed to: slow auto vehicle speeds; discourage cut-through motor vehicle traffic; prioritize safety of pedestrians and cyclists by ensuring the laneways are well-lit with good sight lines; and be attractive and contribute to sustainability.</p>	Noted	
<p>Laneway Provision:</p>			

4	<p>The subject lands are identified as a site for a new north-south laneway on Map 21-9, which is to be located on the west side of the site. Laneways on mid-block sites are also referenced in Performance Standard 16B of the Mid-Rise Buildings Performance Standards. The laneway is a vital element of the public realm, as it not only provides for the eventual controlled vehicular access to the site, but also acts to improve the public realm by removing pedestrian and vehicular conflicts along Bayview Avenue.</p> <p>This is of importance to support Priority Retail Streets as noted in Policy 3.1.4(d), which speaks to re-allocating space within public streets to prioritize pedestrians, cyclists and public transit and to improve pedestrian safety, comfort and accessibility for users of all ages and abilities as referenced in Policy 3.1.5(a).</p> <p>As evidenced above, there is strong policy direction for the inclusion of a laneway on site and as part of a wider network in the future due to its many advantages, particularly relating to the public realm and transportation objectives.</p>	Noted - BDP Quadrangle, Bousfields and Medallion	
5	<p>The application, as submitted, is not providing the required unencumbered laneway dedication per the policies of Chapter 4 of the Secondary Plan, but rather a 6 metre wide encumbered laneway with a landscape strip of 1.2 to 2 metres adjacent to the western property line. Revisions are required and staff wish to continue discussions with you and the team with respect to the laneway dedication. Please also refer to Urban Design and Transportation Planning's comments in paragraphs #10 and #20.</p>	Noted - BDP Quadrangle, Bousfields and Medallion	
Yonge-Eglinton Secondary Plan: Section 5 – Built Form:			
	<p>Policy 5.3.23 of the Secondary Plan states that mid-rise buildings may be required to be set back along side streets to provide transition to the front yard setback of adjacent residential properties. Policy 5.3.20(a) further stipulates that for mid-rise buildings within the Bayview-Leaside Character Area, step backs along all street frontages above the 6th storey are required to achieve a consistent streetwall and provide for adequate sunlight on sidewalks. While setbacks have been provided on the Bayview Avenue frontage, the proposed building is built right to the property line on Davisville Avenue with two small setbacks at the 3rd and 7th floors for terraces that still extend to the property line.</p> <p>An appropriate building setback and building setbacks are required in order to reduce the impact on Davisville Avenue frontage and ensure an adequate transition of massing to the surrounding buildings.</p>	BDP Quadrangle	A201.S Additional 1.275 Meter Set back provided on the ground floor of Davisville Mechanical Penthouse Setback 5.5 Meters
Transition			
7	<p>Policy 5.3.18 states that midtown mid-rise buildings are buildings with a range of permitted building heights of generally between five to twelve storeys depending on the Character Area and in consideration of public realm objectives, the space between buildings and street proportion, sunlight conditions on the public realm, transition to low-rise areas, and fit with the desired character for the respective Character Area.</p>	Noted	
8	<p>This is supported by Policy 5.1.1(b) allows for compatible low-rise development in Neighbourhoods and provides for a transition from Mixed Use Areas and Apartment Neighbourhoods through a variety of context-appropriate approaches that adequately limit shadow and privacy impacts, such as transitioning building heights, inclusive of base buildings, placing buildings in landscaped settings with building setbacks, or a combination thereof. Policy 5.3.26 supports this by stating that mid-rise buildings will provide for a stepping down of heights to the rear property line for properties that abut lands designated Neighbourhoods, inclusive of any existing public laneways.</p> <p>The submitted plans demonstrate the 45 degree angular plane taken from the rear property line, and several portions of the building project into the angular plane, thereby not providing an adequate transition from a built form perspective, as set out in the above policies.</p>	Bousfields and Medallion	<p>Revisions made to drawings to improve angular plane condition as advised from Bousfields. 3D diagram to be provided by BDPQ to Bousfields.</p> <p>Please see Planning Addendum Letter discussing changes to built form and appropriateness of the transition to adjacent Neighbourhoods.</p>
Height			

9	<p>Policy 5.4.3(m) of OPA 405 identifies a height range of up to 8 storeys. The proposed building at 9 storeys would exceed this by one storey. While it is recognized that this building at 9 storeys in height is close to the anticipated range, it must also be recognized that this is the first proposal of significant height within this block on Bayview Avenue. Furthermore, with a right-of-way width on Bayview Avenue of 27 metres, the Mid-rise Buildings Performance Standards and Addendum prescribe a maximum height of 8 storeys for a mid-rise building in this location, that is also dependent on appropriate front and rear transitions and the size of the lot.</p> <p>Staff would like to see the height reduced by one storey to better align with this policy direction. Further height testing and massing will continue to be examined as part of the review of this application.</p>	BDP Quadrangle and Medallion	A451.S Building Cut Down to 8 Storeys
Urban Design: Connecting and Expanding the Public Realm			
Streets and Laneways			
10	<p>With regard to the laneway requirement, the objectives for which are set out in the Yonge-Eglinton Secondary Plan and the Mid-Rise Guidelines and Addendum:</p> <p>a. Urban design appreciates servicing accesses and activities integrated within the building massing.</p> <p>b. Urban design staff would like to work with yourself and relevant city divisions to realize and secure the provision of this important public realm "laneway move" for the rear of the subject site.</p> <p>c. A breakout wall at rear of servicing area, or other architectural element to allow safe pedestrian access to the planned rear access could be one solution.</p>	Bousfields	A laneway conveyance of 668 square metres will be provided to the City along the western edge of the property.
Location and Organization Relative to Streets and Open Space			
Building Address and Entrances			
11	The residential lobby entry may benefit from pedestrian-scaled, enhanced weather protected canopies, distinguished from the retail entries, and in addition to the proposed building overhang. Consider a retail signage plan, which should include continuous pedestrian weather protection and lighting along Bayview Avenue and wrap around to the side streets.	BDP Quadrangle	A101.S Canopy extended to wrap around
12	New buildings over 1000 m ² are to incorporate within the building design recognition of the Architect of Record or primary Design Architect. The lettering for this recognition must cover an area of at least 0.2 metre by 0.3 metre (0.06 m ²) and be located near the main entrance or on a prominent façade of the structure. 1:50 colour elevations are to indicate the location and specifications for the recognition.	BDP Quadrangle	A401.S Added Plaque to elevations
Building Massing and Design			
13	<p>Official Plan policy 4.5.2 speaks to the need for a transition to adjacent Neighbourhoods designated lands by requiring that in Mixed Use Areas, new buildings should be located and massed to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods.</p> <p>Performance Standard #5B of the Mid-Rise Buildings Performance Standards and Addendum, supports the need for a transition to adjacent Neighbourhoods lands. As such, transition geometry should be created through alternative setback and angular plane provisions. This includes a minimum setback from the property line of 7.5 metres and a 45-degree angular plane from a height of 10.5 metres above the 7.5 metre setback line.</p>	Noted	
14	The proposed length of the building is 93 metres, which exceeds the maximum building length of 60 metres as prescribed by the Mid-Rise Buildings Performance Standards. Revisions are required to the building façade and articulation of the massing to reduce the impact on the Bayview Avenue streetwall experience.	BDP Quadrangle and Medallion	Addressed with breaks and Further Articulation on Ground Floor
Amenity Space			
15	The required indoor amenity space is calculated at 2 square metres per unit, with a total of 426 square metres. The proposed indoor amenity space is 508 square metres and therefore meets the minimum requirements. However, the required outdoor amenity space per unit is 2 square metres, which equates to 312 square metres. The proposed outdoor amenity space is 95 square metres, and is therefore insufficient. Staff would appreciate examining possibilities for increasing the amount of outdoor amenity on site.	BDP Quadrangle / Medallion / Bousfields	<p>The proposed outdoor amenity space has been increased to 111.7 square metres for a total of 628.3 square metres. A total of 4.0 square metres per unit is achieved through the combination of indoor and outdoor space.</p> <p>It is acknowledged that the indoor amenity has a surplus of 210 metres to account for the deficient outdoor amenity space. The total amenity space exceeds a total of 4.0 sq.m per unit by 16 square metres.</p>

16	Per Policy 5.7.5 of the Secondary Plan, please provide for pet amenity areas that include facilities for the disposal of pet waste.	BDP Quadrangle	2/A205.S add pet waste disposal
	Housing:		
	Guideline 2.1 of the Growing Up guidelines states that a building should provide a minimum of 25% large residential units (10% of the units should be 3-bedroom units and 15% of the units should be 2-bedroom units). Guideline 3.0 states that the ideal unit size for large residential units, based on the sum of the unit elements, is 90 square metres for 2-bedroom units and 106 square metres for 3-bedroom units, with ranges of 87-90 square metres and 100-106 square metres representing a diversity of sizes for such bedroom types while maintaining the integrity of common spaces to ensure their functionality.	Noted	
17	The application proposes to provide 52 (33%) dwelling units as 2-bedroom units and 15 (9.6%) 3-bedroom units, and while this satisfies the unit mix objectives of Guideline 2.1 of the Growing Up guidelines, the proposed unit sizes are substandard. Only two (4%) of the 2-bedroom units are larger than 87 square metres in size, with the smallest being 63 square metres. Nine (60%) of the proposed 3-bedroom units are larger than 100 square metres in size, with the smallest being 85 square metres in size. Based on this, Planning staff request additional 3-bedroom units and for the unit sizing to be revised to comply with the objectives of the guidelines and range of unit sizes.	Bousfields and Medallion	The reduction of the split level units on level 9 has resulted in the removal of 3 one-bedroom units for a revised total of 153 units. Based on the configuration of the building and revisions to the aforementioned three units, opportunities for new 3-bedroom units were not contemplated in this resubmission.
18	Official Plan Policy 3.1.5.26 states that "New construction on, or adjacent to, a property on the Heritage Register will be designed to conserve the cultural heritage values, attributes and character of that property and to mitigate visual and physical impact on it." The proposed development site is adjacent to the Part IV-designated Garden Court Apartments at 1477 Bayview Avenue, and the Listed heritage property at 1487-1497 Bayview Avenue. Heritage Planning has reviewed the Heritage Impact Assessment prepared by ERA Architects and dated October, 2020. The Heritage Impact Statement states that the proposal was designed to mitigate impacts on the adjacent heritage resources through use of stepbacks at the west elevation, a scale that is in keeping with existing built form context, and a material palette that responds to the adjacent Garden Court Apartments. Please provide a drawing showing the proposed development in relation to the adjacent cultural heritage resources.	ERA	Please refer to Revised HIA prepared ERA
	Community Services and Facilities		
19	As no CSF materials were submitted with this application on October 23, 2020, SIPA staff will be providing comments on community services and facilities matters as part of your next submission.	Noted - Bousfields	
	Transportation:		
	Street Connection and Design		
20	Yonge-Eglinton Secondary Plan (OPA 405) - Policy 4.8 - Map 21-9 identifies the locations of existing and potential new laneways which could provide important access to properties primarily located adjacent to Midtown's Major Streets, and that could also contribute to additional pedestrian and cyclist connectivity.	Noted	
a	In accordance with Map 21-9 Midtown Mobility Network in the Yonge-Eglinton Secondary Plan, a laneway is required for the subject site and should be incorporated into the site design to provide a public laneway. Transportation Services staff to provide further comments on the design and configuration of the laneway, as well as its connections to the loading area and access ramp to the underground parking area.	Noted - BDP Quadrangle, Bousfields and Medallion	A101.S Dedicated laneway
	Travel Demand Management (TDM) plan:		
21	In accordance with the policies in the City of Toronto Official Plan, Yonge-Eglinton Secondary Plan (OPA 405), Toronto Green Standard (TGS) – Version 3, and Guidelines for the Preparation of Transportation Impact Studies (2013), the applicant shall identify the appropriate travel demand management programs/measures to be implemented on/for the subject site to reduce the single occupancy auto vehicle trips generated by the proposed development. A stronger TDM plan is required for this site, the following is a list of additional TDM measures that are considered appropriate for the subject site:	LEA and Medallion	
o	Car-Share Vehicle and Space – provision of a car-share vehicle and space in a highly visible and publicly accessible location on site.	Noted - LEA and Medallion	
o	Bike-Share (funding contribution) – coordinate with the City/Toronto Parking Authority (TPA) to secure a financial contribution of \$50,000 for future implementation of bike-share facilities and programs in the area.	Noted - LEA and Medallion	
o	Bike Repair Station - install and maintain an appropriate number of bike repair stations in or near the bicycle parking areas on site.	Noted - LEA and Medallion	
o	Carpool Parking Spaces - install and maintain carpool parking spaces for employees and visitors.	Noted - LEA and Medallion	
o	Real-time Transportation Screen - install and maintain a real-time transit/transportation service display board in the lobby.	Noted - LEA and Medallion	

o	Pre-loaded Transit Passes - provide pre-loaded Presto cards for all residential units.	Noted - LEA and Medallion	
EV Charging Stations/Spaces and Provision:			
22	<p>In accordance with the Toronto Green Standard (TGS) – Version 3, "design the building to provide 20 per cent of the parking spaces with electric vehicle supply equipment (EVSE). The remaining parking spaces must be designed to permit future EVSE installation."</p> <p><input type="checkbox"/> Please confirm the number of EVSE parking spaces to be provided on site (32 EV parking spaces are shown on Dwg A102.S., however, the TGS Checklist on Dwg A100.S indicated that 33 EV parking spaces are proposed).</p> <p><input type="checkbox"/> Please confirm that the remaining parking spaces are designed to permit future EVSE installation.</p>	BDP Quadrangle	A102.S The total number of revised spaces are now 128, 20% of which is 26. We have provided 32
Bicycle Parking:			
23	<p>Please confirm that all the bicycle parking spaces are provided and designed in accordance with the requirements in the Zoning By-law 569-2013, Toronto Green Standard (TGS) – Version 3 and Guidelines for the Design and Management of Bicycle Parking Facilities.</p> <p>Wider access paths to the proposed bicycle parking rooms (highlighted in red clouds in the image below) should be provided, please review and ensure the accesses to all bicycle rooms and bicycle parking spaces are easily accessible and have proper maneuvering space.</p> 	BDP Quadrangle and LEA	As per A102.S 1100 mm access path provided for bicycle access
24	<p>Please clarify the purpose of the four bicycle parking spaces (highlighted in red cloud in the image below) beside the cistern and filter at P1 level. If these are intended to be long-term bicycle parking spaces for the proposed retail uses, according to Chapter 230 of the Zoning By-law 569-2013 and the Toronto Green Standard, "Long-term bicycle parking must be provided in a secure controlled-access bicycle parking facility or purpose-built bicycle locker...". Please relocate these bicycle parking spaces accordingly.</p> 	BDP Quadrangle and LEA	As Per A102.S Enclosed Retail Bicycle Area Provided
Toronto Green Standard:			
This application has not indicated that higher levels of performance under the TGS are being pursued, therefore detailed comments will not be provided at this stage. However, see below for advisory comments based on this rezoning application:		Noted	

25	Consistent with the Official Plan and Council's goal of achieving net zero emissions for new buildings by 2030 or sooner, we encourage the applicant to pursue a stronger focus on environmental sustainability in this application, including targeting performance measures that meet higher tiers of the TGS Version 3. The applicant is encouraged to review and consider the TGS DC refund incentive program to support the achievement of higher levels of TGS performance.	Noted	
26	Currently this application is not demonstrating compliance with the TGS soil volume requirements and must be revised to identify additional space for trees and soil. Should the soil volumes not be able to be achieved, the applicant must identify options to meet the TGS requirements that may include revisions to the building footprint or the relocation of underground infrastructure that may impede achieving soil volume minimums requirements for tree planting.	Noted	
	Note: As the application is relying on street trees to achieve the soil volume required, it is recommended that the applicant confirm during rezoning that there are not utility conflicts that may prevent planting the proposed trees (i.e. subsurface utility investigation level A).	Noted	
3	Parks Planning Comments (March 11, 2021)	Responsibility	Response/Action Item
	Applicability of Parkland Dedication		
	In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The residential component of this proposal is subject to a cap of 10% parkland dedication while the non-residential component is subject to a 2% parkland dedication. The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. The appraisal will be conducted upon the submission of an application for the first above ground building permit and is valid for six months. Payment will be required prior to the issuance of said permit.	Medallion	Acknowledged
	Surrounding Area Parks		
	The site is approximately a 700 m walk away from Trace Manes Park, a 15,566 m2 park which contains the Trace Manes Park Community Centre, (2) tennis court areas, a baseball diamond field, a pathway and a horticulture display. The City of Toronto Parkland Strategy is a 20-year strategic city-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The Strategy includes a new methodology to measure and assess parkland provision, using the baseline of residential population against the area of parkland available across the city. According to the Strategy's methodology, the development site is currently in an area with 0 - 4 m2 of parkland per person, which is well below the city-wide average provision of 28 m2 of parkland per person in 2016.	Noted	
	Advisory Comments		
	Additional Lands		
	In the event that the owner acquires additional land which increases the total area of the development site, this Unit reserves the right to modify these comments in order to request an on-site parkland dedication where such dedication would result in a functional public park.	Noted - 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 - Medallion	
	Pet Amenities		
	Given the current rise in dog-owning populations, especially within high-density developments, the applicant is expected to provide on-site dog amenities with proper disposal facilities such as dog relief stations within the building to accommodate future residents' needs. This will also help alleviate pressure on existing parks. Please refer to Toronto's Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings.	Noted - Medallion	
	Urban Forestry		
	Comments regarding any necessary street tree plantings and requirements under the Trees Bylaw or the Ravine and Natural Feature Protection Bylaw will be forwarded directly to your attention by Urban Forestry.	Noted	
4	Energy Efficiency Comments (January 2, 2021)	Responsibility	Response/Action Item
	The Environment and Energy Division has reviewed the Design Development Stage Energy Report for the above noted property as provided and is satisfied that the proposed building meets the requirements of the Toronto Green Standard V3. Based on the information provided, this project is designed to achieve the Tier-1 level as compare to absolute performance targets pathway for High-Rise Multi-Unit Residential Buildings		
	Site Specific Post Approval Condition		

	Construct and maintain the development substantially in accordance with the accepted Energy Report dated September 15, 2020 and prepared by Evna Services to ensure that the energy savings identified continue to be achieved, to the satisfaction of the Environment and Energy Division.	Noted	
	Tier 2 and Higher Performance Requirements and Contact (Voluntary)		
	To achieve acceptance for Tier 2 or higher minimum energy performance of the Toronto Green Standard, the applicant must provide the report above and the As-Constructed Stage Energy Report (ACSER), following the Energy Report Terms of Reference and Guidelines to the satisfaction of the Environment and Energy Division.	Noted	
5	Urban Forestry Comments (December 18, 2021)	Responsibility	Response/Action Item
	<p>The following plans and documents were reviewed:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Tree Inventory and Preservation Plan Report prepared by Kuntz Forestry Consulting Inc., dated May 20, 2020 <input type="checkbox"/> Tree Inventory & Tree Protection Plan prepared by Kuntz Forestry Consulting Inc., dated August 21, 2020 <input type="checkbox"/> Ground Floor Landscape Layout Plan L-2 prepared by PMA Landscape Architects, dated August 21, 2020 <input type="checkbox"/> Toronto Green Standard V3.0 		
	Tree Planting – Reference to the Official Plan		
	Toronto's urban forest plays an important role in making Toronto a clean and beautiful city. Trees significantly enhance all new development and renewal projects, enhancing both the quality and value of our environment.	Noted	
	The city's Official Plan recommends policies that have been adopted by City Council that call for an increase in the amount of tree canopy coverage. City Council has adopted the objective of increasing the existing 17 percent tree canopy coverage to between 30 to 40 percent. As such the planting of large growing shade trees on both public and private lands should be an important objective for all development projects.	Noted	
	The early co-ordination of utilities and other infrastructure elements with the soil volume and air space required to permit the growth of large growing trees is particularly important. The conditions for tree planting must be considered integral to the design, planning and construction of projects.	Noted	
	Urban Forestry, Tree Protection & Plan Review does not object to the Zoning By-Law Amendment, in principle, subject to the following conditions:		
	City-owned Trees		
1	The arborist report and tree protection plan show the removal of nine (9) City-owned trees listed as Trees 10-18. An application to injure or remove a tree and an application fee shall be required for each tree to be removed or injured on the City owned right of way.	Kuntz and Medallion	Acknowledged
2	The applicant is advised that if the application is approved, a tree appraisal value for the removal of Trees 10-18 will be required in the amount of \$12,229.00	Kuntz and Medallion	Acknowledged
3	Contractors Agreement: The applicant is advised to submit a complete "Agreement for Arborist to Undertake Work on City Trees" and associated insurance information as outline on the form, available from www.toronto.ca/trees .	Kuntz and Medallion	Acknowledged
4	<p>An amended Landscape Plan should be provided to include the following:</p> <ul style="list-style-type: none"> <input type="checkbox"/> A soil cell layout plan showing the layout of the soil cells in order to get a better idea of the footprint of the continuous soil area and how it ties into the open planters. <input type="checkbox"/> A passive irrigation plan to show how water will be distributed throughout the soil cells <input type="checkbox"/> Revised species list with the removal of yellowwood. Species that are best suited for hard surfaces include: Honey locust (Gleditsia triacanthos), Kentucky coffee-tree (Gymnocladus dioicus), DED-resistant American elm varieties (Ulmus sp.), Ginkgo (Ginkgo biloba) and Hackberry (Celtis occidentalis) 	PMA	Illustrated soil cell layout on the Ground Floor Layout Plan on sheet L2. A passive irrigation system has been specified as per City of Toronto detail T-CIP 1.0-4a and T-CIP-6.0-4a found on sheet LD-5. Revised species list to remove yellowwood and replaced species on plan with honey locust for hard surface conditions.

5	Urban Forestry requires a Tree Planting Deposit in the amount of \$7,579.00 at (\$583 per tree) to ensure the planting of 13 new City trees as required above. The deposit will be drawn upon to cover all costs incurred by the City of Toronto in enforcing and ensuring that the trees are planted and kept in a healthy and vigorous state during the two-year guarantee period. The General Manager of Parks, Forestry & Recreation shall hold the tree planting security deposit for the duration of the renewable guarantee period.	Medallion	Acknowledged
Privately-owned Trees			
6	An Application to Injure or Remove Tree: The Arbonist Report shows the development proposes the removal of one (1) privately-owned tree and two (2) boundary trees, inventoried as Trees 2, 3 & 7, having diameters of 30 cm or greater, situated on the subject site. Under the provision of Section 813-16 (B), of the City of Toronto Municipal Code, Chapter 813, Trees, Article III, the above noted trees meet the criteria for protection under the City of Toronto's Private Tree By-law. Urban Forestry requires the submission of a complete "Application to Injure or Destroy Trees on Private Property" and an application fee.	PMA and Medallion	Trees 2, 3 and 7 are to be preserved
7	Where tree planting to replace trees to be 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 will be counted in the 3:1 replacement ratio. At this time, the development proposes the removal of three (3) trees protected under the provisions of the Private Tree By-law, which would requires the planting of nine (9) replacement trees. The above noted Landscape Plan shows that there are no proposed planting on private property. Cash-in-lieu in the amount of \$5,247.00 will be required for the replacement of nine (9) trees. The applicant is advised that once a complete application is received, as outlined in the City of Toronto Municipal Code, Chapter 813, Trees, Article III, a complete review of the application is required. The review process involves notification to the community, Ward Councillor consultation and possibly report to Council. As part of the review process, you may be required to submit revised plans to address the intent of the tree by-laws as indicated above.	PMA and Medallion	Trees 2, 3 and 7 are to be preserved
Toronto Green Standard Checklist- Version 3			
	EC 1.1: Tree Planting Areas and Soil Volume – Not met - Tree planting areas do not meet minimum soil requirements of 30 cubic m per tree - Soil volume inadequate - Opportunities: Expand planting areas in the right of way and on Davisville.	PMA	Revised drawing to illustrate that tree planting areas do meet the minimum soil requirement of 30m3 per tree. No opportunity to expand planting areas in the right of way on Davisville due to canopy overhangs, utilities, and existing bus shelter.
	EC 1.2: Trees Along Street Frontages – Not met - Soil volume inadequate (access less than 30 m3 per tree) - Tree locations not spaced appropriately (trees should be spaced 8 m apart) - Tree species not acceptable. Yellowwood should be changed to species best suited for hard surfaces: Honey locust (Gleditsia triacanthos), Kentucky coffee-tree (Gymnocladus dioicus), DED-resistant American elm varieties (Ulmus sp.), Ginkgo (Ginkgo biloba) and Hackberry (Celtis occidentalis)	PMA	Provided adequate soil volumes per street tree, and properly spaced out street trees at 8m spacing O/C. Replaced yellowwood in hardsurface condition with honey locust.
	EC 1.3: Parking lots – N/A	Noted	
	EC 1.4: Watering program – Met	Noted - PMA	
	EC 3.1: Native and Pollinator Supportive Species – Met	Noted - PMA	
	EC 3.2: Invasive Species - Met	Noted - PMA	
Summary of the required submissions for a fulsome review of the application:			
1	An amended Landscape Plan should be provided to include the following:		
a	A soil cell layout plan showing the layout of the soil cells in order to get a better idea of the footprint of the continuous soil area and how it ties into the open planters.	PMA	Illustrated soil cell layout on the Ground Floor Layout Plan on sheet L2.
b	A passive irrigation plan to show how water will be distributed throughout the soil cells	PMA	A passive irrigation system has been specified as per City of Toronto detail T-CIP 1.0-4a and T-CIP-6.0-4a found on sheet LD-5.
c	Revised species list with the removal of yellowwood. Species that are best suited for hard surfaces include: Honey locust (Gleditsia triacanthos), Kentucky coffee-tree (Gymnocladus dioicus), DED-resistant American elm varieties (Ulmus sp.), Ginkgo (Ginkgo biloba) and Hackberry (Celtis occidentalis)	PMA	Replaced yellowwood in hardsurface condition with honey locust.
Summary of the required submissions required during the Site Plan Control review:			
1	The applicant is to submit a Tree Appraisal Value for the removal of Trees 10-18 in the amount of \$12,229.00	Medallion	Acknowledged
2	The applicant is to submit a complete "Application to Injure or Destroy Trees" for injury/ removal" for nine (9) City-owned trees, one (1) privately owned tree and two (2) neighbouring trees and application	Kuntz and Medallion	Trees 2, 3 and 7 are to be preserved
3	The applicant is to submit a complete "Agreement for Private Contractor to Perform Work on City-owned Trees"	Medallion	Acknowledged

4	The applicant is to submit a Tree Planting Deposit in the amount of \$7,579.00 at (\$583 per tree) for 13 proposed City trees.	Medallion	Acknowledged
5	The applicant is to submit a cash in lieu payment in the amount of \$5,247.00 for nine (9) replacement trees.	Medallion	Acknowledged
Post Approval Conditions			
1	The owner shall have a qualified company implement and maintain tree planting on the subject land in accordance with the approved plans to the satisfaction of Urban Forestry, on behalf of the General Manager of Parks, Forestry and Recreation. The trees must be planted at the correct depth to ensure survival and they are to be planted after sod has been laid and construction activities have been completed. Upon the planting of the new trees on the subject land, the owner shall assume the full responsibility for the maintenance and health of the private trees and shall take no action or permit any action that will injure, damage, destroy or prevent the trees from maturing to the point that the trunk of the tree measures 30 cm in diameter or more, measured at 1.4 m above ground level.	Medallion	Acknowledged
2	The owner shall maintain all new tree plantings within the City road allowance in good condition. If necessary, the Tree Planting Security Deposit will be drawn upon to cover all costs incurred by the City of Toronto in enforcing and ensuring that the trees are planted and kept in a healthy and vigorous state during the two-year guarantee period. The owner must notify Urban Forestry at tppnorth@toronto.ca within two weeks of the trees being planted to start the two year guarantee period. Trees will be inspected during and prior to the end of the renewable guarantee period. At the end of the period, while the trees are in leaf, the owner must notify Urban Forestry at tppnorth@toronto.ca to allow for us to confirm if the trees are in good condition. If the trees are in good condition at the end of the period, the City will assume maintenance and ownership of the trees and the deposit will be returned.	Medallion	Acknowledged
3	The owner shall be responsible for the maintenance or replacement of all new tree plantings within the City road allowance if during or at the end of the renewable guarantee period the trees are not in good condition, require maintenance or require replacement. The owner will be responsible for rectifying the problem as determined by and to the satisfaction of Urban Forestry, on behalf of the General Manager of Parks, Forestry & Recreation. At this time, the owner shall maintain all newly replanted trees within the City road allowance in good condition and shall provide an additional two-year renewable guarantee.	Medallion	Acknowledged
4	Following the planting of street trees, the owner shall provide a Certificate of Completion of Work and an as-installed plant list in the form of a spreadsheet identifying street trees, as shown on the approved planting plan, by street addresses. The as-installed plant list shall also include tree species, calliper, condition and specific location of the trees by identifying two points of references (i.e., distances in meters from the curb, sidewalk, driveway, utility pole or pedestal).	Medallion	Acknowledged
5	Any proposed revisions/alterations to the approved plans or permits that affect trees must be approved by Urban Forestry on behalf of the General Manager of Parks, Forestry & Recreation.	Noted	
	All security deposit and payments must be submitted to the attention of David Bostock, Acting Supervisor of Urban Forestry, Tree Protection & Plan Review, in the form of an irrevocable Letter of Credit, credit card or certified cheque payable to the Treasurer, City of Toronto.	Noted - Medallion	Acknowledged
6	Transportation Comments (December 29, 2021)	Responsibility	Response/Action Item
A. REVISIONS AND ADDITIONAL INFORMATION REQUIRED FOR SITE PLAN, STUDIES AND DRAWINGS			
1	Please revise and label on the site plan that the proposed driveway access to be constructed as per City of Toronto specification T-310.050-1;	BDP Quadrangle / LEA	LEA to Confirm - Anticipated the driveway will be constructed to City Standards.
2	Please provide an internalized on-site pick-up/drop off and delivery;	BDP Quadrangle	No Space for on site drop off area
3	Provide convex mirrors at all turns within the parking garage and at the top and bottom of all ramps;	BDP Quadrangle	Mirrors Provided
4	Indicate the location of all existing utility structures (e.g., utility poles, fire hydrants, etc), bike rings, and street furniture on all plans;	BDP Quadrangle	Indicated on A101.S
5	Submit Synchro outputs used in the TIS analysis;	BDP Quadrangle and LEA	LEA to advise
6	Label the width of the underground ramp on the site plan;	BDP Quadrangle	Shown on A101.S Site Plan

7	<p>The underground parking ramp design must satisfy all the following criteria:</p> <ul style="list-style-type: none"> o The maximum slope of a covered or heated ramp shall be 15 percent; o The maximum slope of an outdoor unheated ramp shall be 10 percent; o The minimum width of a clear straight one-way driveway shall be 3.65m; o The minimum width of a clear straight two-way driveway shall be 3.0m per lane; o The maximum sloped floor for direct access to parking areas shall be 5 percent; o The minimum centreline radius for two-way driveways, including curved parking ramps, shall be 7.5m; <p>o For curved ramp sections, a width of 4.0m shall be provided for a lane on the inside of the curve and a width of 3.5m shall be provided for a lane on the outside of the curve; and</p> <p>o For ramp slope changes of 7.5 percent or greater, a transition area with a minimum length of 3.65m (measured parallel to the direction of travel on the ramp) must be provided. The slope of the transition area shall be half the sum of the first slope of the ramp or driveway and the second slope of the ramp or driveway.</p> <p>The above requirements must be clearly delineated and labelled on all revised plans;</p>	BDP Quadrangle	
8	Provide and label on the site plan new tactile walking surface indicators (TWSI) at the southeast corner of the site (northwest corner of Davisville Avenue and Bayview Avenue intersection), as per City of Toronto Standards;	PMA	Coordinated with architectural drawings and labeled tactile walking surface indicators.
9	Please illustrate the provision for a control gate or overhead door to separate the visitor, retail, and resident parking on-site;	BDP Quadrangle	Info provided on A102.S
10	Remove all obstructions at-grade or above-grade (e.g. Canopy) within the public right-of-way;	BDP Quadrangle	Canopy was requested under previous planning comments.
11	Depict the TTC bus stop location on the site plan;	BDP Quadrangle	Info provided on A102.S
12	Provide a VMD Vehicle Manoeuvre Diagram for the parking space #2 (V2) located in the P1 Level and parking space #84 (R84) in the P2 level;	LEA	See revised Swept Path Diagrams
13	Please illustrate the location (or relocation) of the existing Toronto Parking Authority (TPA) pay-and-display machine on Bayview Avenue;	PMA	Illustrated the existing location and relocation of the existing Toronto Parking Authority pay and display machine on bayview as shown on sheet L2.
14	Please provide a revised Vehicle Manoeuvring Diagrams (VMDs) showing a heavy vehicle accessing the loading spaces by entering and exiting the site in a forward motion for the revised access as per City of Toronto Standard specification T-310.050-1; and	LEA	See revised Swept Path Diagrams
15	Please provide a loading management plan and warning system to caution drivers about truck manoeuvring ahead.	LEA	Warning Systems provided as discussed in Section 4.0 of the revised TIS - see Drawing 002 and Notes.
B. REVISIONS AND ADDITIONAL INFORMATION REQUIRED FOR ZONING BY-LAW AMENDMENT			
	We require that the applicant amend the site drawings or provide additional documentation to address the following comments and conditions. Before receiving site plan approval, the applicant must resubmit their revised site drawing(s) for review and acceptance by this Division.	Bousfields	
1	Provide an updated Transportation Impact Study Addendum to address the comments outlined in Traffic Assessment – Section (G);	Bousfields and LEA	
2	Revise the site plans and landscape plans to show the provision of minimum 2.1m wide linear paths of concrete public sidewalks along all development site frontages, which:	Bousfields, BDP Quadrangle and PMA	Provided along A101.S Site Plan
i	Must be clear of any encumbrances such as utility poles, fire hydrants, bike rings, street furniture, specialized paving areas, landscaping, etc.;	Bousfields, BDP Quadrangle and PMA	
ii	Must be entirely within the public right-of-way;	Bousfields, BDP Quadrangle and PMA	
iii	Must have appropriate transition areas within the site frontages connecting to the existing sidewalks at a 5:1 ratio;	Bousfields, BDP Quadrangle and PMA	Noted
iv	Must be continuous through the driveway;	Bousfields, BDP Quadrangle and PMA	
v	Must be offset 0.3m from the property line; and	Bousfields, BDP Quadrangle and PMA	
vi	Must be aligned with the existing adjacent sidewalks and maintain a linear course.	Bousfields, BDP Quadrangle and PMA	
3	Include a notation on the site plans and landscape plans stating that "The new reconstructed sidewalks along the development site frontages will be built to the satisfaction of the City and at no cost to the municipality";	Bousfields, BDP Quadrangle and PMA	Client to advise
4	Explicitly dimension and identify on all drawings a 6.0m corner rounding at the southeast corner of the site adjacent to the intersection of Davisville Avenue and Bayview Avenue, free and clear of any obstructions, as being conveyed to the City for a nominal sum;	Bousfields, BDP Quadrangle and PMA	We currently provide 5M rounding at South East Corner, it is understood that this dimension was deemed acceptable by the City.
5	Include a notation on the site plan and landscape plan stating that "The 6.0m corner rounding at the southeast corner of the site will be conveyed to the City in an unencumbered manner for a nominal sum, to the satisfaction of the City.";	Bousfields, BDP Quadrangle and PMA	PMA noted on sheet L2.
6	Remove all obstructions at-, above-, or below-grade within the proposed corner rounding;	Bousfields, BDP Quadrangle and Medallion	See above comments

7	Delicately locate a new laneway at the east end of the site in accordance with the Yonge-Eglinton Secondary Plan (OPA 405) Map 21-9;	Bousfields, BDP Quadrangle, Bousfields and Medallion	Laneway to be conveyed to the City
8	Submit a Draft Plan of Subdivision Application for the new public laneway. The plans must include the intersection of this public laneway at the existing public road. Please be advised, all the conveyance should be dedicated in clear title and at no cost to the City, where no construction may encroach or be built upon;	Bousfields and Medallion	
9	Submit an acceptable functional design plan for the future public laneway, including pavement marking and signage plan. The plans must include the intersection of the new public laneway and Davisville Avenue and must also include any pavement/signage revisions required along the nearby public street;	Bousfields and LEA	To be provided in subsequent resubmission
10	Turnaround facilities or cul-de-sac must be provided at the northern terminus of the new laneway. The dimensions of the turnaround or cul-de-sac must meet the minimums outlined in the City's DIPS policy and other City Standards;	Bousfields	Laneway to be conveyed to the City - no cul-de-sac or turnaround contemplated.
11	In accordance with the City's Lane Width and Curb Radii Guidelines, reconstruct the curb along Davisville Avenue to narrow the travelled portion of the roadway within the site frontage. The corner radii at the intersection of Davisville Avenue / Bayview Avenue must be designed as per the City's Curb Radii Guidelines (and reduced if possible). Please be advised: any changes to the intersection design must be of the approval and satisfaction of TTC. Please ensure the consistency between the site plan and Draft Plan of Subdivision;	LEA, PMA	To be addressed in final resubmission.
12	The applicant must submit acceptable functional plans illustrating the modifications to the pavement marking and signage along Davisville Avenue and Bayview Avenue, along with the required civil works related to the curb modifications on both streets. Please be advised: the functional plan will be required to be reviewed by our Traffic Operation Group and additional comments may be provided;	PMA, LEA, Husson	The updated TIS has provided updated Swept Path Diagrams showing vehicle movement. Husson has provided updated Civil Drawings.
13	Please label all obstructed parking spaces on the site plan in accordance with Zoning By-law 569-2013 Chapter 200.5.1.10. Parking spaces must measure 5.6m length x 2.6m width x 2.0m vertical height and the minimum width must be increased by 0.3m for each side obstructed;	Bousfields, BDP Quadrangle	No parking spaces on Site Plan are obstructed, obstructed parking space below grade have increased width for conditions
14	Please investigate a traffic signal warrant and feasibility of installing a traffic signal at the intersection of Bayview Avenue and Davisville Avenue, particularly from a pedestrian crossing perspective;	LEA	A Traffic Signal is currently installed at Davisville and Bayview. Analysis regarding pedestrian crossings at the intersection can be investigated.
15	Please satisfy all the applicable transportation requirements regarding the Toronto Green Standard (TGS) Version 3.0, as outlined in Section G;	Bousfields, BDP Quadrangle, LEA	Noted
16	Please provide parking spaces in accordance with the rates specified in Condition No. B1, or alternatively submit acceptable documentation which justifies a reduced parking supply that is appropriate for the area and size context; and	LEA	Please refer to Section 2 in the updated TIS Letter dated December 16, 2021 for proposed ratios.
17	Please provide loading spaces in accordance with the rates specified in Condition No. B2.	LEA	Please refer to Section 4 in the updated TIS Letter dated December 16, 2021
C. ZONING BY-LAW AMENDMENT CONDITIONS			
	The owner is required, as conditions of approval of the Official Plan Amendment / Rezoning Application, to:		
1	Provide parking in accordance with the following rates: Minimums Requirements Residential Condominium Use: o 1-Bedroom Units: 0.8 spaces per unit; o 2-Bedroom Units: 0.9 space per unit; o 3+ Bedroom Units: 1.1 spaces per unit; o Visitor spaces: 0.15 spaces per unit. Retail Store Use o Retail: 1.0 spaces per 100 m2 of GFA; Maximum Requirements Residential Condominium Use o 1-Bedroom Units: 1.2 spaces per unit; o 2-Bedroom Units: 1.3 space per unit; o 3+ Bedroom Units: 1.6 spaces per unit; Retail Store Use o Retail: 4.0 spaces per 100 m2 of GFA;	Noted - BDP Quadrangle, LEA, Bousfields and Medallion	Please refer to Section 2 in the updated TIS Letter dated December 16, 2021 for proposed ratios.
2	Please provide a minimum of 1 Type "G" and 1 Type "B" loading spaces, in accordance with Zoning By-law No. 569-2013;	BDP Quadrangle, LEA	Please refer to Section 4 in the updated TIS Letter dated December 16, 2021 for proposed loading configuration.

3	Include the following definitions in the Site-Specific By-law for this project: (i) Provide 1 Type "G" loading spaces with dimensions of 13.0m in length, 4.0m in width, and 6.1m of vertical clearance; (ii) Provide 1 Type "B" loading spaces with dimensions of 11.0m in length, 3.5m in width, and 4.0m of vertical clearance;	BDP Quadrangle, LEA,	Both Type G and B meet the minimum required dimensions in Zoning By-law 569-2013 and are consistent in the Architectural Plans. Therefore, no definitions are to be included.
4	Provide accessible parking in accordance with the following minimum requirements: (i) 5 accessible spaces plus 1 space for every 50 parking spaces in excess of 100 parking spaces are required to be dedicated as accessible spaces.	Noted - BDP Quadrangle	A102.S Require 6 Accessible spots but Providing 6
D. PRELIMINARY NOTICE OF APPROVAL CONDITIONS			
1	Submit to the Executive Director of Engineering and Construction Services, for review and acceptance, prior to depositing in the appropriate Land Registry Office, a Draft Reference Plan of Survey, in metric units and integrated with the Ontario Co-ordinate System, showing the coordinate values at the main corners of the development lands, and delineating thereon, by separate PARTS, the lands to be conveyed to the City as part of the new public road, and a 6.0m corner rounding at the southeast corner of the site, the remainder of the site, and any appurtenant rights-of-way;	KRCMAR	
2	Prior to site plan approval, the applicant must submit a financial guarantee and an engineering review fee in the form of an irrevocable letter of credit or certified cheque (amount to be determined later) for a 2.1m wide sidewalk along site frontage on Bayview Avenue and Davisville Avenue, as required by the City of Toronto;	Medallion	
3	The applicant must submit a financial guarantee in the form of a letter of credit or certified cheque (amount to be determined) to Engineering and Construction Services for the new Tactile Walking Surface Indicators (TWSI's) at the southeast corner of the site (northwest corner of Davisville Avenue and Bayview Avenue intersection), as required by the City of Toronto;	Medallion	
4	The applicant must submit a financial guarantee in the form of a certified cheque or letter of credit (amount to be determined later) for the design and construction of the new public laneway, as required by the City of Toronto;	Medallion	
5	The applicant must submit a payment in the form of a certified cheque (amount to be determined) to the City of Toronto for pavement marking and signage modifications along all development site frontages, as required by the City of Toronto;	Medallion	
6	Prior to site plan approval, the applicant must submit a financial guarantee and an engineering review fee in the form of a letter of credit or certified cheque (amount to be determined later by Engineering and Construction Services) to the Engineering and Construction Services Division, City of Toronto, for the modification of the curb and potential road infrastructure improvements and civil work on Bayview Avenue and Davisville Avenue, as required by the City of Toronto; and;	Medallion	
7	The applicant must submit an acceptable TDM and associated financial guarantees, in the form of an irrevocable letter of credit or certified cheque (amount to be determined later), for their implementation as required by the City of Toronto. Please contact Diane Ho at 416-396-7396 for more information.	Medallion	
E. PRELIMINARY SITE PLAN AGREEMENT CONDITIONS			
1	Facilities to Provide Access To and From the Land		
1.1	Remove all existing accesses, curb cuts, traffic control sign(s) along the development site frontage that are no longer required and reinstate the curb, gutter and boulevard within the City's right-of-way, in accordance with City standards and to the satisfaction of the Executive Director of Engineering and Construction Services.	PMA	Removed all existing accesses, curb cuts, traffic control signs along the site frontage that are no longer required, and reinstated the curb, gutter, and boulevard within the City's right of way.
2	Off-street Vehicle Loading, Parking Lots and Driveways		
2.1	Provide and maintain off-street vehicular loading and parking facilities and access driveways in accordance with the approved plans and drawings, to the satisfaction of the Executive Director of Engineering and Construction Services; and	Noted - LEA and BDPQ	Refer to revised TIS and Architectural Plans for off street vehicle loading and parking layouts
2.2	The owner must install and maintain appropriate signage and pavement markings on-site directing such as but not limited to: vehicle stopping and circulation, designated disabled parking, loading, and pedestrian walkways, to the satisfaction of the Executive Director of Engineering and Construction Services.	Medallion	
F. ADVISORY OF OTHER CITY APPROVALS AND REQUIREMENTS			
	The owner is advised that the following approvals and additional conditions may be required at the site plan stage (or building permit stage where there is no site plan control). These comments are preliminary and are subject to change based on submissions for subsequent planning approval applications. They are provided for the owner's information only.	Noted - Medallion	
1	Road Allowance Permits		
1.1	The applicant must obtain the necessary authorizations and permits from our Permits and Enforcement section before excavating or encroaching into municipal road allowance. The applicant is advised to contact our Permits and Enforcement section at (416) 395-7112 regarding site-specific permit and licensing requirements.	Noted - Medallion	

1.2	Prior to issuance of any permit from Permits and Enforcement, the applicant must submit a financial guarantee and an engineering review fee in the form of a letter of credit (amount to be determined by Engineering and Construction Services) to Permits and Enforcement, Transportation Services, for all works required in the City boulevard.	Noted - Medallion	
2	Construction Management Plans		
2.1	We advise the applicant that they cannot use the municipal right-of-way for construction-related purposes without first receiving written authorization from our Permits and Enforcement section, including payment of the necessary fees.	Noted - Medallion	
2.2	We advise the applicant that any construction activity that affects the adjacent public rights-of-way including, among other things, the location of construction staging areas and covered public walkways within public roads, which may necessitate the temporary closure of one or more traffic lanes for an extended period of time, will require the submission of an acceptable Construction Management Plan in conjunction with the permit approval process, in order to minimize construction-related impacts on public rights-of-way.	Noted - Medallion	
3	Encroachments		
3.1	Any encroachments within Municipal Road Allowances will not be permitted unless they are explicitly approved by the Permits and Enforcement Section of Transportation Services Division. The applicant is required to contact the section through the permit approval process to obtain the exact particulars of these requirements. For further information, please contact the Permits and Enforcement section, North York District at (416) 395-7112.	Noted - Medallion	
4	Toronto Hydro Approval		
4.1	The applicant must obtain approval from Toronto Hydro Street Lighting Incorporated before removing and/or relocating any utility with attached municipal street lighting.	Noted - Medallion	
5	Street Furniture		
5.1	The owner is advised that approval for all work that will be carried out within the abutting public rights-of-way, which may include but not be limited to financial responsibility for removal, installation or reinstallation of existing street furniture (bicycle locking rings, transit shelters, benches, litter bins, etc.). The property owner must contact Street Furniture Management to co-ordinate the removal, installation or reinstallation of bicycle locking rings or Astral street furniture. There are costs associated with the removal, installation and reinstallation of City of Toronto bicycle locking rings and Third Party Costs for the removal and reinstallation of Astral street furniture. The City and Astral will not undertake any work associated with the removal, installation and reinstallation of existing street furniture until it receives payment. If clarification is required on how the above standards will apply to this site, the applicant can contact the Street Furniture Management Unit at streetfurniture@toronto.ca.	Noted - Medallion	
6	The following Toronto Green Standards Tier 1 Performance Measures have not been met where applicable: 6.1. AQ 1.1 – Single-Occupant Auto Vehicle Trips; 6.2. AQ 1.3 – Electric Vehicle Infrastructure; 6.3. AQ 3.2 – Sidewalk Space	LEA, Husson, PMA	6.1, 6.2 LEA to comment on remaining, we usually allow for 300mm in the planning, if this is not required we can annotate with the updates - Husson to confirm. PMA to confirm the retention of 2.1m clear in their landscape design. AQ1.1 - See TIS Page 12 - a reduction of 23% for SOV Trips is anticipated through multiple TDM measures AQ1.3 - See Section 2 of the updated TIS for detail on EVSE. 32 Spaces provided with EVSE to meet TGS Tier 3.0. AQ3.2 - 2.1 metre pedestrian clearway indicated on page L8 in Landscape Plans.
7	Rogers Comments (November 25, 2020)	Responsibility	Response/Action Item
No conflict	Rogers Communications currently does not possess existing plant in the area indicated on your attached plans.	Noted	
X	Locates are still required. Call for locates at 1-800-400-2255	Noted	
8	Canada Post Comments (December 1, 2020)	Responsibility	Response/Action Item
	In order to provide mail service to the multi-unit residential building for this development, Canada Post requires that the owner/developer comply with the following conditions:		

	The owner/developer will provide each uniquely addressed multi-unit component with its own centralized mail receiving facility. These lock-box assemblies must be: o Rear-loading – a requirement for all multi-unit buildings with 100 or more units o Adjacent to the ground floor main entrance – the door to the delivery side must be adjacent to the ground floor front entrance - not a service corridor or rear of building o Accessible via the Canada Post lock/key system – concierge & private keys are not acceptable means of lobby/mailroom access o In compliance with Canada Post Standards – refer to the Delivery Standards Manual mentioned below	Noted - Medallion	
	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 - Medallion	
	Canada Post further requests the owner/developer also be notified of the following:		
1	There will be no more than one mail delivery point to each unique address assigned by the Municipality	Noted - Medallion	
2	Any existing postal coding may not apply, the owner/developer should contact Canada Post to verify postal codes for the project	Noted - Medallion	
3	The complete guide to Canada Post's Delivery Standards can be found at: https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf	Noted	
9	Toronto Hydro (November 5, 2020)	Responsibility	Response/Action Item
	Information Only		
	Toronto Hydro is in receipt of your email sent to utility.circulations@torontohydro.com . The information and comments provided herein are for INFORMATION PURPOSES ONLY and may NOT be used for the purposes of a Full-Stream Permit Application pursuant to the City of Toronto's Municipal Consent Requirements. The drawing attached hereto is being provided for the purposes of planning only, and must not be used for construction. The Applicant shall be liable for and shall indemnify and hold harmless Toronto Hydro for any damages, losses, liabilities, costs, expenses, including legal fees and consequential damages relating to any act or omission by the Applicant in the use of the attached drawing(s) for any purposes apart from planning on behalf of the Applicant.	Noted	
	NOTICE TO CITY OF TORONTO: Toronto Hydro has NOT provided its sign-off pursuant to the Municipal Consent Requirements as of the date written above. Do NOT grant a Full-Stream Permit to the Applicant at this time.	Noted	
	In order to identify Toronto Hydro infrastructure in the drawing, locates must be completed in the field.	Noted	
	Prioritize to Construction		
	Request locates from Ontario One Call at 1-800-400-2255 or online at http://www.on1call.com .	Noted	
	Review the ESA/TSSA Guideline for Excavation in the Vicinity of Utility Lines, available on the ESA Electrical Distribution Safety website: http://www.esaeds.info .	Noted	
	Please contact our Customer Offers and Sustainment (COS) Dept. at 416-542-2533 for disconnecting power or Toronto Hydro plant removal before any demolition.		
10	TCDSB (November 10, 2020)	Responsibility	Response/Action Item
	TCDSB Clauses and Conditions		
1	As part of the development approvals process, that the developer/applicant erect and maintain a sign on site advising the following: "The Toronto Catholic District School Board has plans to accommodate students from this development. If the elementary and secondary schools which serve this area are oversubscribed, students from this development may need to be accommodated in portable classrooms or may have to be redirected to a school located outside the area."	Noted - Medallion	
2	That the applicant provide the TCDSB with an on-site photograph of the aforementioned sign as an assurance of its proper display.	Noted - Medallion	

3	<p>That the following clause is included in agreements of purchase and sale for the units proposed in this plan:</p> <p>“Whereas, despite the best efforts of the Toronto Catholic District School Board, sufficient accommodation may not be available for all anticipated students at local schools, you are hereby notified that it may be necessary for Elementary and/or Secondary students from this development to be accommodated in facilities outside of the community depending on availability of space.”</p>	Noted - Medallion	
4	<p>That the applicant provide the TCDSB with with a copy of the agreement of purchase and sale by email to: development.applications@tcdsb.org for review to determine if the aforementioned clauses and conditions have been satisfied.</p>	Noted - Medallion	