

230 The Donway West | ZBA COMMENTS & RESPONSE MATRIX

(CITY OF TORONTO) FILE NO. 22 124524 NNY 16 OZ
DONWAY CO-OPERATIVE DEVELOPMENT CORPORATION

COMMENTS RECEIVED FROM THE FOLLOWING DEPARTMENTS/ AGENCIES:

NO.	(MUNICIPALITY E.G. CITY OF TORONTO) DEPARTMENTS	NO.	EXTERNAL AGENCIES
1.0	DEVELOPMENT ENGINEERING June 2, 2022	8.0	HERITAGE May 5, 2022
2.0	ROGERS JUNE 7, 2022	9.0	PARKS June 1, 2022
3.0	ENBRIDGE JUNE 7, 2022	10.0	TORONTO DISTRICT SCHOOL BOARD June 6, 2022
4.0	TORONTO HYDRO April 17, 2022	11.0	CITY PLANNING October 14, 2022
5.0	TCDSB April 20, 2022	12.0	TRANSPORTATION SERVICES November 24, 2022
6.0	URBAN FORESTRY June 1, 2022		
7.0	CSF May 9, 2022		

Note: All comments must be addressed even if they are no longer relevant. Peer review comments and responses are provided under a separate cover.

NO.	COMMENTS		RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
1.0	DEVELOPMENT ENGINEERING				
	APRIL 6, 2022 SALEEM KHAN				
	<i>Part 1: Zoning By-Law Amendment Application</i>				
	<i>A. REVISIONS AND ADDITIONAL INFORMATION REQUIRED FOR ZONING BY-LAW AMENDMENT</i>				
1.1		The owner is required to amend and/or provide reports and/or Studies and/or Drawings to address the following comments and resubmit for the review and acceptance by the Chief Engineer and Executive Director of Engineering and Construction Services prior to the enactment of Zoning By-law Amendment.	Noted		Donway Co-op
1	1. Site Plan drawing A 101, prepared by Era Architects Inc, revision 12, dated March 9, 2022.				
1.1	1.1	Transportation Services We have been advised that Transportation Services comments for this application will be forthcoming. Therefore, revised memorandum incorporating Transportation Services comments will be provided once comments from Transportation Services Division are received.	Noted		BA Group
1.2		Engineering and Construction Services a) Clearly identify widened property line. Please ensure that underground garage does not encroach into the widened right-of-way. b) The following note is to be added to the Site Plan drawing: <i>Be advised that should any party, including the owner or any subsequent owner, apply for more than one condominium corporation encompassing any or all of this development or make an application that results in a land division, Staff may require legal assurances, including but not limited to easements, with respect to</i>	a. This comment has been addressed and 0.4 widened ROW is reflected on the site plan. The underground garage does not encroach into the widened ROW. b. The note was added to the site plan.		AU

NO.	COMMENTS		RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
		<i>the approved services. Such assurances will be determined at the time of application for condominium approval.</i>			
1.3		<p>Solid Waste Services</p> <p>a) Revised drawings must indicate and annotate a staging pad abutting the front of the Type G loading space that will be at least 27.1 square metres, have an unencumbered vertical clearance of 6.1 metres, constructed of 200mm reinforced concrete and have a grade of no more than 2%.</p>	<p>The type G loading space is following this guideline. The staging area is indicated on the loading space. The vertical clearance is 6.1m and the staging area is 58m². The 200mm reinforced concrete will be reflected on the detail drawings in later stages of development</p>		AU
2. Preliminary Hydrogeological Investigation, prepared by EXP Services Inc., revision 3, dated January 13, 2022.					
2.1		<p>a) The City recently released a new policy and guidelines on foundation drainage which came into effect on January 1, 2022 (https://www.toronto.ca/services-payments/water-environment/water-sewer-related-permits-and-bylaws/sewers-by-law/managing-foundation-drainage/).</p> <p>Please note this policy prohibits the long-term discharge of foundation drainage to the City's sanitary sewer system and the discharge of groundwater to the storm and combined sewer systems.</p> <p>Please ensure the report complies with the Foundation Drainage Guidelines document, in particular as it relates to determining the maximum anticipated groundwater level elevation and peak flow rates and add a note in the report to indicate the same.</p> <p>b) The consultant is required to submit a Hydrogeological Review Summary form. The template is attached to this memo. Please be sure to coordinate</p>	<p>a. The updated hydrogeological report has been included in the submission.</p> <p>b. The updated hydrogeological review form and servicing report groundwater summary form has been included in the submission as well.</p>		EXP (civil + hydro g)

NO.	COMMENTS	RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
	with the Servicing Report Groundwater Summary Form completed by the Civil Consultant.			
	3. Servicing Report, prepared by EXP Services Inc. dated May, 2021.			
3.1	<p>a) Please identify all lands to be conveyed to the City and indicate new site area.</p> <p>b) Please confirm if podium is proposed as part of the building design to ensure that the proposed servicing proposal complies with the City of Toronto Servicing Requirements for Different Built Forms, December 2015.</p> <p>According to the provided Servicing Report (page 8), the proposal is under single corporation ownership. Please be advised that additional service connections will be required if proposal changes and multiple ownerships are proposed.</p> <p>If one ownership is proposed, include the following statement in the body of the report:</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> <p>c) Multiple sections of the report reference outdated City of Toronto Sewer and Watermain manual 1st Revision, dated March 2014. Please update report and base all assumptions/calculations in accordance with the latest version of the City's Sewer Capacity Assessment Guidelines, dated July 2021. https://www.toronto.ca/wp-content/uploads/2021/07/96e4-ecs-specs-dcm-sewer-capacity-assessment-guidelines-July2021.pdf</p> <p>d) Engineer is to confirm that grade modifications (proposed 3:1 slope) are permitted within the existing Hydro easement area.</p>	<p>a. Identified the dedicated parkland to the south and the new site area. Please see the site description in Section 2 in the EXP Servicing Report.</p> <p>b. As per the architect's confirmation letter that the proposed development is considered as one building as per OBC. The notes for Ownership have been added in the EXP Servicing Report.</p> <p>c. Report has been updated that the preliminary design of the SWM facilities for the site has been completed in accordance with City of Toronto Design Criteria for Sewers and Watermains, Second Edition, January 2021 and City of Toronto's Wet Weather Flow Management Master Plan (WWFMMP) guidelines, May 2023.</p> <p>d. EXP staff have been in contact with Toronto Hydro regarding the proposed grading works within the existing easement (overhead hydro lines), where Toronto Hydro staff confirmed their latest standards. The proposed grading works have been minimized to a maximum 0.5 m depth of fill over existing ground elevations. EXP staff are continuing to pursue the Toronto Hydro approval.</p>		EXP

NO.	COMMENTS		RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
		<p>e) State in the report that proposed grades and drainage within the future parkland will be coordinated with Parks, Forestry & Recreation Division.</p> <p>f) State in the report that proposed grade alterations along the boundaries of the site will be coordinated with adjacent property owners.</p>	<p>e. Report has been updated to state that proposed grades and drainage within the future parkland will be coordinated with Parks, Forestry & Recreation Division. Refer to Section 3 in the EXP Servicing Report.</p> <p>f. Report has been updated to state that proposed grade alterations along the Donway Right-of-Way boulevard to be between 2-5% as per City's criteria. Otherwise, the boundaries of the site abutting adjacent property owners will be maintained as existing condition.</p>		
g)	Water Demand Calculations				
1)		Appendix B – Water Demand Calculations section references outdated City of Toronto Sewer and Watermain manual 1st Revision, dated March 2014. Please update as per item 3c).	Water Demand Calculation has been revised to reference the City of Toronto Sewer and Watermain manual January 2021		EXP
2)		The hydrant flow test was not provided in the report. The engineer is to provide with the next revised submission a recent flow test to verify that water pressures and flows are adequate and to ensure that the minimum required fire flows can be met to support zoning by-law amendment application. All field tests are to be completed subject to approval by Toronto Water Services and field results are to be included in the revised report as an attachment.	Hydrant flow test was conducted on May 08, 2023 and provided in the EXP Servicing Report. The servicing report has been revised to show that adequate flows and pressures are obtained to meet the minimum required fire flows to support zoning by-law amendment application.		EXP
3)		Engineer is to obtain written confirmation from the architect confirming type of construction material to support C=0.8 applied in the analysis (unprotected metal structural components, masonry or metal walls).	A written confirmation from the architect confirming that constructed type is non-combustible with c=0.8 is provide in this submission.		EXP

NO.	COMMENTS		RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
4)		Engineer is to provide rational for 25% reduction for occupancies.	The occupancy reduction was modified to 0% reduction to simulate residential contents and for a conservative approach.		EXP
5)		To receive sprinkler credit (maximum of 30%), the FSR will need to confirm that there will be an "adequate designed system conforming to NFPA 13 and other NFPA sprinkler standards". Confirmation will be required from the architect and mechanical engineer.	A written confirmation letter from the architect confirming that an automatic sprinkler system is designed and installed in accordance with NFPA 13 is provide in the Appendix B in the EXP Servicing Report.		EXP
6)		<p>Please include Fire Flow calculations at 20 psi based on hydrant flow test (as per National Fire Protection Association Guidelines) using the following equations:</p> $QF = 29.84(c)(d^2)\sqrt{p}$ <p>where:</p> <p>QF = Total residual flow during the test, gpm</p> <p>c = Coefficient of discharge</p> <p>d = Diameter of the outlet, inches</p> <p>p = Pitot pressure (velocity head), psi</p> <p>Use the following equation to obtain the fire hydrant flow in gallons per minute at 20 psi:</p> $QR = QF \times (hr \div hf)^{0.54}$ <p>where:</p>	The fire flow calculations have been completed and included in Appendix B in the EXP Servicing Report.		EXP

NO.	COMMENTS	RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
	<p>QR = Flow predicted at the desired residual pressure, gpm</p> <p>QF = Total flow measured during the test, gpm</p> <p>hr = Pressure drop to the desired residual pressure, psi</p> <p>hf = Pressure drop measured during the test, psi</p> <p>If minimum required fire flows cannot be met, the consultant engineer is to identify required improvements to the existing watermain system to support this official plan and zoning by-law amendment application.</p>			
h)	Sanitary Analysis			
1)	Section 5.2 references outdated Sanitary Sewer Surcharge Approval Guideline for Development Applications (dated March 2015). Engineer is to prepare analysis based on the latest guideline	Section 5.2 has been revised to reference the recent InfoWorks Sanitary Capacity analysis completed by Stantec.		EXP
2)	Page 23, sanitary flow calculations - Report references outdated City of Toronto Sewer and Watermain manual 1st Revision, dated March 2014. Please update as per item 3c).	Sanitary Demand Calculation has been revised to reference the City of Toronto Sewer and Watermain manual January 2021.		EXP
3)	Proposed development site is located within Basement Flooding Study Area 21. The study was completed in 2016. Therefore, the updated sanitary sewer analysis must be prepared using InfoWorks Model. The static design sheet analysis must be replaced with an InfoWorks model analysis in accordance with the completed Basement Flooding Area 21 EA Report.	For the InfoWorks Sanitary Capacity analysis completed by Stantec, refer to Appendix C in the EXP Servicing Report.		EXP
4)	The analysis shall be prepared in accordance with the latest version of the City's Sewer Capacity Assessment Guidelines, dated July 2021	The Stantec InfoWorks Sanitary Capacity analysis has been prepared in accordance with the City's		EXP

NO.	COMMENTS	RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
	<p>https://www.toronto.ca/wp-content/uploads/2021/07/96e4-ecs-specs-dcm-sewer-capacity-assessment-guidelines-July2021.pdf and</p> <p>Design Criteria for Sewers and Watermains, second edition, dated January 2021</p> <p>https://www.toronto.ca/wp-content/uploads/2021/01/8d16-ecs-specs-dcm-design-criteria-sewers-watermains-Jan2021.pdf</p>	Sewer Capacity Assessment Guidelines (dated July 2021).		
5)	The engineer is to make a request for the City of Toronto sanitary sewer model by submitting a request through Development Engineering. The applicant will be required to sign a Digital Mapping User Agreement Disclaimer form prior to the release of the InfoWorks model for the area.	For the InfoWorks Sanitary Capacity analysis completed by Stantec, refer to Appendix C in the EXP Servicing Report.		EXP
6)	The engineer is responsible to update the InfoWorks model to incorporate latest changes/upgrades to the City's infrastructure (if any) and to include all existing, approved, active and under review development applications. In addition, the existing model should be reviewed to confirm the modeled drainage area and the pipe sizes and inverts from the proposed development to the trunk. All model updates and discrepancies of concern must be identified and documented in the revised report.	As per Stantec's Sanitary Capacity analysis report, additional developments where the zoning has been completed and/or applications are in progress within the same tributary area have been included in the analysis.		EXP
7)	<p>7) The analysis must be prepared under a minimum of four scenarios:</p> <ol style="list-style-type: none"> 1. Dry weather flows pre-development; 2. Extreme wet weather flows pre-development; 3. Dry weather flows post-development; 4. Extreme wet weather flows post-development 	The Stantec's report has included those #1-4 scenarios where the downstream capacity issue has been identified during the extreme wet weather event. In addition, Section 5.2 in the EXP servicing report indicates that proposed mitigation measures are recommended through consultation with the City ECS and Toronto Water staff. For the InfoWorks Sanitary Capacity analysis completed by Stantec, refer to Appendix C in the EXP Servicing Report.		EXP

NO.	COMMENTS		RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
		<p>If downstream capacity issues are identified, then additional 2 scenarios must be included:</p> <ol style="list-style-type: none"> 5. Dry weather flows post-development with the proposed mitigation measures such as pipe size improvement; 6. Extreme wet weather flows post-development with the proposed mitigation measures such as pipe size improvement. 			
8)		<p>Engineer will be required to manually add Private water/ groundwater flows from the subject site (only if permission has been received to discharge) and other development sites within the sewershed. As such, they should be modelled as base flows in the InfoWorks model. These flows must be clearly documented and identified in the revised report.</p>	<p>For the existing buildings in the subject site, a DYE testing has been conducted where an existing building's foundation drainage is confirmed to be discharging into municipal sanitary system with approx. 2.5 L/s pump rate. For the Dye testing result, refer to Appendix C in the EXP Servicing Report and the letter from the mechanical engineering confirming the existing pump rate for the site.</p>		EXP
9)		<p>Sanitary analysis shall include the sanitary drainage plans (depicting corresponding contributing areas, population, pipe route and manholes), flow sheets and HGL analysis to identify required improvements to the existing sanitary sewer system, up to the Trunk connection point, to provide for peak sanitary flows generated by this development and any extraneous wet weather flow, and any other known developments which are to be served by the same sanitary sewer system. The design sheets are to include a column showing percentages of actual pipe flows versus maximum pipe capacities. This will assist the engineer in identifying capacity deficiencies in the sanitary system.</p>	<p>The Stantec's report included the sanitary drainage plans, flow sheets and HGL analysis up to the Trunk Connection point which also shows the peak flows generated by this development and any extraneous wet weather flow and any other known developments. The percentages of actual pipe flows vs maximum pipe capacities are shown on the analysis. For the InfoWorks Sanitary Capacity analysis completed by Stantec, refer to Appendix C in the EXP Servicing Report.</p>		EXP

NO.	COMMENTS	RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
10)	Any downstream improvements need to be proposed if the sanitary analysis identifies downstream deficiencies, including a preliminary design with an associated cost estimate.	Please see the EXP response to Comment h (7).		EXP
11)	<p>Include the following notations in the FSR:</p> <p>(i) "The sewer analysis model correctly represents the sewer system, including any updates to the sewer analysis to reflect changes (i.e., sewer construction) since the model was initially prepared."</p> <p>(ii) "The model has been updated to include all sanitary peak flow rates including peak flow rates from groundwater being discharged to the municipal sanitary system from all active and recent development applications located within the affected sanitary sewershed."</p> <p>(iii) "Best efforts have been made to include all peak flows from Private Water discharge agreements in the sanitary sewershed."</p>	The recommended notations are included in the EXP Servicing Report.		EXP
12)	Please be advised that further requirements and mitigative measures will be determined once revised analysis is received and reviewed and will be based on the sewer capacity calculated from both the design flow and extreme wet weather flow conditions.	Please see the EXP response to Comment h (7).		EXP
i)	Groundwater/Foundation Drainage			
1)	The City recently released a new policy and guidelines on foundation drainage which came into effect on January 1, 2022. The Consultant must adhere to the City's Foundation Drainage Policy (https://www.toronto.ca/services-payments/water-	The current groundwater management strategy includes a permanent drainage system (PDS) including weeping tiles and sump pump discharging to the municipal sanitary system on The Donway		EXP

NO.	COMMENTS	RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
	<p>environment/water-sewer-related-permits-and-bylaws/sewers-by-law/managing-foundation-drainage/) and comply with the following requirements:</p> <ul style="list-style-type: none"> (i) Long-term Discharge of Foundation Drainage to the City’s sanitary sewer system will not be permitted. (ii) Discharge of Foundation Drainage from the interception and/or extraction of Groundwater from confined aquifers will not be permitted to any of the City's sewer systems. (iii) Long-term Discharge of Foundation Drainage that contains any Groundwater will not be permitted to the City’s storm or combined sewer system, unless Foundation Drainage is deemed to contain only Infiltrated Stormwater. (iv) Foundation Drainage infrastructure may be installed on private property that could allow a Temporary Service Connection to facilitate future emergency repairs to On-site Management measures. (v) Short-term Discharge of Foundation Drainage may be permitted to the City’s sewer system if: <ul style="list-style-type: none"> a. It meets the applicable quality limits as per Chapter 681 of the Toronto Municipal Code. b. Short-term Discharge to the City’s sewer system will occur only under Dry Weather Flow conditions. c. All requirements for obtaining Private Water Discharge Permit will be satisfied for Short-term Discharge. 	<p>West. EXP Staff advised to the Owner for the requirements for the City’s new foundation drainage policy. It has been confirmed with the Owner that they will be pursuing approval to discharge the groundwater to the municipal sanitary sewer directly with the City of Toronto and Toronto Water staff.</p> <p>For all other items, refer to Section 7 in the EXP Servicing Report.</p>		

NO.	COMMENTS		RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
		As such, an exemption would need to be applied for in order to permit the long-term discharge of foundation drainage to the City's sanitary sewer system and/or groundwater to the storm/combined sewer.			
2)		The Servicing Report should reference the latest formally submitted Hydrogeological Investigation. As mentioned above (item 2a), a revised Hydrogeological Report complying with new Foundation Drainage Policy will be required. Engineer shall ensure that all referenced information in the Site Servicing Report matches the latest Hydrogeological Investigation (prepared as per the requirements outlined below).	Site Servicing Report has been updated to match the latest Hydrogeological Report.		EXP
3)		The consultant is required to submit a revised Servicing Report Groundwater Summary Form. Please ensure that provided information reflects the latest Hydrogeological Investigation. In addition, submitted form is outdated. The latest template is attached to this memo.	Revised Servicing Report Groundwater Summary Form has been attached in this submission.		EXP
4.	Stormwater Management Report, prepared by EXP Services Inc. dated May 26, 2021.				
a)		Report references old version of the City of Toronto Design Criteria for Sewers and Watermains, 2009 revision – update and reference the latest version of the City's Sewer Capacity Assessment Guidelines, dated July 2021.	Report has been updated to reference the City of Toronto Design Criteria for Sewers and Watermains, January 2021.		EXP
b)		Propose orifice tube for openings greater than 100mm.	Report has been updated with proposing orifice tube control within the private property.		EXP
c)		Update Figure 2 and Figure 3 within the report as per the comments below.	Figure 2 and Figure 3 has been updated as per the comments in No. 5.		EXP
5.	Preliminary Site Grading Plan, Figure 2, prepared by EXP Services Inc. dated May, 2021, revision 3, dated May 2021.				

NO.	COMMENTS		RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
a)		Proposal to replace CB cover with MH Lid is unacceptable and is not permitted. If necessary, CB shall be relocated, if possible, to ensure that drainage is properly collected.	It has been revised for any existing CBs within the Donway West right of way are to be maintained. Refer to EXP Preliminary Servicing Plan.		EXP
b)		Engineer is to confirm that grade modifications (3:1 slope) are permitted within the existing Hydro easement area.	Please see the EXP response to Comment 3.1 d).		EXP
c)		A note is to be added on the Site Grading Plan indicating that proposed grades and drainage within the future parkland will be coordinated with Parks, Forestry & Recreation Division.	The requested note has been added on EXP Preliminary Grading Plan.		EXP
d)		A note is to be added on the Site Grading Plan indicating that proposed grade alterations along the boundaries of the site will be coordinated with adjacent property owners.	Please see the EXP response to Comment 3.1 f).		EXP
6.	Preliminary Site Servicing Plan, Figure 3, prepared by EXP Services Inc. dated May, 2021, revision 3, dated May 2021.				
a)		Show all existing municipal sanitary and storm sewer manholes in front of the site.	Addressed on EXP Preliminary Servicing Plan.		EXP
b)		Proposal to replace CB cover with MH Lid is unacceptable and is not permitted. If necessary, CB shall be relocated, if possible, to ensure that drainage is properly collected.	Please see the EXP response to Comment 5 a).		EXP
c)		Indicate size of proposed water service connection	The fire service connection is to be 200 mm diameter where the domestic service connection is to be 100 mm diameter, which indicates on EXP Preliminary Servicing Plan and may be subject to change during the detailed design process.		EXP

NO.	COMMENTS		RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
d)		The size of proposed storm service connection shall be reduced to limit the flow to 2-year pre-development rate.	Addressed on EXP Preliminary Servicing Plan.		EXP
e)		Revise the plan to propose orifice tube instead of orifice plate.	Please see the EXP response to Comment 4 b).		EXP
<i>B. OFFICIAL PLAN / ZONING BY-LAW AMENDMENT CONDITIONS</i>					
		The following preliminary zoning by-law amendment conditions are provided for the owner's information only and are subject to change. Additional/revised conditions will be provided in the future once revised reports/drawings are provided and reviewed. Providing the following preliminary conditions does not constitute permission to grant any building permit(s).	Noted.		Donway Co-op
1.		<p>Provide and maintain a minimum parking space on the site in accordance with the following ratios:</p> <ul style="list-style-type: none"> • Bachelor 0.3 spaces per unit • 1-bedroom units 0.7 spaces per unit • 2-bedroom units 1.0 spaces per unit • 3-bedroom units 1.2 spaces per unit • Visitors 0.25 spaces per unit 	Comments provided by Transportation Services in memorandum dated November 24, 2022. These appear to supersede the parking rates noted in this comment.		BA Group
2.		Provide and maintain a minimum loading space on the site in accordance with the zoning by-law.	Noted. The current proposal provides one (1) Type G loading space within an enclosed loading facility. The proposed loading facility meets the requirements of Zoning By-law 569-2013 and the City's Solid Waste guidelines.		BA Group

NO.	COMMENTS	RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
3.	Construct the following municipal infrastructure improvements (if any) in accordance with the accepted drawings.	Noted.		Donway Co-op
4.	Pay for the above municipal infrastructure improvements and sign a letter of undertaking to carry out the work.	Noted.		Donway Co-op
5.	Provide financial security of \$(amount to be provided) prior to (approval of the OPA or Zoning By-law enactment).	Noted. This will be provided at a later stage when infrastructure details are available and finalized.		Donway Co-op
6.	Pay engineering review fee of \$(amount to be provided) prior to (approval of the OPA or Zoning By-law enactment).	Noted. This will be provided at a later stage when infrastructure details are available and finalized.		Donway Co-op
7.	Submit to the Chief Engineer and Executive Director of Engineering and Construction Services for review and acceptance, prior to approval of the rezoning application, a Functional Servicing Report to determine the storm water runoff, sanitary flow and water supply demand resulting from this development and whether there is adequate capacity in the existing municipal infrastructure to accommodate the proposed development;	Please find enclosed an updated Servicing Report.		Donway Co-op
8.	Make satisfactory arrangements with Engineering and Construction Services and enter into the appropriate agreement with the City for the design and construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support this development, according to the accepted Functional Servicing Report accepted by the Chief Engineer and Executive Director of Engineering and Construction Services.	Noted.		Donway Co-op
9.	Provide space within the development for installation of maintenance access holes and sampling ports on the private side, as close to the property line as possible, for both the	The control maintenance access holes and sampling port are to be installed within the private side as		EXP

NO.	COMMENTS	RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
	storm and sanitary service connections, in accordance with the Sewers By-law Chapter 681.10	close as possible for both storm and sanitary service connections. Refer to EXP Preliminary Servicing Plan.		
<i>C. ADVISORY OF OTHER CITY APPROVALS AND REQUIREMENTS</i>				
	<p>The owner is advised that the following approvals and additional conditions may be required <u>at the site plan stage</u>. 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.</p> <p>Refer to ECS Comments – Pages 10-23</p>	Noted.		Donway Co-op

NO.	COMMENTS	RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
2.0	ROGERS			
	June 27, 2022 JASLEEN KAUR			
	<i>Comments</i>			
	<p>Rogers Communication currently has existing plant as marked on your drawing. Our standard depth in this municipality is: 1m.</p> <p>Please ensure you maintain clearances of 0.3m vertically and 0.6m horizontally.</p>	Noted.		Donway Co-op
	Rogers Communications Canada Inc. has buried & aerial fibre and coaxial plant in this area, as indicated on the attached plans. Extreme Caution is advised. Used Vac truck and expose ducts. Maintain minimum of 0.6m clearance. Hand dig when crossing or if within	Noted		Donway Co-op

NO.	COMMENTS	RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
	1m of Rogers plant. Note: Plant is to approximation. Locates are required. Call for locates at 1-800-400-2255.			
	Comment above.	Noted. Locates Report enclosed. Additional locates will be confirmed at later stage of development.		Donway Co-op

NO.	COMMENTS	RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
3.0	ENBRIDGE			
	April 18, 2022 ALICE COLEMAN			
	<i>Comments</i>			
	Enbridge Gas Inc. does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions.	Noted		Donway Co-op

NO.	COMMENTS	RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
4.0	TORONTO HYDRO			
	April 17, 2022			
	<i>Comments</i>			

NO.	COMMENTS	RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
	<p>In order to identify Toronto Hydro infrastructure in the drawing, locates must be completed in the field. Request locates from Ontario One Call at 1-800-400-2255 or online at http://www.on1call.com.</p> <p>All proposed work must maintain the minimum horizontal and vertical clearances as per Toronto Hydro Construction Standard 31-0100, 31-0500 & 31-0700, attached hereto. Clearance measurements are taken from the edge of the hydro plant to the edge of the proposed work.</p>	Noted		Donway Co-op

NO.	COMMENTS	RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
5.0	TCDSB			
	April 20, 2022 MICHAEL LOBERTO			
	Comments			
	<p>At this time, the local elementary school is operating at capacity and cannot accommodate additional students from the development as proposed.</p> <p>Due to concerns associated with school accommodation, the Toronto Catholic District School Board wishes to advise that should the development proceed to the satisfaction of the City, that the attached clauses be included in the City's conditions of approval and subsequently within any agreements of purchase and sale for the proposed units of this plan. Please also refer to the attached sign specifications for the Toronto Catholic District School Boards' development-site signage requirements.</p>	Noted		Donway Co-op

NO.	COMMENTS	RESPONSE	ADDRESSE D	CNSLT. RESPONSIBLE
6.0	URBAN FORESTRY			
	June 1, 2022 DAVID BOSTOCK			
	<i>Comments</i>			
	<i>Required Documents and Preliminary Comments</i>			
		At this time, Urban Forestry objects to the Official Plan Amendment and the Zoning By-law Amendment due to healthy tree removals, and given the application is incomplete. Our office cannot provide fulsome comments at this time until the required documents are received.	Due to the extent of the new development all existing trees will need to be removed. We are meeting the TGS requirements for the number of trees & soil volume required.	O2 DESIGN
1		A public utilities plan has not been provided. This must be to quality Level A. Where tree planting locations are proposed, provide utility data to Quality Level A (QL-A). QL-A provides precise horizontal and vertical utility information, typically obtained by exposure (i.e., “daylighting”) using minimally intrusive excavation equipment. Quality level of the subsurface utility data should be clearly noted adjacent to the professional stamp of the consulting engineer, on all plans and documents as certification of the quality level. The Public Utilities Plan should be submitted as a separate plan, and also as an underlay (in grey) on the Landscape and Planting Plan and the Soil Volume Plan (SVP) and any soil cell drawings, if applicable.	Landscape is coordinated with Servicing to ensure there are no conflicts. Composite Utilities Plan L2 - indicate the proposed trees overlaid with existing & proposed utilities. Also, the streetscape sections indicate the utility data as provided by a Quality Level A report.	O2 DESIGN
2		A soil volume plan has not been provided, and every single square metre of private tree planting is encumbered by underground parking. This means no trees on site will live greater than 40 years, which is an overestimated amount of time before all overburden materials, including trees and all landscaping, must be removed in order to conduct waterproofing repairs. Future submissions should show a reduction in the parking garage footprint, ideally in the areas of the private trees that we do not support for removal, and along the westerly property boundary.	All proposed trees are provided with 30cum of soil volume. Refer to Soil Volume Plan L1B & Soil Area Sections (LS1 to LS5)	O2 DESIGN

NO.	COMMENTS		RESPONSE	ADDRESSE D	CNSLT. RESPONSIBLE
3		Tree removal not supported by Urban Forestry; Private trees 9, 13, 14, 16, 17, and city-owned trees 27 to 30 will require removal in order to approve the OPA, and potentially the ZBA. Future submission should alter the building and parking garage footprint in order to preserve these trees in order for Urban Forestry to be satisfied with the proposed removals.	Due to the extent of the new development all existing trees will need to be removed. We are meeting the TGS requirements for the number of trees & soil volume required.		O2 DESIGN
<i>Policy Overview</i>					
		<p>Urban Forestry does not support the Application as presented because the submission does not adequately consider the enhancement of the urban forest. The City's Official Plan outlines objectives for the integration and balancing of environmental needs, namely tree canopy cover, while Tier 1: Ecology of the Toronto Green Standard specifies minimum soil volume requirements that must be achieved by all new developments. Urban Forestry expects a resubmission that fully considers the obligations outlined within these policies; specifically, dedicated space on the subject site for the planting of large-growing shade trees and their supporting infrastructure. Revisions will be required to ensure new trees can be adequately accommodated. Specific sections from Chapter 3 of the Official Plan are provided below to emphasize the importance and prioritization of tree protection, tree planting, and suitable infrastructure that supports their growth.</p> <p>Refer to:</p> <p>Section 3.1.1. The Public Realm (Policy 16)</p> <p>Section 3.1.2. Built Form (Policy 10)</p> <p>Section 3.1.4. The Natural Environment (Policy 1)</p>	<p>Landscape Plan, Composite Utility Plan and Soil Volume Plan meeting City Requirements have been provided.</p> <p>We are meeting the TGS requirements for the number of trees & soil volume required.</p> <p>All proposed trees are provided with 30cum of soil volume. Refer to Soil Volume Plan L1B & Soil Area Sections (LS1 to LS5)</p>		O2 DESIGN

NO.	COMMENTS	RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
7.0	CSF			
	May 9, 2022 SUSAN KITCHEN			
	<i>Recommendations</i>			
	<p>Should community benefits be considered as part of the evaluation of the proposed development, the following contributions are recommended:</p> <ul style="list-style-type: none"> Community agency space, which the owner is to design, construct, finish and convey to the City a minimum of 5,000 square feet Contribute towards wading pools conversion 	These contributions will be discussed with the Councillor.		Donway Co-op

NO.	COMMENTS	RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
8.0	HERITAGE			
	May 5, 2022 MICHAEL SEAMAN			
	<i>Comments</i>			
1	Heritage Planning staff recommended the applicant to consider alternative redevelopment schemes exploring the whole or partial conservation and/or commemoration of the existing building in place of demolition. The applicant's heritage consultant provided a response as part of this submission exploring the feasibility, although neither option achieves all three key metrics for the subject property:	No response required. (EA – 20221025)		ERA

NO.	COMMENTS	RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
	A	Alternative Option (A) represents the subject property's contemporary redevelopment to include a place of worship and community space, but with no design strategies incorporated to maintain or support the character of Don Mills.	No response required.	ERA
	B	Alternative Option (B) represents the retention of only the 1967 sanctuary, as explored in a design exercise by North York Community Preservation Panel representatives. A similar approach was studied by the design team in the schematic design phase of the proposal.	No response required.	ERA
2		The applicant has proposed to mitigate the replacement of the existing buildings on the subject property through an approach to programming and design that conserves identified heritage values, including that the proposal conserves the value of the congregation's long-standing presence through an identifiable church building, and that the proposal will continue to convey the Mid-Century Modern design principles through interpretive building and landscape design. Heritage Planning accepts the proposed approach for this building.	Noted.	ERA

NO.	COMMENTS	RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
9.0	PARKS			
	JUNE 1, 2022 VITUMBIKO MHANGO			
	<i>Proposal for Parkland Dedication</i>			
	The parkland dedication requirement is 1,483 m2. The Owner is required to satisfy the parkland dedication requirement through an on-site dedication which complies with Policy 3.2.3.8 of the Toronto Official Plan.	We are proposing a %5 parkland dedication. John Andreevski, Manager of Community Planning, sent an email on November 18, 2022 confirming the following: "staff have agreed to accept the 5%		Donway Co-op

NO.	COMMENTS		RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
	Drawing A101 (Site Plan) of the architectural plans prepared by Architecture Unfolded (dated by the Architect 03/09/22), demonstrates that the applicant has proposed a 574 m ² on-site parkland dedication along the south side of the development site to expand Duncairn Park. Although the location and configuration of the proposed parkland dedication is acceptable to the Parks Development Section, the size is deficient by 909 m ² , which is not acceptable. The full parkland dedication requirement must be satisfied on-site.		dedication next to the existing trail. This is based on the understanding that we resolve any issues from the latest round of comments and the outstanding Transportation Services comments.”		
	Drawing A101 (Site Plan) also demonstrates that a 5 metre setback has been proposed between the park boundary and any adjacent building face, which is acceptable. This setback should be maintained after the revisions requested above are addressed.		We have maintained the 5m setback as per the site plan		AU
<i>Recommendations in the Final Planning Report</i> <i>The following recommendations will require the approval of City Council:</i>					
1	<i>City Council approve that in accordance with Section 42 of the Planning Act prior to the first above grade building permit, the Owner shall convey to the City, an on-site parkland dedication, having a minimum size of 1,483 square metres located along the south side of the site to expand Duncairn Park, to the satisfaction of the General Manager, Parks, Forestry and Recreation and the City Solicitor;</i>		We are proposing a %5 parkland dedication. John Andreevski, Manager of Community Planning sent an email on November 18, 2022 confirming the following: “staff have agreed to accept the 5% dedication next to the existing trail. This is based on the understanding that we resolve any issues from the latest round of comments and the outstanding Transportation Services comments.”		Donway Co-op
2	<i>City Council approve the acceptance of on-site parkland dedication, subject to the owner transferring the parkland to the City free and clear, above and below grade, of all easements, encumbrances, and encroachments, in an acceptable environmental condition.</i>		Noted.		Donway Co-op
3	<u>Note:</u> Parks Development is interested in securing the design and construction, by the Owner, of Above Base Park Improvements. There may be opportunities to use the Parks and Recreation component of the Development Charges for this work. Further discussion is required. Should this be agreeable, the following recommendation will require the approval of City Council.		Noted. Further discussion and refinement are required with City staff during site plan application.		Donway Co-op

NO.	COMMENTS	RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
	<p><i>City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the Owner of the Above Base Park Improvements to the satisfaction of the General Manager, Parks, Forestry & Recreation (PFR). The development charge credit shall be in an amount that is the lesser of the cost to the Owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, PFR, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.</i></p>			
	Conditions of Parkland Conveyance			
	Conditions of Approval Parkland Dedication			
1	As per Toronto Municipal Code Chapter 415-28, prior to the issuance of the First Above Grade Building Permit, the Owner shall convey parkland to the satisfaction of the General Manager, Parks, Forestry & Recreation (PFR).	Noted. Our intention is to convey the parkland at the time of first occupancy. Further discussion is required with City staff during site plan application.		Donway Co-op
2	The Owner will be required to convey the 1,483 m2 portion of the development site for public parkland purposes. The subject parkland conveyance is to be free and clear, above and below grade of all physical obstructions and easements, encumbrances and encroachments, including surface and subsurface easements.	We are proposing a %5 parkland dedication. John Andreevski, Manager of Community Planning sent an email on November 18, 2022 confirming the following: "staff have agreed to accept the 5% dedication next to the existing trail. This is based on the understanding that we resolve any issues from the latest round of comments and the outstanding Transportation Services comments."		Donway Co-op
3	The Owner is to pay for the costs of the preparation and registration of all relevant documents. The Owner shall provide to the satisfaction of the City Solicitor all legal descriptions and applicable reference plans of survey for the new parkland.	Noted.		Donway Co-op
	Fire Separation Distance – Ontario Building Code (OBC)			

NO.	COMMENTS	RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
4	<p>Prior to the transfer of fee simple of the Park Block to the City, the Park Block shall nonetheless be deemed to be parkland in respect of the limiting distance requirements of the Ontario Building Code Act, 1992. Parks, Forestry & Recreation staff advises that the Owner must design the building to achieve Ontario Building Code (OBC) setbacks related to fire separation on their own site on the portions of the building that abut the park. A 5 metre setback will apply to any building located next to the Park or, the required setbacks which meet the OBC for fire separation, whichever is greater. Prior to the issuance of the First Above Grade Building Permit, the Owner will be required to demonstrate adequately that the OBC requirements have been achieved to the satisfaction of the General Manager, PFR. The City shall not enter into a Limiting Distance Agreement for the development.</p>	Noted.		Donway Co-op
Environmental Assessment				
	<p>Please be advised that in accordance with 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, the City cannot accept lands without the fulfillment of the environmental assessment requirements described in Condition #5 below. Depending on the site condition and remediation requirements, this mandatory process can take anywhere from several months to 2 years or more. It is strongly advised that the Owner consult their Qualified Person to understand their site-specific obligations and timelines required for their land dedication and to initiate this process early. The City will not delay parkland conveyance for environmental-related reasons. The City will under no circumstance accept lands with on-going groundwater and/or vapour monitoring.</p>	Noted.		Donway Co-op
5	Prior to conveying the parkland to the City, the Owner must:			N/A

NO.	COMMENTS		RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
	5.1	Submit a Qualified Person Preliminary Statement Letter, that is dated and signed by the Owner's Qualified Person, as defined in Ontario Regulation 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 O. Reg. 153/04, as amended, insurance requirements or such greater amount specified by the Executive Director, Engineering & Construction Services (ECS) and copy to the General Manager, PFR;	The QP Preliminary Statement Letter will be conducted after the boundary of conveyance land is confirmed for site plan approval.		EXP (environmental)
	5.2	Pay all costs associated with the City retaining a third-party peer reviewer including all administrative costs to the City (7%) and submit an initial deposit of \$8,000.00 towards the cost of the Peer Review in the form of a certified cheque, to the Executive Director, ECS. Submit further deposits when requested to cover all costs of retaining a third-party peer reviewer;	Noted.		Donway Co-op
	5.3	Submit, to the satisfaction of the City's peer reviewer, all Environmental Site Assessment reports prepared in accordance with the Record of Site Condition Regulation (O. Reg. 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, ECS;	The Environmental Site Assessment will be conducted after the boundary of conveyance land is confirmed for site plan approval.		EXP (environmental)
5.4	5.4	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, ECS for peer review and concurrence, which states:	The Environmental Site Assessment will be conducted after the boundary of conveyance land is confirmed for site plan approval.		EXP (environmental)
	5.4.1	In the opinion of the Qualified Person:	The Environmental Site Assessment will be conducted after the boundary of conveyance land is confirmed for site plan approval.		EXP (environmental)

NO.	COMMENTS		RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
		<p>5.4.1.1 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>5.4.1.2 To the extent that the opinion in 5.4.1.1 is that past migration is likely, it is either possible or unlikely that such off-site contamination on adjacent City lands poses an adverse effect to the environment or human health.</p>			
	5.4.2	<p>Land to be conveyed to the City meets either:</p> <p>5.4.2.1 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>5.4.2.2 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>	<p>The Environmental Site Assessment will be conducted after the boundary of conveyance land is confirmed for site plan approval.</p>		<p>EXP (environmental)</p>
5.5	5.5	<p>The Qualified Person's statement, referenced in condition 5.1 above, will include a Reliance Letter that is dated and signed by the Owner'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 O. Reg. 153/04, as amended, insurance requirements or such greater amount specified by the Executive Director, ECS.</p>	<p>The Environmental Site Assessment will be conducted after the boundary of conveyance land is confirmed for site plan approval.</p>		<p>EXP (environmental)</p>
5.6	5.6	<p>For conveyance of lands requiring a Record of Site Condition (RSC):</p>	<p>The Site is currently used for indoor place of worship, school and daycare centre. Based on the O.Reg. 153/04, the Site is considered as</p>		<p>EXP (environmental)</p>

NO.	COMMENTS		RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
		<p>5.6.1. File the Record of Site Condition (RSC) on the Ontario Environmental Site Registry; and</p> <p>5.6.2 Submit the Ministry's Letter of Acknowledgement of Filing of the RSC confirming that the RSC has been prepared and filed in accordance with O. Reg. 153/04, as amended, to the Executive Director, ECS and to the General Manager, PFR.</p>	<p>“institutional use”. The conveyance of land will be used for parkland use or road widening. Given that the land use will not change from less sensitive land use to more sensitive land use, RSC is not required per O.Reg. 153/04.</p>		
6		<p>As a pre-condition of Site Plan approval, the Owner must provide a complete Environmental Phase I and subsequent Phase II report(s), if required, to be peer reviewed through the City process per Condition #5 to the satisfaction of the General Manager, PFR and Executive Director, ECS. Should the Owner convey the parkland after 18 months of all of the Environmental assessment reports, the cost of updating such reports will be at the expense of the Owner.</p>	<p>The Environmental Site Assessment will be conducted after the boundary of conveyance land is confirmed for site plan approval.</p>		<p>EXP (environmental)</p>
Park Construction - Base Park Improvements					
7		<p>The Owner, at their expense, will be responsible for the base construction and installation of the parkland. The Base Park Improvements include the following:</p>	<p>Noted. Further discussion and refinement are required with City staff during site plan application.</p>		<p>Donway Co-op</p>
	a.	<p>Demolition, removal and disposal of all existing materials, buildings, foundations and associated servicing;</p>	<p>Noted.</p>		<p>Donway Co-op</p>
	b.	<p>Grading inclusive of 300mm depth topsoil supply and placement. Where lands have been environmentally risk assessed in accordance with MECP regulations, the required depth profile of the environmental soil / soft cap will be 1.5 m of engineered fill compacted to 95% SPD and certified by the consulting engineer;</p> <p>i. In the case of a risk-assessed site, all materials brought on site shall comply with the site-specific standards outlined in the Certificate of Property Use. In the case where no risk assessment of the site was required, all materials</p>	<p>Noted.</p>		<p>Donway Co-op</p>

NO.	COMMENTS		RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
	brought on site shall comply with the Ontario Reg. 153/04 Table 3 RPI standards;				
	c.	Sodding #1 nursery grade;	Noted.		Donway Co-op
	d.	Fencing, where deemed necessary;	Noted.		Donway Co-op
	e.	Sanitary and storm service connections with manholes at streetline;	Noted.		Donway Co-op
	f.	Water and electrical service connections; (minimum water: 50mm to the street line including backflow preventers, shut off valves, water metre and chamber; electrical connection to the street line and electrical panel in a lockable cabinet (100 Amp service);	Noted.		Donway Co-op
	g.	Street trees along all public road allowances abutting City-owned parkland; and	Noted.		Donway Co-op
	h.	Standard Park sign (separate certified cheque required).	Noted.		Donway Co-op
8	All work is to be completed to the satisfaction of the General Manager, PFR.		Noted.		Donway Co-op
9	If any element of the Base Park Improvements are deemed to be unnecessary, the Owner will submit a certified cheque for the equivalent value, to the satisfaction of the General Manager, PFR.		Noted.		Donway Co-op
10	As a pre-condition of Site Plan approval, the Owner is required to demonstrate the incorporation of the servicing connections (civil and grading plan) in the parkland dedication, as noted within the Base Park Improvements.		Noted.		Donway Co-op

NO.	COMMENTS		RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
11		Prior to the issuance of the First Above Grade Building Permit, the Owner shall submit a cost estimate and any necessary plans for the Base Park Improvements, to the satisfaction of the General Manager, PFR.	Noted.		Donway Co-op
12		Prior to the issuance of the First Above Grade Building Permit, the Owner shall post an irrevocable Letter of Credit in the amount of 120% of the value of the Base Park Improvements for the parkland to the satisfaction of the General Manager, PFR. No credit shall be given towards the Parks and Recreation component of the Development Charges for costs associated with Base Park Improvements.	Noted.		Donway Co-op
13		The construction of the Base Park Improvements to the park block shall be completed within one year after the issuance of the First Above Grade Building Permit, to the satisfaction of the General Manager, PFR. Unforeseen delays (e.g., weather) resulting in the late delivery of the park block shall be taken into consideration and at the discretion of the General Manager, PFR when determining a revised delivery date for the park block.	Noted. Our intention is to convey the parkland at first occupancy. Further discussion and refinement are required with City staff during site plan application.		Donway Co-op
14		Should the Owner undertake Base Park Improvements on the park block following conveyance of the park block to the City, the Owner must obtain a Park Access Agreement (PAA) from the local Park Supervisor and Landscape Architecture Unit. The PAA will outline in detail the insurance requirements, extent of area permitted, permitted use, tree removal and replacement, and duration to the satisfaction of the General Manager, PFR. The Owner will indemnify the City against any claim during any interim use of or work carried out by the Owner on the park.	Noted.		Donway Co-op
	Temporary Fencing				

NO.	COMMENTS		RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
15		Prior to conveyance of the parkland, the Owner shall be responsible for the installation and maintenance of temporary fencing around the parkland and its maintenance until such time as the development of the park block is completed.	Noted.		Donway Co-op
Parkland Grading and Drainage					
16		Prior to conveyance of the parkland, the Owner shall ensure that the grading and drainage of the adjacent development blocks are compatible with the grades of the parkland to the satisfaction of the General Manager, PFR.	Noted.		Donway Co-op
17		The Owner must provide documentation from a qualified environmental engineer that any fill or topsoil brought onto the site meets all applicable laws, regulations and guidelines for use in a public park.	Noted.		Donway Co-op
Credit against DCs for Above Base Park Improvements					
		Should the Owner agree to design and construct the Above Base Park Improvements for a development charge credit against the Parks and Recreation component of the Development Charges, the following conditions apply:	Noted.		Donway Co-op
18		The Owner agrees to design and construct the Above Base Park Improvements to the new park for a development charge credit against Parks and Recreation component of the Development Charges to the satisfaction of the General Manager, PFR. The development charge credit shall be in an amount that is the lesser of the cost to the Owner of installing the Above Base Park Improvements, as approved by the General Manager, PFR, and the Parks and Recreation component of Development Charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.	Noted.		Donway Co-op

NO.	COMMENTS		RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
19		Prior to the issuance of the First Building Permit or the permit that triggers the payment of the Development Charges, but in no event shall it be later than the issuance of the First Above Grade Building Permit, the Owner shall submit a Letter of Credit equal to 120% of the Parks and Recreation component of the Development Charges.	Noted.		Donway Co-op
20		Prior to the issuance of the First Above Grade Building Permit, the Owner shall submit a cost estimate and any necessary plans including working drawings, specifications, and landscape plans showing the scope and detail of the work for the Above Base Park improvements, for review and approval by the General Manager, PFR.	Noted.		Donway Co-op
Above Base Park Improvements					
21		The Owner will be responsible to design and construct the Above Base Park Improvements to the satisfaction of the General Manager, PFR. Areas to be addressed in the design of the Park are: park programming, sustainable design and plantings, community and public safety, ground surface treatments, seating, vandalism etc. Final design and programming of the parkland shall be at the discretion of the General Manager, PFR.	Noted.		Donway Co-op
22		The construction of Above Base Park Improvements to the park block shall be completed within one year after the issuance of the First Above Grade Building Permit to the satisfaction of the General Manager, PFR. Unforeseen delays (e.g., weather) resulting in the late delivery of the park block shall be taken into consideration and at the discretion of the General Manager, PFR when determining a revised delivery date for the park block.	Noted.		Donway Co-op
23		Should the Owner undertake Above Base Park Improvements on the park block following conveyance of the park block to the City, the Owner must obtain a Park Access Agreement (PAA) from the local Park Supervisor and Landscape Architecture Unit. The PAA will outline in detail the insurance requirements, extent of area permitted,	Noted.		Donway Co-op

NO.	COMMENTS	RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
	permitted use, tree removal and replacement, and duration to the satisfaction of the General Manager, PFR. The Owner will indemnify the City against any claim during any interim use of or work carried out by the Owner on the park.			
	Warranty			
24	The Owner, upon satisfactory completion of the construction and installation of the Above Base and Base Park Improvements shall be required to guarantee such work and associated materials. The Owner shall provide certification from their Landscape Architect certifying that all work has been completed in accordance with the approved drawings. Should the cost to construct the Above Base Park Improvements as approved by the General Manager, PFR be less than the Parks and Recreation component of the Development Charges for the development, the difference shall be paid to the City by certified cheque prior to a reduction of the Above Base Park Improvement Letter of Credit. Upon the City's acceptance of the certificate, the Letter(s) of Credit will be released less 20% which will be retained for the 2 year guarantee known as the Parkland Warranty Period.	Noted.		Donway Co-op
25	Upon the expiry of the Parkland Warranty Period, the outstanding park security shall be released to the Owner provided that all deficiencies have been rectified to the satisfaction of the General Manager, PFR.	Noted.		Donway Co-op
26	As-built drawings in print/hardcopy and electronic format, as well as a georeferenced AutoCAD file, shall be submitted to PFR. A complete set of "as built" plans shall be provided electronically in PDF format and in a georeferenced AutoCAD file, in addition to two (2) sets full size bond hard copy the General Manager, PFR. The plans shall include, but not limited to specifications, locations of all hidden services, and all deviations from the design drawings, shop drawings, inspection reports, minutes of meeting, site instructions, change orders, invoices, certificates, progress images, warranties, close out documentation, compliance letters (for any play structures and safety surfaces), manuals etc. The files are to be organized in folders, including a file	Noted.		Donway Co-op

NO.	COMMENTS		RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
	index and submitted with written warranties and related documents such as lists of contractors, sub-contractors together with contact persons, telephone numbers, warranty expiry dates and operating manuals.				
27	Spare or replacement parts, special tools, etc. as provided by manufacturers, if any, are to be provided to PFR.		Noted.		Donway Co-op
Advisory					
Parkland Occupation - Construction Staging					
	The stockpiling of any soils or materials or use as an interim construction staging area on the conveyed parkland is prohibited unless an agreement, other than a Park Access Agreement, has been obtained from the Manager of Business Services. The agreement, if approved, will outline in detail the insurance requirements, extent of area permitted, permitted use, tree removal and replacement, duration, restoration plan and costs, and compensation to the satisfaction of the General Manager, PFR. The agreement must be secured prior to the issuance of any shoring and excavation permits. The Owner will indemnify the City against any claim during any interim use of or work carried out by the Owner on the park. Any compensation accrued shall be applied to park improvements within the ward in consultation with the Ward Councillor.		Advisory		Donway Co-op
	The Owner will be required to provide an environmental assessment report, prepared by a Qualified Person, at the end of the permitted occupation to verify that the parklands continue to meet the applicable laws, regulations and guidelines respecting sites to be used for public park purposes. If deemed necessary, the Owner may be required to provide an RSC after the staging period. The Owner will be responsible for paying all costs associated with the City retaining a third-party peer reviewer for the environmental addendum and for another RSC if required. The construction of the park shall commence only after the verification that the parklands continue to meet the		Advisory		Donway Co-op

NO.	COMMENTS	RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
	applicable laws, regulations and guidelines respecting sites to be used for public park purposes.			
	Pet Amenities			
	Given the current rise in dog-owning populations, the Owner is expected to provide on-site dog amenities with proper disposal facilities such as dog relief stations within the building to accommodate future residents' needs. This will also help alleviate pressure on existing parks. Please refer to Toronto's Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings.	Advisory		Donway Co-op
	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 provided by Urban Forestry.	Advisory		Donway Co-op

NO.	COMMENTS	RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
10.0	TDSB			
	June 6, 2022 MATT BAGNAL			
	<i>Comments</i>			
	Proximity to Norman Ingram Public School			

NO.	COMMENTS	RESPONSE	ADDRESSE D	CNSLT. RESPONSIBLE
	<p>TLC notes the large private terrace areas at both the 3rd and 5th floors of the proposed building, including areas facing towards the school property; these terraces overlook the school's outdoor playing fields, which are located immediately adjacent the subject site. These terraces should include appropriate screening or other measures to reduce overlooking into the school property. The landscape masterplan identifies proposed planting along the property boundary with the school, including shrub and deciduous tree planting. Further details on boundary treatments and proposed planting should be provided as the application progresses, including a section between the subject site and school site, to better understand the complete interface proposed between the properties.</p>	Noted		O2 DESIGN
	<p>The draft zoning by-law amendment, submitted as part of the development application, refers to zoning standards as being identified within accompanying diagrams. No such diagrams appear in the draft zoning by-law however, and while the architectural drawings appear to show appropriate setbacks to the school property, TLC would like to clarify that height, setbacks, encroachments and other standards are appropriately included within the by-law.</p>	Draft by-law text and diagrams have been included as a part of the resubmission package.		Bousfields
	<p>TLC requests that the applicant/developer take all precautions to ensure that there are no risks to the health and safety of students or staff as a result of construction/demolition activity. TLC will be requiring detailed construction management, hazard/risk assessments, and mitigation plans from the developer, which will include measures such as, but not limited to:</p> <ul style="list-style-type: none"> • non-porous construction hoarding/fencing of a minimum height of 12 feet and safety netting to be erected during demolition and construction; • saturating areas with water in advance of any demolition activity to control dust, which may include the use of high-pressure water cannons/trucks and water attachment tools to the excavator; • construction site maintenance, including: tying down materials, daily sweeping, weekly washing of site and adjacent sidewalks/roadways; 	Noted. A construction management plan will be provided during the site plan stage.		Donway Co-op

NO.	COMMENTS	RESPONSE	ADDRESSE D	CNSLT. RESPONSIBLE
	<ul style="list-style-type: none"> • pre- and post-construction condition surveys of school site; • regular air monitoring for dust and diesel emissions; • pedestrian safety and traffic control during construction; • best efforts to carry out any work that would have a greater impact on school operations when students are not in school (i.e. summer months, winter and March breaks); • prohibiting/limiting construction-related traffic and site ingress/egress during peak school travel times; • entering into real estate agreements, as may be required, with Toronto District School Board (TDSB) to permit the use of certain areas of school property resulting from the development situated in close proximity to the TDSB property; • a communication strategy to ensure open communications with TDSB staff regarding timing of construction and any construction issues and concerns; and • opportunities for student engagement and learning, where possible. 			
	<p>To ensure minimal impact on and disruption to the school, students, staff and community, TLC requests at the zoning stage that the City secure through a Council Resolution and any legal agreement with the applicant (if applicable), a requirement for detailed demolition and construction management plans, with specific reference to consultation and communication with TLC and the TDSB. The following is an example of construction management matters secured through Council resolution:</p> <p><i>Prior to the commencement of any demolition, excavation and shoring work, the Owner shall submit a Construction Management Plan to the satisfaction of the Chief Planner and Executive Director, City Planning Division, the General Manager of Transportation Services, and the Chief Building Official, in consultation with the Ward Councillor, Toronto Lands Corporation (TLC), and the local community, and thereafter shall implement the plan during the course of construction. The Construction Management Plan will include, but not be limited to the following</i></p>	Noted.		Donway Co-op

NO.	COMMENTS	RESPONSE	ADDRESSE D	CNSLT. RESPONSIBLE
	<p><i>construction-related details: noise, dust, size and location of staging areas, location and function of gates, dates of significant concrete pouring, lighting details, vehicular parking and queuing locations, street closures, parking and laneway uses and access, refuse storage, site security, site supervisor contact information, and a communication strategy with the Toronto District School Board (TDSB) and the surrounding community, and any other matters requested by the Chief Planner and Executive Director, City Planning, and the General Manager, Transportation Services, in consultation with the Ward Councillor."</i></p>			
<p>To address the above concerns, TLC requests that the following pre-approval conditions be incorporated into the subsequent site plan agreement:</p>				
1	<p>The Owner shall erect and maintain signs, at points of egress and ingress of the development site, advising that:</p> <p>"The Toronto District School Board (the TDSB) makes every effort to accommodate students at local schools. However, due to residential growth, sufficient accommodation may not be available for all students. Students may be accommodated in schools outside this area until space in local schools becomes available.</p> <p>For information regarding designated school(s), please call 416-394-7526."</p> <p>These signs shall be to TLC's specifications.</p>	Noted.		Donway Co-op
2	<p>The Owner shall include the following warning clauses in all offers of purchase sale/lease/rental/tenancy agreements of residential units for a period of ten (10) years from the date of this agreement:</p> <p>"Despite the best efforts of the Toronto District School Board, sufficient accommodation may not be available in the neighbourhood schools for all students anticipated from the development area. Students may be accommodated in school facilities outside the neighbourhood or students may later be transferred to other school facilities. For information regarding designated school(s), please call 416-394-7526.</p>	Noted.		Donway Co-op


NO.	COMMENTS	RESPONSE	ADDRESSE D	CNSLT. RESPONSIBLE
	<p>Residents agree that for the purpose of transportation to school, if bussing is provided by the Toronto District School Board in accordance with the TDSB's bussing policy, students will not be bussed from their home to the school facility, but will meet the bus at designated locations in or outside of the area.</p> <p>The above warning clauses (including this sentence) shall, for a period of ten years following registration of this Site Plan Agreement, be included in all agreements of purchase and sale and all tenancy agreements (including agreements to lease or rent) for residential units in the development covered by this Site Plan Agreement."</p>			
3	The Owner shall advise the Toronto Lands Corporation of the estimated occupancy date and commit to providing the Toronto Lands Corporation with periodic updates on expected occupancy to ensure that the Toronto Lands Corporation has at least six (6) months' prior notice of the occupancy date. The intention is to provide the Toronto Lands Corporation and the Toronto District School Board with information for enrolment projections.	Noted.		Donway Co-op
4	That prior to issuance of site plan approval, the applicant shall provide to the satisfaction of TDSB details regarding construction management, schedule and timelines, traffic management (pedestrian/vehicular/cycling), proposed sidewalk/street closures, construction equipment movement, noise/dust/air attenuation and mitigation as it relates to the school site and surrounding area.	Noted.		Donway Co-op

NO.	COMMENTS	RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
11.0	CITY PLANNING			
	October 14, 2022 INGRID FUNG			
	<i>Comments</i>			

Draft Official Plan Amendment					
1		The subject site is designated Neighbourhoods on both Map 20 – Land Use Plan of the Official Plan (OP) and Map 24-1 – Land Use Areas of the Central Don Mills Secondary Plan (Secondary Plan). The submitted draft Official Plan Amendment (OPA) proposes to amend Map 20 of the OP to redesignate the majority of the lands to Apartment Neighbourhoods and the portion of the lands for parkland dedication to Parks to facilitate the proposed development.	Noted		Bousfields
2		Please revise Map 1 of the draft OPA to show the lands that are proposed to be redesignated Parks. The legend under the map should also be revised so that the description for the bold outlined parcel reads "Site Location: Lands to be redesignated from Neighbourhoods to Apartment Neighbourhoods and Parks."	Map 1 has been revised and now includes the description provided.		Bousfields
3		The proposal also requires an amendment to Map 24-1 – Land Use Plan of the Secondary Plan. Please revise the draft OPA document as necessary.	Map 24-1 is now included in the draft Official Plan Amendment draft included as a part of the resubmission package.		Bousfields
4		Staff will continue to review the appropriateness of the OPA to ensure consistency with the Provincial Policy Statement, conformity with A Place to Grow: Growth Plan for the Greater Golden Horseshoe, as well as conformity with the objectives and policies of the OP and the Secondary Plan. The proposal shall also demonstrate conformity with the objectives and principles of relevant design guidelines, and meet all technical requirements as it relates to the capacity of the City's physical infrastructure, among other matters.	Noted.		All
Draft Zoning By-law Amendment					
5		The Draft Zoning By-law Amendment will continue to be revised as the resubmissions and revisions to plans are made. Staff are deferring comment on the text of the applicant's Site Specific Draft Zoning By-law until the issues identified are resolved.	Noted.		Bousfields
Parkland Dedication					
6		As per Parks comments dated June 1, 2022, the development proposes 574 m2 of parkland dedication whereas 1,483 m2 is required. The deficit is not acceptable and the full parkland dedication must be satisfied on-site.	We are proposing a %5 parkland dedication. John Andreevski, Manager of Community Planning sent an email on November 18, 2022 confirming the		Donway Co-op

			following: "staff have agreed to accept the 5% dedication next to the existing trail. This is based on the understanding that we resolve any issues from the latest round of comments and the outstanding Transportation Services comments."		
7		While the parkland deficit is not permitted, the proposed location along the south end abutting Duncairn Park is acceptable.	Noted.		Donway Co-op
8		Please ensure the proposed development maintains a minimum 5 metre setback from the expanded parkland property line.	We currently have over 5m, and the dimension can be found on the Site Plan and other drawings		AU
Public Realm and Site Organization					
9		The Official Plan contains policies requiring development to be located and organized to fit with its existing and planned context. Development shall frame and support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the public realm. The Official Plan also encourages development to include design features that promote pedestrian safety and security to streetscapes, lanes, parks, and other public and private open spaces.	Noted.		Donway Co-op, O2 DESIGN
10		City Planning staff are of the opinion that there is an opportunity to improve the proposed development's connection and interface with the existing Don Mills trail system on Duncairn Trail at the southwest corner of the site.	Noted. A potential future connection in the southwest side of the property has been indicated.		O2 DESIGN
10	a	See below images of desire paths that exist leading to and from the subject site. Perceived desire path highlighted in red; blue indicates potential connection.	<p>The existing desire path led to an existing large parking lot in the south side of the site adjacent to the Duncairn Trail. The parking lot will be removed with the proposed development.</p> <p>A potential future connection from the site to the parkland dedication in the southwest side of the property has been indicated as discussed with Parks staff.</p> <p>In addition, there was a meeting with city staff on January 20, 2023 where this was discussed. Michael Sakalauskas advised that a lighting photometric plan would be beneficial, especially around park and</p>		O2 DESIGN

			neighbourhood edge. School is a place where you'd want good lighting to help avoid entrapment areas for safety and sightlines. Enclosed is a photometrics plan for all frontages.		
		 <p>View west towards school site</p> <p>View southeast towards The Donway</p>			N/A
Landscape and Design					
11		Redesign of the west walkway and portions of the west building wings required to improve the interface and sightlines through this proposed space. Straightening walkway path may also open up additional areas for landscaping, and improved pet relief area that does not negatively impact the landscaped walkway. City Planning staff encourage increasing the rear setbacks to remove pinch points and to visually open up the walkway area to ensure clear sightlines and to avoid entrapment areas.	Walkway along the west property line is now straightened, and the sightline is maintained. The building footprint profile is unavoidable, but the walkway and landscape are worked around it, to create landscape pockets long this walkway to include pet area along driveway ramp, fitness area and sodded area with tree planting along amenity courtyard		O2 DESIGN
11	a	See below sketch indicating potential pinch areas along western walkway, and key sightline which needs to be properly aligned.	Sightline along west walkway is maintained. See detailed response above.		O2 DESIGN
					N/A

					O2 DESIGN
12		Consider the design principles and aesthetics of the Secondary Plan to inform a sensitive, porous, and consistent landscape scheme for the important interfaces along the Donway, the trail system, and the western walkway edge.	Noted.		O2 DESIGN
12	a	Policy 1.1. j) is to ensure the design and landscaping reflect the garden city concept.	The landscape strategy has incorporated a very walkable pedestrian realm surrounded by lush planting.		O2 DESIGN
12	b	Urban design would further encourage how integration of “mid-century design ideals” could be reflected throughout the proposal site.	The introduction of clean lines, simplicity, introducing low level lushness and open views and responding to the architectural expressions are art of the landscape strategy that align with mid-century design ideals.		O2 DESIGN
12	c	See the following precedent imagery and historical promotional imagery, illustrating landscape and design qualities of Don Mills, and how this can inform the landscape planting scheme along important interfaces. Buildings integrated “low” into and part of the overall landscape:	Noted.		O2 DESIGN
			Noted.		O2 DESIGN

					
13		<p>Below-grade terraces should be eliminated along public streets. Examine alternative designs to ensure clear views to and from the public realm along the Donway.</p>	<p>Due to the slope of the street, this portion of the building frontage is comprised of FFE's that are either well above or partially below the street level. Please refer to the sections in the landscape set to demonstrate how the setback can have a pleasant transition from the ROW to the unit patios as discussed in a meeting with city staff on January 20, 2023.</p> <p>The sunken terraces are well set back from the property line, are generously landscaped with minimal retaining walls resulting in a very pleasant setting for these residential units fronting The Donway West.</p> <p>Without these units, there would be a blank foundation wall there. Maximizing the number of units makes them more affordable, while maintaining the height of the building.</p>		<p>AU, O2 DESIGN</p>

14		The Official Plan contains policies that require outdoor amenity spaces to have generous and well-designed landscaped areas to offer privacy and to have an attractive interface with the public realm.	Noted. This has been provided in the updated/revised amenity space design. There are raised planters and shrubs along the perimeter of the amenity space so that residents can maintain their privacy as discussed in a meeting with city staff on January 20, 2023. Please refer to amenity space sections in the landscape set and the servicing plan to understand the drainage of the amenity space.		O2 DESIGN
14	a	Examine ways to physically integrate the residential units surrounding the outdoor amenity space with the amenity space (i.e. not fenced off).	Direct access from units to the amenity space will compromise privacy and create safety concerns for the units with private patios. Unit owners prefer privacy for their patios and will still having easy access through the internal corridor to the common outdoor amenity space.		O2 DESIGN
15		It is unclear how the interface of private terraces will interact with the more active central amenity courtyard space. See sketch:	The private terraces flanking the common outdoor amenity space will be maintained as private spaces. Raised planters and shrub planting are proposed as a buffer between the private and common use amenity space.		O2 DESIGN
			See response above.		O2 DESIGN, AU

15	a	Consider how ground-floor accesses this space, and further add “eyes” onto the space to uphold CPTED principles.	Units facing the amenity space have direct visibility.		O2 DESIGN
15	b	As previously mentioned, ensure sightlines particularly to and from this interior courtyard are maintained to the proposed walkway.	The walkway along the western edge of the site will have site lines looking into amenity courtyard. The amenity space is in the courtyard and is surrounded by many units looking into this space.		O2 DESIGN, AU
15	c	Ensure lighting does not negatively impact surrounding units.	Noted.		O2 DESIGN
16		For future landscape plans indicate locations of hosebib connections to ensure adequate upkeep of proposed landscape scheme.	Hose bib is provided in amenity courtyard & granular pet relief area for maintenance purpose.		O2 DESIGN
16	a	Irrigation and maintenance of pet relief areas will need to be demonstrated.	All street trees, planting areas within private property and pet area will be irrigated.		O2 DESIGN
17		The Official Plan contains policies that require the preservation and long-term growth of healthy trees to be a priority for all development. Development proposals are to demonstrate how the protection, provision and maintenance of trees and their growing spaces above and below ground will be achieved.	All trees are provided with minimum 30cum of soil volume and an irrigation program for various zones will be provided.		O2 DESIGN

17	a	The southern limit as currently proposed contains a significant amount of hardscape. Please reduce the amount of hardscape and increase the soil volume and tree planting. This may require a slight redesign of the underground parking	The southern arrival courtyard allows space for all vehicular functions to occur away from the public realm. Planting has been introduced but is limited due to vehicular movements and building overhangs.		O2 DESIGN
17	b	At the detailed design stage, consider appropriate landscaping throughout the site and within the pick-up-drop-off round-about.	Due to above floor overhangs, landscaped areas have been strategically identified. Additional landscaped zones have been provided at the lobby area.		O2 DESIGN
18		The Official Plan identifies that new development will provide ground floor uses, clear windows and entrances that allow views from and, where possible access to, adjacent streets, parks and open spaces. Further, the Official Plan and Mid-Rise Guidelines (MRG) encourages appropriate public/private transition between ground-related residential uses and the public realm through the use of raised planters, low fencing and/or landscape buffers.	All at grade residential units have defined access and substantial landscaping through buffer planting and raised planter where required.		O2 DESIGN
18	a	Provide appropriate transition and integration between the private/public realm by permitting the place of worship direct access to the expanded parkland and installing raised planters, integrated seating, low fencing and/or landscape buffers around the townhouse units abutting the expanded parkland.	Direct access from the place of worship to the parkland dedication is maintained. Trees and shrubs are proposed between the townhouse units and parkland dedication for buffer.		O2 DESIGN, AU
19		City Planning staff wish to schedule a design workshop with the applicants to work through the aforementioned comments.	Noted. Met with urban design staff on January 20, 2023		All
Built Form – Angular Planes					
20		The submitted drawings inaccurately illustrate the front and side angular planes and do not include the rear angular plane. While the development as currently proposed will likely fit within the required angular planes, please ensure all future drawings provide angular planes in accordance to the OP and the Mid-Rise Guidelines (MRG) as outlined below:	City's emerging revised mid-rise guidelines were considered for this submission. This guideline turns the angular plane obsolete allowing to expand the building over the limits imposed by the angular plane. In addition, shadowing impacts are adequately limited.		Bousfields

				Please refer to the Addendum to Planning and urban Design Rationale Report enclosed for more information.																	
		<table border="1"> <thead> <tr> <th>Angular Plane</th> <th>Required</th> <th>Currently Shown</th> </tr> </thead> <tbody> <tr> <td>Front (East) Lot Line</td> <td>45 degree angular plane taken at a height equivalent to 80% of the adjacent right of way.</td> <td>Angular plane taken at 60% of adjacent right of way.</td> </tr> <tr> <td>Rear (West) Lot Line</td> <td>45 degree angular plane from rear lot line.</td> <td>Not provided.</td> </tr> <tr> <td>North Side Lot Line</td> <td>From actual grade due to significant grade difference.</td> <td>From established grade.</td> </tr> <tr> <td>South Side Lot Line</td> <td>From new south lot line post parkland expansion.</td> <td>From rear lot line of residential properties fronting onto Langbourne Lane.</td> </tr> </tbody> </table>	Angular Plane	Required	Currently Shown	Front (East) Lot Line	45 degree angular plane taken at a height equivalent to 80% of the adjacent right of way.	Angular plane taken at 60% of adjacent right of way.	Rear (West) Lot Line	45 degree angular plane from rear lot line.	Not provided.	North Side Lot Line	From actual grade due to significant grade difference.	From established grade.	South Side Lot Line	From new south lot line post parkland expansion.	From rear lot line of residential properties fronting onto Langbourne Lane.				N/A
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21		It should be noted that angular planes is only one of a number of tools to determine appropriate height / transition. The proposed development shall ensure compliance with the policies of the OP and Secondary Plan and have regard to the MRG.		See response above.		AU															
Amenity Space																					
22		<p>Guideline 2.3 of the Growing Up Guidelines states that the minimum amount and location of amenity space should be in compliance with Zoning By-Law 569-2013.</p> <p>The application proposes to rezone the property to a site-specific Residential Apartment zone to facilitate the development. Section 15.10.40.50 of ZBL 569-2013 requires the following minimum amenity space for the development:</p>		Ingrid Fung confirmed that staff accept 1.5sm/unit for indoor and outdoor amenity space in an email dated February 9, 2023.		AU															

		<table border="1"> <thead> <tr> <th>Amenity Space</th> <th>Required Rate (min)</th> <th>Required Area (min)</th> <th>Provided Area</th> <th>Satisfied?</th> </tr> </thead> <tbody> <tr> <td>Indoor</td> <td>2 m² per dwelling unit</td> <td>542 m²</td> <td>406 m²</td> <td>Not satisfied</td> </tr> <tr> <td>Outdoor</td> <td>N/A</td> <td>40 m² - Shall be in a location adjoining or directly accessible to indoor amenity space</td> <td>406 m²</td> <td>Satisfied – size Not satisfied – proposed outdoor amenity space is not directly connected to indoor amenity space</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th>Amenity Space</th> <th>Required Rate (min)</th> <th>Required Area (min)</th> <th>Provided Area</th> <th>Satisfied?</th> </tr> </thead> <tbody> <tr> <td>Overall</td> <td>4 m² per dwelling unit</td> <td>1,084 m²</td> <td>812 m²</td> <td>Not satisfied</td> </tr> </tbody> </table> <p>Staff encourage increasing the provided amenity space and connecting the outdoor amenity space with indoor amenity space to be in keeping with the Growing Up Guidelines.</p>	Amenity Space	Required Rate (min)	Required Area (min)	Provided Area	Satisfied?	Indoor	2 m ² per dwelling unit	542 m ²	406 m ²	Not satisfied	Outdoor	N/A	40 m ² - Shall be in a location adjoining or directly accessible to indoor amenity space	406 m ²	Satisfied – size Not satisfied – proposed outdoor amenity space is not directly connected to indoor amenity space	Amenity Space	Required Rate (min)	Required Area (min)	Provided Area	Satisfied?	Overall	4 m ² per dwelling unit	1,084 m ²	812 m ²	Not satisfied	See response above		AU
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23		The Growing Up Guidelines recommends a minimum of 15% of units to be 2 bedroom units and a minimum of 10% of units to be 3 bedroom units. The application proposes 32.5% of units to be 2 bedroom units and 8.1% of units to be 3 bedroom units. While City Planning staff are satisfied with the proportion of 2 bedroom units, consider increasing the number of 3 bedroom units in accordance with the Guidelines.	The proposal currently includes 10.4% of 3 Bds and 21% 2bds. The Proponent will try to meet the Guidelines; however, market demand and affordability will be considered as well. The unit mix will be refined as the design advances.			AU																								
24		Refer to the Growing Up Guidelines and demonstrate how the proposal meets the Guidelines with respect to matters, such as: <ul style="list-style-type: none"> a. Building configuration b. Common area design c. Amenity space provision d. Unit location e. Unit size f. Unit layout 	Noted. Refinements to these matters will be made during site plan. The proposal will continue to consider these guidelines and the feasibility of meeting them.			AU																								

Pet Friendly Guidelines				
25		<p>Refer to the Pet Friendly Guidelines and demonstrate how the proposal meets the Guidelines, with respect to matters, such as:</p> <ul style="list-style-type: none"> a. Provision of pet amenity space (e.g. dog run, pet wash stations) b. Pet relief area (appropriate location and size) see aforementioned comments regarding better integration of the relief area along the western edge of the site, that does not negatively impact the walkway, landscaping, or enjoyment of nearby residential units. c. Irrigation and maintenance strategy of outdoor spaces through landscape plan. 	<p>Granular pet relief area is provided along the driveway ramp wall towards west property line. This will include the dog litter bin, hose bib for maintenance and it will also be irrigated to ensure cleanliness for long run.</p>	O2 DESIGN
Green Roof Bylaw				
26		<p>The development is subject to the City's Green Roof By-law. The proposal does not include a green roof. Should a green roof not be provided in accordance to the By-law, a variance from the By-law is required.</p>	<p>Green roof space is complying with City's Green Roof By-law. Details will be reflected when a site plan application is submitted.</p>	AU
Toronto Green Standards (TGS)				
27		<p>City Planning staff will continue to review the proposal against TGS standards as the proposal evolves. While Tier 1 of the TGS is mandatory, staff encourage applicants to drive for higher Tier levels to respond to increasing climate pressures on the City. Please ensure all future submissions demonstrate compliance with TGS.</p>	<p>Noted</p>	EQ Building
Transportation Planning Comments				
28		<p>In order to satisfy the 27.0 m right of way requirement as outlined in the City of Toronto Official Plan, a property conveyance of 0.40m+/- is required.</p>	<p>Noted. The architectural plans included in the current submission have been revised to illustrate the 0.4m road widening along the Donway West development frontage.</p>	BA Group
29		<p>The applicant is required to apply for revised municipal numbering prior to the issuance of any building permits. Requests can be submitted to municipaladdress@toronto.ca.</p>	<p>Noted.</p>	Donway Co-op
30		<p>Transportation Demand Management (TDM) measures:</p>		N/A
30	a	<p>Parking Reduction</p>	<p>The proposed parking supply meets the requirements of the City of Toronto Zoning By-law</p>	BA Group

		<p>i. Further reduce the number of parking spaces. This could be augmented by significantly enhancing other TDM measures.</p>	<p>569-2013, as amended by Zoning By-law 89-2022. The parking supply will continue to be refined as part of the ongoing design and development process.</p>		
30	b	<p>Bike Share</p> <p>i. This is an area that has been identified for the expansion of Bike Share. To meet TGS v.3 TDM requirements, a financial contribution equivalent to the value of one typical 19-space Bike Share Station valued at \$50,000 should be provided.</p>	<p>Noted. The current proposed TDM Plan is included in the Transportation Update Letter included with this submission. Revisions to the proposed TDM measures have been made to address challenging financial conditions facing the proposed development. Therefore, the current TDM plan does not include a financial contribution for a bikeshare station (valued at \$50,000). It is, however, important to note that these TDM strategies will be refined throughout the design process in coordination between the Proponent and the City of Toronto Staff.</p>		<p>BA Group, Donway Co-op</p>
30	c	<p>Pre-loaded Presto Card</p> <p>i. The proposed value of the pre-loaded Presto Card at a value of \$500 for each unit without a parking space is acceptable.</p> <p>ii. In addition, each residential unit with one or more parking space should be provided a pre-loaded Presto Card at the typical value of a TTC monthly pass.</p>	<p>The current proposed TDM Plan is included in the Transportation Update Letter included with this submission. Revisions to the proposed TDM measures have been made to address challenging financial conditions facing the proposed development. The current TDM plan includes the provision of one (1) PRESTO Card preloaded with the equivalent of a one-month pass for the TTC (valued at \$160) to all unit owners who do not purchase parking at the time of occupancy. It is, however, important to note that these TDM strategies will be refined throughout the design process in coordination between the Proponent and the City of Toronto Staff.</p>		<p>Donway Co-op</p>
30	d	<p>Bicycle Parking</p> <p>i. The TGS requires long-term bicycle parking to be provided in secure controlled-access bicycle parking facilities or purpose-built lockers. The proposed long-term</p>	<p>The current proposal has revised the location of long-term bicycle parking spaces; they are now provided in secure, control-access bicycle parking</p>		<p>BA Group</p>

		<p>parking is scattered around the parking area which creates concerns regarding navigation and access. Some bicycle parking also requires accessing the bike stand within the 6m drive aisle, which poses safety concerns. The applicant is requested to consolidate the proposed bicycle parking in enclosed rooms for ease of access and navigation.</p> <p>ii. There is an opportunity to provide additional on-site bicycle parking as a TDM measure.</p> <p>iii. Cycling is integral to the site, given its location along the Duncairn Park Trail and its close proximity to Lawrence Ave East which will both include cycling infrastructure and connections to the Don Mills Trail.</p>	<p>rooms on the ground floor, P1, and P2 level of the underground parking garage.</p> <p>The current bicycle parking supply meets the requirements set out in Zoning By-law 569-2013 and the Toronto Green Standard version 4, Tier 1. The Proponent will continue to review the feasibility of providing additional bicycle parking as part of the ongoing design and development process.</p>		
30	e	<p>Bicycle Repair Station</p> <p>i. Please indicate location of bicycle repair station on site plan and architectural drawings.</p>	<p>A bicycle repair station has been included in the current proposal and is located in a secure room at-grade next to the proposed long-term bicycle parking room.</p>		BA Group
30	f	<p>Travel Information Screen</p> <p>i. Please indicate the location of the travel information screen on site plan and architectural drawings.</p>	<p>Noted. A Travel Information Screen has been shown in the Church entrance area and in the residential lobby on the ground floor. It is annotated on the architectural plans as "T.I.S." with a preliminary screen location indicated.</p> <p>The current proposed TDM Plan is included in the Transportation Update Letter included in this submission. Revisions to the proposed TDM measures have been made to address challenging financial conditions facing the proposed development. The Proponent will continue to review cost-effective alternatives to the Travel Information Screen (\$5,000 for installation and \$4,000 annual costs) to reduce the ongoing costs for the proposed building. Alternatives will be reviewed with City of Toronto Staff.</p>		BA Group
30	g	<p>Sidewalk</p>	<p>Please refer to the Transportation Update Letter provided with this submission for details regarding</p>		BA Group

		<p>i. Improving the condition of the sidewalk along The Donway West with a 2.1m sidewalk is required and cannot be considered as a TDM measure.</p>	<p>the current Transportation Demand Management (TDM) Plan for the proposed development. The current proposal includes industry accepted TDM practices, including improvements to the pedestrian facilities adjacent to the Site, unbundled parking sales, and bicycle parking facilities. Although these measures may be considered to be “required” as part of the development process in Toronto, they are demonstrated TDM measures that support alternative non-auto means of transportation. These measures are therefore referenced in the comprehensive overview of all TDM measures included in the current proposal.</p>		
31		<p>Pedestrian/Multi-use Connections:</p> <ul style="list-style-type: none"> a. Provide a 3.0m-4.0m multi-use path surrounding the site to improve accessible access. b. Provide a 4.0m multi-use path connecting to Duncairn Park Trail. 	<p>The Proponent and project team have reviewed the feasibility of providing multi-use paths around the Site and connecting to the Duncairn Park Trail. The current proposal incorporates walkways on the north, east, and west sides of the Site, as illustrated in the current architectural plans.</p> <p>The feasibility of a connection to the Duncairn Park Trail will be considered by Parks staff as the park is being designed. A conceptual path to the park is located on the landscape plan in the south west corner.</p>		O2 Design
32		<p>Car-Share Space:</p> <ul style="list-style-type: none"> a. Consider having the car-share spot located in a marked surface-level parking space rather than in the surface-level lay-by spot. b. The provision of an annual car-share membership to all residents is acceptable. 	<p>No car-share space is included in the current proposal. As such, the lay-by area in front of the residential lobby (on the east side of the Site driveway) has been removed in the current proposal.</p>		BA Group

			The Proponent will continue to review the feasibility of providing one (1) car-share space at-grade or in the publicly accessible portion of the underground parking garage.		
33		<p>EV Charging Stations and Spaces:</p> <ul style="list-style-type: none"> a. The applicant has achieved the 20% provision of electric vehicle charging stations under EVSE. b. The applicant must ensure the remaining spaces includes the conduit to provide EVSE as per Toronto Green Standards. 	The current proposal has been updated to meet the requirements of TGS version 4. All resident spaces and 25% of non-resident spaces (10 spaces) have been equipped with an energized outlet capable of Level 2 charging.		BA Group
34		<p>Curb Radii:</p> <ul style="list-style-type: none"> a. Include curb radii on Site Plans b. Reduce curb radii c. Encourage the use of minimum requirement 	Noted. The curb radii have been reduced where possible in the current proposal to limit the paved area for vehicles.		BA Group
35		<p>Driveway:</p> <ul style="list-style-type: none"> a. Investigate the opportunity to reduce the size of the turn-around area and expand pedestrian walkways and landscaping. b. Delineate the pedestrian crossing areas between buildings to provide clear and safe access for pedestrians. 	<p>The current proposal has been revised to remove the lay-by parking area previously proposed in front of the residential lobby (on the east side of the driveway).</p> <p>The location of the central turnaround area has been adjusted to ensure 2.1m-wide pedestrian clearways are provided throughout the Site.</p> <p>The size of the turnaround area has been maintained in order to accommodate 4 to 6 vehicles for short-term pick-up / drop-off activities anticipated for the Site.</p> <p>The detail design of the driveway and turnaround area (including pedestrian crossings) will be reviewed with City staff as part of the ongoing design and development process.</p>		BA Group
36		<p>To be secured at NOAC:</p> <ul style="list-style-type: none"> a. Car-share – Arrangement with car-share operator 	Noted.		Donway Co-op

		<ul style="list-style-type: none"> b. Bike-share – Secure financial contribution c. Travel Screen – Identified on Site Plan and financial security d. Bike-Repair Station – Identified on Site Plan and financial security e. Transit Passes – Secure pre-loaded Presto Cards with a value of \$500 for each residential unit without a parking space and pre-loaded Presto Cards with a value of one TTC monthly pass for each residential unit with one or more parking space. 			
		Heritage			
37		The applicant has proposed to mitigate the replacement of the existing buildings on the subject property through an approach to programming and design that conserves identified heritage values, including that the proposal conserves the value of the congregation's long-standing presence through an identifiable church building, and that the proposal will continue to convey the Mid-Century Modern design principles through interpretive building and landscape design. Heritage Planning accepts the proposed approach for this building.	Noted.		ERA
		Community Services and Facilities (CS&F)			
38		<p>Community Recreation Centres</p> <p>Council approved a Parks, Forestry and Recreation (PFR) Facilities Master Plan (FMP) 2019-2038 which provided updated planning priorities and identified emerging needs and opportunities. An implementation strategy was also adopted by Council in October, 2019 to prioritize and provide time lines for recommended facility projects across the city.</p> <p>The FMP establishes a CRC City Wide Service provision level of 1 CRC per 34,000 within a 2 to 2.5 KM radius. There are currently 2 community centres serving the application site: Banbury Community Centre and Broadlands Community Centre.</p> <p>The FMP identifies the need to address splash pad gaps through wading pools conversion in the area of this site.</p>	Noted.		Donway Co-op
39		<p>Community Space/ Human Service Agencies</p> <p>Human services sector is complex and highly collaborative involving extensive partnerships among agencies. Most human services spaces are rented rather than</p>	Noted.		Donway Co-op

	<p>owned, leaving service providers vulnerable when leases expire and landlords have the option to sell. High rental costs for facilities was a common challenge across sectors as well.</p> <p>City Council adopted a Community Space Tenancy policy that provides a framework for leasing City space to the non-profit community based sector. This policy is led by SDFA and Corporate Real Estate Management (CREM). The City has a history of providing City owned space to community and cultural organizations at below market rents where these groups further the delivery of City programs and services through programs that meet a community need and which are consistent with Council's objectives. The Community Space Tenancy policy establishes a transparent, accountable and fair framework for these leased City owned spaces. The policy is attached below. https://www.toronto.ca/legdocs/mmis/2017/ex/bgrd/backgroundfile-107615.pdf</p> <p>Community Agency Space is often located in ageing buildings and lack accessible space elevators, washrooms, Wheel Trans. There is often an interest/need for co-location of services. Community hubs support shared resources and integrated services among multiple providers and can foster connection to residents and the community being served.</p>			
40	<p>Community Benefits</p> <p>Should community benefits be considered as part of the evaluation of the proposed development, the following contributions are recommended:</p> <ol style="list-style-type: none"> a. Community agency space, which the owner is to design, construct, finish and convey to the City a minimum of 5,000 square feet b. Contribute towards wading pools conversion 	These contributions will be discussed with the Councillor.		Donway Co-op
General				
41	Please ensure all future site plan and floor plan submissions are plotted consistently to assist in future staff review when comparing floor-plans.	Noted.		AU
42	Please submit a Lighting Photometric Plan, a Soil Volume Plan, and a Public Utilities Plan (QL-A) in accordance to the City's Terms of Reference.	Soil Volume Plan L1B, Landscape Lighting Plan L3 and Photometric Plans are included with this submission.		O2 DESIGN, Nemetz

		<ul style="list-style-type: none"> a. Photometric plan to indicate light levels, and ensure limited light spillover onto adjacent public realm along the Donway, trail system, and adjacent residential properties. b. Lighting must comply with Toronto Green Standards and be Darksky compliant, to ensure no negative uplighting. 			
43		Ensure consistency between drawings. For instance, grading on the north end of the site is inconsistent between the North Elevation and Section 1 drawing (refer to sketches below).	Noted. The elevations and sections are consistent.		AU
					N/A
44		Clarity is requested with respect to the grade relationship on the north side (see the area highlighted in yellow in sketch below). Confirm what the area highlighted will be. Exposed P1 level? Will below-grade P1 area be covered? Unclear from sections. Additional sections to demonstrate this grade change condition may be beneficial.	The yellow highlighted area will be walkout units that are partially exposed with sunken patios. Please refer to LS3 in the landscape plans.		O2 Design

NO.	COMMENTS	RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE
12.0	TRANSPORTATION SERVICES			
	NOVEMBER 24, 2022 LUIGI NICOLUCCI			

		Comments			
		A. REVISIONS AND ADDITIONAL INFORMATION REQUIRED FOR ZONING BY-LAW AMENDMENT			
1		Provide an updated Transportation Impact Study Addendum to address the comments outlined in Traffic Assessment – Section D	Noted. The traffic analysis for the proposed Site has been updated and provided in the Transportation Update Letter prepared by BA Group and included with this submission.		BA Group
2		Include a notation on the site plan and landscape plan stating that "The 0.40m wide strip of land along The Donway West frontage of the site will be conveyed to the City in an unencumbered manner for a nominal sum, to the satisfaction of the City.";	Noted. The architectural plans included in the current submission have been revised to illustrate the 0.4m road widening along the Donway West development frontage. Please refer to note provided on site plan and landscape plans - L1 & L1A		AU, O2 DESIGN
3		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:	Noted. The site plan and landscape plans show a 2.1m sidewalk along the site frontage in front of The Donway West.		AU, O2 DESIGN
	(i)	Must be clear of any encumbrances such as utility poles, fire hydrants, bike rings, street furniture, specialized paving areas, landscaping, etc.; (iii) Must be continuous through the driveway; (iv) Must be offset 0.3m from the property line; and	Noted. Refer to L1.		AU, O2 DESIGN
	(ii)	Must be entirely within the public right-of-way	Noted. Refer to L1.		AU, O2 DESIGN
	(iii)	Must be continuous through the driveway	Noted. Refer to L1.		AU, O2 DESIGN
	(iv)	Must be offset 0.3m from the property line	Noted. Refer to L1.		AU, O2 DESIGN
	(v)	Must be aligned with the existing adjacent sidewalks and maintain a linear course	Noted. Refer to L1.		AU, O2 DESIGN
4		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";	Note provided on site plan and landscape plans - L1 & L1A		AU, O2 DESIGN

5		Demonstrate compliance with the requirements of the Toronto Green Standard (TGS) Version 4.0, as further discussed in Section D; and	Noted. The current proposal meets the requirements of the Toronto Green Standard version 4 for Tier 1.		BA Group
6		Please label the dimension of all parking spaces. Clearly identify the distance of the parking spaces from walls and obstructions. The minimum dimensions of a parking space are 2.6m wide by 5.6m long by 2.0m high. The width must be increased by 0.3m for each side of the parking space that is obstructed more than 1.0m from the front or back of a parking space.	The current architectural plans have been updated to provide a legend of the typical parking stalls (standard and accessible spaces) with details regarding the dimensions of the spaces. Any parking spaces with obstructions have been identified on the architectural plans.		AU
B. REVISIONS AND ADDITIONAL INFORMATION REQUIRED FOR ZONING BY-LAW AMENDMENT					
1		Provide parking in accordance with the following minimum requirements: <u>Visitor Residential</u> Visitor Spaces: 2.0 + 0.05 spaces/unit;	Noted. The proposed parking supply meets the requirements of the City of Toronto Zoning By-law 569-2013, as amended by Zoning By-law 89-2022.		Bousfields, BA Group
2		Provide parking in accordance with the following maximum requirements: <u>Residential Condominium Use</u> Bachelor Units: 0.8 spaces per unit; 1-Bedroom Units: 0.9 spaces per unit; 2-Bedroom Units: 1.0 space per unit; 3+ Bedroom Units: 1.2 spaces per unit; Visitor Spaces: 1.0 per unit up to 5 units, 0.1 per unit thereafter Church: 6.0 for each 100m ² of GFA;	Noted. The proposed parking supply meets the requirements of the City of Toronto Zoning By-law 569-2013, as amended by Zoning By-law 89-2022.		Bousfields, BA Group
3		The subject site is required to provide a minimum of 1 Type "G" loading space	Noted.		Bousfields
4		Include the following definitions in the Site-Specific By-law for this project:	Noted.		Bousfields
	(i)	Provide 1 Type "G" loading space with dimensions of 13.0m in length, 4.0m in width, and 6.1m of vertical clearance;	Noted.		Bousfields

	(ii)	The minimum dimensions of a parking space are 2.6m wide by 5.6m long by 2.0m high. The width must be increased by 0.3m for each side of the parking space that is obstructed more than 1.0m from the front or back of a parking space.	Noted.		Bousfields
	(iii)	Car-share parking space means a parking space that is exclusively reserved and actively used for car-sharing;	Car-share is not being contemplated.		Bousfields
	(iv)	Car-share means the practice where a number of people share the use of one or more cars that are owned by a profit or non-profit car-sharing organization and where such organization may require that use of cars be reserved in advance, charge fees based on time and/or kilometers driven, and set membership requirements of the car-sharing organization, including the payment of a membership fee that may or may not be refundable; and	Car-share is not being contemplated.		Bousfields
	(v)	The provision of a car-share parking space can reduce the residential parking by up to 4 parking spaces for each car-share up to a maximum reduction of 4 x (total number of units) ÷ 60, rounded down to the nearest whole number.	Car-share is not being contemplated.		Bousfields
5		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. The current proposal includes 11 accessible parking spaces within the proposed parking supply. This meets the requirements of Zoning By-law 569-2013, as amended by Zoning By-law 89-2022.		Bousfields
C. ADVISORY OF OTHER CITY APPROVALS AND REQUIREMENTS					
1		Additional comments with respect to access, location and layout of the proposed parking facilities, ingress/egress thereto, and other site plan issues will be provided during the Site Plan Review Process;	Advisory		BA Group
2		All streetscape designs proposed within the abutting public rights-of-way must comply with the requirements of this Division and that materials other than municipal sidewalks, street trees and sod are considered encroachments that the property owner must recognize in either a site plan or encroachment agreement that is registered on title to the property;	Advisory		Donway Co-op
3		The applicant must submit a financial guarantee in the form of a certified cheque (amount to be determined later) for the new 2.1m wide sidewalks to be constructed on The Donway West, as required by the City of Toronto;	Advisory		Donway Co-op
4		Prior to the site plan approval, the applicant must submit a financial guarantee in the form of an irrevocable letter of credit or certified cheque (amount to be determined	Advisory		Donway Co-op

		later), for the implementation of the required TDM plan to the City of Toronto. Please contact Transportation Planning for more information;			
5		Preliminary Site Plan Control Comments:	Advisory		Donway Co-op
	5.1	Label on the site plan that the proposed driveway access is to be constructed as per City of Toronto specification T-350.01;	Label has been added on the site plan drawings.		AU
	5.2	Reduce the width of the driveway to a maximum of 6.0m;	The driveway width has been reduced to 6m.		AU
	5.3	Provide internalized on-site pick-up/drop-off areas for residential building and church. A turning loop design must be provided on-site in front of the lobby to ensure this activity does not occur within the public right-of-way;	We have a motor court to address this.		AU, BA Group
	5.4	All dead-end aisle parking spaces must have sufficient turnaround area to enter/exit the parking space;	There is sufficient turnaround space.		AU, BA Group
	5.5	Remove/relocate the proposed parking spaces on the ground floor near the underground ramp;	The proposed at-grade parking spaces are intended for the Donway United Church and have been maintained in the current proposal.		AU, BA Group
	5.6	Please provide a loading management plan and warning system to caution drivers about truck manoeuvring ahead; and	Noted. A truck warning system will be reviewed and incorporated during site plan.		AU, BA Group
	5.7	<p>The underground parking ramp design must satisfy all the following criteria:</p> <ul style="list-style-type: none"> • The maximum slope of a covered or heated ramp shall be 15 percent; • The maximum slope of an outdoor unheated ramp shall be 10 percent; • The minimum width of a clear straight one-way driveway shall be 3.65m; • The minimum width of a clear straight two-way driveway shall be 3.0m per lane; • The maximum sloped floor for direct access to parking areas shall be 5 percent; • The minimum centreline radius for two-way driveways, including curved parking ramps, shall be 7.5m; • 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 • 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 	<p>Noted. The current ramp has a maximum slope of 15% with 3.65m-long transitions of 7.5% at the top and bottom of the ramp.</p> <p>The minimum inside radius is 6m, with additional manoeuvring space provided at the curve in the ramp.</p> <p>Please refer to the current architectural plans for more details.</p>		AU, BA Group

		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;			
6		<p>Facilities to Provide Access To and From the Land</p> <p>6.1 Remove all existing accesses, curb cuts, traffic control sign(s) along the development site frontage that is 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, Engineering and Construction Services.</p>	Advisory		Donway Co-op
7		<p>Off-street Vehicle Loading, Parking Lots and Driveways</p> <p>7.1. 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, Engineering and Construction Services; and</p> <p>7.2. 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.</p>	Advisory		Donway Co-op
8		<p>Road Allowance Permits</p> <p>8.1. 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) 3957112 regarding site-specific permit and licensing requirements.</p> <p>8.2. Prior to issuance of any permit from the Permits and Enforcement Section, the applicant must submit a financial guarantee and an engineering review fee in form of a letter of credit (amount to be determined by Engineering and</p>	Advisory		Donway Co-op

		Construction Services) to the Permits and Enforcement Section, Transportation Services, for all works required in the City boulevard.			
9		<p>Construction Management Plans</p> <p>9.1. We advise the applicant that they cannot use the municipal right-of-way for construction-related purposes without first receiving written authorization from the Permits and Enforcement Section, including payment of the necessary fees; and</p> <p>9.2. 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.</p>	Advisory		Donway Co-op
10		<p>Toronto Hydro Approval</p> <p>10.1. The applicant must obtain approval from Toronto Hydro Street Lighting Incorporated before removing and/or relocating any utility with attached municipal street lighting.</p>	Advisory		Donway Co-op
11		<p>Encroachments</p> <p>11.1. 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 Right-of-Way Management Section, North York District at (416) 395-7112.</p>	Advisory		Donway Co-op

12		<p>Street Furniture</p> <p>12.1. 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 or relocation of existing street furniture (transit shelters, benches, litter bins, bicycle locking rings, etc.). The owner must contact Street Furniture Management to coordinate the removal or relocation of Astral street furniture or bicycle locking rings. There are Third Party costs associated with the removal and relocation of Astral street furniture and costs to remove the City of Toronto bicycle locking ring(s). The City will not undertake any work associated with removing, reinstalling, or relocating existing street furniture until it receives payment. If clarification is required on how the above standards will apply to this site, the applicant can contact the Street Furniture Management Unit at streetfurniture@toronto.ca.</p>	Advisory		Donway Co-op
D. BACKGROUND					
TRAFFIC ASSESSMENT					
1		<p>Traffic Counts</p> <p>Any traffic volumes that are greater than 3 years old must be bumped-up to estimates 2022 levels using an appropriately derived growth rate. All data and all calculations used to obtain this growth rate must be included in the appendices of the study. Traffic analyses shall be revised to reflect the updated traffic counts.</p>	<p>Please refer to the Transportation Update Letter provided by BA Group and included in this submission. Additional traffic volume data for the study area was collected on December 20, 2022 and a comparison of the 2019 and 2022 data is provided with this submission.</p>		BA Group
2		<p>Peak Hour Analysis</p> <p>The analysis must include the weekend (Sunday) peak period for the proposed Church development.</p>	<p>Please refer to the Transportation Update Letter provided by BA Group and included in this submission. A driveway analysis during the weekday and weekend (Sunday) peak period has been completed. Traffic operations at The Donway West / Site Driveway (230 The Donway West) unsignalized intersection is acceptable under all scenarios during the weekday and weekend Sunday peak periods without the need for road improvements or mitigation measures. All movements are expected to function at LOS C or better.</p>		BA Group

3		<p>Traffic Analysis Adjustment Factors Section 8.1.3 of the study discusses the parameters (lane utilization factor, saturation flow rate, lost time adjustment, and left turn factor) that were used to adjust the model such that it more closely represents the existing conditions observed in the field. This is acceptable in principle, however, given that a different value was used, a filed survey must be undertaken and documented to support this calibration in the study.</p>	<p>Calibration studies for lane utilization factor, RTOR saturation flow adjustment and lost time adjustment have been provided in the Transportation Update Letter.</p>		BA Group
4		<p>Signal Timing Plans In order to accommodate future traffic volumes, the consultant modifies the signal timing plans at the signalized study area intersections. A summary of all changes in this regard must be provided in separate tables. If deemed acceptable, the applicant is responsible for any associated costs.</p>	<p>Please refer to the Transportation Update Letter prepared by BA Group and included in this submission. Existing and proposed signal timing plans for impacted intersections are provided therein.</p>		BA Group
5		<p>Synchro Summary Tables In addition to the level-of-service and v/c information provided in the study, separate tables must also be provided which summarize delay and 50th & 95th percentile queues and available storage areas for all intersections and for each movement under all assessed traffic scenarios. Available storage area for all applicable movements must also be provided in the tables. This information must not include any applicable taper areas. Mitigation measures should be recommended where required.</p>	<p>Please refer to the Transportation Update Letter prepared by BA Group and included in this submission. Synchro summary tables of queues and available storage lengths for each intersection.</p>		BA Group
6		<p>Pick-Up/Drop-Off Activity The consultant must provide an assessment of the projected pick-up/drop-off demand for the proposed uses in order to determine if the subject pick-up/drop-off facilities are adequate.</p>	<p>Please refer to the Transportation Update Letter prepared by BA Group and included in this submission. Based on the all-day surveys undertaken, the observed 95th percentile short-term parking accumulation rate range was observed to be 0.007 vehicles per unit. The provision of a pick-up / drop-off area is expected to meet the practical needs of the development on-site while limiting vehicular impacts on the area street network.</p>		BA Group
7		<p>Sight-Line Analysis The consultant should evaluate the safe stopping and corner sight distances for St. Dennis/New Public Road and Grenoble Drive/New Public Road intersections, to ensure there is sufficient stopping sight distance to allow drivers to stop their vehicle completely prior to reaching the back of queue waiting at the intersection.</p>	<p>City to please clarify and confirm that this comment is related to a different development application.</p>		BA Group

8	<p>On-Site Signage and Wayfinding</p> <p>The retained transportation consultant must submit an acceptable on-site signage and wayfinding plan to help facilitate the safe movement of traffic and regulate the parking, loading, and pick-up/drop-off activity that is intended to be accommodated by the site.</p>	Noted. A detailed pavement marking, and signage plan will be prepared and submitted to the City of Toronto for review as part of the Site Plan Approval process.		BA Group
9	<p>Digital Synchro File</p> <p>In order to fully assess the traffic impacts, digital Synchro and SimTraffic files must be provided.</p> <p>Additional comments pertaining to the Synchro/SimTraffic analysis may be provided upon further review.</p>	Noted. A compressed file including the digital Synchro files will be provided with the current submission.		BA Group
10	<p>Multi-modal Analysis and Transportation Demand Management</p> <p>Please contact Transportation Planning unit of the City's Planning Division to confirm the exact requirements.</p>	Noted. Please refer to the Transportation Update Letter prepared by BA Group and included in this submission.		BA Group
ROADWAYS				
	<p>Delineate and identify on all drawings the following lands as being conveyed to City for a nominal sum and free of any obstructions:</p> <ul style="list-style-type: none"> - A 0.40m wide strip of land is required along the The Donway West frontage of this property to satisfy the requirement of a 45m wide right-of-way. 	Noted. The architectural plans included in the current submission have been revised to illustrate the 0.4m road widening along the Donway West development frontage.		BA Group
	<p>The proponent will also be required to submit, for review and approval, a Draft Reference Plan of Survey, in metric units and integrated with the Ontario Co-ordinate System, showing the co-ordinate values at the main corners of the development lands, and delineating thereon, by separate PARTS, the lands to be conveyed to the City, the remainder of the site, and any appurtenant rights-of-way.</p>	This will be provided for site plan approval once conveyance land is finalized		JD Barnes
SIDEWALKS / BOULEVARDS / STREETSCAPING				
	<p>The applicant must restore those sections of municipal boulevard where they propose to close existing driveway(s), replacing the access point(s) with appropriate landscaping and continuous poured raised concrete curb.</p>	Advisory		BA Group
	<p>The applicant must ensure that any streetscape designs proposed within municipal right-of-way comply with the requirements of this Division. We emphasise that anything other than municipal sidewalks, street trees, and sod are encroachments that the property owner must recognise in either a site plan or encroachment agreement that is registered on title to the property. The property owner is responsible for designing, constructing, and maintaining these encroachments.</p>	Advisory		BA Group

		New 2.1m wide clear linear paths of concrete public sidewalks are required along all development site frontages. Appropriate transition areas must also be provided within the site frontages which connect the new sidewalks to the existing sidewalks at a 5:1 ratio. The required 2.1m wide public sidewalks must be clear widths and shall not include the street curb, specialized paving areas, planting areas, furniture zones, marketing areas, etc. The site plan drawings and landscape plans must be revised to comply with the above-noted requirements. The site plan drawings and landscape plans must also be revised to include a notation stating that, "The reconstructed sidewalks along the development site frontages will be built to the satisfaction of the City and at no cost to the municipality."			BA Group O2 DESIGN
DRIVEWAY ACCESS / SITE CIRCULATION					
		Access to the site is proposed via one full-movement driveway on The Donway West. The site driveway will provide a two-way vehicular access to the proposed underground parking garage, and loading facility for the proposed development.	Advisory		AU, BA Group
		A dedicated on-site pick-up/drop-off for Buildings A and Building B must be provided. A turning loop design must be provided on-site in front of the lobby to ensure this activity does not occur within the public right-of-way. This will ensure that deliveries and ride-sharing happen on-site and vehicles are not stopping with the new Public Street.	Advisory		AU, BA Group
		As noted previously, this development will require a future Site Plan Application. Additional comments pertaining to the design of the proposed site access will be provided at that time.	Advisory		AU, BA Group
PARKING					
		Transportation Services accepts the proposed on-site parking supply. A total of 9 accessible parking spaces are shown on the submitted drawings, which satisfy the requirements of By-law 569-2013.	Noted. The proposed parking supply meets the requirements of the City of Toronto Zoning By-law 569-2013, as amended by Zoning By-law 89-2022.		BA Group
LOADING					
		1 Type 'G' loading space is required for the project. The drawings note the provision of 1 Type 'G' loading space on-site which does meet the parking requirements of Zoning By-law 569-2013. Furthermore, vehicle maneuvering diagrams (VMDs) have been provided illustrating a heavy vehicle entering and exiting the site in a forward motion. However, the VMD-02 is not acceptable. On-site circulation for trucks should avoid reversing or maneuvering onto the underground ramp.	Please refer to the Transportation Update Letter prepared by BA Group and included in this submission. Vehicle manoeuvring diagrams for the loading area illustrate the heavy trucks entering and exiting the loading area without manoeuvring on the underground ramp.		BA Group

TORONTO GREEN STANDARDS					
		<p><u>AQ 1.1 – Single-Occupant Auto Vehicle Trips</u> AQ 1.1 of the TGS requires single-occupancy automobile trips that are generated by the proposed development to be reduced by 15 percent through a variety of multimodal infrastructure strategies and Transportation Demand Management (TDM) measures. Be advised that the bicycle space requirements under the bylaw, existing bike lanes and parking supply reduction and parking supply reduction do not count towards TDM. According to information provided in the March 2022, Transportation Study report, by Burnside, TDM measures including parking supply reduction and transit, cycling incentives are proposed. The consultant concludes that the proposed TDM measures are projected to reduce single automobile occupancy by more than 30%.</p> <p>The transportation consultant is required to submit acceptable documentation which:</p> <ol style="list-style-type: none"> 1. Describes in detail all measures that will be adopted to reduce single-occupancy auto vehicle trips; and 2. Individually quantifies how much each measure is expected to reduce single occupancy auto-vehicle trips using appropriate and reasonable data/methodologies. <p>As a result, this requirement has not been satisfied.</p>	<p>Noted. The current proposal meets the requirements of the Toronto Green Standard version 4 for Tier 1. Please refer to the Transportation Update Letter prepared by BA Group and included with this submission.</p>		BA Group
		<p><u>AQ 1.2 Electric Vehicle Infrastructure</u> Parking spaces must be equipped with an energized outlet, which is clearly marked and identified for electric vehicle charging, in accordance with Zoning By-law 569-2013, as amended. Tier 1 requirements for 100 percent residential parking spaces and 25 percent non-residential spaces to be EV Ready.</p> <p>A total of 237 parking spaces (including 176 residential, 20 visitor, 20 church, and 20 shared visitor non-residential visitor, and 1 car-share parking spaces) parking spaces are proposed, hence, 191 EV spaces are required. Based on the plans submitted, this requirement has not been satisfied.</p>	<p>Noted. The current proposal meets the requirements of the Toronto Green Standard version 4 for Tier 1.</p>		BA Group

	<p><u>AQ 2.1 Bicycle Parking Rates</u> Provide bicycle parking rates, spaces and shower and change facilities in accordance with the Bicycle Parking Space Regulations, Chapter 230 of the City-wide Zoning By-law. Refer to the City of Toronto’s Guidelines for the Design and Management of Bicycle Parking Facilities for best practice design. According to the site statistics, a total of 234 bicycle parking spaces are provided, including 214 long-term and 20 short-term, which meet the minimum requirement.</p>	Noted. The current proposal meets the bicycle parking requirements for City of Toronto Zoning By-law 569-2013, as amended by ZBL 89-2022.		BA Group
	<p><u>AQ 2.4 Electric Bicycle Infrastructure</u> At least 15% of the required long-term bicycle parking spaces, or one parking space, whichever is greater, shall include an Energized Outlet (120V) adjacent to the bicycle rack or parking space. The number of electric bicycle parking spaces is included as part of the total required bicycle parking rate. Locate the Energized outlet at a maximum distance of 1100 mm from the bike rack to accommodate the typical manufacture-supplied power cord. Label the required long-term bicycle parking spaces and electric bicycle charging spaces clearly for users. A total of 185 long-term bicycle spaces are required, hence, 28 EV spaces are required. In addition, the location of those spaces must be labelled on the associated plans. This requirement has not been satisfied.</p>	Noted. The current proposal meets the requirements of the Toronto Green Standard version 4 for Tier 1.		BA Group
	<p><u>AQ 2.6 Publicly Accessible Bicycle Parking</u> For all uses within 500m of the transit station entrance, provide at least 10 additional publicly accessible, short-term bicycle parking spaces, at-grade on the site or within the public boulevard in addition to bicycle parking required under AQ 2.1. Bicycle parking should be weather protected and secure. The site is located outside of the catchment area, therefore, this requirement does not apply.</p>	Noted.		BA Group
	<p><u>AQ 3.2 Sidewalk Space</u> Provide a context-sensitive pedestrian clearway that is a minimum of 2.1m wide, to safely and comfortably accommodate the pedestrian flow. The new 2.1m sidewalks are not provided on all site frontages, therefore, revisions to the site plan are required.</p>	Noted. The 2.1m wide Pedestrian Clearway provided on the frontage along The Donway West. Refer Landscape Masterplan L1 & L1A		AU, O2 DESIGN

NO.	COMMENTS	RESPONSE	ADDRESSED	CNSLT. RESPONSIBLE	
13.0	NAV CANADA				
	January 24, 2023				
	<i>Comments</i>				
		NAV CANADA has evaluated the captioned proposal and has no objection to the project as submitted. Our assessment does not constitute an approval and/or permit from other agencies. The subject proposal data have been distributed to External Design Organizations (EDOs) for their assessment of possible effects on procedures they maintain. They will contact you directly if any concerns arise during their evaluation. If you have any questions or concerns pertaining to their assessment, please contact the EDO directly.	Noted.		Donway Co-op
		In the interest of aviation safety, it is incumbent on NAV CANADA to maintain up-to-date aeronautical publications. To assist us in that end, we ask that you notify us at least 10 business days prior to the start of construction. This notification requirement can be satisfactorily met by returning a completed, signed copy of the attached form by email at landuse@navcanada.ca or fax at 613-248-4094. In the event that you should decide not to proceed with this project or if the structure is dismantled, please advise us accordingly so that we may formally close the file.	Noted.		Donway Co-op