

June 08th, 2021

Cynthia Bird
Senior Development Manager
Greenwin Property Management
19 Lesmill Road
Toronto, ON M3B 2T3

**RE: 26 Grenville Street and 27 Grosvenor Street – Site Plan Application (3rd Submission)
Response to City Comments**

Dear Ms. Bird:

1.0 INTRODUCTION

BA Group is retained by Greenwin Holding Inc. and Choice REIT to provide transportation consulting services in support of a Zoning By-law Amendment application being made to the City of Toronto to permit the development of the property 26 Grenville Street and 27 Grosvenor Street, located in the vicinity of the Yonge Street / College Street intersection.

An initial submission was made in March, 2019 and included the following materials:

- 26 Grenville & 27 Grosvenor Zoning By-law Amendment Urban Transportation Considerations, dated March 1, 2019
- Vehicle Manoeuvring Diagrams, Drawings VMD-01 to VMD-10, dated March 01, 2019

BA Group prepared a letter dated November 13, 2020 which provided responses to comments received from the City of Toronto Development Engineering staff in a memorandum, dated May 06, 2019. The following diagrams were updated as part of the submission.

- Vehicle Manoeuvring Diagrams, Drawings VMD-01 to VMD-08, dated November 10, 2020
- Signage and Pavement Marking Plans, Drawings SN-01 to SN-04, dated November 10, 2020

BA Group prepared a letter dated February 5, 2021 which provided responses to Solid Waster Management Services comments received from the City of Toronto Development Engineering staff in a memorandum, dated January 28, 2021.

This letter forms part of a third Site Plan Approval application being made to address the comments received from City of Toronto Transportation Services in a memorandum, dated January 28, 2020. In addition City of Toronto Children Services staff provided comments in an email, dated December 7, 2020. This letter addresses the following as part of the updated Site Plan application submission:

- a comparison of the changes made to the key elements of the development programme from a transportation perspective;
- a review of the proposed elements of the current site plan as it pertains to the adequacy and functionality of the vehicle parking, loading provisions, and bicycle supply and facilities; and
- a response to City comments in **Section 6.0**



2.0 CHANGES TO THE DEVELOPMENT PROGRAMME

Table 1 provides a summary of the key transportation related elements incorporated in the previous submissions and current Site Plan application. Minor changes have been made to the development programme since the third submission made in February 2021 (i.e. a minor increase in market residential units and the retail gross floor area (GFA) and a minor decrease in the daycare gross floor area (GFA)).

Reduced scale architectural plans of the proposed development are provided in **Appendix A**.

TABLE 1 CHANGES TO THE DEVELOPMENT PROGRAMME

		First Submission (March 2019)	Second Submission (November 2020)	Third Submission (February 2021)	Current Submission
Residential (Market Units)	Bachelor Units	14 units	12 units	12 units	12 units
	1 Bedroom Units	237 units	221 units	222 units	222 units
	2 Bedroom Units	275 units	243 units	250 units	251 units
	3 Bedroom Units	61 units	58 units	56 units	55 units
	Total	587 units	534 units	540 units	540 units
Residential (Affordable Units)	1-Bedroom Units	99 units	92 units	92 units	92 units
	2-Bedroom Units	103 units	92 units	92 units	92 units
	3-Bedroom Units	55 units	45 units	45 units	46 units
	Total	257 units	229 units	229 units	230 units
Retail	GFA	395 m ²	390 m ²	445 m ²	465 m ²
Daycare	GFA	696 m ²	741 m ²	773 m ²	694 m ²
Parking Space Supply	Residential	112 spaces	96 spaces	97 spaces	97 spaces
	Non-Residential	103 spaces	99 spaces	94 spaces	97 spaces
	Car-Share	-	6 spaces	6 spaces	6 spaces
	Total	215 spaces	201 spaces	197 spaces	200 spaces
Loading Space Supply	-	5 loading spaces (2 Type 'G' & 2 Type 'B', 1 Type 'C')	5 loading spaces (2 Type 'G' & 2 Type 'B', 1 Type 'C')	No Change	No Change
Bicycle Parking Space Supply	Long-Term	760 spaces	687 spaces	693 spaces	693 spaces
	Short-Term	85 spaces	91 spaces	77 spaces	77 spaces
	Total	845 spaces	778 spaces	770 spaces	770 spaces
Proposed Access Location	-	One (1) parking and loading driveway off of St. Vincent Lane	One (1) parking and loading driveway off of St. Vincent Lane	No Change	No Change

3.0 PARKING CONSIDERATIONS

3.1 PARKING REQUIREMENTS

TABLE 2 PROPOSED SITE SPECIFIC PARKING REQUIREMENTS

Land Use / Unit Type	Number of Units / GFA ¹	Parking Standard ²	Total Parking Required	Shared Parking		
				AM	PM	Eve.
Residential – Market Rate						
Bachelor	12 units	0.08 spaces per unit	0 spaces	106 spaces (100%)		
1 Bedroom	222 units	0.13 spaces per unit	28 spaces			
2 Bedroom	251 units	0.25 spaces per unit	62 spaces			
3 Bedroom	55 units	0.30 spaces per unit	16 spaces			
SUB-TOTAL			106 spaces	106 spaces		
Residential – Assisted Housing						
1 Bedroom	92 units	0.04 spaces per unit	3 spaces	15 spaces (100%)		
2 Bedroom	92 units	0.08 spaces per unit	7 spaces			
3 Bedroom	46 units	0.13 spaces per unit	5 spaces			
SUB-TOTAL			15 spaces	15 spaces		
TOTAL RESIDENTIAL				121 spaces		
TOTAL RESIDENTIAL (WITH CAR-SHARE REDUCTION)				97 spaces		
Non-Residential						
Residential Visitor	770 units	0.06 spaces per unit	46 spaces	4 sps (10%)	16 sps (35%)	46 sps (100%)
Retail	465 m ²	1.0 spaces per 100 m ²	4 spaces	0 sps (20%)	4 sps (100%)	4 sps (100%)
Daycare	694 m ²	6 parking spaces ³	6 spaces	6 sps (100%)	6 sps (100%)	3 sps (50%)
25 Grosvenor	30,022 m ²	General Parking	75 spaces	75 sps (100%)	45 sps (60%)	0 sps (0%)
		Reserved Spaces	12 spaces	12 sps (100%)	12 sps (100%)	12 sps (100%)
SUB-TOTAL			143 spaces	97 sps	83 sps	65 sps
CAR-SHARE			6 spaces	6 sps		
TOTAL				200 sps	182 sps	166 sps

Notes:

- Based on statistics provided by Sweeny&Co Architects, received March 24, 2021.
- Parking spaces have been calculated based upon the standard outlined in Zoning By-law 569-2013 and rounded down based upon rounding rules outlined in Chapter 200.5.1.10(9).
- 6 parking spaces are required as per discussions with City of Toronto Transportation Services and Children Services staff comments.

Based on the foregoing, an overall parking supply of 194 spaces plus 6 car-share spaces would be required.



3.2 PROPOSED PARKING SUPPLY

3.2.1 Residential Parking Supply

A total of 97 resident parking spaces are proposed for the development within the underground garage. The residential parking supply results in an effective residential parking supply of 0.12 spaces per unit. The proposed parking supply rate is unchanged from previous submissions and has been accepted by City of Toronto staff. The proposed parking supply is considered appropriate based on the recent parking approval trends, recent parking demand surveys and the provision of car-share spaces to reduce the parking supply.

The residential parking spaces are located on P1 to P3 on 26 Grenville.

3.2.2 Non-Residential Parking Supply

A total of 97 non-resident parking spaces plus 6 car share spaces (103 spaces total) are proposed for the development within the underground garage.

It is noteworthy that the non-residential parking supply has been increased by 3 spaces since the February 2021 submission as a response to City of Toronto staff comments regarding the proposed child care drop-off / pick-up accumulation on Grosvenor Street. It is proposed that 3 - 4 parking spaces in the P1 level of the underground parking garage will be allocated for the child care drop-off / pick-up purposes between the hours of 7am and 6pm. After 6pm the child care spaces will be permitted to be shared as part of the publically available commercial parking operation.

The non-resident parking supply is considered appropriate and will meet the parking demand needs of the proposed residential visitor, office and child care uses, recognizing a sharing between these uses on the Site.

The non-residential spaces are located primarily in the 27 Grosvenor side of the site, on levels P1 to P3. Non-residential spaces also take up half of P1 on 26 Grenville.

3.2.3 Accessible Parking Supply

A total of seven (7) accessible parking spaces are provided within the single level underground parking garage. The accessible spaces are located adjacent to the resident elevators on the site that will provide access to the ground floor. The proposed parking supply of seven (7) accessible spaces meets and exceeds the accessible parking requirements and dimensions as outlined in the City of Toronto By-law 579-2017.

3.2.4 Proposed Toronto Green Standards (TGS) Parking Provisions

3.2.4.1 AQ 1.3 – Electric Vehicle Infrastructure

The Toronto Green Standard (TGS) Version 3.0, standard AQ1.3 states that 20% of the total parking supply must be fitted with electric vehicle supply equipment (EVSE). The remaining 80% of the parking spaces are to be designed to permit future EVSE installation (i.e. empty conduit).

39 parking spaces are to have EVSE installed (19 resident spaces and 20 resident visitor spaces). The remaining 155 spaces are to be EVSE ready (78 resident spaces and 77 resident visitor spaces), meeting the TGS V3.0 AQ 1.3 requirements.



4.0 LOADING CONSIDERATIONS

Application of the Zoning By-law 569-2013 loading standards to the proposed development requires one (1) Type G and one (1) Type C loading space.

The proposed development includes five loading spaces, including two (2) Type B, one (1) Type C, and two (2) Type G loading spaces. Of this, two spaces (1 Type B, 1 Type G) are proposed to be dedicated for the use of the adjacent 15 / 25 Grosvenor office building.

The loading provisions are unchanged since the February 2021 submission and remain acceptable.



5.0 BICYCLE PARKING CONSIDERATIONS

5.1 ZONING BY-LAW REQUIREMENTS

5.1.1 Zoning By-law 569-2013 / Toronto Green Standards Version v3.0 Tier 1, Zone 1 Bicycle Parking Requirements

Application of the Zoning By-law 569-2013 and the Toronto Green Standards Version 3.0 for Zone 1 (Tier 1) bicycle parking standards to the proposed development requires a minimum of 770 bicycle parking spaces on the site (693 long term spaces and 77 short term spaces). Further details are provided in **Table 3**.

TABLE 3 MINIMUM BICYCLE PARKING REQUIREMENTS – ZONING BY-LAW 569-2013 / TGS VERSION 3.0 TIER 1

Land Use	Space Type	Minimum Bicycle Parking Rate	Minimum Bicycle Parking Required
Residential (770 units)	Long Term / Occupant	0.9 Long-Term spaces / unit	693 spaces
	Short Term / Visitor	0.1 Short-Term spaces / unit	77 spaces
Sub-total Long Term			693 spaces
Sub-total Short Term			77 spaces
Total			770 spaces

Notes:

1. Based on statistics provided by Sweeny&Co Architects, received March 24, 2021.
2. IFA (interior floor area) is assumed to be equal to the GFA (gross floor area) for the purposes of the minimum bicycle parking calculations.
3. If the requirement results in a fraction, the number is rounded up the nearest whole number.
4. Zoning By-law 569-2013 Section 230.5.10.1(3) specifies for uses other than dwelling units, bicycle parking is not required if they are less than 2000 sq. m of IFA.

5.2 PROPOSED BICYCLE PARKING SUPPLY

A total bicycle parking supply of 780 spaces (including 703 long term and 77 short-term spaces) are provided to service the bicycle parking demands for the proposed development. The current proposal incorporates all bicycle parking spaces located on the P1 level, the ground floor, and the second level of the proposed development.

The proposed supply meets the City of Toronto Zoning By-law 569-2013 and the Toronto Green Standards Version 3.0 for Zone 1 (Tier 1) standards. The proposed bicycle parking facilities, based upon the above, are appropriate and will adequately support the proposed development as planned.

6.0 RESPONSE TO CITY COMMENTS

City of Toronto staff provided comments on the Site Plan Approval application submitted November 2020 as follows:

Memorandum: Site Plan Application No: 19 127591 STE 13 SA Dated January 28, 2020; from Pat F. Scanga, P.Eng, Manager, Development Engineering – Toronto & East York to David Sit, Manager, Community Planning, Toronto & East York

Via Email: Children Services; from Gail O'Donnell received December 22, 2020

A copy of these comments are included in **Appendix B**.

BA Group's responses to these comments are addressed in the following sections. Our responses have been organized by comment with a summary discussion provided in each case which refers, as appropriate, to technical materials provided within this letter.

6.1 TRANSPORTATION SERVICES (JANUARY 28, 2021)

City Comment – C.2.2.1

Revise the Signage Plan (Figure 2) of the Transportation Response Comments, dated November 13, 2020, prepared by BA Group, as discussed further in Section G Below.

Response to City Comment

The proposed signage plan has been revised in consultation with City Transportation Services staff. The changes to the proposed traffic signage on Grosvenor Street and Grenville Street discussed with City Staff are summarized below.

Grosvenor Street, adjacent to the Site, is proposed to accommodate a pick-up / drop-off zone (for child-care uses) with designated 15 minute parking, for a maximum of 4 spaces. Signage will be provided to limit the use of the pick-up / drop-off zone between the hours of 7am – 6pm. Outside of the proposed time-frame, the existing 'No Standing' regulations are to be maintained.

It is noteworthy that to further supplement the child-care pick-up / drop-off activity on Grosvenor Street, the non-residential parking supply has been expanded to include 4 dedicated child-care pick-up / drop-off spaces in the P1 level of the underground parking garage. Signage will be provided to limit the pick-up / drop off use of the spaces between the hours of 7am – 6pm. The pick-up / drop-off spaces in the underground are intended to accommodate any parent / guardian which may require a slightly longer duration of stay. The underground spaces will complement the pick-up / drop-off zone on Grosvenor Street and will ensure that there is additional pick-up / drop-off capacity within the Site.

Grenville Street is proposed to accommodate a curb extension at the south-west corner of the Site. The curb extension will result in a loss of 2 spaces to the Toronto Parking Authority supply on Grenville Street.

Please refer the revised signage plan in **Appendix C** for more information.



6.2 CHILDREN SERVICES COMMENTS (DECEMBER 07, 2020)

City Comment

The developer and Children's Services met on October 23rd and we discussed the lack of parking for the Child Care Centre. The drop-off & pick-up is located on the street and we stated that we need a minimum of 20 minutes posted on signs indicating that this is for DO & PU dedicated to the CCC. This sheet is showing 2 parking spaces dedicated to the CCC so I am not sure where they are located.

Response to City Comment

Noted. Through discussions with Transportation Services and Children Services staff, it has been recommended that a dedicated 15 minute pick-up / drop-off zone is provided at-grade along Grosvenor Street and will accommodate 4 parking spaces dedicated to the child care. In addition, 6 parking spaces dedicated to child care, of which 4 are proposed to be dedicated for pick-up / drop-off activity, are proposed in the P1 level of the underground parking garage. Please refer to the reduced scale architectural plans in **Appendix A** for the locations of the child care spaces in the P1 level and the signage plan in **Appendix C** for the location of the proposed pick-up / drop-off zone along Grosvenor Street.

City Comment

I see that there should be 3 parking spaces dedicated to the CCC. They should be marked on one of the Parking Level drawings and located close to the appropriate elevator

Response to City Comment

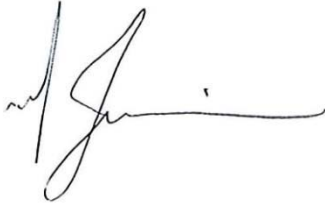
The architectural drawings have been revised to include 6 child-care spaces in the P1 level of the underground parking garage as per discussions with Transportation Services and Children Services staff. The child care spaces are located in close proximity to the north elevator. Of these spaces the intent is to utilize 4 of the spaces to accommodate drop-off / pickup-activity between 7am and 6pm.

Please refer to the reduced scale architectural plans in **Appendix A** for more information.

* * * * *

We trust the foregoing is in order and provides an appropriate presentation of information for the resubmission of the Site Plan Approval application being made for the proposed development at 26 Grenville Street and 27 Grosvenor Street. If you have any questions, comments, or require anything further, please do not hesitate to contact us.

Sincerely,
BA Consulting Group Ltd.



Mark Jamieson, P.Eng., MBA
Principal



Cristina Campos Herrera
Transportation Designer



APPENDIX A: Reduced Scale Architectural Plans

APPENDIX B: Comments from City of Toronto Staff



Pat F. Scanga, P. Eng., FEC.
Manager (Acting), Development Engineering
Toronto & East York District

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Memorandum

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www.toronto.ca

Reply to: Beniam Tefferi, P.Eng.
Engineer

Tel: 416.397.0253
Fax: 416.392.4426
Beniam.Tefferi@toronto.ca

TO: David Sit, Manager, Community Planning
Toronto & East York District, 18th Floor, East Tower, City Hall,
Attention: Katherine Bailey

FROM: Pat F. Scanga, P.Eng., FEC, Manager (Acting), Development Engineering,
Toronto & East York District
Attention: Beniam Tefferi, P.Eng.

DATE: January 28, 2021

SUBJECT: **Rezoning Application No.: 19 127586 STE 13 OZ and**
Site Plan Application No.: 19 127591 STE 13 SA
Your Circulation Memorandum Dated: December 3, 2020
Owner: Choice Grosvenor/Choice Properties REIT/ Grenville Inc.
Applicant: Greenwin Holdings Inc.
Location: 26 Grenville Street and 27 Grosvenor Street

Ward: 13

Zoning By-Law Amendment and Site Plan applications to permit a mixed-use building with two towers, 31 and 46 storeys in height, connected by an 11-storey podium. The existing buildings on the site will be demolished. The proposed development includes 763 rental units (of which 229 will be affordable), a new daycare, and ground level retail (390 square m). A total of 201 parking spaces and 782 bicycle parking spaces are proposed to support the new development.

The Committee of Adjustment at its meeting of October 24, 2018 granted approval for the severances and creation of easement/rights-of-way subject to certain conditions being satisfied. The Owner subsequently appealed certain conditions to the Toronto Local Appeal Body (TLAB). The TLAB Decision and Order (Case: 18 258367 S52 27) issued on March 14, 2019, gave approval to amending the conditions in the Committee of Adjustment Notice of Decision (mailed October 30, 2019).

Comments and conditions regarding this development are provided below based on the review of the following information:

- Cover Letter, prepared by Greenwin Inc., dated November 25, 2020
- Detailed Revision List, prepared by Greenwin Holdings Inc. & Choice Properties REIT, dated November 25, 2020

- Architectural Plans - A-000 to A-002, A-002.1, A-203, A-204, A-007, A-100 to A-009, A-110.a, A-110.b, A-111 to A-115, A-201 to A-204, A-301 to A-306, A-306.b, A-307, A-308, all prepared by Sweeney & Co Architects, dated November 13, 2020
- Functional Servicing and Stormwater Management Report, prepared by Counterpoint Engineering Inc., dated November 13, 2020
- Landscape Plans – LU-100, LP-100 to LP-103), LD-100 to LD-102, all prepared by Terraplan, dated November 13, 2020
- Servicing Report Groundwater Summary checklist, prepared no company name, dated November 13, 2020
- Structural collection vehicle loading certification letter, prepared by JAP, dated September 15, 2020s
- Hydrological Review Summary checklist, prepared by B.I.G. Consulting Inc., dated and stamped November 20, 2020
- Hydrogeological Investigation, prepared by B.I.G. Consulting Inc., dated November 12, 2020
- Traffic Assessment Report, prepared by BA Group, dated November 13, 2020

Please advise me if any modifications are required to the conditions identified in this memorandum.

PART I – ZONING BY-LAW AMENDMENT

A. REVISIONS AND ADDITIONAL INFORMATION REQUIRED FOR PLANS, STUDIES AND DRAWINGS

The Owner is required to amend the plans and/or submit studies/documentation to address the following comments and resubmit, for the review and acceptance of the Chief Engineer & Executive Director, Engineering & Construction Services, prior to the approval of the Zoning By-Law Amendment Application.

With the next submission, the Applicant shall provide a **Response Summary Letter** (or Table). The letter shall:

- Include each comment from Section A of this memo.
- Use the same headings and numbering as Section A of this memo.
- Provide details of how each comment was addressed, including references to specific page numbers and drawing numbers.
- For any comments not addressed, provide a detailed explanation of why this was not done.

The Applicant shall also provide a **Revision Summary Letter** (or Table). The letter shall specify all revisions made to reports, plans, and drawings beyond those detailed in the Response Summary Letter, including references to specific page numbers and drawing numbers.

The Applicant may combine the two letters above into a single document.

The Applicant shall note that Engineering & Construction Services will not be able to start reviewing the next submission or circulate it to our commenting partners until the above have been submitted. Failure to provide this information, organized in the manner indicated above, may result in delays to comments and approvals.

1. Solid Waste Management Services

Make the following revisions to the Architectural Plans:

1.1 For the North Tower:

Revised drawings must indicate and annotate the staging pad abutting the front of the Type G loading space that will be at least 22.6 m², have an unencumbered vertical clearance of 6.1 m, constructed of 200 mm 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.

1.2 For the Retail and Daycare:

Revised drawings must 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. The waste from the daycare cannot be stored in the same garbage room as the residential portion of the building.

1.3 For the South Tower:

Revised drawings must indicate and annotate the staging pad abutting the front of the Type G loading space that will have an unencumbered vertical clearance of 6.1 m, constructed of 200 mm 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. If loading for both towers is to occur in the south tower, the staging area must be 71.3 m².

2. Transportation Services

Nil.

3. Development Engineering

3.1 Make the following revisions to the Architectural Plans:

- a) All plans must have a measurable scale (1:100, 1:200, etc.). Some of the plans say the scale "As Indicated" but no scale is indicated.
- b) On the cross-section drawings, show the basement elevation depth in metres above sea level (masl), not just the depth below ground. This is to compare them with the basement levels used in the Hydrogeological Report/Hydrological checklist.

3.2 Revise the Functional Servicing and Stormwater Management Report (FSR/SWM Report) as per the comments in Attachment 1. Additionally:

- a) Do not attach the Hydrogeological Report to the FSR/SWM report, since it is submitted as a separate document. It makes the file large, which slows the review.
 - b) Refer to and comply with Attachment 2 for the 'Servicing Requirements for New Developments', as mentioned in the FSR/SWM Report.
- 3.3 The wrong Servicing Report Groundwater Summary checklist template was used. The checklist dated October 2017 was attached to the previous comments and must be used. Once the correct template is used, it will be reviewed. See template in Attachment 3.
- 3.4 Revise the Hydrological Review Summary checklist as per the comments in Attachment 4.
- 3.5 The Hydrogeological Report (and any reports/drawings) must be signed and stamped.

B. PRELIMINARY ZONING BY-LAW AMENDMENT CONDITIONS

The Owner is required, as preliminary conditions of approval of the Zoning By-Law 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.
2. Provide and maintain parking spaces on the site as follows:
 - a) a minimum number of 120 Residential parking spaces; and
 - b) a minimum number of 99 Non-Residential parking spaces.
3. 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 (6) car-share spaces provided and that the maximum reduction permitted by this means be capped by the application of the following formula:

$$4 \times (\text{Total No. of Units} \div 60), \text{ rounded down to the nearest whole number.}$$
4. 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 km 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;

5. Include a provision in the Site-Specific By-law for this project, to provide a minimum of two (2) Type B, two (2) Type C, and two (2) Type G loading spaces to serve the project. Of this, two (2) spaces (1 Type B, 1 Type G) must be reserved for the use of the adjacent 15/25 Grosvenor office building.

PART II – SITE PLAN CONTROL

C. REVISIONS TO PLANS AND ADDITIONAL INFORMATION REQUIRED PRIOR TO SITE PLAN APPROVAL AND THE ISSUANCE OF ANY BUILDING PERMITS (INCLUDING BELOW GRADE PERMITS)

The Owner is required to amend Studies and/or Drawings to address the following comments and resubmit for review and acceptance by the Chief Engineer & Executive Director, Engineering & Construction Services, prior to the issuance of Pre-Approval Conditions.

With the next submission, the Applicant shall provide a **Response Summary Letter** (or Table). The letter shall:

- Include each comment from Section C of this memo.
- Use the same headings and numbering as Section C of this memo.
- Provide details of how each comment was addressed, including references to specific page numbers and drawing numbers.
- For any comments not addressed, provide a detailed explanation of why this was not done.

The Applicant shall also provide a **Revision Summary Letter** (or Table). The letter shall specify all revisions made to reports, plans, and drawings beyond those detailed in the Response Summary Letter, including references to specific page numbers and drawing numbers.

The Applicant may combine the two letters above into a single document.

The Applicant shall note that Engineering & Construction Services will not be able to start reviewing the next submission or circulate it to our commenting partners until the above have been submitted. Failure to provide this information, organized in the manner indicated above, may result in delays to comments and approvals.

1. Solid Waste Management Services

Make the following revisions to the Architectural Plans:

1.1 For the North Tower:

Revised drawings must annotate the waste compactor within the residential waste room.

1.2 For the South Tower:

Revised drawings must annotate the waste compactor within the residential waste room.

2. Transportation Services

- 2.1 Revise the Signage Plan (Figure 2) of the Transportation Response Comments, dated November 13, 2020, prepared by BA Group, as discussed further in Section G below.
- 2.2 The landscape plans must also be revised to illustrate all existing and proposed utilities, signs, hydro poles, bike rings and pay and display machines located within the boulevard.
- 2.3 In order to bring the St. Vincent Lane to current standards, a uniform widening, measuring 0.26 m, is required at this location. All drawings, including sectional and underground parking plans, must be revised to show these lands as being conveyed to the City for a nominal sum.

3. Development Engineering

- 3.1 Make the following revisions to the Architectural Plans:
 - a) All plans must be stamped and signed by a licensed professional architect.
 - b) Do not show any grades/slopes. These are not to be shown on Architectural plans – only on the Grading Plan. Only show Finished Floor Elevations (FFE's) at every building entrance.
- 3.2 Revise the Civil Plans as per the comments in Attachment 5.
- 3.3 Provide a General Notes plan with the Civil Plans, as per the template in Attachment 6. It does not need to follow the template exactly, but follow as close as possible.
- 3.4 Further to the comments on the FSR/SWM Report in Section A above:
 - a) Provide written confirmation from the structural/building engineer designing the building that the floor slabs and sidewalls of the stormwater management tank(s) will be designed to take most critical loading including the full weight of the maximum volume of stormwater management tank(s). This letter must be stamped and signed by a licensed Professional Engineer.
 - b) Include area drain grate calculations to demonstrate that the proposed area drains and/or trench drains can capture and convey the 100-year storm with a 50% safety/clogging factor. Provide any technical specifications for the proposed trench drain(s).
- 3.5 Provide an itemized cost estimate for all items to be installed / constructed / planted within the public right(s)-of-way only. The estimate shall show a breakdown of the unit cost and the corresponding quantities of each item, including, but not limited to: asphalt restoration, new concrete curb, unit pavers, concrete sidewalk and tree soil trench. Exclude any costs for proposed street trees, and proposed bike rings and tree grate.
- 3.6 Make the following revisions to the Landscape Plans:
 - a) Remove the "NOT FOR CONSTRUCTION" note from all plans.

- b) The licensed landscape architect's stamps must be signed as well.
 - c) Clearly show the outline of the proposed soil cells on the Landscape plans.
 - d) Clearly show on the plans a minimum 1.0 m horizontal clearance between any proposed trees and the proposed service connections, from outside wall to outside wall (not center to center), particularly for the connections on Grenville Street. Soil cells are not permitted directly above proposed service connections, or existing city infrastructure such as watermains.
- 3.7 In addition to the above, proposed municipal service connections cannot be located through/under any soil cells. There must be minimum 1 m separation distance to allow for future repairs or replacements. Additionally, the following must be complied with:
- a) Ensure all street trees and/or soil cell systems are designed as per the City's Tree Planting in Hard Surfaces guidelines. See link below:

<https://www.toronto.ca/services-payments/streets-parking-transportation/enhancing-our-streets-and-public-realm/green-streets/tree-planting-in-hard-surfaces/>
 - b) Ensure compliance with the City's Design Criteria for Sewers and Watermains (vertical and horizontal separation distances outlined in Appendix D) and City's Municipal Consent Requirements (vertical and horizontal separation distances outlined in Appendix O). See links below:

<https://www.toronto.ca/wp-content/uploads/2017/11/9753-ecs-specs-dcm-Toronto Sewer and Watermain Manual March2014.pdf>

<https://www.toronto.ca/wp-content/uploads/2018/05/9777-ecs-specs-mcr-Appendix O Utility Vertical and Horizontal Clearances Apr2018.pdf>
 - c) Where soil cells are proposed on both private and public property, it is essential that a soil cell unit including any drainage or aeration piping does not straddle the property line to enable future repairs/excavation on either side without impacting the adjacent property.

D. PRELIMINARY NOTICE OF APPROVAL CONDITIONS

The following preliminary Notice of Approval Conditions are provided for the Owner's information only and are subject to change. Providing the following preliminary conditions does not constitute permission to grant any building permit(s).

1. Widening of Highways that abut on the Land

- 1.1 Prepare all documents and convey to the City, for nominal consideration, a fee simple, a 0.26 m wide strip of land to the full extent of the site abutting the east limit of the north-south St Vincent Lane (public lane) for public highway widening purposes, such lands to be free and clear of all physical and title encumbrances, save and except for utility poles, and subject to a right-of-way for access and construction purposes in favour of the Grantor until such time as the said lands have been laid out and dedicated for public highway purposes, all to the satisfaction of the Chief

Engineer & Chief Engineer & Executive Director, Engineering & Construction Services and the City Solicitor.

- 1.2 Submit to the Chief Engineer & Executive Director, Engineering & Construction Services, a draft Reference Plan of Survey in metric units and integrated into the Ontario Coordinate System, with coordinate values shown on the face of the plan and delineating thereon, by separate PARTS, the lands to be conveyed to the City for public highway widening purposes, the lands to be subject to rights of support, and the remainder of the site, and any appurtenant right-of-way, for review and approval, prior to depositing it in the Land Registry Office.

2. Facilities to Provide Access to and from the Land

- 2.1 Pay all costs associated with the approved Signage Functional Plan, which illustrates the required modifications to the traffic signs and pavement markings along the roadway.

3. Facilities for Landscaping of the Lands or the Protection of Adjoining Lands

No Pre-Approval Conditions

4. Off-street Vehicular Loading and Parking Facilities and Access/Driveways

- 4.1 Contact the Toronto Parking Authority (TPA) with respect to the permanent removal of the on-street parking spaces operated by the TPA.

5. On-site Walkway and Walkway Ramps

No Pre-Approval Conditions

6. Facilities for the Storage of Garbage and Other Waste Material

No Pre-Approval Conditions

7. Easements conveyed to City of Toronto

No Pre-Approval Conditions

8. Stormwater Management, Grading and Site Servicing

- 8.1 Based on the results of the ground water and foundation drain analysis, the Owner acknowledges and agrees to enter into a short-term discharge agreement for discharging to the combined sewer in accordance with Toronto Municipal Code 681-6, by-law no. 868-2010 if required by the General Manager, Toronto Water. The discharge must not exceed the quality limits set out under Table 1 - Limits for Sanitary and Combined Sewers Discharge, including conditions for payment for water pollution control treatment purposes for these discharges as per Municipal Code Chapter 441.

9. Other Conditions

No Pre-Approval Conditions

E. (PRELIMINARY) SITE PLAN AGREEMENT CONDITIONS

The following preliminary conditions for the site plan agreement are provided for the Owner's information only and are subject to change. Providing the following preliminary conditions does not constitute approval of the site plan.

1. Widening of Highways that abut on the Land

- 1.1 Remove all existing accesses, curb cuts, traffic control sign(s) along the development site frontage that are no longer required and reinstate the curb, gutter and boulevard within the City's right-of-way, in accordance with City standards and to the satisfaction of the Chief Engineer & Executive Director, Engineering & Construction Services.
- 1.2 Provide and maintain a physical separation between the residential and commercial portions of the parking garage to secure the availability of the residential parking.
- 1.3 Provide and maintain 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.
- 1.4 To provide and maintain appropriate internal service connections between the Type G loading space and the residential garbage room, the recycle room, the moving room, and each retail unit proposed.
- 1.5 In respect of the proposed boulevards improvements of non-standard concrete pavers Drawings _____, with revision date of _____ :
 - (a) The Owner shall construct and maintain all boulevard improvements within the boulevard areas of the public highways adjoining the Land in accordance with, and as shown on the approved plans and drawings listed in Schedules "B" to the satisfaction of the General Manager of Transportation Services (the "Boulevard Improvements"). The Owner's boulevard maintenance obligations do not include municipal concrete sidewalk(s), curbing, trees after all applicable maintenance periods have expired and the City is satisfied with the tree planting, or public transit stops/transit shelters within the adjoining public highway.
 - (b) The Owner agrees that it will, at its expense, maintain the Boulevard Improvements in a state of good repair, free of graffiti, posters, litter, snow and ice, and that vegetation will be maintained in a healthy and vigorous state of growth all to the satisfaction of the General Manager, Transportation Services.
 - (c) The Owner shall not make any additions or modifications to the Boulevard Improvements beyond what is allowed pursuant to the terms of this site plan agreement. The Owner further acknowledges that should it neglect to maintain the Boulevard Improvements, then the City may perform the required work pursuant to the Toronto Municipal Code Chapter 743, Article 8 and the City may recover its costs in a like manner as municipal taxes.
 - (d) The Owner agrees that if the City should at any time undertake any widening or other alteration to the adjoining public highway(s) necessitating the removal of any Boulevard Improvements, the City shall not be liable to pay any compensation whatsoever for such removal, nor shall it restore any Boulevard Improvements that it removes. The Boulevard Improvements permitted by this

Agreement shall be removed by the Owner, at its expense, within 14 days of receiving written notice from the General Manager, Transportation Services or his/her designate. In default of the removal not occurring as requested, the City may carry out the removal, at the Owner's expense, and may recover its costs in a like manner as municipal taxes.

- (e) The Owner acknowledges that there may exist municipal and/or utility services within, upon or under the boulevard, and acknowledges that the City or the utility responsible for such service(s) may need to undertake repairs or carry out maintenance on such service(s) or to replace such service(s) or to install new service(s). The Owner agrees that the City or utility shall have the right to remove the Boulevard Improvements for the purpose of carrying out such installation, replacement, repair or maintenance. Prior to removing the Boulevard Improvements, the City shall give the Owner 48 hours' notice of its intention to remove the Boulevard Improvements for maintenance purposes, except in the case of emergency, in which case no notice shall be required. On completing the installation, replacement, repairs or maintenance, the Owner, at its sole expense, shall proceed immediately to restore the Boulevard Improvements to the condition it was in prior to the commencement of such installation, replacement, repairs or maintenance. Under no circumstances shall the City be required to so restore the lands or to compensate the Owner for the cost of doing so.
- (f) The Owner agrees to defend, save and keep harmless and fully indemnify the City, its officers, employees, agents and other representatives, from and against all actions, claims, suits or damages whatsoever that may be brought or made against the City in respect of the Owner's use of the boulevard area of the adjoining public highways for Boulevard Improvements.
- (g) The Owner releases, waives and forever discharges the City and its agents, officials, servants, contractors, representatives, elected and appointed officials, successors and assigns and any other agencies, corporations, boards, commissions or related bodies having utilities or services which may in any manner be affected by the installation or maintenance of the Boulevard Improvements (collectively, the "Released Parties"), of and from all claims, demands, suits, actions and causes of action, whether in law or equity, in respect of death, injury, loss or damage to the person or any property of the Owner however caused, and all damages, costs, expenses losses and charges whatsoever arising or to arise by reason of the permission granted pursuant to this Agreement, including consequential damages (collectively, "Claims"). Without limiting the generality of the foregoing, no claims shall be made against the Released Parties by the Owner for damage occurring to the Boulevard Improvements as a result of the City's snow removal operations.
- (h) The Owner must obtain and maintain third party bodily injury and property damage insurance in the amount of \$5,000,000 or such other coverage as the General Manager of Transportation Services may require, naming the City of Toronto as an additional insured party under the policy, to the satisfaction the General Manager, Transportation Services. Such insurance shall be kept in good standing.

2. Facilities to Provide Access to and from the Land

No Site Plan Agreement Conditions

3. Facilities for Landscaping of the Lands or the Protection of Adjoining Lands

No Site Plan Agreement Conditions

4. Off-street Vehicular Loading and Parking Facilities and Access/Driveways

No Site Plan Agreement Conditions

5. Facilities for the Storage of Garbage and Other Waste Material

- 5.1 Construct and maintain all facilities necessary to permit bulk-lift City solid waste refuse collection of waste and recyclable materials for the residential component of the development in accordance with Chapter 844, "Waste Collection for Residential Properties".
- 5.2 Provide and maintain an automated waste diversion system in the residential garbage/recycling storage room, as accepted by the Chief Engineer & Executive Director, Engineering & Construction Services.
- 5.3 Retain a private refuse collection firm to collect the refuse and recyclable materials generated by the non-residential component of the development and store all refuse on private property.
- 5.4 Provide trained staff to transfer the refuse from the garbage/recycling storage room to the collection pad, and be present at all times during City refuse collection days to manoeuvre the containers in front of the waste collection vehicle and act as flag persons when the vehicle is reversing.
- 5.5 Maintain a flashing warning light system and/or appropriate signage adjacent to the Type G loading space, at no cost to the City, which must be activated during collection and remain activated until the vehicle exits the site.
- 5.6 Agree to notify all tenants/Owners, in writing and in their deed/leases, of the arrangements in place with respect waste collection for the residential and retail components of the development.
- 5.7 Provide certification to the Chief Engineer & Executive Director, Engineering & Construction Services, by the Professional Engineer who designed and supervised the construction that the driveway, specifically the portions built over the underground garage and/or intake/outtake grills), can safely support a fully loaded vehicle weighing 35,000 kilograms.
- 5.8 Notify Solid Waste Management Services upon completion of the development and complete the necessary application and waiver forms prior to the commencement of City refuse collection for this development.
- 5.9 Provide certification to the Chief Engineer & Executive Director, Engineering & Construction Services from the architect who designed the building to confirm that all solid waste management facilities and the horizontal and vertical clearances required for City collection vehicles have been constructed in accordance with the approved site plan drawings.

6. Easements conveyed to City of Toronto

No Site Plan Agreement Conditions

7. Stormwater Management, Grading and Site Servicing

- 7.1 Construct and maintain stormwater management measures/facilities and site grading as accepted by the Chief Engineer & Executive Director, Engineering & Construction Services.
- 7.2 Construct and maintain site servicing as accepted by the Chief Engineer & Executive Director, Engineering & Construction Services.
- 7.3 Provide certification to the Chief Engineer & Executive Director, Engineering & Construction Services by the Professional Engineer who designed and supervised the construction that the stormwater management facilities and site grading have been constructed in accordance with the accepted Stormwater Management Report and the accepted Grading plans.
- 7.4 Provide certification to the Chief Engineer & Executive Director, Engineering & Construction Services by the Professional Engineer who designed and supervised the construction, that the site servicing facilities have been constructed in accordance with the accepted drawings.
- 7.5 The Owner acknowledges and agrees that Staff have reviewed this application on the understanding it will comprise One (1) condominium corporations upon completion. The Owner further acknowledges and agrees that if any party, including the Owner or any subsequent Owner, submits an application for condominium approval for this development not in accordance with this information, different servicing connections, including all associated stormwater management facilities and any necessary revised plans and studies, may be required by the city at the sole cost to the condominium applicant.

8. Other Conditions

- 8.1 Submit an application to obtain and enter into a significant duration discharge agreement for discharging to the sanitary sewer in accordance with Toronto Municipal Code 681-6, by-law no. 868-2010, required by the General Manager, Toronto Water. The discharge must not exceed the quality limits set out under Table 1 - Limits for Sanitary and Combined Sewers Discharge (OR) Table 2 - Limits for Storm Sewers Discharge, including conditions for payment for water pollution control treatment purposes for these discharges as per Municipal Code Chapter 441.
- 8.2 Submit an application to Toronto Water, Environmental Monitoring & Protection for any permanent dewatering system that is required for the building and enter into an agreement/permit to discharge groundwater as required by General Manager, Toronto Water.
- 8.3 Prior to entering into a Site Plan Agreement, submit a copy of the relevant section(s) of the Private Land Declaration that disclose(s) the obligation of the Owner in respect of the discharge of groundwater to a City's sewer pursuant to Toronto Municipal Code chapter 861 to the satisfactory of Chief Engineer & Executive Director, Engineering & Construction Services.

F. ADVISORY OF OTHER CITY APPROVALS & REQUIREMENTS

The Owner is advised that the following approvals and/or permits are required be for this development:

1. Transportation Services

- 1.1 A separate application must be submitted for the review and approval of the General Manager, Transportation Services, in consultation with the Chief Building Official, for the proposed canopy encroachment on to the Grosvenor Street and Grenville Street rights-of-way and enter into an encroachment agreement in respect of the approved encroachments.
- 1.2 It will be necessary to submit a report as part of the encroachment application required under Condition No. F(1) above to address how pedestrians will be protected from any snow and/or ice that may fall from the canopies onto the Grosvenor Street and Grenville Street public rights-of-way.
- 1.3 Approval for all work that will be carried out within the abutting public rights-of-way, which may include but not be limited to financial responsibility for removal or relocation of existing street furniture (transit shelters, benches, litter bins, bicycle locking rings, etc.), must be received from the Transportation Services. The Owner must contact the Street Furniture Management to co-ordinate the removal or relocation of Astral street furniture or bicycle locking rings. There are Third Party costs associated with the removal and relocation of Astral street furniture and costs to remove the City of Toronto bicycle locking ring(s). The City and Astral will not undertake any work associated with removing, reinstalling or relocating existing street furniture until it receives payment. If clarification is required on how the above standards will apply to this site, the applicant can contact the Street Furniture Management at streetfurniture@toronto.ca. For all other works within the public right-of-way, the applicant can contact the Right-of-Way Management, Toronto and East York, Construction Activities, at 416-392-7877.
- 1.4 To submit costs for the installation of the proposed new City of Toronto Standard bicycle locking rings on public right-of-way at the rate of \$433.92/unit, including HST. The cheque is made payable to the City of Toronto Treasurer and must be forwarded to the attention of:

David Dang
Transportation Services, Public Realm
Street Furniture Management
433 Eastern Avenue
2nd Floor, Block B
Toronto, ON M4M 1B7
Tel: 416-397-0590
David.Dang@toronto.ca
- 1.5 Further changes and/or requirements may be imposed by the General Manager, Transportation Services upon receipt of the revised plans and/or additional documentation required under Sections A and C.

2. Implementation of Superpave Asphalt Specifications

The City of Toronto is implementing Superpave asphalt mixes commencing in the 2018 construction season for all public road infrastructure projects. Superpave asphalt mixes will be mandatory for all new projects approved in 2018 and onward in the City of Toronto. See attached notice dated March 6, 2018 for further information.

3. Toronto Hydro Approval

The Owner must obtain approval from Toronto Hydro Energy Services for removing and/or relocating any utility with attached municipal street lighting and for any upgrades. The Owner is advised to contact 416-542-8000 or utility.relocations@torontohydro.com for comments and cost estimates for required fieldwork.

4. Utilities

The Owner is financially responsible for all costs associated with the excavation, improvement, removal and/or relocation of any above or below-grade public or private utility resulting from the development of this property.

5. Municipal Servicing and Stormwater Management

2.1 Based on the results of the groundwater and foundation drain analysis, the Owner is required to enter into a short-term discharge agreement for discharging to the combined sewer in accordance with Toronto Municipal Code 681-6, by-law no. 868-2010 if required by the General Manager, Toronto Water. The discharge must not exceed the quality limits set out under Table 1 - Limits for Sanitary and Combined Sewers Discharge, including conditions for payment for water pollution control treatment purposes for these discharges as per Municipal Code Chapter 441.

2.2 The Owner will be required to make an application to the Toronto Water for the installation of any proposed services within the City right-of-way after acceptance of the stormwater management report and site servicing plan. For further information, please contact George Kamalendran of Toronto Water at 416-392-7819.

2.3 Wet Tap Procedure - The Owner is advised that pursuant to an order issued by the Ministry of the Environment, Conservation & Parks (MECP), all wet taps performed on City watermains must be performed by, or under the supervision of, a Certified Operator in accordance with Ontario Regulation 128/04. The City of Toronto Protocol respecting the performance of and verification of wet taps can be found at:

<https://www1.toronto.ca/wps/portal/contentonly?vgnextoid=1ed73d3085131410VgnVCM10000071d60f89RCRD&vgnnextchannel=9deeabfb06721410VgnVCM10000071d60f89RCRD>

2.4 Stormwater Storage Tank - The building structure system must be designed to be able to withhold the storm water cistern under the most critical loading condition.

G. BACKGROUND

TRANSPORTATION SERVICES

Laneway and Roadways

- (a) There is no additional land required for Grenville Street. This road is not identified in the Official Plan as a road to be widened.
- (b) There is no additional land required for St Joseph Street. This road is not identified in the Official Plan as a road to be widened.
- (c) A 0.26 m lane widening is required for the St Vincent lane (public lane) running north-south and abutting to the west limit of the site, to satisfy the requirement of a 6 m wide lane right-of-way. The lane has an approximate width of 5.75 m.

In order to bring the above-noted St. Vincent Lane to current standards, a uniform widening, measuring 0.26 m, is required at this location. All drawings, including sectional and underground parking plans, must be revised to show these lands as being conveyed to the City for a nominal sum.

Driveway Access and Site Circulation

Access to the underground parking garage and the loading spaces is proposed via separate adjacent driveways off St. Vincent Lane (public lane).

Pick-Up/Drop-Off Activity

The consultant report notes that a pick-up/drop-off activity is proposed to be accommodated on-street on both Grosvenor Street and Grenville Street. The above-noted Transportation Response Letter from BA Group, dated November 13, 2020 includes revised plans (figures 1 and 2) illustrating the proposed on-street pick-up/drop-off facilities.

Transportation Services have reviewed the submitted functional plans in coordination with the Traffic Operations and provide following comments:

Grosvenor Street

- (a) Proposed daycare parking. People who have accessible parking permits are exempt from temporal parking regulations. In this regard, someone that displays an APP can legally park in this zone long-term, all day taking away any pick-up/drop-off opportunity, keeping in mind that on-street parking in this area is in high demand. In addition, anyone can legally park in this area short term if they want.

- (b) Some further comments about the proposed parking regulations for the daycare:

What happens within this area when the pick-up/drop-off activities are not required (Saturday and Sunday)? In addition, the proposed 'No Parking' 7pm-6am M-F should be bumped up to a 'No Standing' 7pm-6am M-F and 'No Standing Anytime' Saturday and Sunday.

- (c) Parking regulation on the south side of Grosvenor Street were bumped up to deter parking in order to safely maintain 2-way traffic flow on this roadway, particularly as it applies to EMS (Fire Hall).

- (d) In addition to the above point, please refer to the document link for parking regulation changes on this section of Grosvenor

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.TE14.50>

Given the above, Transportation Services recommends the consultant re-assess this parking proposal and explore an opportunity to provide on-site pick-up/drop-off facility.

Grenville Street

- (a) Proposed 20 minutes parking: Same issues as mentioned above with the daycare. On-street parking in this area is in high demand, people with accessible permits can and will park in this zone long-term, anyone can use this zone for short-term parking, not exclusive to the site.
- (b) It is noted that on-street paid parking spaces located adjacent to the pedestrian ramps will require to be removed. The Owner will be responsible for paying all costs associated with this plan including the compensation for the permanent removal of on-street parking spaces operated by Toronto Parking Authority. In this regard, the owner is required to contact Toronto Parking Authority. Notwithstanding, it is recommended that the on-street parking spaces be left as is.
- (c) Should the Owner further pursue, Transportation Services suggests that the functional plan show all proposed regulations and limits on north side (Bay Street to Yonge Street) and not just the proposed regulations fronting the site.

The Owner is also required to contact Traffic Operations, Transportation Services a minimum of six (6) months prior to any occupancy of the project, in order to prepare the necessary reports that are required to enact the By-laws associated with the amended on-street parking regulations on Grosvenor Street and Grenville Street are required under the above-noted signing plan.

Subject to the acceptance of the functional plan, the Owner will be responsible for the installation of the proposed road improvements associated with the approved functional plans, and pavement marking and signing plan at no cost to the City.

Encroachments

The east and west elevation drawings illustrate the proposed encroachment of canopies over the Grosvenor Street and Grenville Street rights-of-way. Although the above-noted proposed encroachments are acceptable in principle, it will be necessary to submit a separate application to this Division for approval of the encroachments and enter into an encroachment agreement in respect of the approved encroachments. Given that the encroachment details will form part of the above-grade building permit plans, the advisory conditions below clarify that the application for approval of these encroachments will need to be undertaken in consultation with the Chief Building Official. The Owner will need to submit the customary report indicating how pedestrians will be protected from snow and ice.

Traffic Impact Assessment

In support of the subject proposal, the applicant's transportation consultant, (BA Group) prepared a report, titled Transportation Considerations, dated March 1, 2019. In this study, the consultant estimates that the proposed redevelopment will generate approximately 98 and 84

two-way vehicular trips during both the AM and PM peak hours, respectively. Given this level of estimated trip generation, the consultant concludes that the proposed development will have minimal traffic impacts at the intersections within the study area.

Based on a review of the documentation provided by the consultant, and taking into account the nature of the application for this project, Transportation Services concurred with the above-noted conclusion. As a result, traffic impacts of the proposal will be accepted.

Parking

According to the site statistics, a total of 96 resident parking spaces are proposed for the development within the underground garage. The residential parking supply results in an effective residential parking supply of 0.12 spaces per unit. As documented in the transportation consultant update letter, this parking supply rate is considered appropriate based on the recent parking approval trends, recent parking demand surveys and the provision of car-share spaces to reduce the parking supply.

A total of 105 non-resident parking spaces including 6 car share spaces are proposed for the development within the underground garage. As documented in the transportation consultant update letter, the non-resident parking supply is considered appropriate and will meet the parking demand needs of the proposed residential visitor, office and daycare uses, recognizing a sharing between these uses on the site.

The non-residential spaces are located primarily in the 27 Grosvenor side of the site, on levels P1 to P3. Non-residential spaces also take up half of P1 on 26 Grenville.

In support of alternative arrangements to individually owning and operating private vehicles, the applicant is proposing to provide six (6) car-share parking spaces for this project. In order to introduce some flexibility, Transportation Services will accept the following:

A reduction of four resident parking spaces for each car-share parking space 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

The application of the resident parking space reduction, which is noted above is appropriate given that it is a generally accepted standard that is now used by Transportation Services when car-share parking spaces are proposed for new developments.

As noted from the above, the proposed parking supply does not comply with the requirements of the zoning bylaw. The applicant's consultant, BA Group, has included a justification in the above-noted Urban Transportation Considerations, dated March 1, 2019 in support of the recommended lower parking rates. Transportation Services has reviewed the above-referenced parking justification study and accept the recommended reduced parking rates. As noted in the Transportation Considerations report, it is proposed that these reduced standards be adopted within the approvals for the subject site as the base site specific Zoning By-law requirement. A summary of the parking requirements for the project in accordance with these rates is provided in the Table-1 below.

Table 1: Project Parking Requirements Based on Proposed Recommended Parking Rates

Use	Scale ¹	Minimum Parking Rate ²	Spaces Required (No Sharing) ³	Percent Parking Occupancy (Sharing)			Spaces Required (With Sharing) ³		
				AM	PM	Eve	AM	PM	Eve
Residential Market Rate									
Bachelor Units	12	0.08	0						
1 Bedroom Units	221	0.13	28						
2 Bedroom Units	243	0.25	60	100	100	100	105	105	105
3+ Bedroom Units	58	0.30	17						
Sub-total							105	105	105
Residential (Assisted Housing)									
1 Bedroom Units	92	0.04	3	100	100	100	15	15	15
2 Bedroom Units	92	0.08	7						
3 Bedroom Units	55	0.13	5						
Sub-total							15	15	15
Total Residential							120	120	120
Proposed Car-share spaces							6	6	6
Reduction in required resident parking supply resulting from 6 <i>car-share</i>							-24	-24	-24
Total Residents with car-share reduction							96	96	96
Residential Visitor	763	0.06	45	10	35	100	4	15	45
Retail	390	1.0	3	20	100	100	0	3	3
Daycare	741	0.40	2	100	100	50	2	2	1
25 Grosvenor St	30,022	General Parking	75	100	60	0	75	75	75
		Reserved Spaces	12	100	100	100	12	12	12
Car-share			6				6	6	6
Sub-total			148				99	113	142
Total							195	209	238

¹ Expressed as number of units for the residential use and square m of floor area for the non-residential uses.

² Minimum parking rate represents number of spaces per unit for the residential use and number of spaces per 100 square m for the non-residential uses.

³ Where a parking requirement results in a number containing a fraction, Zoning By-law 569-2013 requires that it be rounded down to the nearest whole number.

By the application of above-noted reduced parking standards, the proposed redevelopment would be required to provide a minimum of 238 parking spaces, consisting of 96 for both market and Assisted Housing, and 142 spaces for non-residential uses, which include residential visitor, retail, Daycare and existing uses at 25 Grosvenor. Given the site context and nature of the proposed uses, the proposed parking supply is generally acceptable.

The layout of the proposed underground parking structure is generally acceptable. The typical dimensions of the proposed parking spaces for this project illustrated in parking level drawing P3, are acceptable as they comply with the requirements stipulated in Section 200.5.1 of Zoning Bylaw 569-2013.

The ramp which leads to the underground parking garage is shown on the drawings as having a maximum slope of 15.0 percent. This is acceptable as it complies with the requirement of the Zoning By-law. Transition areas having acceptable slopes have also been provided at the top and bottom of the ramp.

Toronto Green Standard (TGS)

As far as can be ascertained, the development complies with the requirement of Toronto Green Standard (TGS) Version 3.0. Sections AQ1.1 and AQ1.2.

The Toronto Green Standard (TGS) Version 3.0, standard AQ1.3 states that 20% of the total parking supply must be fitted with electric vehicle supply equipment (EVSE). The remaining 80% of the parking spaces are to be designed to permit future EVSE installation (i.e. empty conduit). The TGS statistics provided in A-002.1, 39 parking spaces are proposed to have EVSE installed (19 resident spaces and 20 resident visitor spaces). The remaining 156 spaces are to be EVSE ready (77 resident spaces and 79 resident visitor spaces), meeting the requirements of Section AQ 1.3 of TGS Version 3.0. This is acceptable.

Loading

Proposed Development (the Site)

Loading requirements of the site are governed by Zoning By-law 569-2013. The summary of the loading requirements of the site are outlined in Table 20 on page 47 of the above-noted report from BA Group. Application of the Zoning By-law 569-2013 loading standards to the proposed development requires a total of two (2) loading spaces comprised of one (1) Type G and one (1) Type C.

The proposed development includes five loading spaces, including 2 Type B, 1 Type C, and 2 Type G loading spaces. Of this, two spaces (1 Type B, 1 Type G) are proposed to be dedicated for the use of the adjacent 15/25 Grosvenor office building. For the three loading spaces proposed for the proposed redevelopment, one Type G space is proposed in the south building. The south Type G space will be the designated location for accommodating City of Toronto waste collection / pickup for both residential buildings and will also be utilized for moving to/from the south tower. The Type B loading space in the north tower will be utilized for moving and deliveries into the north tower.

Existing Office Building at 15/25 Grosvenor

The consultant notes that as part of the redevelopment of the Site, the loading requirements for the adjacent 15/25 Grosvenor office building are to be provided within the Site. The summary of the loading requirements of this building are outlined in Table 21 on page 47 of the above-noted

report from BA Group. Application of the Zoning By-law 569-2013 loading standards to the existing building at proposed development requires a five loading spaces comprised of two Type B and three Type C.

According to the consultant, the existing 15/25 Grosvenor Street office building is currently served by one loading space located at the lower basement level of 26 Grenville. The size of the loading space is approximately equivalent to a Type B loading space. Given that the 15/25 Grosvenor Street building was constructed before the current by-law was in force, the existing site loading supply therefore represents a legal non-conforming situation. In October, 2018, the Committee of Adjustment approved minor variances to reduce the on-site Zoning Bylaw requirement for 15/25 Grosvenor from 5 spaces (per By-law 569-2013) to 0 spaces.

The proposed Type G loading space in the north tower, and the adjacent Type B loading space located in the lane at the back corner of the 15/25 Grosvenor building, will be utilized and assigned to the 15/25 Grosvenor office building. Given that 15/25 Grosvenor building is an office use, the Type G space in the north tower will not be utilized for City of Toronto waste collection. The additional design requirements associated with public waste pick-up do not apply to the north Type G loading space.

The proposed loading space supply for the site and the adjacent 15/25 Grosvenor Street building is acceptable as it satisfies the minimum requirements of the applicable Zoning By-law.

Access to the loading spaces is proposed to be provided directly to/from St. Vincent public lane abutting the west limit of the property. The above-noted report from the applicant's transportation consultant includes detailed vehicle manoeuvring diagrams, which demonstrate the inbound and outbound manoeuvres to/from the loading spaces in an acceptable manner.

Work within Right Of Way

The submitted landscape plans illustrate the proposed boulevard and pedestrian clearway widths. As follows as follows:

- Grosvenor Street: a pedestrian clearway of 2.535 metres, except a pedestrian clearway of 1.915 adjacent to the minimum Tree Protection Zone provided for existing mature trees; and
- Grenville Street: a pedestrian clearway of 2.2 metres;

The proposed pedestrian clearway as noted above is generally acceptable.

The landscape plan must also be revised to illustrate all existing and proposed utilities, signs, hydro poles, bike rings and pay and display machines located within the boulevard.

SOLID WASTE MANAGEMENT SERVICES

Multi-Residential Component – North Tower

Based upon the information available, Solid Waste Management will provide bulk lift compacted garbage, recycling and organic collection services to this component of the development. Collection of waste materials from this component will be in accordance with the “City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Re-Developments” and Chapter 844, Solid Waste of the Municipal Code.

Non-Residential Collection – Retail and daycare

The Non-residential component of this development being ineligible for City of Toronto collection, must store, transport and make arrangements for collection of all waste materials separately from the residential component. Collection of wastes from the commercial sector of this site will be in accordance with Chapter 841, Solid Waste of the Municipal Code.

Multi-Residential Component – South Tower

Based upon the information available, Solid Waste Management will provide bulk lift compacted garbage, recycling and organic collection services to this component of the development. Collection of waste materials from this component will be in accordance with the “City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Re-Developments” and Chapter 844, Solid Waste of the Municipal Code.

Prepared by:

Beniam Tefferi, P. Eng.
Engineer, Development Engineering
Toronto & East York District, Engineering & Construction Services

Signed by:



Pat F. Scanga, P. Eng., FEC
Manager (Acting), Development Engineering
Toronto & East York District, Engineering & Construction Services

- Attachment 1 – FSR/SWM Report comments
- Attachment 2 – Servicing Requirements for New Developments
- Attachment 3 – Servicing Report Groundwater Summary checklist template - October 2017
- Attachment 4 – Hydrological Review Summary Checklist template
- Attachment 5 – Civil Plans comments
- Attachment 6 – City of Toronto General Notes Plan template

<DavidC@sweenyandco.com>

Cc: David Sit <David.Sit@toronto.ca>

Subject: FW: 27 Grosvenor Street and 26 Grenville Street

Hi Tony and David,

Please see below for comments from Children's Services on the latest resubmission.

Sincerely,

Katherine Bailey

Planner, Community Planning

City Planning

City Hall, 100 Queen Street West

East Tower, 18th Floor

Toronto, ON M5H 2N2

416-397-1761

Katherine.Bailey@toronto.ca

From: Gail O'Donnell

Sent: December 7, 2020 8:37 PM

To: Katherine Bailey <Katherine.Bailey@toronto.ca>

Cc: Nino Dodaro <Nino.Dodaro@toronto.ca>

Subject: Re: 27 Grosvenor Street and 26 Grenville Street

Hi Katherine,

Here are my comments on the architectural drawings and accompanying documents:

Drawing A-000 - Cover Page - Rezoning & SPA Application - no comment

Drawing A-001 - Perspectives - no comment

Drawing A-002 - Development Statistics - The developer and Children's Services met on October 23rd and we discussed the lack of parking for the Child Care Centre. The drop-off & pick-up is located on the street and we stated that we need a minimum of 20 minutes posted on signs indicating that this is for DO & PU dedicated to the CCC. This sheet is showing 2 parking spaces dedicated to the CCC so I am not sure where they are located.

Drawing A-002.1 - Development Statistics - no comment

Drawing A-003 - Zoning Gross Floor Area By-law - no comment

Drawing A-004 - Zoning Gross Floor Area By-law 569-2013 - no comment

Drawing A-007 -Survey - no comment

Drawing A-100- Site Plan - no comment

Drawing A-101 - P3 Floor Plan - no comment

Drawing A-102 - P2 Floor Plan - no comment

Drawing A-103 - P1 Floor Plan - need to identify where the 2 dedicated CCC parking spaces are located.

Drawing A-104 - Ground Floor Plan - Stroller Storage is for parents and should have a slightly wider opening to enter and exit this room. Add upper storage for car seats. Assume that the CCC will be able to use the access corridor from the CCC Lobby to gain access to the Loading dock for daily catering trucks, occasional art supply deliveries, etc. Greatly appreciate the easily accessible 14 short term bicycle storage room for parent & staff bicycles.

Drawing A-105 - Second Floor Plan - no comment

Drawing A-106 - Third Floor Plan - (note that the CCC will need special Director's Approval at the Ministry of Education due to its location above the 2nd floor) -

- **Parent Staff Resource Room** - this is a space that offers a place for parents to socialize, educate themselves with reading material or see videos, and to grab a cup of coffee. Allow for a kid height sink and an adult height sink so there is an option to wash hands prior to heading down to the Playrooms. Can be a lot smaller than what is shown.
- **Offices** - need a Centre Supervisor Office, a secondary office for staff to prepare programming, and separate meeting room.
- **Kitchen** - open the wall up so there is a kid height counter with kid height sink. Add a pantry. Kitchen should have a full size fridge and full size stand-up freezer, residential stove with hood, a commercial dishwasher & commercial microwave. Add a triple sink, grease interceptor and hand sink with an eye wash attached to the faucet.
- **Stroller Closet** - need to place 3 triple strollers in this space. Is there enough room.
- **Staff Room** - staff can not walk through the kitchen to reach the Staff Room. Allow for a barrier free server with a full size fridge, barrier free sink, and microwave. Add a minimum of 12 lockers - triple stacked.
- **Infant Sleep Room** - Separate the Playroom with the Sleep Room for 10 cribs. Sleep

Room must have a window. Add a servery with a full size fridge, an Infant height sink, an Adult height sink, and a microwave. Add rotational toy storage. Add Infant washroom with an Infant height sink, and kid height toilet and diaper change table with stairs & sink.

- **Toddler Playroom** - Add a servery with a bar fridge, a microwave, a Toddler height sink, an adult height sink. Add cot and rotational toy storage. Add washroom with 2 kid toilets, 2 Toddler heights sinks and 2 premanufactured change tables with stairs & sinks.
- **Preschool Playroom** - Add a servery with a bar fridge, a microwave, a Preschool height sink, an adult height sink, Add cot and rotational toy storage. Add washroom with 3 kid toilets, 3 Preschool height sinks, & 1 change bench with an adult height sink.
- **Gross Motor Area** - assume space between the Laundry & the Adult washroom can be Gross Motor Storage? Can we remove the 2 doors in the corridor area. Makes the space too confining.
- **LAN Room** - label the space between the adult washroom and the Universal washroom as the LAN Room - needs a server rack & telecommunications back board & wifi.
- **Playgrounds** - show 3 separate playgrounds - allow outdoor storage for playgrounds that are not close to the Indoor Storage Room. Assume that a Landscape Architect will be designing the 3 separate playgrounds. Please ensure that the Landscape Architect has a Playground Inspector to review design along with Children's Services
- **Elevator** - assume the elevator is long enough for a triple stroller or a stretcher to fit.
- **Cubbies** - allow for 10 Infant cubbies and an undressing/dressing table for parents to prepare their kids for turn over or pick-up. Allow for 15 toddler cubbies. Allow for 24 Preschool cubbies. Teacher closets should be located near the cubbie areas.
- **Janitor Closet** - slop sink and eye station. Add storage for chemicals.
- **Laundry Room** - reduce in size and create another Storage Room. Laundry Room to have a stackable washer & dryer and another dryer. Add lockable storage and counter folding space.

Drawing A-107 - 4th Floor Plan - no comment

Drawing A-108 - 5th to 9th Typical Floor Plan - no comment

Drawing A-109 - 10th to 11th - Typical Floor Plan - no comment

Drawing A-110.a - 12th Floor Plan - no comment

Drawing A-110.b - 13th to 30th - Typical Floor Plan North Tower/ 12th to 44th Typical Floor Plan South Tower - no comment

Drawing A-111 - 31st Floor Plan - no comment

Drawing A-112 - North Tower Mechanical Penthouse Floor Plan - no comment

Drawing A-113- 45-46th Floor Plan - no comment

Drawing A-114 - South Tower Mechanical Penthouse Floor Plan - no comment

Drawing A-115 - Roof Plan - no comment

Drawing A-201 - Building Sections - E/W North Tower - the glass wind and privacy screen shown on the 3rd floor needs to be minimally 6 feet and can go up to 8 feet according. 1.8 m is just shy of the minimum so please make it taller. Playgrounds will need to be lit especially during late Winter afternoons.

Drawing A-202 - Building Sections - E/W - no comment

Drawing A- 203 - Building Sections - E/W South Tower - no comment

Drawing A-204 - Building Sections - N/S - Building Sections - N/S - no comment

Drawing A-301 - Elevations - North - no comment

Drawing A-302 - Elevations - South - see Drawing comments for A-201.

Drawing A-303 - Elevations - West - see Drawing comments for A-201.

Drawing A-304 - Elevations - East - no comment

Drawing A-305 - Coloured Elevation - North - no comment

Drawing A-306 - Coloured Elevation - South - no comment

Drawing A-306.b- Coloured Elevation -West - no comment

Drawing A-307 - West Elevation at Laneway with 32 Grenville - no comment

Drawing A-308 - Block Context Building Elevation - no comment

Landscape & Lighting Plans -

- **Drawing LU-100 - Composite Utility Plan** - no comment
- **Drawing LP-100 Landscape Plan** - no comment
- **Drawing LP-101 - Planting Plan** - - ensure there are no plants on the Ministry of Education's toxic plant list at CCC front entrance. Does the Landscape Architect know what the existing trees and shrubs at the CCC front entrance are?
- **Drawing LP-102 - 4th floor Amenity Landscape Plan** - no comment - I assume that the CCC Playgrounds at 3rd floor are not yet designed?

- **Drawing LP-103 - 4th floor Amenity Planting Plan** - no comment
- **Drawing LD-100 - Landscape Details - Detail 10** - new plantings can not be on the Min of Ed toxic plant list. Don't forget the CCC drop-off and pick-up new signage required at street side.
- **Drawing LD-101 -Landscape Details** - no comment
- **Drawing LD-102 - Landscape Details** - no comment

Pedestrian Level Wind Study - noted 2 page report stating " The Level 3 covered outdoor daycare space is well-sheltered and calm wind conditions suitable for sitting throughout the year are expected. The noted conditions are considered acceptable for a daycare outdoor area." I am glad to hear this but did the wind studies take into consideration that children are lighter and shorter than adults. Will the results be the same if children were considered as the user group?

Sun Shadow Study - as expected there is limited sun that reaches the 3rd floor CCC Playground located on the west side of the development.

Detailed Revision List - reviewed Page 5 and 9 as requested. We are headed in the right direction but there are conditions that won't change such as the location of the CCC Playground and gaining direct access to sun. How hospitable will the CCC playground be? Luckily there will be control over wind and UVR rays.

Katherine, I hope these comments will be useful.

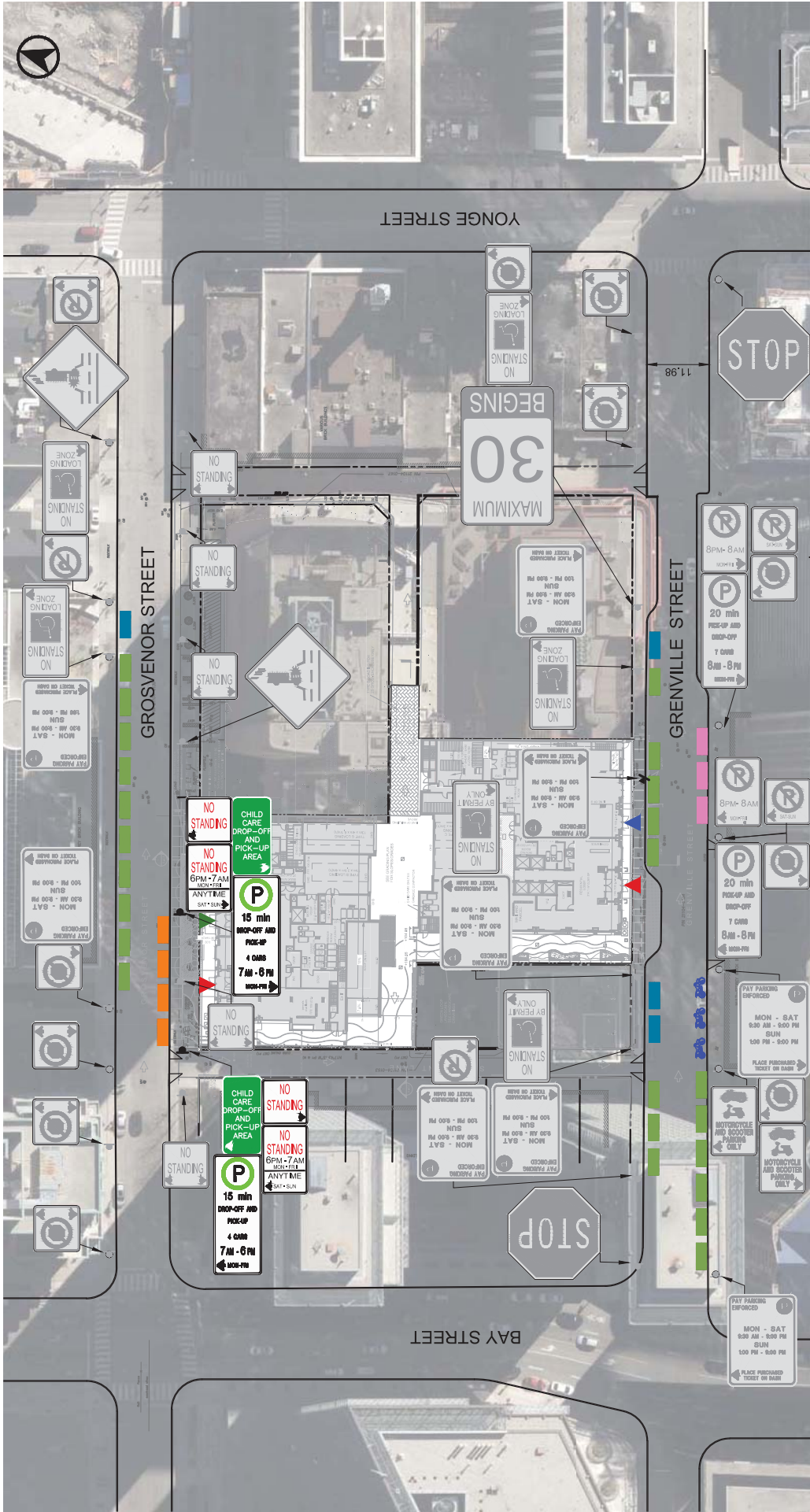
Thanks,

Gail

Gail D. O'Donnell, BAAID, NCIDQ
Project Manager, Capital Projects
Children's Services, City of Toronto
Metro Hall, 55 John Street
(416) 397-5086
(416) 392-4227 (fax)

**APPENDIX C:
Signage Plan**





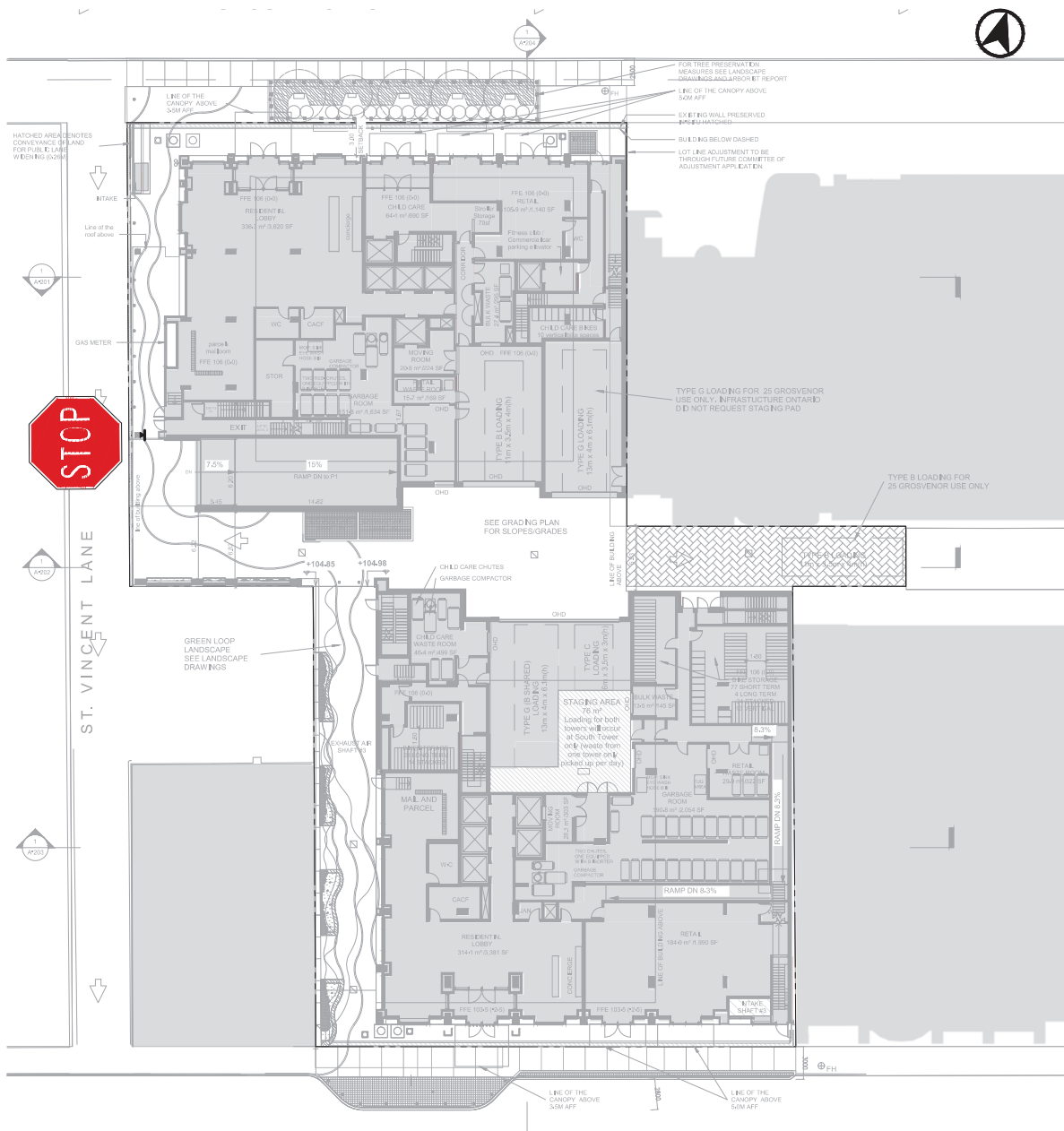
**26 GRENVILLE STREET & 27 GROSVENOR STREET
SIGNAGE PLAN
PROPOSED**

BA Group

█ ON-STREET PARKING
 █ PICK-UP / DROP-OFF
 █ PROPOSED PICK-UP/DROP-OFF
 █ ACCESSIBLE PARKING
 MOTORCYCLE / SCOOTER PARKING
 ▲ RETAIL ENTRANCE
 ▲ RESIDENTIAL ENTRANCE
 ▲ DAYCARE ENTRANCE

Project: 27 GROSVENOR ST. Project No. 6004-07 Date: JUNE 2021 Revised: -	Scale: 1:750
Drawing No. SN-01A	

Date Plotted: June 8, 2021 File Name: J:\6004\07\BAsignage\2021\04_26\26GROSVENOR\SN-004004\07\07.dwg



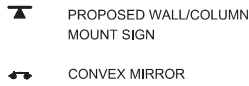
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SIGNAGE LEGEND



SIGN MOUNT LEGEND

ALL SIGNS ARE SHOWN IN APPROXIMATE LOCATIONS AND TO BE DETERMINED ON SITE. SIGNS MUST BE VISIBLE TO DRIVER AND NOT OBSTRUCTED BY LANDSCAPE.

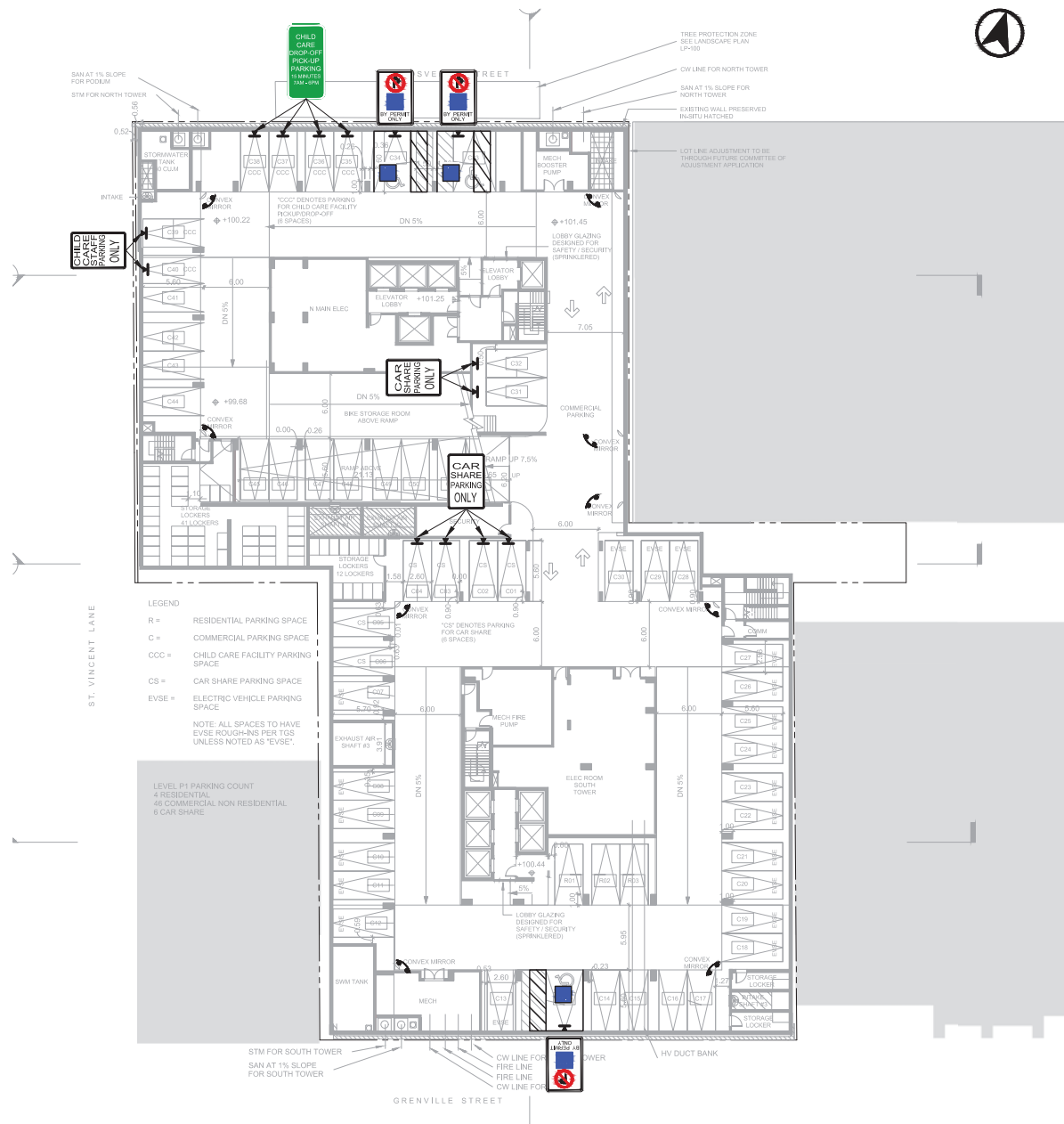


PAVEMENT MARKING:

(NOTE-ALL MARKINGS MUST CONFORM TO THE ONTARIO TRAFFIC MANUAL (OTM) BOOK 11



	26 GRENVILLE STREET / 27 GROSVENOR STREET SIGNAGE PLAN GROUND FLOOR	Project: 27 GROSVENOR Project No. 6004-07 Date: JUNE 2021 Revised: -	Scale 1:400
			Drawing No. SN-01B



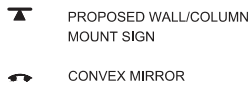
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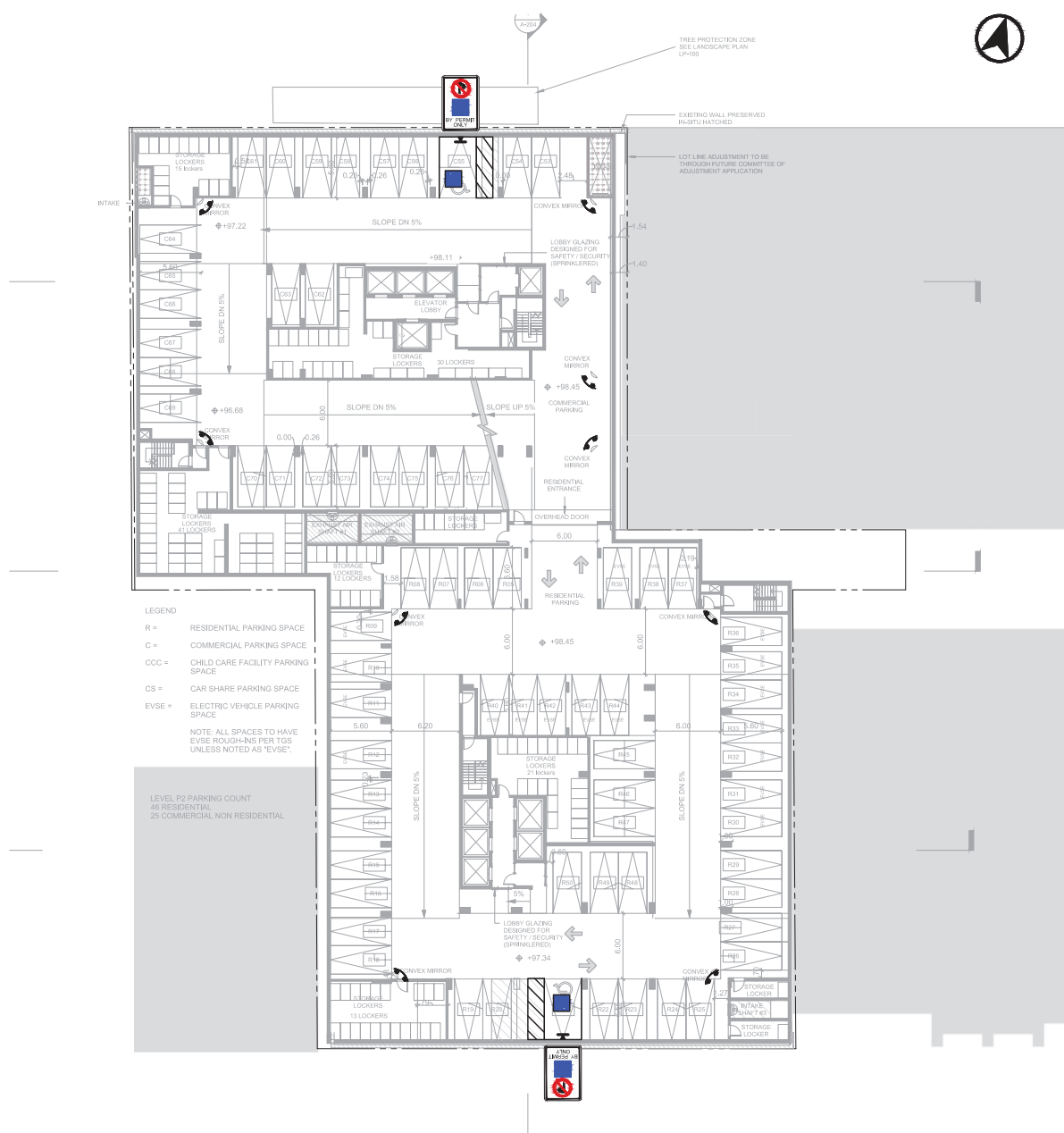


PAVEMENT MARKING:

(NOTE-ALL MARKINGS MUST CONFORM TO THE ONTARIO TRAFFIC MANUAL (OTM) BOOK 11



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			Drawing No. SN-02



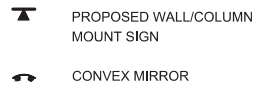
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PAVEMENT MARKING:

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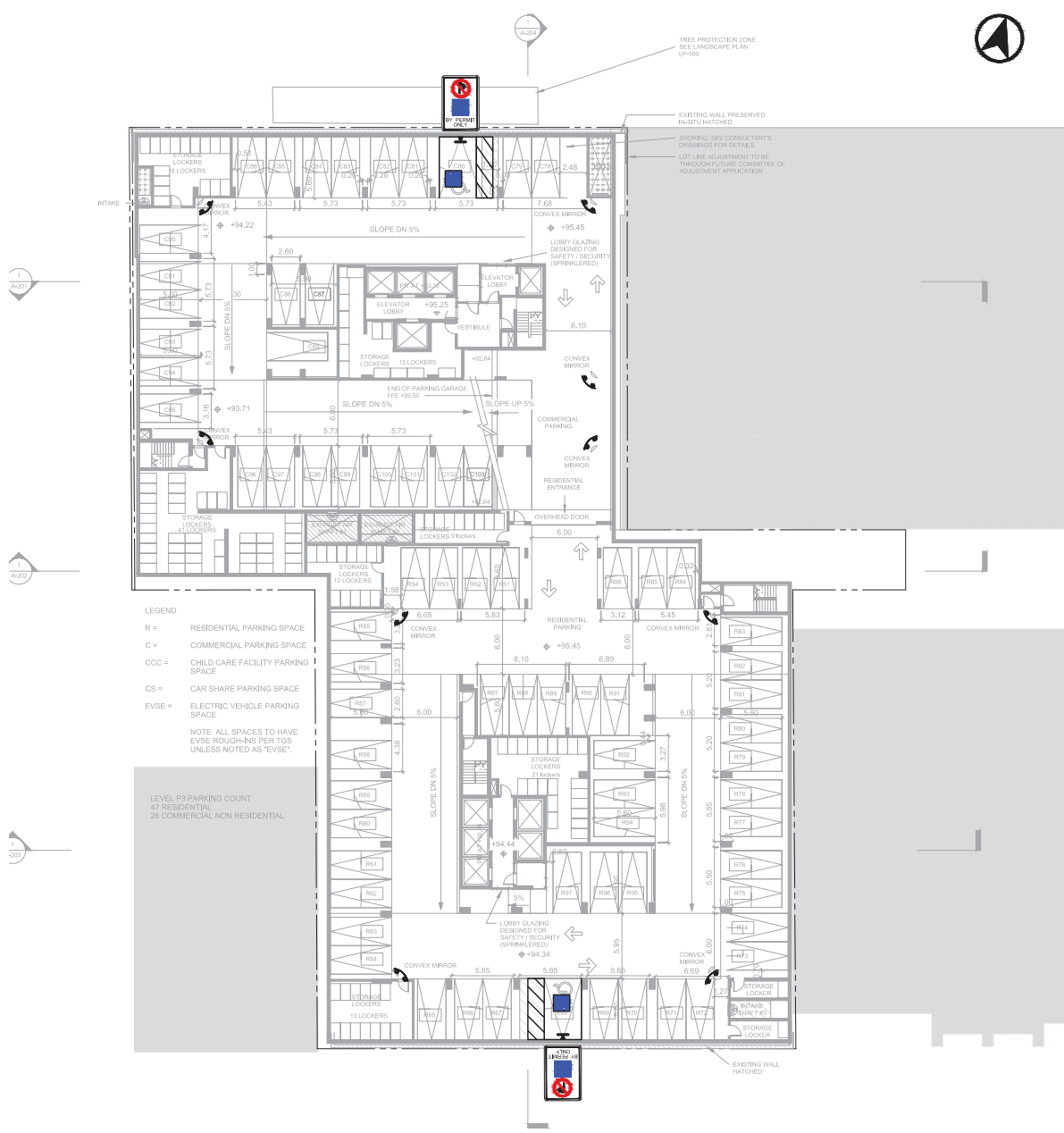


**26 GRENVILLE STREET /
 27 GROSVENOR STREET
 SIGNAGE PLAN
 P2 LEVEL**

Project: 27 GROSVENOR
 Project No. 6004-07
 Date: JUNE 2021
 Revised: -

Scale 1:400

Drawing No. **SN-03**



Date Plotted: June 8, 2021 File name: J:\6004-07\BA\Signage\202104_June 08_2021\BA-25GROSVENOR-SN-00-6004-07.dwg

	26 GRENVILLE STREET / 27 GROSVENOR STREET SIGNAGE PLAN P3 LEVEL	Project: 27 GROSVENOR Project No. 6004-07 Date: JUNE 2021 Revised: -	Scale 1:400 Drawing No. SN-04