

26 Grenville Street and 27 Grosvenor Street

Greenwin Holdings Inc. & Choice Properties REIT

City File Nos. 19 127586 STE 13 OZ & 19 127591 STE 13 SA

Application: March 19, 2019

Submission No. 2: November 25, 2020

**OPEN DOOR
RENTAL HOUSING PROJECT
763 RENTAL UNITS (534 MARKET AND 229 AFFORDABLE UNITS)**

DETAILED RESPONSE TO CITY COMMENTS

| NO. | CITY COMMENT | RESPONSE |
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| Application for Zoning By-law Amendment and Site Plan Control | | |
| Comments from Community Planning, Urban Design, and Heritage Preservation Services (July 26, 2019, Katherine Bailey) | | |
| Zoning By-law Amendment | | |
| Building Massing | | |
| 1 | <p>The Shadow Study submitted with the application shows new shadowing on Opera Place Park from after 11:18 AM until before 1:18 PM. Policy 6.2.9 of SASP 382 (OPA 183) states: "It is the objective of Council to ensure that development/redevelopment will not cast any new net shadow on Opera Place Park between 12 Noon and 2:00 p.m. on March 21st and September 21st." Policy 6.2.9 also restricts any new net shadow on Dr. Lillian McGregor Park, which is not expected as part of the proposal.</p> <p>The proposed building massing should be modified to ensure that it does not cast any new net shadow on Opera Place Park during the specified timeframe.</p> | <p>Done. Proposal has been revised to fully comply with Policy 6.2.9. See updated Shadow Study dated October 28, 2020 prepared by Sweeney & Co.</p> |
| 2 | <p>The proposed height of the base building is 9 storeys (32.35 metres), which exceeds the existing streetwall height context of the surrounding buildings. On the Grenville Street side, the base building should not exceed the 7 storey streetwall height of the adjacent building at 32 Grenville Street.</p> <p>The Tall Building Guidelines also contain guidance with respect to appropriate base building heights in the absence of a consistent streetwall height context: 80% of the adjacent street right-of-way width, up to a limit of 24 metres in height. Grenville Street and Grosvenor Street are local streets with a right-of-way width of approximately 20 metres.</p> | <p>Change not made. For the reasons set out in our March 2019 Report, it continues to be our opinion that the base building massing and height are appropriate in land use planning and urban design terms. See also the analysis of base building height and massing on Pages 25-26 Bousfields November 2020 Planning Addendum Letter.</p> |
| 3 | <p>A midblock connection is proposed on the west side of the property consisting of a 5.5 metre wide space next to the south tower and an approximately 3.0 metre wide space next to the north tower, located within a 2-storey colonnade which significantly constrains the width of the clearway.</p> <p>The walkway next to the north tower provides an important connection for pedestrians next to St. Vincent Lane. In this area, the walkway should be widened to provide for a generous pedestrian clearway and landscaping. The building should not be cantilevered over the walkway.</p> | <p>The midblock connection width has been increased on the southern portion of the subject site from 5.2 to 5.5 metres. On the north end of the midblock connection, the proposed columns street furniture has been reduced from 5 to 2 and the planters have been removed, in order to provide more space for pedestrians. The building continues to cantilever over the walkway to provide for weather protection.</p> |
| 4 | <p>The relationship between the proposed north tower and the existing tall building at 37 Grosvenor Street presents a challenging interface given the location of 37 Grosvenor Street approximately 1.5 metres from the property line abutting St. Vincent Lane (per By-law 254-2004). Units with primary windows begin at the 2nd level of 37 Grosvenor Street (approximately 16 metres above ground).</p> <p>The north tower at 27 Grosvenor Street is proposed to be setback approximately 3.0 metres from the west property line at levels 1-2 (resulting in a separation distance of 10.4 metres), 0 metres at level 3 (7.4 metre separation distance), 4.5 metres at levels 4-9 (11.9 metre separation distance), and 9.5 metres at levels 10-35 (16.9 metre separation distance). Staff would like to see an improved relationship between the proposed north tower and the existing building at 37 Grosvenor Street at the base building levels. This will likely be achieved in conjunction with addressing Comment #3 above.</p> | <p>The relationship to 37 Grosvenor Street has been addressed through unit design and removal of most windows on west facade of podium, except for two units on each floor. For those two units, the project team carefully studied the floor plans of 37 Grosvenor Street and ensured that privacy concerns are addressed by locating bedrooms across from living areas, and living areas across from bedrooms.</p> <p>With respect to the separation distances, the tower provides for the full 12.5 metre tower separation recommended by the Tall Building Design Guidelines, while the residential units in the base building (Floors 5-9) are set back 7.5 metres from the centreline of the lane, in excess of the 5.5 metre separation standard.</p> |
| 5 | <p>Staff have reviewed the architectural study completed for the interface between the south tower and the existing building at 32 Grenville Street. The south tower is proposed to be setback 5.5 metres from the west property line at levels 1-9, and 7.5 metres at levels 10-50. The south tower faces dwelling units with primary windows in the building at 32 Grenville Street up to approximately level 7 of the south tower.</p> <p>Staff would prefer to avoid a complicated privacy screen solution along the western facade of the base building that faces the eastern facade of 32 Grenville Street. Please consider revising the floor plans on the west side of the building so there are no residential units on levels 4-7 where the dwelling unit windows currently overlap with the windows at 32 Grenville Street. Alternatively, the proposed dwelling units should be reconfigured so that none of the units have windows looking out onto the 32 Grenville Street windows. These units may have windows that look out onto Grenville Street to the south, a blank wall condition for the length of the 32 Grenville Street building's windows, then windows beyond 32 Grenville Street that look out onto St. Vincent Lane. Clerestory windows may be added along the blank wall to allow light into the unit without posing privacy and overlook concerns for the neighbouring building.</p> | <p>See NEW SPA Dwg. A-307. The privacy screens are intended to be quite simple. These are permanently fixed vertical pieces of glass. The glass is not clear but translucent thereby allowing light into the proposed residential units but no clear line of sight through them. Also, they are fixed at 45 degrees and overlap slightly thereby providing 100% privacy for existing living spaces directly across the lane. There are also very few proposed units that are impacted with the glass privacy screens. Level 3 has only back-of-house functions, therefore the privacy screen is mostly decorative. Level 4 to 6 have only six suites that are impacted. The layout of these suites have been carefully designed to minimize impact to the residents here and in 32 Grenville.</p> |
| 6 | <p>The proposed tower setback on the west side of the south tower is approximately 7.5 metres between the face of the tower and the west property line. A minimum tower setback of 12.5 metres is required from the west property line in this location to comply with the Tall Building Guidelines and By-laws 1106-2016 and 1107-2016.</p> | <p>A limiting distance agreement with Infrastructure Ontario (to which the City will be a party), will ensure that a tower cannot be built on the property to the west (32 Grenville Street).</p> |

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| 7 | The proposed tower setback on the east side of the south tower is approximately 7.5 metres between the face of the tower and the east property line where the west wall of the building at 18 Grenville Street is located. A minimum tower setback of 12.5 metres is required from the east property line in this location to provide for tower separation from the existing tall building and any future development which may occur on the neighbouring property, and to comply with the Tall Building Guidelines and By-laws 1106-2016 and 1107-2016. | See SPA Dwg. A-100 . South tower orientation and location have been modified to provide a 12.5 metre setback to the west property line. |
| 8 | All balconies projecting from the base building and the towers should be fully dimensioned. The balconies projecting from the base building appear larger in the renderings than on the floor plans. Significant projections into the 3.0 metre and 2.0 metre setbacks from Grosvenor Street and Grenville Street, respectively, negate the setback and are inconsistent with the base building treatment of adjacent properties, particularly the heritage property at 32 Grenville Street. Inset or Juliet balconies that do not increase the physical or apparent visual mass of the building are more appropriate at these lower levels. | For base building, see SPA drawing A-107 . Balconies have been made inset and flush to façade and are dimensioned. For towers, see SPA drawings A-110.a to A-113 . Balcony dimensions are typical at 2.1m wide x 1.7m deep, and have been noted on the drawings. |
| 9 | The Pedestrian Level Wind Study indicates that most sensor locations in and around the site have a predicted comfort class of "sitting" or "standing" in the spring, summer, autumn, and winter. The northwest corner of the site, including the area in St Vincent Lane, experiences the windiest conditions, especially in the winter. As adjustments are made to the proposed building massing, particular attention should be paid to this area to ensure that the areas near the building entrances as well as the pedestrian mid-block connection remain comfortable for pedestrian users. The Wind Study should also include an assessment of outdoor areas associated with the proposed daycare, recognizing the particular needs and vulnerabilities of children using this outdoor space. | See Wind Study Addendum by Gradient dated November 13, 2020 . |
| Ground Level Plan | | |
| 10 | The mid-block connection will be secured with a public access easement. This will be identified in the Section 37 agreement. | Noted. |
| Other Rezoning Comments | | |
| 11 | Amenity space is proposed to be provided at a rate of 3.56 square metres of indoor amenity space per dwelling unit and 1.05 square metres of outdoor amenity space per dwelling unit. While a combined rate of 4.61 square metres of amenity space is proposed for each dwelling unit, which meets the by-law requirement of 4.0 square metres per dwelling unit, the provision of outdoor amenity space is too low and should be increased to the typical requirement of 2.0 square metres per dwelling unit. | Outdoor residential amenity area has been maximized. Total indoor / outdoor amenity area, and the minimum indoor amenity area meets the guidelines. |
| 12 | Please ensure that the bicycle parking statistics and the bicycle parking shown on the architectural plans are consistent. A total of 790 long term bicycle parking spaces and 94 short term bicycle parking spaces are shown on the plans, whereas the statistics show 760 and 85 spaces, respectively. Likewise, please ensure that the parking statistics and the parking shown on the architectural plan are consistent. A total of 213 parking spaces are shown on the plans, whereas the statistics show 215 parking spaces. The Development Statistics included in the architectural package should contain all of the relevant information and stand alone without referring to other submitted documents. | See updated statistics on SPA Drawings A-002 and A-002.1 |
| 13 | Please describe how the car-share use will be secured, for example, through an agreement of commitment from a car-share operator, a copy of which should be provided as part of the resubmission. | The car-share use (6 car-share spaces on P1 - See SPA Dwg. A-103) will be secured with a car-share operator. We are currently in discussions with Enterprise, Zipcar and Communauto. An Agreement of Commitment will be provided as soon as obtained. |
| 14 | The requirements for a new child care facility are outlined in the Growing Up Urban Design Guidelines and the Child Care Development Guideline (attached). Child care facilities are to be located on the first floor of the building, although the second floor may be considered. Children Services seeks new facilities to accommodate a minimum of 62 children with 1 room of 10 infants, 2 rooms of 10 toddlers, and 2 rooms of 16 preschoolers. Child care facilities should provide a minimum of 2.8 m ² of unobstructed indoor and 5.6 m ² of unobstructed outdoor space per child, as well as ancillary space (e.g. office, meeting room, kitchen, washrooms, etc.). The child care facility as currently proposed does not meet the minimum size requirements for an operationally efficient facility. With respect to the design out the outdoor space, Staff suggest creating a space that functions more like an outdoor room that can be programmed for play rather than the wrap-around terrace. The size of the adjacent indoor amenity space may need to be reduced to accommodate the outdoor child care space. Staff also recommend that the outdoor child care space be relocated away from the parking garage entrance and the associated car and truck exhaust and loading operations. An alternative location should also allow greater access to daylight and sky views. Please include preliminary floor plans with the next submission to allow for an operational review of the proposal by Children Services Staff. Please also provide the height of the balcony and guardrails for the outdoor child care space. | See SPA Dwg. A-106 . The area allocated for the daycare has been vetted by Children's Services in support of a 49 kid facility. With regard the exterior terrace, the shape has been made more rectangular. The location and nature of the it being covered has also been vetted by Children's Services. Preliminary space allocation plan based on Child Services input is on SPA Dwg. A-106 . Balcony wind guards and heights noted. |
| 15 | The Growing Up Guidelines require 10% of units in the building to be 3-bedroom units with a minimum size of 106 m ² , and 15% of units to be 2-bedroom units with a minimum size of 90m ² . The proposal complies with these guidelines with the exception of the minimum size for 2-bedroom units. The unit sizes should be revised to comply with the guidelines. | See analysis of the Growing Up Guidelines on Pages 22-24 of Bousfields November 2020 Planning Addendum Letter . |
| 16 | Please ensure that dimensions are included on all of the floor plans, including setbacks from property lines for all sides of the building. | See SPA drawings A-104 to A-115 for dimensions. |
| 17 | Please provide block context building elevations, between Bay Street and Yonge Street, for the north and south elevations. These elevations should show the proposed building and towers with the adjacent buildings illustrated for appropriate context. | See SPA Dwg. A-308 Block Context Building Elevation . |
| 18 | Staff have reviewed the Draft Zoning By-law Amendments submitted with the application. Detailed comments will be provided with respect to the form and contents of the by-laws at such time as the proposal is acceptable to Staff. | Noted. |

| Heritage Preservation | | |
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| 19 | <p>Heritage Preservation Services (HPS) has reviewed the revised Heritage Impact Assessment prepared by ERA Architects Inc. and dated March 22, 2019. The development site is adjacent to three properties designated under Part IV of the Ontario Heritage Act, including 21, 23-25 and 32 Grenville Street.</p> <p>The proposed development will conserve the cultural heritage value of the adjacent heritage properties. The impact of the proposed building on the adjacent heritage resources has been mitigated through design considerations including podium heights that respond to the scale of adjacent heritage buildings, a podium setback at the southern property line that will maintain views of the eastern return wall of heritage building 32 Grenville Street, and through the proposed use of brick masonry that will reference and support the material character of the adjacent heritage buildings. HPS has no further comments.</p> | Noted. The proposed development has been revised based on comments from Staff. Please see the Heritage Impact Assessment Addendum dated November 13, 2020 prepared by ERA Architects to review the revisions. The addendum concludes that the revised proposal continues to be supportable from a heritage perspective. |
| Community Consultation | | |
| 20 | <p>A Community Consultation Meeting was held on May 29, 2019. There are a number of groups and individuals who are interested in this proposal who have been in contact with Staff, and in many cases have been in contact directly with the applicant.</p> <p>The following is a high-level summary of the concerns that have been raised by members of the public:</p> <ul style="list-style-type: none"> - Overall height of the towers and podium. - Shadow impacts on the outdoor amenity spaces at 37 Grosvenor Street, 32 Grenville Street, 18 Grenville Street (rooftop garden on the northeast corner of the building), and the YMCA green roof. - Separation distance from 37 Grosvenor Street, both at the tower level and at lower levels where dwelling units are located on the east face of the existing building. - Traffic congestion on St Vincent Lane and ensuring sufficient space for all users (service vehicles, private vehicles, and pedestrians). | Noted. |
| Site Plan Control | | |
| 21 | At the Community Council meeting on May 22, 2019, City Staff were directed to create a working group and consult with the local community as part of the Site Plan process. | Noted. |
| Site Plan, Landscape Plan, and Floor Plans | | |
| 22 | Please provide dimensions for the sidewalk (from curb to building face) and for the pedestrian clearway. | Dimensions have been provided for the sidewalk and the pedestrian clearway, refer to Landscape Dwg. LP-100 . |
| 23 | Parking garage exhaust shafts should not be located at the front of the building. The exhaust shafts should be relocated, or swapped with the intake shafts located internally within the site. | See SPA Dwg. A-104 and Landscape Dwg. LP-100 . The exhaust and intake shafts have been swapped as suggested by the City. Additionally, where possible, the intake shafts are now internal to the building and are wall grilles rather than sidewalk gratings. |
| 24 | The Ground Floor Plan (A-104) contains some rooms which have not been labeled. | See SPA Dwg. A-104 . All rooms labeled. |
| 25 | Please indicate the size of the moving rooms on the ground floor of each tower. These rooms should be large enough to accommodate the frequent moving activities which take place in a rental building. | See SPA Dwg. A-104 . All areas added. Coordination of tenant moves shall be by Greenwin who has extensive management experience with same. |
| 26 | Clearly indicate and note all exterior lighting on the architectural and/or landscape drawings for review. All exterior lighting, including outdoor amenity areas, should be true colour rendition lighting. | See SPA drawings A-301 and A-302 for wall-mounted down lights and note. See Landscape Dwg. LP-100 for location of bollards. |
| 27 | Please provide the Landscape Details drawing set. Detailed drawings for the landscape planters, green wall features, paving design details, outdoor amenity and pet space are all required in addition to the provided plans. Please provide detailed information for the landscaping proposed along the west side of the building, including rendered views of the area, in the next submission. This area is of particular interest to member of the community. | See Landscape Dwgs. LD-100, LD-101 and LD-102 . Landscape Details drawing set and rendered views have been provided. |
| 28 | The midblock connection contains a jog at the private lane and would not visually indicate a continuous connection between Grenville Street and Grosvenor Street. Consider using paving through the private lane area with a similar colour treatment to the unit pavers along the western edges of the building to create a visually continuous path for pedestrian travel. The use of differentiated paving materials as indicated in the drawings is appreciated to indicate areas with car and truck traffic, and bollards to slow pedestrian traffic in these areas is essential. | See Landscape Dwg. LD-100 . Paving pattern design extends North and South through the jog at the private lane to create a visually continuous path for pedestrian travel. Bollards have been integrated to the plan. |
| 29 | The Second Floor Plan (A-105) shows storage spaces occupying the Grenville Street frontage in the south tower. Please consider moving the office spaces to these street-facing areas with windows that provide ample daylight and sky-views into the space. Storage spaces, with lower human-occupancy rates, should be located within the interior of the building, where access to natural light is not as important a consideration. Locating office spaces along the southern portion of the second floor would also contribute to "eyes on the street." | See SPA Dwg. A-105 . The office space along Grenville has been located towards the street-facing windows as suggested by the City. Storage rooms are taking the lessor spaces within the floor plate. |
| 30 | The proposal is to meet the Tier 1 requirements of the Toronto Green Standard and is to strive to achieve Tier 2. The total number of native and pollinator supportive species required is a minimum of 50%. The proposal provides 47.6%. Please increase the number of plant species planted on site to meet this requirement. | See Landscape Dwg. LP-101 and LP-103 . Planting has been revised to meet requirement for native and pollinator supportive species. |
| Amenity Space and Green Roof | | |
| 31 | The Pedestrian Level Wind Study indicates that the Level 4 amenity area on the west side of the north tower will be generally suitable for sitting in the summer, with conditions suitable for standing along the western edge and corner. Currently these areas are programmed as a lounge area with ample seating. As per the recommendations of the Study, if seating areas are to be located here, it is recommended to install a 1.8 metre-tall wind barrier along the full west-perimeter terrace. Please also consider providing a landscape screening device such as a hedge or other plantings to mitigate the wind conditions on the amenity terrace. Please indicate these mitigation measures in the landscape drawings. | See SPA Dwg. A-107 where 1.8m high AFF glass wind and privacy screens are provided along the western and eastern edges of the amenity level parapet. These will be integrated to the parapet wall. |
| 32 | Please identify how the green roof area is accessed for maintenance purposes. The location of the water source for the green roof should be shown on the plans. | See SPA drawings A-109 and A-110.a Smaller areas on Level 10 shall have maintenance access through suites. Larger area on Level 12 accessed from roof hatch. Hose bibbs noted. |

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| 33 | Please provide a pet relief area (including a hose bibb) within the outdoor amenity area designed for dog owners. | See Landscape Dwg. LP-102 for pet relief area details on 4th Floor Amenity Area. See SPA Dwg. A-107 for hose bibb. |
| Parking Levels | | |
| 34 | The elevator lobbies should be designed with glazing for safety and security. This should be noted on the drawings. | See SPA Dwgs A-101 to A-103 . Elevator lobbies designed with glazed walls. Note added to architectural drawings. |
| 35 | The label "evse" should be defined on the parking level floor plans. | See SPA Dwg. A-103 . Labels amended and legend added. |
| 36 | The car share parking spaces should be located closer to the parking garage entrance, particularly if they are to be operated by an external company (e.g. Zipcar) and accessed via the commercial car parking elevator. | See SPA Dwg. A-103 . Commercial parking car share spaces have been located as suggested. |
| 37 | The location of parking space #1 on parking level P1 should be reconsidered as is it located directly at the bottom of the main entrance ramp. If there is to be a parking space in this location, it should not be an accessible parking space as there is no direct access to the elevator lobby without traveling through oncoming traffic within the parking garage. | See SPA Dwg. A-103 . Parking space has been kept. It is no longer an accessible parking space. |
| 38 | The drive aisles in the south tower are both shown sloping in the same direction. Please confirm how this parking area will function or correct the slopes if there is an error. | See SPA Dwgs A-101 to A-103 . The ramps in the north tower corkscrew down from one level to the next. The drive aisles in the south tower, although sloped, do not cork screw down. Each floor is 'flat' so to speak, and accessed from the north tower ramps at each P-Level. |
| Bicycle Parking | | |
| 39 | <p>The short term bicycle storage on the ground floor must be easily accessible by visitors to the building and should be provided within both towers. Access doors are shown from the short term bicycle storage on the ground floor of the south tower into the loading area and to a corridor leading to the residential lobby. Please clarify if this is the intended access route for users, and please clarify if the corridor contains stairs, as the markings are unclear.</p> <p>The long term bicycle storage on the ground level of the south tower is not located in an appropriate area. Access to the storage area is located beyond the service areas of the building which would frequently be occupied by large service vehicles. The storage area also has no internal access to the elevator core.</p> <p>Please clarify how bicycles will be brought to and from the storage areas on the second floor of both towers. All three storage areas appear to require users to traverse a long system of hallways and appear to require that bicycles be carried up and down a flight of stairs, which is not an acceptable approach.</p> | <p>For the short term bicycle storage:</p> <p>i) The ground floor space is easily accessible from the pedestrian oriented laneway, and is centrally located for both north and south towers. Access routes are clarified and predominantly towards the exterior.</p> <p>ii) Additional short term storage has been provided off the P1 parking level into a secure mezzanine space. This is easily accessible to both north and south towers.</p> <p>iii) Additional short term storage has been provide in the NE corner of the ground floor, and has been earmarked for the use of the Daycare staff.</p> <p>For the long term bicycle storage:</p> <p>i) The service area will not have vehicles parked in the drive aisle frequently. It shall be under the management of the complex. It shall also be kept safe through on-going supervision. The entrance to the bike parking has been recessed to increase the safety further.</p> <p>ii) The corridors have been kept to a minimum. They shall be brightly lit and under the buildings security. Bicycle ramps have been added to the stairs to ease the need to carry them between levels. Additional bike storage has been added to P1 so as to reduce the Level 2 requirements.</p> |
| 40 | Please include a bicycle repair facility within or near the bicycle parking areas. At least one such facility should be provided for each tower. | See SPA drawings A-104 . Bicycle repair facilities added. |
| 41 | Power door operators should be provided for the doors to the bicycle storage rooms, as well as any other doors that a bicycle user would pass through when transporting a bicycle in and out of the storage area. | Noted. This would be standard practice and shall be done. |
| Elevations | | |
| 42 | <p>Please identify the materials proposed for the towers and all other portions of the building above the areas shown on the detailed colour elevations.</p> <p>Please provide information regarding the treatment proposed for the balcony guards as well as the underside of the balconies.</p> | Towers and podium treated in similar materials. Balconies to be glazed with either frit or translucent interlay. Underside of balconies to be painted neutral colour. |
| 43 | <p>The use of high quality materials that promote sustainability and longevity are encouraged. The use of a brick material on the base of the proposed building is appreciated.</p> <p>Please consider using a brick colour palette without as much colour gradation at the lower levels and towers. The current renderings show an arrangement and pattern of bricks, particularly at the lower base building that presents a spotty appearance. Consider a pattern that is slightly more uniform and in keeping with the masonry and stone treatment of adjacent buildings in the neighbourhood.</p> | Respectfully, the brick pattern fading from buff to red shall remain. However, the start of the fade has been raised slightly to provide more solid at eye level. The end of the fade from light to dark is entirely within the podium floors, leaving the towers a solid colour. Additionally, the dichromatic combination of these brick colours has a strong history in Ontario which is being interpreted here. Furthermore, this particular fade from lighter colour to darker colour is the 'sunrise' which was inspired / has a dialogue with the listed facade at 25 Grenville which itself was inspired by a painting of a 'sunset'. The horizontal striping of some buildings in the area is more akin to the styles of the their time, mostly the post-modern 1980's. And finally, the fade of brick colours, either by a factory process or by skilled trades people, will be less spotty than a rendering. |
| 44 | Please provide a sample board of building material finishes for review. | A digital or actual sample board based off the renderings and drawings can be provided subsequent to the NOAC. |
| 45 | Provide coloured detailed elevations for the west side of the building. | See SPA drawing A-306.b |
| 46 | New buildings over 1,000 m2 are to incorporate recognition of the Architect of Record or primary Design Architect within the building design. The lettering for this recognition must cover an area of at least 0.2 m by 0.3 m, or 0.06 m and be located near the main entrance or on a prominent facade of the structure. Please show the location and specifications for the recognition on the enlarged elevations. | See SPA drawing A-306 for location of the Architect's plaque. Location is near the entrance of the taller tower, and at the entrance of the laneway. The plaque shall meet or exceed the specifications noted here. |
| 47 | Please show whether decorative lighting is proposed on the building, including the rooftop and/or mechanical penthouse. | See Landscape Dwgs. and Photometric Dwg. for locations, types of exterior lights. See SPA Dwgs. A-301 and A-302 . No mechanical penthouse lighting is currently proposed. |
| Comments From: Community Planning: Supplementary Planning Comments (May 13, 2020, Katherine Bailey) | | |
| Overall Height | | |
| 1 | <p>The overall tower heights and shadows on Opera Place Park appear to be consistent with prior discussions regarding the requirement for no "net new shadows" on the park. Staff are satisfied with this response.</p> <p>Staff have noted that there may be an opportunity to include additional storeys atop the towers, provided that they are terraced to remain within the shadow footprint as currently proposed.</p> | Noted. |

| Tower Separation | | |
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| 2 | Staff would like to see the 25 metre separation distance maintained between the two towers on the site. This minimum separation distance has been established to provide privacy and access to natural light for building occupants. | The proposal provides for a 24.5 metre tower separation, which will be imperceptibly smaller than the recommended 25 metre tower separation, but which we understand will assist in providing efficient liveable units, including a large proportion of family-sized units, that are generally in keeping with the Growing Up Guidelines recommendations and with terms of the Broker Led Disposition document with IO. |
| Tower Placement | | |
| 3 | Staff have concerns with the proposed setback from the podium to the tower. Staff would like to see the 3 metre setback maintained in order to clearly distinguish the base building streetwall height from the tower above. | A 2.0m setback from the podium to the tower has been provided, and the towers are clearly distinguished from the base building streetwall. This is achieved through a strong cornice line on the podium, different structural bay rhythms, different balcony types/locations. |
| 4 | The proposed east-west siting of the south tower is acceptable to Staff. Please note that the City would expect to be a signatory to the Limiting Distance Agreement over 32 Grenville Street. | Noted. |
| 5 | The proposed east-west siting of the north tower is also generally acceptable to Staff. While Staff are willing to accept a tower separation distance from 25 Grosvenor Street which is less than the typical requirement, Staff are considering whether protections for the east-facing windows should be secured (e.g. through a second Limiting Distance Agreement providing 5.5 metres of separation) in the event that 25 Grosvenor Street is ultimately redeveloped. | In our opinion, a limiting distance agreement over 25 Grosvenor Street is unnecessary given that it is an existing office tower with no west facing windows on a facade that is curvilinear, further mitigating potential overlook impacts. |
| Base Building | | |
| 6 | The proposed base building height remains an important issue for Staff. Staff would like to see podium heights in the range of 4-6 storeys for this site. The podium on the south and east sides of the south tower and the north and west sides of the north tower are too tall as currently shown. | Change not made. For the reasons set out in our March 2019 Report, it continues to be our opinion that the base building massing and height are appropriate in land use planning and urban design terms. See also the analysis of base building height and massing on Pages 25-26 of Bousfields November 2020 Planning Addendum Letter. |
| Heritage | | |
| 7 | Staff note that the original application maintained views of the eastern return wall of the adjacent individually designated heritage property at 32 Grenville Street through the proposed setbacks and stepbacks. The resubmission should provide a perspective view which shows how the proposed changes will impact the view to the adjacent heritage building. | Done. See Landscape Dwg. LD-101 and SPA Dwg. A-001 . |
| Child Care Facility | | |
| Drawing AP-101 - P3 & P2 Floor Plan | | |
| 8 | Where is the child care parent drop-off & pick-up area? If it is located outside of the underground garage, please supply a Site Plan. Child Care requires at least 3 to 4 drop-off/pick-up spaces. | The pick-up and drop-off area will be located off Grosvenor Street. We are proposing 4 dedicated daycare pick-up/drop-off on-street parking spaces. Please see Table 6 on page 14 and Figure 2 of Appendix E of the Transportation Addendum - Response to Comments , dated November 13, 2020, prepared by BA Group. |
| 9 | The child care also needs short term parking/staff parking - 2 to 3 spaces would work but nothing is showing on this drawing. These spaces should be located near the closest elevator to the child care. | At this stage of site plan approval, we are meeting the Site Specific Zoning By-Law requirement of 0.4 spaces/100 m ² . Of the 99 non-residential parking spaces, there will be 81 spaces to be used on a non-exclusive basis. Please see SPA Dwgs. A-101, A-102 and A103 for the location of the non-residential parking spaces. |
| Drawing AP-102 P1 Floor Plan | | |
| 10 | No child care related parking noted. | At this stage of site plan approval, we are meeting the Site Specific Zoning By-Law requirement of 0.4 spaces/100 m ² . Of the 99 non-residential parking spaces, there will be 81 spaces to be used on a non-exclusive basis. Please see SPA Dwgs. A-101, A-102 and A103 for the location of the non-residential parking spaces. |
| Drawing AP-103- Ground Floor Plan | | |
| 11 | No main door to the street is shown. | See SPA Dwg. A-104 . Main doors shown. |
| 12 | No vestibule is located here either. All security (ex. card readers, pincodes, etc.) will have to be designed for the outside of the building since there is no vestibule to house this equipment. Security should be discussed early as keeping "runners" inside the building and the general public out of the building is important. | See SPA Dwg. A-104 . Vestibule provided. |
| 13 | Where is the dedicated child care garbage room located? Will there be access through the loading dock to get there? | See SPA Dwgs. A-104 and A-106 . Child Care garbage room on third floor, with dedicated Chute to Garbage Room. |
| 14 | Will child care staff get access to bike storage within the building? | See SPA Dwg. A-104 . Bike storage room provide on ground floor level, NE corner, off Grosvenor Street. |
| Drawing AP-104 - 2nd & 3rd Floor Plan | | |
| 15 | Child Care is located on 3rd Floor - will need Director's Approval at Ministry of Education to meet CCCEYA. | Acknowledged. |
| 16 | Fire Exits - there is one stairwell dedicated to the child care that empties into the at-grade lobby entrance. The other 2 fire exits are accessible by entering the condo elevator lobby on the 3rd floor. Is the distance from the child care playgrounds to the fire exits acceptable to Toronto Fire? This will need to be confirmed prior to getting M of ED director approval. All fire exit stairs from the 3rd floor down should have child height railings. | See SPA Dwg. A-106 . Two stairwells for the exclusive use of the the Child Care have been provided. |
| 17 | Playground configuration - the space provided seems very narrow and awkward. Playground layout will require more staffing for the corner location as extra monitoring will be required. MoED Rooftop Guidelines need to be met that includes a 6 to 8 foot guard along the exterior perimeter of the Playgrounds. How will materials for the playground be brought up - looks difficult logistically to deliver sand through the child care centre to refill sandboxes. | See SPA Dwg. A-106 . Exterior playground reconfigured into larger rectangular space. 1.8m high glass guard provided. Deliveries can be coordinated with building operations, and Child Care has separate entrance from loading bay to it's own elevator. Storage area for the exterior play space has been provided. |
| 18 | Sun/Shade/Shadow on Child Care Playground - it looks like the 4th floor Outdoor Amenity Area covers the Child Care Playground. How much sun will reach the child care playgrounds? | See SPA Dwg. A-106 . Adequate day light is provided at the perimeter. The covered nature of the outdoor terrace shall be beneficial for UV protection, inclement weather and snow. |

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| 19 | Acoustics - there is an elaborate gym space located adjacent to the child care centre which looks to include aerobics and boxing. Will need careful thought regarding proper acoustics between the 2 spaces. | See SPA Dwg. A-106 . The gym layout will be carefully guided by acoustic requirements. Additionally, in the Child Care, there is an exit corridor adjacent to the gym, providing a very high level of acoustic separation even before the demising walls are acoustically treated. |
| Drawing AP-105 - 4th to 9th Floor Plan | | |
| 20 | Immediately above the child care space is an Indoor & Outdoor Amenity space for the condo residents. Will need careful thought regarding proper acoustics between the 2 spaces. All the kids in the child care centre will be sleeping anywhere from 12:30 to 3 p.m. Monday to Friday. | Building management will regulate the type of functions and their timing on the amenity terraces. Additionally, there are high wind screens along the western side of the amenity terrace. Additionally, the composition of the exterior paving through to the ceilings of the Child Care are deep and will be acoustically treated. Please note this is not a condominium project it is a purpose built rental project with 30% of the units being affordable. |
| Comments From: Development Engineering (May 6, 2019, Avi Bachar) | | |
| PART 1 | PART I –REZONING APPLICATION | |
| A | A. REVISIONS AND ADDITIONAL INFORMATION REQUIRED FOR PLANS, STUDIES AND DRAWINGS The Owner is required to amend the Studies and/or Drawings to address the following | |
| | Solid Waste Management | |
| 1 | Revise drawings to indicate and annotate the Type G loading space is level (+/-2%), and is constructed of a minimum of 200 mm reinforced concrete. | See notes on SPA Dwg. A-100 . |
| 2 | Revise drawings to must indicate and annotate the staging pad abutting the front of the Type G loading space that will be at least 79.4 square metres total for the two buildings, have an unencumbered vertical clearance of 6.1 metres, constructed of 200mm reinforced concrete and have a grade of no more than 2%. It is unclear if loading will occur at each tower or at the south tower only. | See notes on SPA Dwg. A-100 . Also note that the number of suites in the project has been reduced from the application thereby reducing the staging area needs. |
| 3 | Revise drawings to must indicate that all overhead doors the collection vehicle will be passing through have a minimum width of 4 metres and a minimum overhead clearance of 4.4 metres | See notes on SPA Dwg. A-100 . |
| 4 | Revise drawings to must indicate that all access driveways to be used by the collection vehicle will be level (+/-8%) and have a minimum vertical clearance of 4.4 metres throughout. | See notes on SPA drawing A-100 . |
| | Transportation Services | |
| 5 | Delineate, dimension and identify on all plans, and convey to the City, a 0.26 metres wide strip of land to the full extent of the site abutting the east limit of the north-south St Vincent Lane (public lane), to be conveyed to the City for lane widening purposes for nominal consideration. | See SPA Dwg. A-100. Landscape Dwg. LP-100 and Servicing Plan S-1 . |
| | Engineering and Construction Services | |
| 6 | <u>All revisions must comply with the following documents and confirmation to that effect is required. Also, ensure that appropriate changes are made to all applicable drawings and reports:</u> (a) City of Toronto's Design Criteria for Sewers and Watermains Manual. This document can be downloaded from the following website: https://www.toronto.ca/wp-content/uploads/2017/11/9753-ecs-specs-dcm-Toronto_Sewer_and_Watermain_Manual_March2014.pdf (b) City of Toronto's Wet Weather Flow Management Guidelines. This document can be downloaded from the following website: https://www.toronto.ca/wp-content/uploads/2017/11/9191-wwfm-guidelines-2006-AODA.pdf (c) City of Toronto's Water Servicing and Metering Manual. This document can be downloaded from the following website: https://www.toronto.ca/wp-content/uploads/2017/11/98e1-ecs-specs-wmm-water_meter_manual_binder_April_16_2012.pdf | Civil drawings by Counterpoint Engineering have been reviewed and are confirmed to comply with the documents outlined in the City comments |
| 7 | Changes must be made to all applicable reports and drawings to ensure consistency. | Noted. |
| 8 | Please confirm that all notes on the plans are not in conflict with any City of Toronto Specifications or Standards. | Notes on the Civil drawings by Counterpoint Engineering do not conflict with any City Standard or Specification |
| 9 | The results of the Fire Hydrant Testing must be submitted for review. | Hydrant Testing is discussed in the Functional Servicing and Stormwater Management Report in Section 3.0 and is included in Appendix B |
| 10 | Further to attachment 1, attachments 2 & 3 must be completed and submitted for review. | The Servicing Report Groundwater Summary Form has been completed by Counterpoint |
| 11 | The Civica Infrastructure Inc. report (included as Appendix D of Functional Servicing and Stormwater Management Report) concludes that due to the HGL results, the existing municipal combined sewer cannot support the proposed development and therefore is not in compliance with MOE procedure F-5-5. Please provide a proposal on how to proceed. | Section 5.2 of the Functional Servicing Report indicates that the removal of storm runoff to the downstream municipal combined sewer system will be required to offset the increase in sanitary flows. An investigation was completed by I2S (Dye Testing Report by I2S has been included in Appendix D) of the Functional Servicing Report and several possible sources of removal were identified. Once confirmed, the approval process to complete the removal will proceed and when completed there will be an overall reduction in flows in the combined sewer system. As such, the site would be in compliance with F-5-5. |
| B | B. ZONING BY-LAW AMENDMENT CONDITIONS The Owner is required, as conditions of approval of the Rezoning Application to: | |
| 1 | Pay for and construct any improvements to the municipal infrastructure in connection with the site servicing assessment, should it be determined that upgrades are required to the infrastructure to support this development. | Noted. |

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| 2 | <p>Provide and maintain a minimum number of residential and non-residential parking spaces on the site to serve this development in accordance with the following minimum ratios:</p> <p>Residential - Market Condominium Component -Bachelor Units: 0.08 spaces per unit -1-Bedroom Units: 0.13 spaces per unit -2-Bedroom Units: 0.25 spaces per unit -3+ Bedroom Units: 0.30 spaces per unit</p> <p>Residential – Assisted Housing Component -1-Bedroom Units: 0.04 spaces per unit -2-Bedroom Units: 0.08 spaces per unit -3+ Bedroom Units: 0.13 spaces per unit</p> <p>Non-Residential Component -Residential Visitors: 0.06 spaces per unit -Retail: 1.0 spaces per 100 square metres -Daycare: 0.40 spaces per 100 square metres</p> <p>-25 Grosvenor Street Building: 87 Spaces -Car-share: 6 spaces</p> | <p>Parking requirements identified in the Transportation Addendum - Response to Comments, dated November 13, 2020, prepared by BA Group. Please note that this is not a condominium project, this is a purpose built rental project with 30% affordable housing units.</p> |
| 3 | <p>Comply with the parking requirements noted in Condition No. B(1), save and except that, A reduction of four resident parking spaces for each of the proposed six car-share spaces provided and that the maximum reduction permitted by this means be capped by the application of the following formula: $4 \times (\text{Total No. of Units} \div 60)$, rounded down to the nearest whole number.</p> | <p>Parking requirements identified in the Transportation Addendum - Response to Comments, dated November 13, 2020, prepared by BA Group.</p> |
| 4 | <p>Include the following definitions in the Site Specific By-law for this project: (i) 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 to be reserved in advance, charge fees based on time and/or kilometres 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, (ii) Car-share parking space means a parking space that is reserved and actively used for car-sharing;</p> | <p>Definitions added.</p> |
| 5 | <p>Include a provision in the Site Specific By-law for this project, to provide a minimum of two Type B and two Type C and two Type G loading spaces to serve the project. Of this, two spaces (1 Type B, 1 Type G) must be reserved for the use of the adjacent 15/25 Grosvenor office building.</p> | <p>Loading requirements identified in the Transportation Addendum - Response to Comments, dated November 13, 2020, prepared by BA Group.</p> |
| <p>PART 2 SITE PLAN APPLICATION</p> | | |
| <p>C. REVISIONS TO PLANS AND ADDITIONAL INFORMATION REQUIRED FOR SITE PLAN, STUDIES AND DRAWINGS The Owner is required to amend Studies and/or Drawings to address the following comments and resubmit for review and acceptance by the Chief Engineer and Executive Director, Engineering & Construction Services, prior to the issuance of Pre-Approval Conditions.</p> | | |
| <p>1 SITE PLAN INFORMATION</p> | | |
| <p>1.1 Transportation Services</p> | | |
| <p>a Show the following on the plans:</p> | | |
| i | <p>Illustrate the provision of convex mirrors at the top and bottom of the parking garage, and at all turns within the parking garage, and position them in such a manner as to give all motorists clear views of oncoming traffic;</p> | <p>Noted. Convex mirrors have been illustrated on the site plan. The traffic signage plans have also been updated to include this information. Please refer to the traffic signage plans attached in Appendix C of the Transportation Addendum - Response to Comments, dated November 13, 2020, prepared by BA Group. See SPA drawings A-101 to A-103.</p> |
| ii | <p>Revise the landscape design to accommodate the following: (a) An edge zone of 0.8 metres (including 0.2 metre wide curb to accommodate pay and display machines and hydro poles on Grenville Street); (b) A minimum pedestrian clearway of 2.5 metres wide along Grosvenor Street and 3.0 metres along Grenville Street; and, (d) Additional setback area for a marketing zone, if desired.</p> | <p>Landscape plans revised per city comments along Grenville. City comments pertaining to Grosvenor can only be followed outside the extent needed to maintain existing trees. Refer to Landscape Dwg. LP-100 for extent and Arborist note regarding preservation dated September 28, 2020 for rationale to preserve the current extent of concrete sidewalk.</p> |
| iii | <p>Revise the landscape plans to illustrate all existing and proposed utilities, signs, hydro poles, bike rings and pay and display machines located within the boulevard.</p> | <p>Landscape plans have been revised to show required information.</p> |
| iv | <p>Revise the signage plan (figure 10-11) and figures 12-13 of the Urban Transportation Considerations report, for review and approval of the General Manager of Transportation Services, the details of which will be provided under separate cover.</p> | <p>The separate comments regarding the signage plan were not received. However, revisions to the proposed signage for both Grosvenor Street and Grenville Street can be easily accommodated.</p> |
| v | <p>Demonstrate compliance with the requirement of Toronto Green Standards (TGS) Version 3.0.</p> | <p>Noted. The proposed number of EV parking spaces and bicycle parking space meet the requirements outlined in the Toronto Green Standards (TGS Version 3.0). Please refer to Section 3.2.4 and Section 5.2 of the Transportation Addendum - Response to Comments dated November 13, 2020 prepared by BA Group.</p> |
| <p>1.2 Solid Waste</p> | | |
| <p>Multi-Residential Component – North and South Tower</p> | | |
| a | <p>Revise drawings to annotate the waste compactor within the residential waste room.</p> | <p>No compactors at this time.</p> |
| b | <p>Revise drawings to label the method of waste separation that will be used and that the method will be one of the following; a single chute with a tri-sorter, two chutes with one equipped with a bi-sorter or three separate chutes.</p> | <p>See SPA Dwg. A-104. Both towers use two chutes with one equipped with a bi-sorter.</p> |
| c | <p>Revise drawings to indicate a bulky storage room of minimum 10 square metres for each tower.</p> | <p>See SPA Dwg. A-104.</p> |
| d | <p>Revise drawings to annotate that a trained on-site staff member will be available to manoeuvre bins for the collection driver and also act as a flagman when the truck is reversing. In the event the on-site staff is unavailable at the time the City collection vehicle arrives at the site, the collection vehicle will leave the site and not return until the next scheduled collection day.</p> | <p>See notes on SPA Dwg. A-100.</p> |

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| e | Provide a letter certified by a professional engineer that in all cases where a collection vehicle is required to drive onto or over a supported structure (such as an underground parking garage) can safely support a fully loaded collection vehicle (35,000 kilograms) and conforms to the following: (i). Design Code - Ontario Building Code (ii). Design Load - City bulk lift vehicle in addition Building Code requirements. (iii). Impact Factor - 5% for maximum vehicular speeds to 15 km/h and 30% for higher speeds | See note on SPA Dwg. A-100 . See also Certification Letter dated September 15, 2020 from Jablonsky, Ast and Partners regarding the design loading of the garage roof. |
| | Non-Residential Collection - Ineligible for City of Toronto Pick-up | |
| f | Revise drawings to indicate a storage space for the waste that will be generated by the non-residential component of this development. This non-residential waste room must be independent from the residential waste room and must be accessible without entering the residential waste room. | See SPA Dwg. A-104 . |
| g | Revise drawings to indicate if it is planned for the non-residential component to make use of the type G loading space and if so, then the non-residential component will only schedule use of the type G loading space on different days from the collection days of the residential component to ensure that the Type G loading space will be vacant for City Waste Collection. If it is not planned for this component to use the type G loading spaces then this must also be noted. | See SPA Dwg. A-100 . |
| h | Revise drawings to indicate that the bins that will be used for the non-residential waste will be labelled separately from the bins for the residential waste. | See SPA Dwg. A-100 . |
| 1.3 | Engineering and Construction Services | |
| a | Add the following disclaimer to the site plans, the site servicing drawings and in the letters of acceptance of the servicing drawings. "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." | See SPA Dwg. A-100 . See Servicing Plan S1 . |
| b | Submit the following: | |
| b - i | A revised Stormwater Management Report along with a site servicing, and grading plan in support of the development to address items under Section A (Engineering & Construction Services) of this memorandum. | Revised Functional Servicing and Stormwater Management Report and the requested Drawings have been submitted as requested |
| b - ii | Add the following note to the Grading Plan: "All asphalt within the City's Right of Way is to be superpave mix as per City Standards". | Note has been added to the Grading Plan as requested |
| b - iii | Servicing Plan – the proposed sanitary service connection on Grosvenor Street requires the installation of a maintenance hole at the connection to the City's combined sewer. Section B-B must also show this change. | As per the June 2019 Design Criteria, a new maintenance hole on the mainline sewer is only required if the service connection is greater than half the size of the mainline sewer. Since the connection is only half the size, a new maintenance hole is not required. |
| b - iv | Servicing Plan – Vertical separation distances and invert elevation information must be shown on all | Vertical separation distances provided as requested |
| b - v | A landscape plan that shows proposed landscaping for the site and existing and proposed utilities (including water, storm, sanitary, hydro, gas, telecommunications, etc.) within the right-of-way, and on private property to serve the development for review and acceptance prior to site plan approval. Proposed utilities and appurtenances (including those required for access purposes by the utility company) required to service the development need to be located underground or installed inside the building to minimize their visual impacts on the public streets. The landscape plans must coincide with the approved site servicing plans and must adhere to all applicable City of Toronto standards. Please note that service connection to the building must be located away from tree pits and other landscape features to facilitate future access and maintenance/repair issues. Soil Cell details can be found at: https://www.toronto.ca/data/parks/pdf/trees/best-practice-manual-tree-planting-details.pdf | Landscape plans show requested utility information, refer in particular to LU-100 . |
| b - vi | Provide two structural engineers' stamps on the landscape drawings to confirm that the design of the sidewalk, together with the underlying soil cell system and soils, shown on the landscape drawings, are able to withstand vehicular loading pursuant to the current version of the Canadian Highway Bridge Design Code. Note that the underlined wording above must be part of the stamped drawings. | Done. Structural engineer stamps have been provided on Landscape Dwgs. LP-100, LD-100 . |
| b - vii | The owner is currently not complying with the following Toronto Green Standard - Tier 1 Performance Measures. Revisions are required for compliance. - WQ 1.1 Erosion & sediment control - WQ 2.1 Stormwater balance - WQ 2.2 Stormwater retention & reuse - WQ 3.1 Total suspended solids (TSS) - WQ 3.2 E. Coli reduction | The revised Functional Servicing and Stormwater Management Report indicates that the site will be in compliance with WQ 2.2 and WQ 3.1. WQ 3.2 is not applicable as the site does not have any direct discharge to Lake Ontario. WQ 1.1 is addressed in Section 6.8 of the Report and with an Erosion and Sediment Control Plan that has now been prepared for the site. WQ 2.1 is not met but cannot be achieved given site constraints and based on the readily accepted practices of City staff. |
| Comments From: Housing Policy (SIPA) - (May 6, 2019 - Narmadha Rajakumar) | | |
| | The Downtown Secondary Plan includes housing policies that require a minimum amount of 2- and 3-bedroom units of certain sizes. The plan requires that developments containing more than 80 residential units include a minimum of 15% 2-bedroom units of 87 square meters, a minimum of 10% 3-bedroom units of 100 square meters, and an additional 15% of units as some combination of 2- and 3-bedroom units. | We note that the Downtown Secondary Plan has since been modified to remove all minimum unit size requirements. |
| | The provision of 378 (45%) two-bedroom units and 116 (14%) three and four-bedroom units generally supports the unit mix objectives of the Growing Up guidelines, the Downtown Secondary Plan, Official Plan housing policies, and the Growth Plan's growth management and housing policies to accommodate within new development a broad range of households, including families with children. | Noted. |

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| | <p>The proposed two-bedroom units average 63 square meters for the market units and 68 square meters for the affordable units, and the proposed three-bedroom units average 75 square meters for the market units and 93 square meters for the affordable units. These unit sizes do not adequately support the unit size objectives of the Growing Up guidelines and the Downtown Secondary Plan. The unit sizes need to meet the requirements as noted above in the Downtown Secondary Plan.</p> | <p>As set out on Pages 22 and 23 of Bousfields November 2020 Planning Addendum Letter, some of the proposed unit sizes do not need to meet the requirements set out in the Growing Up Guidelines. The ideal unit size recommendations set out in the Growing Up Guidelines are intended to be instructive and not determinative. We emphasize that increasing unit sizes within the same gross floor area allocated to residential uses would result in the provision of fewer affordable rental dwelling units.</p> <p>With respect to the minimum unit sizes set out in the Downtown Secondary Plan, it is our understanding that since the time this comment was written, the Minister of Municipal Affairs and Housing modified policies 11.1.1 and 11.1.2 of the Downtown Secondary Plan to remove references to minimum unit sizes.</p> |
| | <p>The provision of affordable purpose-built rental units within this proposed development will support the City's housing policy objective to provide for a full range of housing by tenure and affordability within new developments.</p> | <p>Noted.</p> |
| <p>Comments From: Policy - CSF (SIPA) - (May 6, 2019 - Kirsten Stein)</p> | | |
| <p>CSF COMMENTS</p> | | |
| | <p>Child Care As referenced in the applicant's submission, the Council approved Licensed Child Care Growth Strategy has a vision to serve 50% of children aged 0 to 4 years by 2026. Section 37 funding presents an important opportunity to increase the number of licensed child care spaces in recognition that there's an overall system shortage of spaces and capital funding. Overall the Downtown CS&F Strategy estimates that based on the cumulative impact of development, approximately 3,700 new child care spaces will be required to meet the demand generated by growth. Accordingly, the Council adopted Downtown Plan requires that development include a non-profit child care facility on-site where it can be accommodated.</p> <p>The applicant's submission estimates that the proposed development will generate demand for approximately 20 to 22 child care spaces. However, as noted above, the Bay Corridor has a high proportion of couples with children and produced the most newborns in the Downtown in recent years. In May 2017 Council adopted the Growing Up: Planning for Children in New Vertical Communities draft urban design guidelines. These provide guidance on the proportion and size of larger units recommended in new multi-unit residential developments, as well as standard indoor and outdoor space and design requirements for the provision of child care facilities in mixed use buildings. The proposed development includes an 820 square metre child care centre. It is assumed that the intent of this is to meet the Provincial condition of purchase and sale for the provision of 10,000 square feet of community-based space. However, further information is required from the applicant confirming their intent and clarifying the terms under which this facility is to be delivered. The proposed child care centre does not meet the City's Growing Up Guidelines for child care in mixed-use buildings. Among other matters, the facility is located above the second floor of the building and would not be accepted by the City in this location. As currently designed, the facility could only provide for 34 child care spaces based on the minimum per child outdoor space requirement of 5.6 square metres. A 32 space child care facility is well below the City's standard which is based on matters of operational viability. Should the application wish to proceed with the provision of a child care facility to the City, revisions and consultation with Children's Services staff will be required.</p> | <p>The size, location and layout of the proposed childcare centre has been refined and reconfigured in consultation with Children's Services Staff. Please refer to SPA Dwg. A-106. The revised childcare centre will accommodate 49 childcare spaces (10 infants, 15 toddlers and 24 preschool aged children). As described on Page 23 of Bousfields November 2020 Planning Addendum Letter, the covered outdoor play area has also been increased in size, relocated, and reconfigured to provide a more functional and more programable space. The entrance into the childcare centre has also been increased in size and a stroller storage room has been introduced.</p> |
| <p>RECOMMENDATIONS</p> | | |
| | <p>Confirming the size, location and layout of the proposed child care centre;</p> | <p>The size, location and layout of the proposed childcare centre has been refined and reconfigured in consultation with Children's Services Staff. Please refer to SPA Dwg. A-106. The revised childcare centre will accommodate 49 childcare spaces (10 infants, 15 toddlers and 24 preschool aged children). As described on Page 23 of Bousfields November 2020 Planning Addendum Letter, the covered outdoor play area has also been increased in size, relocated, and reconfigured to provide a more functional and more programable space. The entrance into the childcare centre has also been increased in size and a stroller storage room has been introduced.</p> |
| | <p>Securing a non-profit, licensed child care facility in accordance with the City's Child Care Development Guidelines;</p> | <p>The revised proposal continues to include a licensed childcare facility.</p> |
| | <p>Securing financial contributions towards a new City-run Community Recreation Centre to serve growth in the North Downtown area; and/or Securing financial contributions towards a new City-run Community Recreation Centre to serve growth in the North Downtown area; and/or</p> | <p>We are open to further discussion with Staff and the Ward Councillor with respect to the appropriate amount and nature of any financial contributions secured as part of a Section 37 agreement.</p> |
| | <p>Securing financial contributions towards capital improvements to the City Hall and/or Yorkville Libraries to increase their capacity to support growth.</p> | <p>We are open to further discussion with Staff and the Ward Councillor with respect to the appropriate amount and nature of any financial contributions secured as part of a Section 37 agreement.</p> |
| <p>Comments From: Toronto Lands Corporation - (May 14, 2019 - Bianca MV Bielski)</p> | | |

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| <p>TLC has had an opportunity to review the above noted development application, which includes 844 rental apartment units, of which 257 units (over 30 percent) will be affordable rental units. The proposed redevelopment is located in Church Street Junior Public School's catchment area. At this time and based on the information available, there are significant concerns regarding the ability to accommodate students emanating from this proposed development at the local elementary school. We note that the applicant's Planning Report references a pupil yield of 22 students, with 14 elementary and 9 secondary students. However, based on the information set out in the application, the TDSB's analysis of pupil yields applicable to this proposal projects that approximately 80 new Kindergarten to Grade 6 students will be generated. The degree of growth stemming from this application and others in the area is anticipated to result in approximately 15,000 new residential units. The current utilization of Church Street Junior Public School is 96% with two portables on-site. As a result of previously approved development applications within the attendance area of the school, enrolment is projected to exceed 100% utilization within three years. The school site is constrained and does not have the ability to accommodate additional portables. TLC's position is that the provision of accommodation for students in local public schools is a critical element of building and sustaining complete communities throughout the City. TLC understands the City of Toronto has taken significant steps to address a range of housing challenges faced by residents across the housing spectrum. Staff further recognize the City's challenge of advancing the supply of affordable housing, while balancing the existing and planned capacity of public service facilities, including schools. We look forward to continuing to work with the City to ensure the orderly progression of development and the timely provision of school accommodation in conjunction with that growth. TLC staff would be pleased to meet with the applicant and with City Planning staff to further discuss these concerns. Upon discussion and review, further comments may be forthcoming. TLC further requests to be notified on all further public notices, appeals and other matters with respect to these applications and requests to be included on the Interested Parties List</p> | <p>We would be pleased to meet with Staff at the Toronto Lands Corporation to discuss concerns regarding capacity issues at catchment area schools.</p> |
| <p>Comments From: TCDSB - (May 9, 2019 - Tomasz Oltarzewski)</p> | |
| <p>At this time, sufficient space exists within the local elementary and secondary schools to accommodate additional students from the development as proposed. Under the Education Development Charges (EDC) By-Law No. 194, as amended, the TCDSB is eligible to levy EDC's in this area (CE07 & CS02) toward the acquisition of land for both an elementary and secondary school. Additionally, the TCDSB has engaged in communications with the City and University of Toronto with respect to CS&F planning for the University of Toronto St. George Campus Secondary Plan study area. The TCDSB will continue to monitor development growth in this area as it relates to cumulative impact on local schools. The TCDSB requests notification of any modifications, community consultations, appeals or notices of decision relating to this application. Further to the comments provided, the TCDSB reserves the right to revise status at any time without further notice.</p> | <p>Noted.</p> |
| <p>Comments From: Urban Forestry - (May 6, 2019 - Gary R. LeBlanc)</p> | |
| <p>Revisions and Additional Information Required Prior to Final Zoning By-law Amendment Report</p> | |
| <p>The trees inventoried as tree nos. 1 to 6, indicated in the Tree Inventory and Preservation Plan Report, prepared by Kuntz Forestry Consulting Inc., dated November 1, 2018, revised February 13, 2019, are City owned street trees which are protected under the provisions of the City's Street Tree By-law. The development proposes the retention of tree nos. 1 and 6. Tree no. 6 is a sufficient distance from the property line of the proposed development site that it will be afforded adequate protection. Urban Forestry has concerns with respect to the retention of tree nos. 1 to 5 as proposed.</p> | <p>On-site meeting with Urban Forestry, Arborist, Landscape Architect held on October 28, 2020 to resolve this comment. Revised Tree Inventory and Preservation Plan Report, Tree Protection Plan and Pruning Plan prepared by Kuntz Forestry has been included in this submission.</p> |
| <p>Urban Forestry staff requests an on-site meeting with the applicant's Arborist, construction project manager and landscape architect to discuss the potential impacts of the design and construction related activities associated with the development as proposed on tree nos. 1 to 5 which the applicant has indicated to be retained and protected. The applicant must contact Gary LeBlanc, Urban Forestry Planner at Gary.LeBlanc@toronto.ca to arrange for an on-site meeting.</p> | <p>On-site meeting with Urban Forestry and required consultants was completed per city comment.</p> |
| <p>For City owned street trees to be retained and protected, appropriate tree protection zones must be provided and implemented. Additionally, tree protection notes and graphics to the satisfaction of Urban Forestry must be incorporated on the architectural Site Plan, Landscape Plan, Site Servicing Plan, Site Grading Plan, Construction Management Plan, as well as all other relevant plans for the subject development to indicate appropriate protection for the City owned trees. The applicant must contact Gary LeBlanc, Urban Forestry Planner at Gary.LeBlanc@toronto.ca to discuss the necessary revisions.</p> | <p>A tree protection zone has been provided for the existing trees to be retained. Refer to Landscape Dwg. LP-101 and Tree Protection Plan by Kuntz.</p> |
| <p>Where it is not possible to retain a tree on City road allowance that qualifies for protection under the City of Toronto's Street Tree By-law, it will be necessary for the applicant to submit an application requesting permission to remove the tree in question to Urban Forestry. There is a fee of \$355.02 for each tree included in an application. Payment may be made by certified cheque, money order, Visa, MasterCard, AMEX or debit, and must be submitted with the application. Urban Forestry requires the approval of the Ward Councillor to permit the removal of the existing City owned street trees. If approved, the applicant will be responsible for removing the trees and for the value and replacement costs associated with the trees.</p> | <p>Trees along Grosvenor are to be retained. Permission to remove trees will not be required.</p> |
| <p>Important Note Regarding Final Zoning By-law Amendment Report: The requirements and related approval process of the City's Street Tree By-law must be completed prior to City Planning's Final Zoning By-law Amendment Report to Community/City Council.</p> | |
| <p>The soil volumes related to the above noted tree planting requirement must be clearly indicated on the appropriate landscape plan(s). The minimum soil volume requirements under the provisions of the 'Toronto Green Standard' is 20 m3 of soil per tree where a soil volume is shared among trees or 30 m3 of soil per tree for individual trees where the soil volume is not being shared. Additionally, as per the requirements of the 'Toronto Green Standard', a total soil volume of 690 m3 for this site must be provided for tree planting in order to meet the requirements for Tier 1 of the Toronto Green Standard.</p> | <p>Soil volumes required are clearly indicated on Landscape Dwg. LP-101.</p> |
| <p>Landscape Plan, Drawing No. LP-100, prepared by Terraplan Landscape Architects, dated February 22, 2019, indicates the planting of a new tree within the Grenville Street City road allowance adjacent to the proposed development site.</p> | <p>Noted.</p> |

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| | Additionally, the applicant must provide the following: A composite utility plan indicating the location of all existing and proposed underground and aboveground utilities relative to the proposed tree planting is required. Additionally, site specific detailed cross sections of the continuous soil trench must be provided on a detail plan. Cross sections at the proposed tree(s) and through the soil trench between the proposed trees must be included and indicate the location of the trees and the trench as proposed in relation to existing and proposed below grade utilities and services. | See Landscape Dwg. LU-100 - Composite Utility Plan. |
| | The applicant must also indicate the locations and extent of the continuous soil trench(es) below grade on the landscape site plan. | Extent of trench indicated on Landscape Dwg. LP-101 . |
| | Soil volumes for each continuous soil trench and planting beds must be indicated on the landscape plan. | Soil volume indicated on Landscape Dwg. LP-101 . |
| | Cross section landscape elevations which indicate proposed tree planting relative to the building and any architectural overhangs or canopies must be provided. | See Landscape Dwg. LD-100 . Cross section landscape elevation showing proposed tree relative to building has been provided. |
| Comments From: Toronto Building (Zoning) - (April 29, 2019 - Steve Prince) | | |
| | Please see the Zoning By-law Notice provided by Toronto Building for a list of all Zoning non-conformities | Draft ZBLAs updated as required. |
| Comments From: Bell Canada - (March 29, 2019 - Meaghan Palynchuk) | | |
| | Condition of Approval | |
| | The following paragraph is to be included as a condition of approval: "The Owner shall indicate in the Agreement, in words satisfactory to Bell Canada, that it will grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements". | Noted |
| Comments From: Canada Post - (April 17, 2019 - Mike Monteloeone) | | |
| | Condition of Approval: In order to provide mail service to the proposed multi-tower development, Canada Post requests that the owner/developer be notified of following conditions: | |
| | The owner/developer will provide each uniquely addressed multi-unit building with its own centralized mail receiving facility. | Noted |
| | These lock-box assemblies must be: o Rear-loaded – a requirement for all multi-unit buildings with 100 or more units o Adjacent to the ground floor main entrance – the door to the delivery side must be adjacent to the ground floor front entrance - not a service corridor o Accessible via the Canada Post lock/key system – concierge & private key are not acceptable means of lobby/mailroom access o In compliance with Canada Post Standards – refer to the Delivery Standards Manual mentioned below | Noted |
| | The owner/developer agrees to provide Canada Post with access to any locked doors between the street and the lock-boxes via the Canada Post Crown lock and key system. This encompasses, if applicable, the installation of a Canada Post lock in the building's lobby intercom and the purchase of a deadbolt for the mailroom door that is a model which can be retro-fitted with a Canada Post deadbolt cylinder | Noted |
| | Advisory Comments: Canada Post further requests the owner/developer be notified of the following: | |
| | There will be no more than one mail delivery point to each unique address assigned by the Municipality | Noted |
| | For any business that is classified as an institution, only one delivery point will be provided. | Noted |
| | Any existing postal coding may not apply, the owner/developer should contact Canada Post to verify postal codes for the project | Noted |
| | The complete guide to Canada Post's Delivery Standards can be found at: https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf | Noted |
| Comments From: Enbridge - (April 3, 2019 - Alice Coleman) | | |
| | Enbridge Gas Inc. does not object to the proposed application(s). This response does not constitute a pipe locate or clearance for construction. | Noted |
| | The applicant shall contact Enbridge Gas Inc.'s Customer Connections department by emailing SalesArea10@Enbridge.com for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving. If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant. Easement(s) are required to service this development and any future adjacent developments. The applicant will provide all easement(s) to Enbridge Gas Inc. at no cost. The applicant will contact Enbridge Gas Inc.'s Customer Connections department by emailing SalesArea10@Enbridge.com prior to any site construction activities to determine if existing piping facilities need to be relocated or abandoned. In the event a pressure reducing regulator station is required, the applicant is to provide a 3 metre by 3 metre exclusive use location that cannot project into the municipal road allowance. The final size and location of the regulator station will be confirmed by Enbridge Gas Inc.'s Customer Connections department. For more details contact SalesArea10@Enbridge.com. Enbridge Gas Inc. reserves the right to amend or remove development conditions | Noted |
| Comments From: Environment and Energy ZBA Comments - (April 8, 2019 - David Hall) | | |

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| | The applicant is encouraged to coordinate with EED staff as they progress through design development with any further analysis of the measures identified in the report, including: -Compliance with the Toronto Green Standard Version 3, especially if targeting Tier 2 or higher levels of performance; - District energy-ready design; -Integration of low-carbon energy solutions; and - Back-up power for resilience during grid disruptions. | Noted |
| Comments From: Environment and Energy SPA Comments - (April 8, 2019 - David Hall) | | |
| | Site Specific Post Approval Condition Construct and maintain the development substantially in accordance with the accepted Energy Report dated January 23, 2019 and prepared by EQ Building performance to ensure that the energy savings identified continue to be achieved, to the satisfaction of the Environment and Energy Division. | Noted |
| | Tier 2 and Higher Performance Requirements and Contact (Voluntary) To achieve acceptance for Tier 2 or higher minimum energy performance of the Toronto Green Standard, the applicant must provide the report above and the As-Constructed Stage Energy Report (ACSER), following the Energy Report Terms of Reference and Guidelines to the satisfaction of the Environment and Energy Division. | Noted |
| Comments From: NAV Canada - (May 21, 2019 Olivier Meir) | | |
| | NAV CANADA has evaluated the captioned proposal and has no objection to the project as submitted. | Noted |
| | In the interest of aviation safety, it is incumbent on NAV CANADA to maintain up-to-date aeronautical publications and issue NOTAM as required. 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 e-mail 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. If you have any questions, contact the Land Use Department by telephone at 1-866-577-0247 or e-mail at landuse@navcanada.ca. NAV CANADA's land use evaluation is valid for a period of 12 months. Our assessment is limited to the impact of the proposed physical structure on the air navigation system and installations; it neither constitutes nor replaces any approvals or permits required by Transport Canada, other Federal Government departments, Provincial or Municipal land use authorities or any other agency from which approval is required. Innovation, Science and Economic Development Canada addresses any spectrum management issues that may arise from your proposal and consults with NAV CANADA engineering as deemed necessary. | Noted |
| Comments From: Toronto Hydro (April 8, 2019) | | |
| | Comments | |
| | NO COMMENT | Noted |
| | Other | |
| | PRIOR TO CONSTRUCTION Request locates from Ontario One Call at 1-800-400-2255 or online at http://www.on1call.com . Review the ESA/TSSA Guideline for Excavation in the Vicinity of Utility Lines, available on the ESA Electrical Distribution Safety website: http://www.esaeds.info . Please contact our Customer Offers and Sustainment (COS) Dept. at 416-542-2533 for disconnecting power or Toronto Hydro plant removal before any demolition. | Noted |
| | Relocations Toronto Hydro assets can be relocated at the expense of the Applicant. If the relocation of Toronto Hydro assets is necessary, please contact Utility Relocations group at utility.relocations@torontohydro.com to begin a relocation request. After sufficient information has been received to process a relocation request, Toronto Hydro relocation projects typically require 12 to 18 months to be completed. Toronto Hydro will require a deposit or full payment in advance of doing the work. | Noted |
| | Overhead Toronto Hydro Assets – General Guidelines: Mechanical equipment such as crane and hoist shall not be operated within 3 m of lines or equipment. No awning, billboard, antenna mast, flag, roof or similar structure shall be installed on the public allowance or immediately adjacent to private property that is within 3 m of lines or equipment. | Noted |
| | Underground Toronto Hydro Assets – General Guidelines: For heavy equipment operation in the vicinity of Toronto Hydro underground plant, ensure the requirements from Toronto Hydro Distribution Construction Standard 31-0500 are met. Breaking into, or accessing, cable chambers, vaults and handwells is not permitted without consent from the relevant Toronto Hydro Dept., and anyone found to have so done will be prosecuted to the fullest extent of the law and pursued civilly for any damage. Tunneling within 3m is deemed a conflict that requires a Professional Engineering report to resolve. | Noted |
| | See other attachments (Including PDF and CAD Drawings) | Noted |