48 Grenoble Drive, Toronto - Comment Response Matrix

February 8, 2023

Second Submission for Zoning By-law Amendment and Site Plan Approval
Application #s: 22 127125 NNY 16 OZ, 22 127161 NNY 16 RH, & 22 137124 NNY 16 SA

Applicant: Tenblock

Contact: Matthew Kelling, MCIP, RPP, Development Manager (mkelling@tenblock.ca; 416-322-4112)

Contents:

City Planning & Urban Design

Derrick Wong, Senior Planner
- 416 392 0776

Date	September 2, 2022		
#	**Comment**	**Response**	**Reference**
Overall			
1	Community Planning recommends a design coordinating meeting to explore various site design options based on the comments provided in this package. Staff will advise of possible dates shortly.	Agreed. Multiple design coordination meetings were held with City staff from October through November 2022 to resolve outstanding built form and design items.	n/a
2	The subject site is designated Apartment Neighbourhoods in the City of Toronto Official Plan. Apartment Neighbourhoods are stable areas of the City where significant growth is not anticipated on a city-wide basis	Noted.	n/a
3	The subject site is not located in the Downtown, Centres, or on an Avenue as indicated in the Official Plan	Noted.	n/a
4	The City of Toronto's Official Plan does not envision significant growth in Apartment Neighbourhoods and characterizes these areas as generally stable with infills on underutilized portions of the land. The proposed development proposes significant growth and replaces the existing apartment building on the site.	Noted.	n/a
5	The proposed amount of open space is insufficient given the existing and surrounding context. The existing context can be characterized as a "tower on the park" neighbourhood with towers surrounded by significantly generous landscape open spaces. The proposed building replaces the footprint of the existing building with its surface parking lot. The soft landscaping portions are reduced in size but more programmable spaces such as a park, a POPS, and ground-related outdoor amenity spaces are proposed as part of the development.	As noted, the proposed building replaces the footprint of the existing building and its surface parking lot. The soft landscaping portions are reduced in size but more programmable and usable spaces such as a park, a POPS, and ground-related outdoor amenity spaces improving the functionality of these spaces in comparison with what currently exists.	n/a
6a	The height of the proposed towers at 43 and 41 storeys are not appropriate given the existing and planned context of the area. The submitted Planning Rationale indicates: "Section 1.3 - Fit and Transition in Scale - Ensure tall buildings fit within the existing or planned context and provide an appropriate transition in scale down to lower-scaled buildings, parks and open space. The proposal is in keeping with the scale the existing and evolving context, which includes generally tall to mid-rise buildings. The proposal contributes to the neighbourhood skyline with a moderately higher height than the recently approved 37 storey tower to the immediate west. Including moderately higher heights contribute to many policy objectives of the Province and the City and in this circumstance do not introduce any adverse planning impacts." The subject site is located in the interior of the Apartment Neighbourhood fronting two local streets. The proposed height of the towers exceed the existing or planned context of the Apartment Neighbourhood and do not provide an appropriate transition in scale down to lower-scaled buildings;	The towers have been reduced from 43 (West Tower) and 41 (East Tower) to 39 storeys for both towers. Furthermore, the proposed setbacks and increased separation distances further reduce its impact to surrounding neighbourhoods.	A012
6b	the setback to the north property line to be increased to 7.5 metres for the podium. Additional setbacks between the tower and the podium edges may be required as a result of a more detailed wind study;	As requested, the setback to the northern property line from the podium has been increased to 7.5m.	A012
6c	The separation distance between towers is to be increased by narrowing the tower floor plates; and	The seperation distance between the towers has been increased to 30m, far exceeding the Tall Building Design Guideline standard of 25m.	A012
6d	the proposed floor plates for both towers are in excess of the 750 square metres specified in the Tall Building Guidelines.	The proposed tower floor plates are 790 sq. m. (GCA). The proposed floor plate have regard for, and generally meets the standards for this guideline. The slightly larger floor plate size is mitigated by the large size of this site and the large tower separation distances. The moderately larger floor plate size also does not prompt any adverse planning impacts	A012
Relationship to Neighbouring Development			
7	The setback from the north side of the westerly portion of the podium to the property line should increase to 7.5m to create a mid-rise to mid-rise separation distance (15m – half on each side) condition when the property to the north is developed.	As requested, the setback to the northern property line from the podium has been increased to 7.5m.	A012

Tall Building			
8	The existing context of this area is a "tower in the park" Apartment Neighbourhood, which is characterized by generous separation distances with landscaping and open space in between. The proposed separation distance between the two towers meets the minimum requirement but must be increased in-keeping with the character of the area and to provide more privacy and access to sky view and sunlight for both towers. Reduce the floorplates of the towers to increase the separation distance between them. That would also bring the tower floor plates to 750m2 as per the requirements of the Tall Building Design Guidelines.	The seperation distance between the towers has been increased to 30m, far exceeding the Tall Building Design Guideline standard of 25m.	A012
Privately-Owned Publicly Accessible Space (POPS)			
9	The proposed POPS is to incorporate signage in accordance with the Council approved guidelines. Indicate the location and design specifications for the POPS signage on the Landscape Plan and Details.	POPS signage has been indicated on the landscape plan.	LS-100, LD-100
10	Provide a combination of smaller and large trees to create some variety and biodiversity within the POPS space. Vary in color, texture, scale, and form to provide interest year-round.	A variety of trees is proposed for the POPS space to allow for a variety of colour and texture.	LP-100
11	Expand the POPS area based on the new geometric design of the intersection	The POPS area has been expanded based on the revised intersection design. It now measures 540 square metres.	LS-100
12	Allow for movable furniture	Movable furniture has been included near eastern extent of the POPS	LS-100
13	Revise the drawings to indicate the size and dimensions of the POPS.	Size of POPS has been indicated on site plan drawings.	LS-100
14	The pedestrian level wind condition for the POPS is suitable for standing not sitting during shoulder seasons, limiting space use. Mitigate this condition to extend "sitting" to autumn and spring.	The revised submission now incorporates canopies around building entrances, including the entrance to the west lobby. Further exploration of vertical screens will be explored in a future submission, including considering how they can appropriately integrate into the landscape design.	A101; A301-A304
Views from the Public Realm			
15	The sunken patios in front of the proposed park do not provide natural surveillance and a view of the park. Redesign to ensure direct overlook to the park from the townhouse living spaces. Submit a typical floor plan for one of the townhouses adjacent to the park so that this issue can be examined further.	The elevation of the the lower townhouse level has been raised to reduce the grade differential between the edge of the parkland and the townhouse patios and improve overlook.	A401
Building Address and Entrances			
16	New buildings over 1000m2 are to incorporate within the building design recognition of the Architect of Record or primary Design Architect. The lettering for this recognition must cover an area of at least 0.2m by 0.3m, or 0.06 square meters and be located near the main entrance or on a prominent façade of the structure. 1:50 color elevations are to indicate the location and specifications for the recognition.	Noted. Updated 1:50 elevations will be provided in the next submission when the building facades are finalized. An Architect recognition will be included near a main building entrance as requested.	n/a
17	Provide more prominence for the main entrances to the building through variation of materials, colors, and façade articulations. Different shades of brick could be used to highlight the lobby entrance	Canopies have been added above building entrances, which both create prominence and also serve to improve wind conditions and protect from the sun and rain. Facade design will be further explored in the next submission.	A101; A301-A304
18	Visually differentiate between the design of the ground-related units and the rest of the building to emphasize their scale by minor projections and changes of color/material.	Noted. Although the design team is comfortable with the current design and the integration of the townhomes into the rest of the building, the team will reflect on this comment in the next submission.	n/a
Driveways and Vehicular Access			
19	The intersection of Deauville Lane and Grenoble Drive is to be redesigned and the turning radius reduced to allow for a more pedestrian-friendly design and lower traffic speed.	Agreed. The new site plan incorporates the City's proposed design for the intersection.	A012
Parking and Servicing			
20	Three garbage storage areas may not be necessary. The applicant is to coordinate with Solid Waste and other relevant departments to minimize the number of garbage storage areas.	Garbage areas have been consolidated to two garbage rooms on the ground floor; one for each tower.	A101
21	Place the Intake shaft proposed within the POPS outside of the POPS and away from the main pedestrian pathways and amenity spaces.	Noted. Intake shafts have been relocated to be outside of POPS and pedestrian pathways.	A101
22	Finished elevation of underground parking/structures and podium rooftop should allow for 1.2 metres minimum soil depth to support mature trees and vegetation	Agreed; the finished elevation does provide for a minimum of 1.2 metres minimum soil depth.	LSV-101
Amenity Areas			
23	The proposed three lobby spaces are not necessary. Combine the lobby spaces and use the areas for additional active uses.	The ground floor configuration has been revised and the three lobbies consolidated into two main entrance, one for each tower.	A101

24	The proposed outdoor amenity space on the ground floor is shadowed in all seasons. Reconfigure the podium to accommodate the amenity space. Please see attached sketch. Do not align the middle portion with the wings to avoid a continuous façade at the rear side. Separate the amenity space and public spaces with landscaping buffers. Fencing and screenwalls are not appropriate in public-facing locations. See the sketch below for consideration.	The podium has been reconfigured as proposed. The middle portion of the podium has been pushed to the rear of the site and the outdoor amenity space is now at the front of the site, allowing for increased sunlight. Landscaping buffers will be used to delineate the space.	LS-100
25	Explore opportunities to create a community vegetable garden and plant nursery on site as part of the plant materials proposed in one of the amenity spaces.	This idea will be explored in a future submission when amenity spaces - particularly rooftop outdoor amenity spaces - are fully designed.	n/a
26	Indoor amenity areas to meet the needs of all building residents and include child-friendly attributes such as flexible multi-use space that can be used for communal gathering and includes a full kitchen; homework room with WiFi for teens located in a visible area; and toddler playrooms. Workshop space for messy activities to be provided (could be achieved in conjunction with a dog grooming/washing room, bike repair room, etc.).	Noted. These types of amenities will be considered and incorporated as we develop the block planning of amenity spaces in the future.	n/a
27	The amenity space proposed on the 7th floor has wind conditions that are not suitable for the use of that space. The east amenity space is uncomfortable during winter, only suitable for walking during summer and for fast walking during autumn and spring. The west amenity space is only suitable for standing not sitting during summer and shoulder seasons. Ensure these conditions are addressed so that the space is comfortable to use as intended in all seasons.	Wind mitigation measures have been incorporated to address this. Overhead canopies have been added to the tower design at the north. Wind screens have been added to the parapet at the north, east and west. Further mitigation will be considered in the design of the amenity space in future submissions.	A105, A301-A304
Planning for Children			
28	The sizes of the proposed 2 and 3-bedroom units do not meet the requirements of the Growing up Guidelines. Increase the two bedrooms sizes to 87m2 and the three bedrooms sizes to 100m2 minimum. Refer to the Growing Up Study and Guidelines.	Noted. Units will be efficiently designed to allow for multiple users and family types. Unfortunately, meeting the unit sizes in the Growing Up Guidelines will create units unaffordable for families.	n/a
29	Larger units to include large balconies or terraces which function like outdoor rooms.	Noted. Where possible, corner units (which are typically 2- or 3-bedroom units) include multiple balconies.	A102-A106
30	Consider Building flexibility through column structure or strategically located shear walls to allow for a future combination of units or addition of bedrooms, especially in rental units.	Noted. This will be considered in detailed design.	n/a
Materials and Articulation			
31	Submit a material sample board for review and approval.	Material board will be provided as part of a future submission following finalization of building massing and key facade elements.	n/a
32	The building is designed with a monotonic design language and materials. Diversify the materials and colors to break down the massing of the building and provide additional façade articulation, especially on the podium portion of the building to create a more humane scale. See below for an example of the use of building articulation, color, and material to breakdown building massing:	A cohesive, elegant design language and materiality is our desired architectural expression, one that reflects the architectural history of the area. A building with a diversity of materials does not inherently create a better pedestrian scale, but often becomes cluttered and unattractive. It is our belief that we have created a pedestrian friendly experience through landscaping, materiality (ie. brick), and setbacks.	n/a
33	The materials and colors for the loading space door and mechanical penthouse is not specified. The color should be such that the door blends into the façade of the building and is not visually prominent	Noted. The colours of the loading door will align with the colour of the adjacent building facade.	n/a
34	Differentiate the design of the two towers to create some visual interest using the material, color (different shades of brick), or architectural articulations such as the use of different patterns of balcony placement.	Noted and to be considered. Currently, the Architectural design is a cohesive espression of materials and patterning across both towers and podium.	n/a
35	The brick façades in the base of the building to be masonry brick, not brick veneers	Noted.	n/a
Landscape Plans and Details			
36	A detailed itemized landscape cost estimate is to be provided for review and approval. Once the cost estimate is deemed to be acceptable, a Letter of Credit is required to secure and guarantee the landscape work identified.	Detailed itemized cost estimate to be provided in a future submission once agreement has been reached regarding landscape design.	n/a
37	Slope paved surfaces to drain into soft landscape areas to promote low-impact stormwater management	Paved surfaces at north side of building have been sloped to drain into soft landscape areas.	SG-01, LP-100
38	Provide a detailed landscape plan for the rooftop amenity spaces. The proposed plant material and furniture should be reviewed and approved as part of the site plan approval process.	Detailed rooftop landscape plan to be provided in a future submission once massing is approved and green roof/amenity requirements solidified.	n/a

39	Different unit pavers to be clearly identified (with their colors and point of differentiation) and be called out on the drawings.	Colours to be chosen in furture SPA submission. Paving pattern will comply with SRI requirements per TGS	LS-100
40	The hatch for "understory planting" is missing from the landscape drawings' legend.	Refer to planting plan for understory planting information.	LP-100
41	LD-100 2 Detail: add a fabric layer between the sand setting and the granular base.	Detail modified per city comment	LD-100
42	Place site furniture on a concrete pad where located on unit pavers for increased durability.	Concrete pad indicated beneath unit pavers where site furniture is proposed, refer to detail 8/LD-100	LD-100
43	Are metal planters immune to rusting over time compared to cast-in-place concrete? What are the maintenance requirements of such material? Other than the aesthetic value, what are the benefits of using this material for the planters?	The metal planters are very durable can be made of marine grade aluminum and powder coated for additional protection. They allow for increased soil volume areas in constrained spaces.	n/a
44	Use the podium overhangs as the weather-protected part of the amenity space and incorporate some sitting area in that space.	With the revised design (amenity space to the south of the podium), this direction is no longer applicable.	n/a
45	The Landscape Plan should be revised to include the Solar Reflective Index (SRI) of the proposed high-albedo paving materials on the drawing and in annotations.	As paving product has not yet been specified, we have indicated that we will meet the SRI requirements per TGS	n/a
46	The Landscape Plan does not demonstrate that the hardscape achieves the urban heat island requirements of the TGS. Revise the hardscape plan to achieve [50% for Tier 1 projects or 75% for Tier 2].	As noted above, the products selected will adhere to and be compliant with TGS requirements for SRI values of equal or greater to 29.	n/a
47	Include a paving schedule on the Landscape Plan including the SRI values	Unit paving products have not yet been selected as that is part of the design development process and will be completed in a future SPA submission.	n/a
48	Plant trees in an open trench on the south side of the building where it is proposed beyond the extent of the underground parking garage.	To meet other requirements for short term bike storage and to acheive the required number of trees at the same time it was determined the trees south of the west tower and east of the east tower should be in soil cells. Most everywhere else, open planters are proposed.	LS-100, LP-100
49	Landscape soil depth should be a minimum of 1.2m above a well-drained layer on top of the underground parking or 6th Floor slab	1.2m soil depth has been provided for planting areas on site.	LS-100
50	The Firefall Maple tree is annotated with the quantity of 6 in the Plant Schedule and but only 5 is shown on the map on landscape drawing page LP-100. Show the correct number of trees on the drawing.	Plant schedule has been revised per city comment	LP-100
51	Soil volume area 2 includes 75 cubic meters of soil volume which would be enough for 2 trees. Plant 2 trees in this area.	Refer to soil volume plan for revised plant areas and volumes	LSV-100
52	Can soil volume in area 2 and 3 be reconfigured to allow for tree planting in area 3? Only calculate the soil volume that the tree is able to have access to. See the sketch below for consideration.	With the revised design (amenity space to the south of the podium), this direction is not longer applicable.	n/a
53	Soil volume area 5 is serving 25 trees not 21 as indicated in the table on page LSV-100	Refer to soil volume plan for revised plant areas and volumes	LSV-100
54	Indicate the soil volume provided for street trees in a separate table	Refer to soil volume plan for revised plant areas and volumes	LSV-100
55	Shifting the amenity space as per comment #18 will help ensure the planting material proposed at the amenity space would survive. For example, the Canadian Serviceberries proposed at the amenity space require full sun to partial shade but the space is in shade throughout the year. The trees will not survive and thrive under this condition.	Building configuration has changed since previous submission and ground floor amenity area has more access to sun.	LS-100, LP-100
56	Ensure trees will meet their require sunlight/shade conditions. The Greenpillar Pin Oak proposed on the north side of the property is meant to be planted only with full sun. This area is constantly shaded by the proposed building.	Planting revised per city comment	LP-100
57	Plant larger deciduous trees where possible. Canadian Serviceberry is more in the form of a shrub not a tree.	Planting revised per city comment	LP-100
58	Choose the street trees from native plants for Toronto that are salt and drought tolerant. Linden tree is not native to Toronto and is not very durable. Plant species are to be coordinated with Urban Forestry.	Planting revised per city comment	LP-100
59	Consider the color scheme of the plant material in fall as well as summer. Consider the adjacencies of different colors during fall and different colors of flowering shrubs and trees in summer.	Noted.	n/a
60	For a list of trees that are native to Toronto refer to the Native Plants for Toronto by Proffered Habitat Type table for reference.	Noted	n/a
61	Incorporate Bioretention planters, rain gardens, and other green infrastructures to compensate for the loss of soft landscaping and stormwater infiltration	At north side of site water runoff is directed toward the planting area to allow for stormwater infiltration.	SG-01, LS-100
62	Include the watering program. The notation that indicates "watering program will be provided is not enough". Ensure for the first 2 to 3 years after a tree is planted, that the area around the base of the tree is kept moist at all times	Watering program has been indicated for the first 2 years. See Planting Plan.	LP-100, LSV-100
63	100% of the first 4 m of glazing and glass balconies above the rooftop and a buffer width of at least 2.5 m on either side of the feature should be treated with bird-friendly glazing treatments.	Noted. Refer to building elevations.	A301-A304

64	Specify details (density and color) related to the bird-friendly frit to be used on the exterior glazing for the first 4m above rooftop vegetation	Noted. Updated 1:50 elevations will be provided in the next submission to illustrate this.	n/a
65	Visual markers must have a minimum width of 5mm and a maximum spacing of 50mm x 50mm. include the detail to ensure this requirement is met. Frit patterns must have a high contrast such as white; grey frit does not provide a strong contrast and is not permitted	Noted. Updated 1:50 elevations will be provided in the next submission to illustrate this.	n/a
Streetscape improvements			
66	Refer to the Streetscape Manual and Design Options for Tree Planting in Hard Surfaces.	Noted.	n/a
67	In accordance with By-law 1247-2016, City Standard pavers installed within the public right-of-way will be subject to a one-time maintenance fee collected by Transportation Services at the construction permit stage. Paver banding along the curb edge as identified in the City's Streetscape Manual is exempt from this fee.	Noted.	n/a
Lighting			
68	Provide light fixture data that includes confirmation that the proposed lighting fixtures are Dark Sky Compliant in accordance with the City's Best Practices for Effective Lighting.	Updated Photometric Lighting Plan to be included in the next SPA re-submission once building design/massing confirmed.	n/a
69	Provide the color temperature of lighting fixtures. Ensure a color temperature rating of 3000k or less.	Updated Photometric Lighting Plan to be included in the next SPA re-submission once building design/massing confirmed.	n/a
70	For areas with pedestrian access, provide a luminance level with a min 10 lux and a max of approximately 30 lux. A portion of the walkway on the east side of the property is not lit and can create safety and security issues	Updated Photometric Lighting Plan to be included in the next SPA re-submission once building design/massing confirmed.	n/a
71	There are areas in the landscaped portions of the site where the luminance level has not been shown in the photometric lighting plan including the southeast corner, south side fronting the easterly tower, and the north side of the building on the west side of the driveway. Include the luminance level and ensure it meets the requirement	Updated Photometric Lighting Plan to be included in the next SPA re-submission once building design/massing confirmed.	n/a
Utilities			
72	Provide a landscape/utility composite plan including all utilities such as light standards, hydrants, overhead wires, vents, transformers, hydro vaults, cable boxes, meters, grates, etc. The landscape architect to confirm there are no conflicts between the above grade and underground utilities and proposed plant materials.	Public Utility Plan has been included in the Civil Drawing Set. Level A SUE to be conducted at a later time to confirm vertical distances.	Public Utiltiies Plan (PU-01)
73	Utilities and service connections should be located away from public streets, walkways, corners, entrances, and/or integrated within building massing and landscape design. Indicate those locations on the plan.	Noted.	Site Grading Plan (SG-01), Site Servicing Plan (SS-01), Public Utiltiies Plan (PU-01)
Other comments			
74	Page LD-100 of the Landscape package is labelled LD-101.	Revised per city comment	LD-100
TGS			
75	The proposal is to meet the Tier 1 requirements and is encouraged to pursue higher Tier standards of the TGS especially given there is a rental component to the building. Higher Tiers of Toronto Green Standard especially as it relates to energy efficiency have been proven to reduce the maintenance and utility costs of the building over time. The City has several programs to incentivize higher levels of energy efficiency and inclusion of the green infrastructure. We can facilitate the conversation between the applicant and the Energy and Environment Division of the City of Toronto to obtain more information about these programs.	Agreed. This project intends to acheive Tier 2 of TGS V3, which will be demonstrated prior to NOAC.	n/a
Transportation Planning			
76	The applicant is to provide a functional redesign of the Grenoble Drive/Deauville Lane intersection, to eliminate the right-turn channels in favour of enhanced safety for pedestrians and cyclists, and reduced pedestrian crossing distances. The proposed site will generate additional pedestrian use of the area.	Agreed. The new site plan incorporates the City's proposed design for the intersection.	A012
77	The applicant is to provide TDM measures to support a more major mode shift as a site near major transit investments, including contribution to expanding the City's public bikeshare system, and the provision of publicly accessible carshare vehicles	Agreed. The updated project (and associated TDM) include an on-site Bike Share station and 4 publicly accessible car share spaces.	A099, A012, LS-100
78	The TDM plan identifies some measures that are not considered TDM, and otherwise measures that are too minor to have significant impact on reducing vehicle generation.	Noted. TDM plan has been revised. See Transportation Response Memo for further details.	n/a

79	Bicycle parking is a requirement of zoning and is not considered to be a TDM measure to satisfy the Toronto Green Standard	The project has increased its supply of long-term bike parking to surpass the zoning by-law requirement, providing 0.95 spaces/unit in a high quality parking facility.	A011 and Cycling Facility Design Concept Drawings
80	The proposed measures such as a bike repair station, real time information display, are acceptable but considered to have minor impact	Noted.	n/a
81	Typical requested value for Presto cards are $156 per card (one per residential unit), equivalent of a TTC monthly pass	TDM plan has been updated to include a PRESTO card with $156 of credit for each unit as requested.	n/a
82	Some short-term bicycle parking should be located exterior to the building, near highly visible main entrances. Revise the plans accordingly	Short term bike parking has been located per city comment.	LS-100
83	Confirm that 20% of proposed parking spaces will be provided with electric vehicle charging supply to meet Toronto Green Standard.	All resident parking spaces and 25% of visitor parking spaces will be provided with energized outlet capable of providing Level 2 charging or higher, as per By-law 89-2022.	A098/A099
84a	Identify on the Site Plan/Floor Plans the locations of all the proposed EVSE parking spaces, and confirm that the remaining parking spaces are designed to permit future EVSE installation.	Current proposal to meet new By-law 89-2022. Refer to Parking notes on A098/A099. All spaces to have EVSE.	A098/A099
Street furniture management			
84b	Provide the following details where applicable: Construction Start Date: Construction End Date: Project Name / ID: Project Limits: List of affected locations (municipal addresses, street/cross street): Drawings: Permit Number (if applicable): Contact (name, telephone number and e-mail address):	Given that the ZBA has not yet been approved, it is too early in the process to provide this information.	n/a
85	Staff does not have any existing or proposed Bike Locking Rings in the area of the development.	Noted.	n/a
86	The applicant is to explore a new Transit Shelter at the new TTC bus stop that is being placed at the northwest corner of Deauville Lane and Grenoble Drive.	A new transit shelter location has been indicated on plans	A012,, LS-100
87	Installation of the Transit Shelter and the installation of a conduit is to be coordinated with Street Furniture Management staff, Community Planning, and the TTC. See attached Transit Shelter placement sketch on the design drawing attached	Transit shelter has been placed behind sidewalk, refer to plan for proposed location.	A012, LS-100
88	Street Furniture Management staff requires a box out for the Transit Shelter pad size of 1.6m x 3.5m and backed filled with asphalt to grade in order for the area to be safe until our contactor can install our concrete pad after the development is completed. This shelter is required a hydro connection and therefore will need a conduit installed from the nearest power source. I have also attached the specs for the conduit for your review. Please contact Street Furniture Management staff during streetscape stage so that our contactor can be on site to inspect the conduit installation to the boxed out shelter pad. This is an important step as hydro will not approve the conduit if our contractor does not submit necessary photos as per hydro's guidelines and we want to minimize any concrete work after the development is completed. Therefore our contractor will remove the asphalt pad and pour a new concrete pad in the boxed out area as well do power hook up using the new installed conduit connection.	Noted. Refer to plan for proposed transit shelter location	A012, LS-100
89	The applicant is to coordinate with Street Furniture Management staff at the streetscape stage so we can coordinate the installation of the Transit shelter.	Noted.	n/a

Housing

Johanna Hashim, Senior Planner
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Date	**November 21, 2022**		
#	**Comment**	**Response**	**Reference**
1	A related Rental Housing Demolition application has been receive and deemed complete with the following outstanding matters:	n/a	n/a
1a	Confirmation that the rental replacement units include 100% of the total existing GFA and average GFA by unit type.	Confirmed. Documentation has been shared directly with the Housing Planner.	n/a
1b	The applicant will work with City staff and tenants to determine an appropriate Tenant Relocation and Assistance Plan.	Noted.	n/a

1c	Confirmation of the number of rental replacement parking spaces and lockers.	The proportion of parking spaces for rental replacement units will be proportional to those provided to the remainder of the building's units. The total number of units in the building is 966, of which 110 (11%) are rental replacement. There are 189 total resident parking spaces, of which 20 (11%) are reserved for rental replacement units. The number of locker spaces in the building will be determined at a later date.	n/a
1d	Confirmation that tenants of the rental replacement units will have access to all the indoor and outdoor amenity space on site at no additional cost, except access/user fees that other residents are subject too; and,	Rental replacement units will have access to the same indoor and outdoor amenity spaces as other building residents without additional costs that other building residents are not subject to.	n/a
1e	A site visit to confirm the existing conditions.	A site visit with the Housing Planner occurred on November 17, 2022	n/a
2	The provision of 284 (25.5%) two-bedroom units and 93 (9.4%) three-bedroom units does not adequately support the unit mix objectives of the Growing Up guidelines, 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. Staff suggest the applicant increase the number of three-bedroom units.	In the first submission, 93 (11%) of the 884 new units were proposed as three-bedroom and 225 (25%) of the 884 new units were proposed as two-bedroom. The Growing Up Guidelines recommend that 10% and 15% of units are three and two bedroom units, respectively. Therefore, the provision of units surpassed the mix in the Growing Up Guidelines. This revised submission continues to provide 11% thee-bedroom and 25% two-bedroom units.	n/a
3	Nine (9) of the ninety-three (93) total units (9.6%) of the proposed three-bedroom units larger than 100 square metres. The proportion of proposed three-bedroom units that are larger than 100 square metres do not adequately support the unit size objectives of the Growing Up guidelines to accommodate within new development a broad range of households, including families with children.	Noted. Unfortunately, market conditions are such that units that aligned with the recommendations of the Growing Up Guidelines would be prohibitively expensive for families, and would typically not serve the target demographic.	n/a
4	The applicant should provide additional information, including a table outlining unit sizes and size ranges by bedroom type, to evaluate the application in the context of the Growing Up guidelines., of the proposed unit mix and unit sizes and unit layouts to determine whether the guidelines of Growing Up guidelines.	Noted. A table with average unit sizes per bedroom type is included in this updated submission in the architecture set.	A011
5	The City's Open Door for Housing program provides incentives for the creation of new affordable housing beyond those required by the Official Plan, subject to certain terms and conditions. We encourage the applicant to consider the Open Door program. Further information on the program can be found on the Open Door Affordable Housing Program website.	Noted.	n/a

Engineering and Construction Services (Technical Services)

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Date	May 25, 2022		
#	**Comment**	**Response**	**Reference**
Transportation Services			
Reviewer: Homayoun Harirforoush			
1	Provide an updated Transportation Impact Study Addendum to address the comments outlined in Traffic Assessment – Section D.	Given that updated site traffic volumes are projected to be less than what was previously assumed in the initial TIS, the recommendations in the TIS will remain the same and an updated study is not required.	n/a
1a	1) Study Horizon A standard five-year planning horizon (2028) was selected by the consultant for future traffic analyses. Given the scope and size of the development proposal, additional information is required to justify the selected horizon year. Also, further details are required with respect to the phasing of the development. If the development will consist of multiple phases, the multiple horizon years must be analyzed in the TIS.	The proposed development will be built in one phase and construction was expected to be completed by 2023 for the analysis. It is likely that construction will not begin until 2024 with completion 1-2 years after that. However, the chosen horizon year for this particular analysis is meaningless since there is no projected growth and background traffic volumes will not change.	Transportation Response Memo, page 9
1b	2) Background Developments In addition to the sites identified in Section 3.5 of the study, traffic volumes associated with the following background developments must also be included in the Future Background Traffic Analysis: • 770 - 805 Don Mills Road; • 844 Don Mills Road; and • 80 Overlea Boulevard.	The traffic studies from the above noted background developments were previously reviewed before the TIS was submitted and it was found that site traffic from these developments would not impact study intersections. Therefore, they were not included under background traffic conditions.	Transportation Response Memo, page 9
1c	3) Corridor Growth The report indicates that a review of historical counts from the City found that traffic volumes have been decreasing between 2001 to 2018. As such, no growth rate was applied to the traffic counts. A review of historical counts from the City is provided in Table 1...A review of historical counts (provided in Table 1) illustrates that traffic volumes have been increasing. As a result, the consultant must submit acceptable documentation which confirms the proposed no growth rate used in the study is appropriate. In the absence of this documentation, the study must be revised to use appropriate growth rate for the study area.	The City counts on the dates noted in the table above were reviewed before the submission of the TIS. In addition, the total traffic volumes shown in the above table do not match the respective City counts and do not appear to be peak hour volumes. (See Transportation Response for detailed response with table)	Transportation Response Memo, page 10
1d	4) Trip Generation The consultant uses this person trip rate and reduces the auto trip rate by applying 2016 Transportation Tomorrow Survey data. This is not considered appropriate as it is not a direct comparison and we consider that the trip generation for the site is being underestimated. It is recommended that the residential trip generation should be further verified by proxy site surveys (which have similar operating characteristics as the proposed development) or other methods (e.g., ITE Trip Generation Manual) should be used.	The proposed site trip generation was not reduced by the 2016 Transportation Tomorrow Survey (TTS) data. As noted in the TIS, site trips were based on weekday AM and PM peak hour trips per resident from the Don Mills Crossing Study. Total projected residents for the development were based on the City's Housing Occupancy Trends for apartment developments, which had an average of 1.67 residents/ household. The modal split from the Don Mills Crossing Study was used to determine the site trips generated for each mode.	Transportation Response Memo, page 11
1e	5) Signalized Intersection The Analysis Summary Table In addition to the level-or-service, 95th percentile queues, and v/c ratio information provided in the study, separate tables must also be provided which summarize delay information and 50th percentile queues for all intersections and each movement.	It is industry practice to report only the 95th percentile queues and not the 50th percentile queues, since the 95th percentile queues are more conservative and closer to actual observed queues in the field. The 50th percentile queues are shorter than the 95th percentile queue and are typically not useful. However, as requested, traffic operations, including delay information and 50th percentile queues, for all movements at all intersections are shown in Attachment 5.	Transportation Response Memo, page 11
1f	6) Queueing Assessment Mitigation measure must be considered in cases where projected queues extend into adjacent intersections or beyond available storage (e.g., Westbound left-turn at the intersection of Deauville Lane and St. Dennis Drive) as a result of the addition of site traffic to the road network. In addition, available storage area for all applicable movements must also be provided in the tables. This information must not include any applicable tapers areas. As such, please use the correct data and revise the analysis accordingly.	As shown in Table 7 and Table 8 of the TIS, as well as in Attachment 5, all existing and projected queues are and will be contained within their respective storage and link distances, except for the westbound left turn queue at the intersection of Deauville Lane/ St. Dennis Drive. This queue is currently exceeding and will continue to exceed its storage length, regardless of site traffic. Therefore, the City should monitor this movement for possible mitigation measures. Existing storage lengths and link distances have been reported based on what is available in the field.	Transportation Response Memo, page 12

1g	7) Digital Synchro File In order to fully assess the traffic impacts, digital Synchro and SimTraffic files must be provided. Additional comments pertaining to the Synchro/SimTraffic analysis may be provided upon further review.	The digital Synchro files have been provided with this submission.	Transportation Response Memo, page 12
1h	8) Multi-modal Analysis and Transportation Demand Management Please contact Transportation Planning unit of the City's Planning Division to confirm the exact requirements	Please response to comment 13 below.	Transportation Response Memo, page 12
2	Please provide parking spaces in accordance with the rates specified in Condition No. B1, or alternatively submit acceptable documentation which justifies a reduced parking supply that is appropriate for the area and site context.	By-law 89-2022 - approved by City Council on December 17, 2021, and in-force as of July 22, 2022 - eliminated minimum resident parking rates. Although we do not believe there a need to justify a level of parking provision that meets the by-law, please see discussion in Section 1.2 of the Transportation Response Memo.	Transportation Response Memo, Section 1.2
3	Demonstrate compliance with the loading space supply requirements of the governing By-law, or alternatively submit acceptable documentation which justifies a reduced loading supply that is appropriate for the area and site context.	The project complies with the loading space supply requirements. The proposed development is considered a single building, and thus a Type G and Type C are sufficient.	Transportation Response Memo, Section 1.3
4	Revise the site plans and landscape plans to show the provision of minimum 2.1m wide linear paths of concrete public sidewalks along all development site frontages, which: 1.1.4.1. Must be clear of any encumbrances such as utility poles, fire hydrants, bike rings, street furniture, specialized paving areas, landscaping, etc.; 1.1.4.2. Must be entirely within the public right-of-way; 1.1.4.3. Must be continuous through the driveway; 1.1.4.4. Must be offset 0.3m from the property line; and, 1.1.4.5. Must be aligned with the existing adjacent sidewalks and maintain a linear course.	2.1m concrete paths provided along development frontages.	LS-100
5	Include a notation on the site plans and landscape plans stating, "The new reconstructed sidewalks along the development site frontages will be built to the satisfaction of the City and at no cost to the municipality	Comment added per city comment.	LS-100
6	Provide an internalized on-site pick-up/drop-off for West Tower and East Tower. A turning loop design must be provided on-site in front of the lobby to ensure this activity does not occur within the public right-of-way.	An internalized on-site pick-up / drop-off loop will not be included, as it would eliminate the ability to provide a POPS and negatively impact the urbanization of the site. As an alternative, two pick-up/drop-off spaces have been provided on site at the rear of the building.	A012 and Transportation Response Memo
7	Please provide tactile walking surface indicators (TWSI) at the southeast corner of the site (northwest corner of the Deauville Lane and Grenoble Drive intersection).	TWSI have been provided per city comment	LS-100
8	Provide accessible parking spaces in accordance with By-law 569-2013.	8 accessible parking spaces have been provided which exceeds the min. required for proposed supply of 202 spaces per By-law 89-2022.	A098/A099
9	Demonstrate compliance with the requirements of the Toronto Green Standard (TGS) Version 3.0, as further discussed in Section D:	n/a	n/a
9a	AQ 1.1 - TDM documentation	An updated TDM plan has been provided as part of this submission. Changes include the provision of Presto card ($156 credit) for all units, the inclusion of a Bike Share station on site, and long-term bike parking that exceeds the by-law requirements.	Transportation Response Memo
9b	AQ 1.3 Electric Vehicle Infrastructure	This requirement has been satisfied, as 100% of resident and 25% of visitor will provided with energized outlet capable of providing Level 2 charging or higher, as per By-law 89-2022. This condition surpasses the 20% EVSE requirement of AQ 1.3. This is noted on architecture drawings.	A098 and A099
9c	AQ 3.2 - Sidewalk space	Requirement has been met, 2.1m concrete sidewalks have been provided along development frontages	LS-100
10	Remove all parking that is on the slope and curve of the parking ramp	The parking spaces that are proposed in the noted area are along an aisle that has a slope of 5% and provides access to the P2 level. The City's ramp guidelines allow a maximum sloped floor of 5% for access to parking spaces.	A098/A099
11	Please label the dimension of all parking spaces. Clearly identify the distance of the parking spaces from walls and obstructions. The minimum dimensions of a parking space are 2.6m wide by 5.6m long by 2.0m high. The width must be increased by 0.3m for each side of the parking space that is obstructed more than 1.0m from the front or back of a parking space	Architectural notes on P1 and P2 floorplans specify the dimensions of the parking spaces.	A098/A099
Solid Waste Services			
Reviewer: Robert Hanna			
1	Revised drawings must indicate and annotate the staging pad abutting the front of the Type G loading space will be at least 99.3 square metres, has an unencumbered vertical clearance of 6.1 metres, is level (+/-2%), and is constructed of a minimum of 200 mm reinforced concrete	Noted, see Ground floor plan.	A101
2	Revised drawings must indicate a bulky storage area of minimum floor area of at least 10 square metres for each tower. It is also recommended that the bulky storage area be located within or with direct access to the loading area.	Noted, see Ground floor plan.	A101

	3	Revised drawings must label the method of waste separation that will be used and that the method will be one of the following; a single chute with a tri-sorter, two chutes with one equipped with a bi-sorter or three separate chutes. Notation is not located in all waste rooms	Notation added; floorplans show bisorters with two chutes.	A101
	4	Revised drawings must indicate and annotate a waste compactor within the residential waste room.	Noted, see Ground floor plan.	A101
	5	Revised drawings must indicate that all access driveways to be used by the collection vehicle will have a minimum vertical clearance of 4.4 metres throughout, a minimum width of 4.5 metres throughout and be 6 metres wide at point of ingress and egress.	Noted, see Ground floor plan.	A101
	6	Revised drawings must indicate and annotate a collection vehicle movement diagram that has a length of 12 metres and a width of 2.4 metres with a minimum inside/outside turning radii of 9.5 metres and 14 metres respectively, when entering, exiting, travelling throughout the site and entering/exiting the type G loading space. The diagram must also indicate the ability of the collection vehicle to enter and exit the site in a forward motion with no more than a three-point turn	Drawings have been revised to accommodate this. Please see Attachment 3 of Transportation Response Memo for vehicle turning movement diagrams, as well as demonstration on architectural ground floor plan (A101)	Transportation Response Memo (Attachment 3), A101
	7	Revised drawings must indicate that all overhead doors will have a minimum vertical clearance of 4.4 metres, and a minimum width of 4 metres	Noted, see Ground floor plan.	A101
	8	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: 1.2.8.1. Design Code - Ontario Building Code; 1.2.8.2. Design Load - City bulk lift vehicle in addition Building Code requirements; and, 1.2.8.3. Impact Factor - 5% for maximum vehicular speeds to 15 km/h and 30% for higher speeds.	This will be provided at a later time once the building design has been approved.	n/a
	Functional Servicing and Stormwater Management Report			
	Reviewer: Joe Amato			
	GENERAL			
	1	Please include the City Zoning file number on the title page.	Functional Servicing and Stormwater Management Report Stage 1 and 2 have been revised accordingly.	Cover page
	2	The report shall clearly identify all lands to be conveyed to/from the City including road widening, corner roundings, public roads, etc., as well as land to be dedicated to the City as public parkland. The FSR shall clearly identify the existing subject property area and the area of the private lands after all appropriate land conveyances and dedications to the City under proposed conditions.	Functional Servicing and Stormwater Management Report Stage 1 and 2 have been revised accordingly.	Section 3.0 - Functional Servicing and Stormwater Management Report Stage 1 and 2
	3	The FSR is to identify all lands to be dedicated to the City as a public highway and any future intersection/road improvements. All road improvements should be consistent with the recommendations of the Transportation Services Division.	Functional Servicing and Stormwater Management Report Stage 1 and 2 have been revised accordingly. No lands are to be dedicated to the City for a public highway. Intersection improvements match the information provided by Transportation Services.	Section 3.0 - Functional Servicing and Stormwater Management Report Stage 1 and 2
	4	All existing and proposed City Easements as well as future property lines and lands to be dedicated to the City must be clearly noted and indicated in the report and such Easement and property lines must match the draft Reference Plan of Survey.	Functional Servicing and Stormwater Management Report Stage 1 and 2 have been revised accordingly. Note there are no existing City easements.	Section 3.0 - Functional Servicing and Stormwater Management Report Stage 1 and 2
	5	In the future submission, the consulting engineer should prepare a FSR that includes only the information required for zoning by-law amendment, (i.e., sewer capacity analysis, water pressure, flows, groundwater and high-level/summary-type information related to stormwater management as outlined below); and prepare a separate report for SWM as per pertinent comments provided in this memorandum. This should be done in order to avoid the City asking for changes during site plan control to a combined FSR & SWM report that had been accepted/partially accepted for zoning. Typically, specific stormwater management details do not need to be included in the FSR, as only high-level/summary-type information related to the existing sewer system and storm drainage information would need to be included. Please separate the report content into two reports and revise accordingly. If the FSR & SWM report remains as a combined report, we will not be able to sign-off on the report until all contents contained within are acceptable.	Functional Servicing and Stormwater Management Report Stage 1 (ZBA) and Stage 2 (SPA) have been provided accordingly.	n/a
	6	Please clarify in Section 4.3 that the spreadsheet analysis is being completed as the EA study basement flooding area 55 is not yet completed, thus the model information is not available.	Functional Servicing and Stormwater Management Report Stage 1 has been revised accordingly.	Section 4.3 - Functional Servicing and Stormwater Management Report Stage 1, page 3
	PUBLIC PARKLAND DEDICATION			

7	As part of the Zoning By-Law Amendment application, it must be confirmed that the park can be serviced for storm, sanitary and water servicing based on the depth and location of municipal services and factoring in crossings with other sewers and utilities. The typical servicing requirements from Parks, Forestry & Recreation (PFR) division for public parkland includes: 2.8.1. Storm servicing (control manhole will be required just inside property line); 2.8.2. Sanitary servicing (control manhole will be required just inside property line); 2.8.3. Water servicing (minimum 50mm domestic water service, shut-off valves, water meter and backflow preventers in chambers, etc. will be required just inside property line); and, 2.8.4. Electrical Service Connection (minimum 100 Amp service with electrical panel in a lockable cabinet just inside property line). The engineer is to contact PFR to confirm the exact needs of PFR to ensure the required services are provided and that the sizes of the proposed services will provide adequate capacity for the parks intended use. Written confirmation from PFR for the required services for the public park is to be appended to the FSR.	2.8.1: Storm Servicing connection has been included. 2.8.2: Sanitary Servicing connection has been included. 2.8.3: Water Servicing connection has been included. 2.8.4.: Noted. Written direction from PFR was provided to the applicant and the engineering reviewer by email in November 2022.	Site Grading Plan (SG-01), Site Servicing Plan (SS-01), Sections 5.3, 6.3 and 9.3 - Functional Servicing and Stormwater Management Report Stage 1, Section 5.3 - the Functional Servicing and Stormwater Management Report Stage 2
8	The Servicing & SWM Report fails to recognize how the lands to be dedicated to the City as Public Parkland will be handled for stormwater management. As part of the ZBA application, it must be confirmed how the stormwater management requirements (quantity control, quality control and water balance) for the public parkland is intended to be handled. Please note that separate SWM controls will be required. Alternatively, the subject site may over control peak flows to compensate for the Public Parkland draining uncontrolled (for quantity control). ECS notes that typically PFR prefers the latter option. Regardless, the Public Parkland is required to be self-contained for drainage (it cannot drain to the subject site or vice versa) and the Public Parkland requires a separate storm control manhole and storm service connection. Please review and revise accordingly	Functional Servicing and Stormwater Management Reports Stage 1 and 2 have been revised accordingly. The Public Parkland will be self - contained for drainage.	Section 5.2 of the Functional Serviciing and Stormwater Management Reports Stage 1 and 2
9	Further to the above, please calculate the allowable release rate to the municipal sewer from the public parkland dedication in accordance with the WWFMG's along with the estimate storage volume requirements. A runoff coefficient of C=0.5 should be assumed for the park under proposed conditions since the program for the park is currently unknown.	Functional Servicing and Stormwater Management Reports Stage 1 and 2 have been revised accordingly.	Section 5.1 of the Functional Serviciing and Stormwater Management Reports Stage 1 and 2
STORMWATER MANAGEMENT			
10	In Section 5.1 Existing Conditions, please provide details related to the existing storm service connection(s) to the site. In addition, please include text to indicate that all existing storm services will be removed from the right-of-way and capped at the City's main and that this work is to be performed by City forces at the Owner's expense.	Functional Servicing and Stormwater Management Reports Stage 1 and 2 have been revised accordingly.	Section 5.1 of the Functional Serviciing and Stormwater Management Reports Stage 1 and 2
11	Table 5-1 Target Input Parameters indicates that area A3 drains towards Grenoble in the existing condition. However, the corresponding figure DAP-1 shows A3 as being to the west of the site, adjacent to the easement. DAP-1 also indicates that area A3 drains to the easement. Based on the topographic survey submitted, it appears as though this area does drain to the easement, not Grenoble Drive. Please clarify the discrepancy throughout the report/drawings/figures etc.	Functional Servicing and Stormwater Management Reports Stage 1 and 2 have been revised accordingly. A3 is to the east of the site and drains towards Deauville Lane.	Section 5.1 of the Functional Serviciing and Stormwater Management Reports Stage 1 and 2
12	Please updated Table 5-2 in accordance with comment 2.12.	Functional Servicing and Stormwater Management Reports Stage 1 and 2 have been revised accordingly.	Section 5.1 of the Functional Serviciing and Stormwater Management Reports Stage 1 and 2
13	As indicated in the report, the storm service connection will be provided off of Grenoble Drive. As such, the allowable release rate was based on the 2-year storm for the existing catchment area which currently discharges to Grenoble Drive. Based on comment 2.12, area A3 was incorrectly attributed to Grenoble Drive such that the 2-year allowable release rate included flows from area A3. Please revise the allowable release rate to only include the areas which currently discharge to Grenoble Drive	The allowable release rate has been revised accordingly and includes only the areas which currently discharge to Grenoble Drive.	Section 5.1 of the Functional Serviciing and Stormwater Management Reports Stage 1 and 2
14	Based on the above comments, please revise the water quantity calculations and associated designs necessary to achieve the allowable release rate	Water quantity calculations have been revised accordingly.	Section 5.2 and Appendix C of the Functional Serviciing and Stormwater Management Reports Stage 1 and 2
15	The first sentence under Table 5-4, "As shown in Table 5-4, post-development flows from the development and Parkland Dedication will be controlled to a target flow of 71.3 L/s, in a way that the storm sewer network along Grenoble Drive will not be adversely affected during post-development conditions." Is this sentence meaning to say that the calculated release rate will be less than the allowable release rate for the site? Please clarify	The calculated release rate will be less than the allowable release rate for the site in order to control post - development flows to 2 - year pre - development conditions.	Section 5.2.2.1 and Appendix C of the Functional Serviciing and Stormwater Management Reports Stage 1 and 2

16	It is understood that on-site stormwater storage will be provided through green roof and underground tank storage. Details for the Green Roof were to be provided in Appendix C, however, only a cut sheet was provided. It is unclear how the green roof storage is intended to function. Please include the necessary details regarding the described ZinCo Extensive Green Roof with Floradrain FD25 system so the intended storage function is clear. Please describe how the green roof will drain (in a controlled or uncontrolled manner; will it discharge to the SWM tank?). Clarification is needed on how this system function as a component of the overall SWM for the site	Green roof will drain in a controlled manner and it will discharge into the SWM tank.	Section 5.2.2.1 and Appendix C of the Functional Serviciing and Stormwater Management Reports Stage 1 and 2
17	Please show how the "max storage tank size" was calculated. Please note, the value should be presented as the required storage volume. This is to be based on the 100-year flow controlled to the allowable release rate for the site. Based on the information provided, it is unclear how much storage is actually needed for the site. Be advised, describing this volume as "max storage volume needed", or as "having a storage capacity of at least 115.3m3" as it is described in the report is ambiguous. Please provide the calculations to show the required storage volume as well as how the volume will be achieved between the green roof and SWM tank	Storage requirement of 190.69 m3 with a minimum storage depth of 2.57m, (2.35m of active storage depth above the invert of the outlet pipe, another 0.22 m, accounting for 16.32m3 of storage for Water Balance purposes and another 0.05m from the bottom of the tank for sediment control), during the 100 - year storm event.	Section 5.2.2.1 and Appendix C of the Functional Serviciing and Stormwater Management Reports Stage 1 and 2
18	In conjunction with the comments above, although the green roof literature suggests a storage volume of 25L/m2 of green roof area, the reported total volume of 23.7m3 of storage cannot be fully credited as storage provided, unless it can be demonstrated that the full green roof storage will be utilized during the 100-year storm event. For instance, if it is determined that only 10.7m3 of storage is utilized during the 100-year storm event, the remaining 13m3 of unused storage cannot be credited	Green roof will drain in a controlled manner and it will discharge into the SWM tank.	Section 5.2.2.1 and Appendix C of the Functional Serviciing and Stormwater Management Reports Stage 1 and 2
19	In Appendix C, each of the Modified Rational Method spreadsheets indicate that they represent the "Hundred Year Storm", when only one of the sheets does. Please revise the sheet titles	The Modified Rational Method spreadsheets have been revised accordingly.	Appendix C of the Functional Serviciing and Stormwater Management Reports Stage 1 and 2
20	Column (17) Runoff Volume (A6 Post) of the Modified Rational Method spreadsheets is missing an indication of the value's unit (m3). Please add for consistency and check the documents throughout to ensure all numerical values are represented with their appropriate unit as needed.	The Modified Rational Method spreadsheets have been revised accordingly.	Appendix C of the Functional Servicing and Stormwater Management Reports Stage 1 and 2
21	In the modified rational method spreadsheets, it is unclear why the column descriptions for column (3), (4), (5), (6) or (7), do not match the descriptions for the columns associated to drainage areas A2, A3, A4, A5 and A6. For this reason, it is unclear how the values presented for drainage area A1 factor into the totals presented in columns (18) and (19) or how the totals in (18) and (19) were obtained. Please provide a sample calculations to show how each value in every column was obtained.	The Modified Rational Method spreadsheets have been revised accordingly. Columns associated to drainage areas A2 matches the descriptions for the columns associated to drainage areas A2, A3, A4, A5 and A6.	Appendix C of the Functional Servicing and Stormwater Management Reports Stage 1 and 2
22	In the modified rational method spreadsheet, the green roof data provided suggests that there will be zero runoff release from the green roof area, regardless of the intensity of the rainstorm or saturation level of the green roof system. Please provide further information to verify this assumption. If this is the case, it is unclear why there would be a runoff coefficient at all if none of the stormwater will runoff from the green roof area. Furthermore, this would also mean that 100% of the rainwater falling on the green roof would be captured; the volume of rainwater captured would not be proportional to the runoff coefficient. Further details and explanation of the function and performance of the green roof is needed to provide any credit for any of the claims related to stormwater storage.	The Modified Rational Method spreadsheets have been revised accordingly. Green roof will drain in a controlled manner and it will discharge into the SWM tank.	Appendix C of the Functional Servicing and Stormwater Management Reports Stage 1 and 2
23	Please delineate the overland flow route on figures DAP1 and DAP2. In addition please include any external drainage areas which flow into the site during the major storm. The post development condition must maintain the existing overland flow route for external areas, if any.	The overland flow rout has been added on figures DAP1 & DAP2. There is no overland external storm flow towards our site under pre - development conditions.	Appendix C of the Functional Servicing and Stormwater Management Reports Stage 1 and 2
FOUNDATION DRAINAGE			
24	Please see the attached marked-up Hydrogeological Review Summary form. Please review and revise as required.	Noted. Please see responses below under "Hydrological Review Summary"	n/a
25	Please complete the attached Servicing Report Groundwater Summary form. The servicing report indicates that the building will be constructed to be water tight, thus not requiring a foundation drainage system	Servicing Report Groundwater Summary has been revised accordingly.	n/a
26	Be advised, long-term discharge of private water is not permitted under the updated City of Toronto Foundation Drainage Policy which came into effect in January 2022. It is expected that owners/developers make provisions to manage groundwater on-site, through water-tight foundation design/construction, or other means. Exemptions to this policy may be possible in rare circumstances where on-site groundwater management is not feasible. However, be advised further engineering submissions will be required to demonstrate this. In addition, the updated City of Toronto policy prohibits discharge of groundwater to the sanitary sewer system under any circumstance	Noted.	n/a

27	In accordance with the comment above, it is strongly advised to review the updated City of Toronto Foundation Drainage Policy and guidance documents, and update the development's approach to foundation drainage to provide for on-site groundwater management. Link: https://www.toronto.ca/services-payments/water-environment/water-sewer-related-permits-and-bylaws/sewers-by-law/managing-foundation-drainage/	Noted.	n/a
SANITARY SERVICING			
28	In Section 6.1 Existing Sanitary Drainage System, please provide details related to the existing sanitary service connection(s) to the site. In addition, please include text to indicate that all existing sanitary services will be removed from the right-of-way and capped at the City's main and that this work is to be performed by City forces at the Owner's expense.	Functional Servicing and Stormwater Management Report Stage 1has been revised accordingly.	Section 6.1 of the Functional Servicing and Stormwater Management Report Stage 1
29	In Section 6.2, the first sentence ends with a reference to the storm sewer. Please review and revise	Functional Servicing and Stormwater Management Report Stage 1 has been revised accordingly.	Section 6.2 of the Functional Servicing and Stormwater Management Report Stage 1
30	In Section 6.3 please provide a discussion as to why a new 450mm diameter sewer is proposed for the City's right-of-way and confirm why the new service connection cannot tie into the existing sewer that currently services the site.	The new service connections cannot run under the parkland dedication area to tie into the sewers behind the development property. The service connections should connect to sewers in the roadway for future serviceability. Also, installing sewers under the parkland dedication area could inhibit the use of the parkland in the future. Therefore, in order to support the proposed development, a sanitary sewer extension to the existing sanitary sewer system is required. Thus, a new 375mm diameter sanitary sewer will be proposed.	Section 6.3 of the Functional Servicing and Stormwater Management Report Stage 1
31	Please provide rationale for the proposed 450mm diameter sewer within Grenoble Drive. This size seems large for the proposed flow such that the minimum desired flow velocity in the sewer may not be achieved and maintained. If minimum self-cleaning velocities within the sanitary sewer cannot be achieved, maintenance issues can arise. Please consider flow velocities for the design of the sewer, should a new sewer be needed.	Recommendation has been revised; a new 375mm diameter municipal sanitary sewer has been proposed within Grenoble Drive.	Appendix D of the Functional Servicing and Stormwater Management Report Stage 1
32	The details provided on the Combined Sewer Network Plan in Appendix D are difficult to read. Please make the following revisions to improve legibility: 2.33.1. Please increase the size of the sewer labels for improved legibility; 2.33.2. Please increase the Downstream Combined Sewer Segment Information table size of the existing maintenance holes for improved legibility Please update the Downstream Combined Sewer Segment Information table, to include upstream and downstream maintenance hold IDs, as well as street names associated with each sewer segment within the table; 2.33.4. Please delineate the Church/School, Residential, Commercial and Office Drainage areas on the plan, which correspond to each population density bubble in the plan. 2.33.5. Please provide some delineation on the plan to indicate that Sewer Segment #1 is a proposed sanitary sewer. 2.33.6. Please clarify why all the sewers are considered to be combined. City records appear to show separated sewer systems within this drainage area. Please delineate between any areas of separated and combined sewers. 2.33.7. Update the legend items and labels in accordance with the comments above.	Combined Sewer Network Plan has been revised accordingly.	DAP3, found in Appendix D of the Functional Servicing and Stormwater Management Report Stage 1
33	Please provide clarification in the sanitary sewer analysis design sheets for Scenario 1, 2, 3 and 4 in Appendix D: The inclusion of both Scenario 1 and Scenario 2 (and Scenario 3 and 4) in one spreadsheet is confusing and difficult to review. Please separate each scenario into its own spreadsheet. 2.34.2. Please include maintenance hole IDs and Street Names within the spreadsheets. 2.34.3. Please include a column for flow velocity (m/s). 2.34.4. The per capita values, variable definitions and calculation equations provided at the top right corner of the each spreadsheet contains inconsistent information. Please ensure each variable introduced is represented and defined consistently within the spreadsheet. As an example, "Q(d) = Q(p) + Q(I) + Q(C) + Q(F)" is incorrect as in the sheet, these columns are used to arrive at the Existing Peak Flow, not the Peak Design Flow as suggested. 2.34.5. Please include sample calculations for each column which presents a calculated value. For instance it would useful to indicate which columns are added/subtracted/multiplied/divided together to arrive at a value presented in another column. As an example, "(1)+(2)=(3)". 2.34.6. Please explain the difference between columns 2 and 3, Drainage Area and Infiltration Area. 2.34.7. On the sheet for Scenario 3 and 4, please indicate the foundation allowance flow rates which are being considered for the wet weather flow.	2.34.2.: Maintenance hole IDs and Street Names have been included within the spreadsheets. 2.34.3: A column for flow velocity (m/s) has been included within the spreadsheets. 2.34.4: Sanitary Sewer Analysis design sheets have been revised accordingly, ensuring consistency within the spreadsheet. 2.34.5.: Sample calculations for each column which presents a calculated value has been included. 2.34.6.: Sanitary sewer analysis design sheets have been revised accordingly. 2.34.7: Foundation allowance flow rates have been included.	n/a DAP3, found in Appendix D of the Functional Servicing and Stormwater Management Report Stage 1

34	Please provide the following clarifications in the sanitary sewer hydraulic grade line analysis sheets for Scenario 5, 6 ,7 and 8 in Appendix D: 2.35.1. Please include maintenance hole IDs and Street Names within the spreadsheets. 2.35.2. Sewer segment #12 indicates a pipe slope of 46.5% which seems excessive, please review and confirm this is correct.	2.35.1: Maintenance hole IDs and Street Names have been included within the spreadsheets. 2.35.2.: According to Plan and Profile drawings of Gateway Boulevard drawing No, ST-391-R, dated February 1967, sewer segment #12 has a pipe slope of 46.5%.	n/a Appendix D of the Functional Servicing and Stormwater Management Report Stage 1
WATER SERVICING & FIRE FLOW			
35	In Section 9.1 Existing System, please provide details related to the existing water service connection(s) to the site. In addition, please include text to indicate that all existing water services will be removed from the right-of-way and capped at the City's main and that this work is to be performed by City forces at the Owner's expense.	Functional Servicing and Stormwater Management Report Stage 1has been revised accordingly.	Section 9.1 of the Functional Servicing and Stormwater Management Report Stage 1
36	As indicated in the report, the fire flow hydrant test results are pending and will be included in the next submission for consideration as to the suitability of the available water supply to support the development. The fire flow test is to be completed to NFPA 291 standards and should be performed on the watermains to which the connections are proposed. Please include this information in the next submission.	Fire flow hydrant test results have been included in the Functional Servicing and Stormwater Management Report Stage 1.	Section 9.1 and Appendix E of the Functional Servicing and Stormwater Management Report Stage 1
37	Determination of the required fire flow for the development is to be calculated in accordance with Fire Underwriters Survey (FUS) Water Supply for Public Fire Protection 1999. Be advised there are discrepancies with the calculations presented as they relate to the requirements of the FUS. Please see the following:	Noted.	n/a
38	1. The accounting of the gross floor area used to determine the fire flow required for the development was completed as though the proposed building is to be fire-resistive with adequately protected vertical openings. However, the information presented indicates that the building is of "Ordinary Construction". Please review and revise the FUS calculation with the proper accounting of the gross floor area per FUS guidelines.	Water demand calculations have been revised accordingly. Please refer to Appendix E for further details.	Appendix E of the Functional Servicing and Stormwater Management Report Stage 1
39	2. In addition, be advised that an account of the largest floor areas must consider the total floor areas which span through the east and west towers, and podium. Please revise the analysis in accordance with this and the other comments.	Water demand calculations have been revised accordingly. Please refer to Appendix E for further details.	Appendix E of the Functional Servicing and Stormwater Management Report Stage 1
40	3. Table 9.1 indicates that the classification of the proposed building construction materials is considered "Ordinary Construction" per FUS guidelines. This entails, exterior wall construction primarily with masonry or other non-combustible materials, and other structural components (columns, beams, joists etc.) built wholly or partly with wood or other combustible materials. This is not typical of high-rise construction. Please confirm the construction material type with the architect and update the FUS calculations accordingly. Please provide a certification letter from the architect to confirm the building construction material type for the development	A certification letter from the architect to confirm construction material type for the proposed development has been provided.	Appendix B of the Functional Servicing and Stormwater Management Report Stage 1
41	4. In accordance with the comments above, be advised the FUS guideline defines fire-resistive construction as "any structure that is considered fully protected, having at least 3-hour rated structural members and floors. For example, reinforced concrete or protected steel." To support these assumptions, a certification letter from the Architect is required for the proposed building. The letter needs to clearly state the type of material proposed to construct the building and that the material is of fire-resistive construction per FUS Guidelines. Additionally, the letter needs to confirm and clearly state that "vertical openings and exterior vertical communications are properly protected (one hour rating)" if the short form calculation for A is to be used to calculate the Fire demand. If the architect is proposing fire-resistive construction, please append the letter to the FSR in the next submission.	A certification letter from the architect has been provided.	Appendix B of the Functional Servicing and Stormwater Management Report Stage 1
42	5. The mechanical consultant must also provide a certification letter (signed, sealed, and dated) to indicate that the building will have a full coverage, complete automatic fire sprinkler protection to NFPA 13 standards in order to support the sprinkler reductions presented in the fire flow demand calculations	A certification letter has been provided by the mechanical consultant.	Appendix B of the Functional Servicing and Stormwater Management Report Stage 1
43	6. It is advised the FUS allows for other sprinkler credits for the following conditions: 10% if the water supply is standard for the sprinkler system and fire department hose lines required, and if the sprinkler system is fully supervised and automatic with a flow valve alarm. Please confirm if these two additional credits will be applied. If so, please have the mechanical engineer certify the fully supervised automatic sprinkler with flow alarm, in the letters indicated above.	A certification letter has been provided by the mechanical consultant.	Appendix B of the Functional Servicing and Stormwater Management Report Stage 1

44	7. The south distance indicated on the figure presenting the separation distances to the nearest adjacent structures appears to be pointing to a recessed portion of the adjacent structure. Please ensure the closest limit of the adjacent structures are represented in reference to the proposed development structure and revise as necessary.	Separation distances to the nearest adjacent structures have been revised accordingly.	Appendix E of the Functional Servicing and Stormwater Management Report Stage 1
45	8. Please include a hydraulic watermain analysis for the proposed fire service connection(s) to verify the pressures and flows at the connection points to the building to determine if the availability of water is adequate to service the demand. The hydraulic watermain analysis is to factor in friction losses through the water service and appurtenances as well as elevation changes. If minimum required fire flows cannot be met, the consultant engineer is to identify the required improvements to the existing municipal watermain system to support this zoning by-law amendment application	A hydraulic watermain analysis for the proposed fire service connections has been included in the Functional Servicing and Stormwater Management Report Stage 1. The availability of water is adequate to service the demand.	Appendix E of the Functional Servicing and Stormwater Management Report Stage 1
Site Servicing Plan			
Reviewer: Joe Amato			
GENERAL			
1	Please include the following notes on the Site Servicing Plan *(see memo for notes)*	The notes have been incorporated in Site Servicing Plan (drawings SS-01) accordingly	Site Servicing Plan (SS-01)
2	Please depict the necessary servicing to the dedicated parkland as confirmed by PFR, see Comment 2.8 above	The notes have been incorporated in Site Servicing Plan (drawings SS-01) accordingly	Site Servicing Plan (SS-01)
3	Please show the location of the existing storm/water/sanitary services with relevant details and indicate that the services are to be removed and capped at the main within the right-of-way by City forces at the Owner's expense	The location of the existing watermain along Grenoble drive has been incorporated accordingly.	Site Servicing Plan (SS-01)
4	Please show the proposed surface features at grade of the site and right-of-way, such as sidewalk, curbs, landscaping, light poles, hydro poles etc. This is necessary to confirm there are no conflicts with the locations of proposed servicing infrastructure and proposed surface features. Please coordinate with the landscape architect and architect to resolve any conflicts. The area above the proposed underground service connections should be clear.	Site Servicing Plan (drawings SS-01) has been revised accordingly.	Site Servicing Plan (SS-01), Site Grading Plan (SG-01)
5	Confirm the presence and location of various utilities which may be present adjacent to the development property, i.e. gas, hydro, communications etc. These utilities should be represented on the plan and appropriately labeled. The utilities should also be depicted on the cross-sections as needed, along with their respective vertical and horizontal separation distances from proposed infrastructure.	Level A SUE investigation to be completed for a future resubmission.	n/a
6	It is unclear if there will be appropriate access to all the control maintenance holes (including storm) locations. Be advised that City operations staff must be able to easily access the maintenance holes for the purposes of observing, sampling and measuring flow just before it is discharged into the municipal portion of the service connections. Therefore, revised drawings must show vertical and horizontal clearances in metres between the control maintenance hole tops/lids and any overhanging structures and adjacent street trees, street furniture, bicycle spaces, etc. Note that a 4 metre vertical clearance; and 6 metre horizontal clearance on-centre of a control maintenance hole is required for access by the flush/vac truck. The architect must coordinate as necessary with the consulting engineer and landscape architect to ensure that any such obstructions are not proposed in revised drawings	All proposed control manholes will have appropiate access.	Site Grading Plan (SG-01)
7	Please include references to all City standard details on the plan view and cross section views, i.e. water service connections, maintenance holes, etc.	Site Servicing Plan (drawings SS-01) has been revised accordingly.	Site Servicing Plan (SS-01)
8	Please include maintenance hold ID numbers as needed on the cross-sections	Maintenance hole ID numbers have been incorporated in the cross sections.	Site Servicing Plan (SS-01)
9	Please update the FSR in accordance with the changes to the plans	Noted.	Functional Servicing and Stormwater Management Reports Stage 1 and 2
STORM SERVICING			
10	The proposed storm service along Grenoble Drive is approximately 5.0m below grade at the property line and requires the municipal storm sewer in the right-of-way to be lowered by a commensurate amount to allow gravity drainage. The City requirements for the storm service indicate a minimum and maximum depth of 1.5m and 2.4m respectively, at street line. In addition, it is the City's preference to avoid modifications to the existing storm sewer. As such, please reconfigure the storm service design to comply with the City's depth requirements for storm services. It is advised that should a pump configuration be considered, stormwater cannot be directly pumped to the municipal sewer, or the storm control maintenance hole. Rather, a "step-up" maintenance hole should be proposed upstream of the control maintenance hole to which the stormwater will be pumped and from where stormwater will gravity flow to the control maintenance hole and ultimately the municipal sewer.	A "step-up" maintenance hole has been proposed upstream of the control maintenance hole to which the stormwater will be pumped and from where stormwater will gravity flow to the control maintenance hole and ultimately to the municipal sewer.	Section 5.2.2.1. of the Functionsl Servicing and Stormwater Management Reports Stage 1 and 2, Site Servicing Plan (SS-01)

11	Furthermore, in accordance with the comment above, the applicant is to investigate a gravity storm connection (revise tank elevations, tank footprint, service connection, etc.) as mechanical pumping creates inherent risk in terms of operation and maintenance. If a 100% gravity SWM system is not possible, this must be clearly documented in the revised report.	Functional Servicing and Stormwater Management Reports 1 and 2 have been revised accordingly.	Section 5.2.2.1. of the Functionsl Servicing and Stormwater Management Reports Stage 1 and 2
12	Should pumping be deemed required by the Engineer, 100% pumping with 100% redundancy with 24-hour pumping would be required along with details on where and what electrical systems are required. The revised SWM Report must include a detailed discussion on the site's storm outlet, mitigating measures in the event of complete system failure for the minor (piped) flow, where and how major overland flow will occur and confirmation that the building will not be flooded.	Functional Servicing and Stormwater Management Reports 1 and 2 have been revised accordingly.	Section 5.2.2.1. of the Functionsl Servicing and Stormwater Management Reports Stage 1 and 2
13	Further to the above, if pumping is required, given that the site will depend completely on mechanical pumping, the storm tank must be sized to contain the worst-case scenario in case of failure, to prevent flooding of the building and the City right-of-way. The stormwater storage tank must be able to contain the 100-year storm assuming no outlet flow from the tank. Please document in the FSR and revise the design accordingly.	Functional Servicing and Stormwater Management Reports 1 and 2 have been revised accordingly.	Section 5.2.2.1. of the Functionsl Servicing and Stormwater Management Reports Stage 1 and 2
14	It is noted that the clearance between the east edge of stormwater infiltration gallery and the adjacent underground building structure is approximately 0.7m. Be advised that a minimum of 5 metres is required between the limit of the outside wall of the underground building level and proposed infiltration facilities, in accordance with OBC requirements. Please revise the drawings as necessary for compliance with OBC requirements and display the separation distance for all proposed infiltration features.	Site Servicing Plan (SS-01) has been revised accordingly.	Site Servicing Plan (SS-01)
15	The depiction of the SWM tank footprint on the Site Servicing Plan and the Level P2/P3 Floor Plan (Architectural plans) differs. Please coordinate with the architect to resolve the discrepancy and update the drawings accordingly.	Site Servicing Plan (SS-01) has been revised accordingly.	Site Servicing Plan (SS-01)
16	Additional detail is required on the Storm Tank Section A-A cross-section depicted on the plan. Please make the include the following information: 3.16.1. Pipe details between SWM tank and proposed maintenance hole; 3.16.2. Show the propose orifice tube; 3.16.3. Include the storage volume and footprint area of the tank; 3.16.4. Include the 100 year high water elevation on the plan; and, 3.16.5. Add a safety platform in STMH#2, if still needed after review of storm service strategy.	3,16,1: Pipe details between SWM tank and proposed maintentance holes have been included. 3.16.2: A proposed orifice tube is not needed. 3.16.3: The storage volume and footprint area of the tank have been provided. 3.16.4: The 100-year high water elevation has been included. 3.16.5: A safety platform in STM MH#02 is not required.	Site Servicing Plan (SS-02)
17	Additional detail is required on the Storm Tank Section D-D cross-section depicted on the plan. Please make the include the following information: 3.17.1. Include the storage volume and footprint area of the tank; and, 3.17.2. Include the 100 year high water elevation on the plan.	Storm tank cross section has been revised accordingly. Please refer to Storm tank section B-B in SS-02 drawing.	Site Servicing Plan (SS-02)
18	Based on the invert information and details provided regarding the components needed to achieve the water balance requirements for the site, it is unclear how the configuration will ensure stormwater will be present in the tank for the purposes of irrigation. If stormwater is allowed to drain freely to the infiltration bed to the same invert elevation as the irrigation inlet, stormwater will not be available for irrigation. Please clarify the intent of this configuration and update the drawings as needed in accordance with the other comments related to water balance.	Site Servicing Plan (SS-01) has been revised accordingly.	Section 5.2.2. of the Functional Servicing and Stormwater Management Reports Stages 1 and 2
SANITARY SERVICING			
19	Please include the pipe details (size, length, material) for the three sanitary service stubs, proposed between the building and their respective control maintenance holes along Grenoble Drive.	Site Servicing Plan (SS-01) has been revised accordingly.	Site Servicing Plan (SS-01)
20	The horizontal separation of the sanitary service for the east tower and west tower domestic water service is less than 2.5m. Per MECP procedure F-6-1, the sanitary and water services must have 2.5m clear separation between outer edge of pipe to outer edge of pipe. Please revise the service locations accordingly.	The storm and sanitary connections have been revised accordingly and they will have 2.5m clear separation between outer edge of piepe and outer edge of pipe.	Site Servicing Plan (SS-01)
21	Similarly, the proposed 450mm diameter sewer in the Grenoble Drive right-of-way does not appear to meet the 2.5m horizontal separation with the existing 400mm diameter watermain. If it is not possible to revise the location of this sewer in accordance with the MECP guidelines, please provide a discussion of the separation distance in the FSR and the mitigation measures proposed to lessen the impacts associated with not achieving the horizontal separation.	The required horizontal separation of 2.5m cannot be achieved between the existing 400mm diameter watermain and the proposed 375mm diameter sanitary sewer on Grenoble Drive. Low pressure air testing of the sanitary sewer according to TS 410.07.16.04.03 shall be performed. In addition, the elevetion of the crown of the sewer is at least 0.5m below the invert of the watermain.	Site Servicing Plan (SS-01)
22	Grenoble Drive sanitary sewer at 450mm appears large considering the anticipated flows from the site. In addition, the pipe is proposed to have a 0.5% slope, however, the starting leg of the municipal sewer is to be 1.0% minimum, per City standards. It is noted that the sanitary design sheet indicates a 1.0% slope for this sewer. Please clarify and adjust the pipe size and confirm the slope to ensure self-cleaning velocity can be achieved in the proposed sewer on Grenoble Drive.	The storm and sanitary connections have been revised accordingly and they will have 2.5m clear separation between outer edge of piepe and outer edge of pipe.	Site Servicing Plan (SS-01)

23	Additional detail is required on the Sanitary Connection Section C-C cross-section depicted on the plan. Please include the following information: 3.23.1. That this cross section is for the east tower sanitary connection; 3.23.2. Pipe details between building structure and proposed maintenance hole; 3.23.3. Indication that the sanitary sewer on Grenoble Drive is proposed; 3.23.4. Please include the distance between the property line and 'tee' branch for the domestic water service off of the fire service.	Sanitary Connection for the East Tower has been revised accordingly. Please refer to Sanitary connection section C-C in SS-02 drawing.	Site Servicing Plan (SS-02)
24	Please note cross-sections depicting the same level of details noted above must also be provided for: 3.24.1. The West Tower sanitary service; and, 3.24.2. The Podium sanitary service.	Sanitary connections for the West Tower and the Podium have been provided accordingly. Please refer to Sanitary connection cross sections D-D and E-E in SS-02 drawing.	Site Servicing Plan (SS-02)
WATER SERVICING			
25	The fire and domestic water service shut-off valves to the development are depicted near the building within the private property. In accordance with City standard detail T-1105.02-1, the valves should be located just off of the property line, in the City's right-of-way. In addition, there is another valve and box on the service just off of the 'tee' on the mainline water main. Please revise the plan accordingly.	Site Servicing Plan (SS-01) has been revised accordingly.	Site Servicing Plan (SS-01)
26	Please depict the water meter as installed upstream of the backflow prevention device on each domestic water service. This configuration is in accordance Toronto Municipal Code Chapter 851, Water Supply.	Site Servicing Plan (SS-01) has been revised accordingly.	Site Servicing Plan (SS-01)
27	Additional detail is required on the Water Connection Section B-B cross-section depicted on the plan. Please include the following information: 3.27.1. That this cross section is for the fire/domestic of the west tower; 3.27.2. Revise the locations of the valves and boxes per comments above; 3.27.3. Include the depiction of the 450mm diameter sewer along with vertical and horizontal separation distance; and, 3.27.4. Please include the distance between the property line and 'tee' branch for the domestic water service off of the fire service.	Cross section for the domestic/fire service for the West Tower has been revised accordingly. Please refer to Water Connection section F-F in SS-02 drawing.	Site Servicing Plan (SS-02)
28	Please note cross-sections depicting the same level of details noted above must also be provided for: 3.28.1. The West Tower fire service; 3.28.2. The East Tower fire service; 3.28.3. The East Tower domestic/fire service; 3.28.4. The Podium domestic/fire service.	-3.28.1. Cross section for the domestic/fire service for the West Tower has been provided. Please refer to Water Connection section J-J in SS-02 drawing. -3.28.2: Cross section for the fire service for the East Tower has been provided. Please refer to Water Connection section G-G in SS-02 drawing. -3.28.3: Cross section for the domestic/fire service for the East Tower has been provided. Please refer to Water Connection section I-I- in SS-02 drawing. -3.28.4: Cross section for the domestic/fire service for the Podium has been provided. Please refer to Water connection section H-H in SS-02 drawing.	Site Servicing Plan (SS-02)
Site Grading Plan			
Reviewer: Joe Amato			
1	It is noted that the grading presented along the west property line limit of the dedicated park land and north property line limit between the adjacent sites indicates that elevations are matching existing. However, the elevations along the property line adjacent Deauville Lane and Grenoble Drive are not indicated as existing. Be advised the grading along the property limits cannot be adjusted. Please match existing elevations along the property limits and update the elevation markers on the plan to indicate such. Please also include the existing site grading for reference.	Site Grading Plan (drawing SG-01) has been revised accordingly.	Site Grading Plan (SG-01)
2	The note indicating that curbs in the City's right-of-way along the development frontage are to be reconstructed per City Standard T-310.010-2 is incorrect. T-310.010-2 is a standard for City sidewalk, not curb. Please review the City of Toronto standards for curb and select the appropriate type. Note that T-310.010-2 may be referenced for the sidewalk in this development. Also, please provide notation to indicate the 2.1m dimension of the sidewalk along the frontage.	Site Grading Plan (drawing SG-01) has been revised accordingly.	Site Grading Plan (SG-01)
3	In addition, please include notation to indicate that the sidewalk thickness across the entrances are to be increased per the standard for high-density residential developments.	The note has been included in Site Grading Plan (SG-01) accordingly.	Site Grading Plan (SG-01)
4	Please provide the driveway widths and curb return radii at the site entry/exit location in accordance with City of Toronto Standards. Please refer to City Standard T-350.01.	Site Grading Plan (drawing SG-01) has been revised accordingly.	Site Grading Plan (SG-01)
5	Be advised the sidewalk crossfall in the right-of-way is to be 2% in all locations. Grading in the boulevard between the curbs and sidewalk may be 2-4%. Please revise the grading as needed to meet these requirements.	Site Grading Plan (drawing SG-01) has been revised accordingly.	Site Grading Plan (SG-01)
6	Please provide annotations for all locations where the proposed curbs/sidewalks will match the existing curbs/sidewalks. Elevations must be provided at all match points around the development. Furthermore, please provide tapered transitions to match back to the existing sidewalk widths are less than 2.1m. Please denote that the proposed sidewalk must tie back to existing at an existing sidewalk joint nearest the respective east/west/south edge property limits. The proposed tapered sidewalk areas to connect back to existing sidewalk are to be completed at a 5:1 ratio.	Site Grading Plan (drawing SG-01) has been revised accordingly.	Site Grading Plan (SG-01)
7	It is noted the certain features related to the servicing are not depicted on the plan, such as water service valves, hydrants, lighting etc. Please include these and other surface features on the plan.	Surface features have been incorporated in Site Grading Plan (drawing SG-01).	Site Grading Plan (SG-01)

	8	Insufficient information is provided in relation to the overland flow route. It is noted that interior at grade areas to the north of the podium do not have an indication of an overland flow route. Please include an overland flow route arrow for each catchment area of the site.	Site Grading Plan (drawing SG-01) has been revised accordingly.	Site Grading Plan (SG-01)
	9	In accordance with the comment above, be advised that the depth of ponding at grade on the site shall not exceed 0.3m.	Noted.	n/a
	Erosion Control Plan			
	Reviewer: Joe Amato			
	1	It is advised that the existing double catchbasins further west of the proposed construction entrances on Grenoble Drive are also to be protected from receiving sediment during construction. Please include notation on the plan to indicate this requirement.	A note has been incorporated in Erosion Control Plan (EC-01) accordingly.	Erosion Control Plan (EC-01)
		Be advised that a response letter from the consulting engineer should be provided in the next submission to indicate how all the engineering comments have been adequately addressed	This has been provided in the form of this Comment Matrix	n/a
	Hydrological Review Summary			
	Reviewer: Joe Amato			
	1	Update to reflect completion of 3-month ground water level monitoring	Checklist and report updated to reflect 3-months of ground water level monitoring.	Page 5 of Hydrological Review Summary
	2	Include a description of the digital water level meter device in the Hydro report (Make/Model)	Water measurements we taken using a Solinst Oil/Water Interface Meter (Model 122) with a 60 m long tape.	Page 7 of Hydrological Review Summary
	3	Confirm if samples were filtered in the field	It is confirmed that one (1) unfiltered groundwater sample was collected.	Page 7 of Hydrological Review Summary and page 8 of Hydrogeological Report
	4	References to a relief safety valve was not found within the HydroG report or Geo Report. Please include discussion in both	The reports have been updated to indicate that the recommended backup system is a duplexed pump arrangement for 100% pumping redundancy and these pumps must be on emergency power. Similarly, a discussion of the connection to the City's sewer is provided in reference to a relief safety valve.	Page 9 of Hydrogeological Report

Environment & Energy Division (EED)

Zac Zandona, Research Analyst
647-458-4930
zachary.zandona@toronto.ca

Date	**April 26, 2022**		
#	**Comment**	**Response**	**Reference**
1	EED staff have reviewed the document and it fulfills the requirement for a complete application. 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; □ Explore opportunities for a low-carbon district energy (DE) system and, if shown to be not technically or financially viable, opportunities to ensure the proposed development is DE-ready. □ Integration of low-carbon energy solutions and exploring additional energy conservation measures as the proposal is refined throughout design development; and □ Back-up power for resilience during grid disruptions. We look forward to engaging with the applicant to discuss these opportunities and ways the City of Toronto can help with implementation.	Noted.	n/a

Parks Forestry and Recreation

James Yun, Planner, Parks Development
416-392-1740 or james.yun@toronto.ca

Date	**September 13, 2022**		
A. Parks Planning			
#	**Comment**	**Response**	**Reference**
1	Drawing A012 (Site Plan) prepared by Diamond Schmitt (dated 03/18/22), demonstrates that the Owner has proposed an on-site parkland dedication of 676 m2, located on the western portion of the site. The proposed size, location, configuration of the parkland dedication as well as the 5 m setback between the eastern boundary of the park and the proposed adjacent building is acceptable to the Parks Development Section	Noted.	n/a
2	Parks Development is interested in securing the design and construction, by the Owner, of Above Base Park Improvements. There may be opportunities to use the Parks and Recreation component of the Development Charges for this work. Further discussion is required. Should this be agreeable, the following recommendation will require the approval of City Council.	Noted. Tenblock is happy to work with the City to deliver a park with Above Base Park improvements through the use of Development Charges.	n/a

Urban Forestry

Adam Vandermeij
adam.vandermeij@toronto.ca

Date	**April 26, 2022**		
#	**Comment**	**Response**	**Reference**
1	It is Urban Forestry's opinion that the proposed Zoning By-law Amendment does not satisfy the below sections Official Plan, and the City of Toronto's goal to increase tree canopy cover to 40%. This comment specifically relates to the lack of tree preservation on site, which was brought to the applicant during their pre-application consultation on January 28, 2022. Urban Forestry would remove its objection to the Zoning By-law Amendment if the applicant adjusted their plans to fully protect trees 799, 800, and 1491. This would require the applicant reducing their underground parking structure, but would not result in any loss to the above-ground building footprint. Urban Forestry would also like the applicant should also consider revising their proposal to fully protect trees 797, 796, and 798. All six of these trees and the existing front yard landscape frame the intersection of Grenoble Drive and Deauville Lane, making them significant specimens. Their preservation will play an integral role in the applicant being able to meet the objectives of the Official Plan, and their obligations to meet the ecological performance measures of the Toronto Green Standard.	Due to site constraints and building form trees listed could not be preserved, however planting and soil volume provided will exceed the required levels per TGS	LS-100, Figure 1 (arborist)

2	The total soil volume required of this property is 1,104m3. The current landscape plan indicates only 1,440m3 of soil volume, none of which is unencumbered by underground parking, and some of which is located too close to a structure to support large tree growth. Trees encumbered by parking have a lifespan of less than 50 years, which is considered a short-lived period. In order for Urban Forestry to be satisfied he Zoning By-law Amendment the plans provided must be updated to make the following changes:	Adequate space and depth provided for large trees including over slab. For example, on south side of building 1.5m from finish grade to P1 slab has been provided.	LSV-100
3	Private Tree Planting: Urban Forestry indicated to the applicant during their pre-application meeting on January 28, 2022 that we would require adequate space on site for the planting of large-growing shade trees that are unencumbered from the underground garage in as many locations as possible. The applicant has not at attempted to do this anywhere on site. There is an opportunity to achieve this by removing the parking garage from below the townhome terraces, from below the POPS and around trees 799, 800, 1491, and from below or within 1.0m of the planting buffer along the north property line.	Adequate space and depth provided for large trees including over slab. For example, on south side of building 1.5m from finish grade to P1 slab has been provided.	LSV-100
4	Remove all soil volumes that cannot accommodate a tree that is less than 3.0m away from a structure, and where at tree cannot be planted at least 75cm from a hard surface. Trees will not grow wide and large in these areas, therefore these areas cannot be counted towards the total soil volumes. This may result in all soil volumes proposed against the building to be removed from the plan. Once this is done, recalculate the total soil volumes and accommodate soils elsewhere on site.	Only soil volumes that accomodate large trees are shown, refer to soil volume plan	LSV-100
5	Soil cells above utilities require a horizontal and vertical clearances as per Appendix O. The green shaded area in Figure 1 appears to have utility conflicts that the applicant must sort out at the zoning stage given these conflicts may render all soil volumes in this portion of Soil Area 5 to be useless/unusable, and subsequently result in the applicant not being able to meet their minimum soil volume requirements. It is the applicants' responsibility to resolve these conflicts now and confirm the resolution	Soil cells in the ROW have been modified to maintain horizontal and vertical clearances.	LS-100, LSV-100

Other Agencies

#	Comment	Response	Reference
Toronto Building			
Joanne Battaglia, Zoning Examiner Joanne.Battaglia@toronto.ca; (416) 395-7553			
Date Received	**April 19, 2022**		
1	Landscaping must be provided in accordance with 15.5.50.10. Landscaping and soft landscaping statistics were not provided and compliance could not be determined.	This provision has been addressed in the Draft ZBA provided as part of this resubmission.	Clause (K)
2	Maximum permitted driveway width is 6 metres. Proposed driveway width has not been dimensioned, but appears to exceed 6 metres. [15.5.100.1(1)]	This provision has been addressed in the Draft ZBA provided as part of this resubmission. A 6.0m driveway is provided, which slightly expands at the parking ramp to allow for truck turning movements from the loading area.	Clause (K)
3	An unobstructed vehicle access must be provided between the street and the principal pedestrian entrance to the building so that a vehicle can enter and leave the lot while driving forward in one continuous movement. [15.5.100.1(2)]	This provision has been addressed in the Draft ZBA provided as part of this resubmission.	Clause (K)
4	Maximum permitted lot coverage is 35%. Calculations were not provided and compliance could not be determined. [15.20.30.40]	This provision has been addressed in the Draft ZBA provided as part of this resubmission.	Clause (K)
5	Maximum permitted height is 24 metres. [15.20.40.10]	This provision has been addressed in the Draft ZBA provided as part of this resubmission.	Clauses (L) and (M)
6	Maximum permitted FSI is 1.5. [15.20.40.40]	This provision has been addressed in the Draft ZBA provided as part of this resubmission.	Clauses (I)
7	Setbacks must be in accordance with 15.20.40.70. Insufficient information is provided	This provision has been addressed in the Draft ZBA provided as part of this resubmission.	Clause (O)
8	Separation distance must be in accordance with 15.20.40.80(1)B.	This provision has been addressed in the Draft ZBA provided as part of this resubmission.	Clause (O)
9	949 resident parking spaces and 198 visitor parking spaces are required. [200.5.10.1]	This provision has been addressed in the Draft ZBA provided as part of this resubmission.	Clause (S)
10	The location of accessible parking spaces must be in accordance with 200.15.1(4).	Noted.	A098/A099
11	26 accessible parking spaces are required. [200.15.10]	Given the reduction in overall parking spaces (addressed in the Draft ZBA provided as part of this resubmission), a minimum of 7 accessible spaces is now required. This requirement has been met.	A011
12	Short term bicycle parking spaces may be no more than 30 metres from a pedestrian entrance to the apartment building on the lot. [230.20.1.20]	Noted.	A101 (indoor short-term) and LS-100 (ourdoor short-term)
Toronto Catholic District High School			
Tomasz Oltarzewski, Supervisor of Planning at 416-222-8282 ext. 2278 or tomasz.oltarzewski@tcdsb.org			
Date Received	**April 13, 2022**		
1	At this time, the local elementary school is operating at capacity and cannot accommodate additional students from the development as proposed.	Noted	n/a

2	Due to concerns associated with school accommodation, the Toronto Catholic District School Board wishes to advise that should the development proceed to the satisfaction of the City, that the attached clauses be included in the City's conditions of approval and subsequently within any agreements of purchase and sale for the proposed units of this plan. Please also refer to the attached sign specifications for the Toronto Catholic District School Boards' development-site signage requirements	Noted	n/a
Toronto District School Board (Toronto Lands Corporation)			
Matt Bagnall, MCIP, RPP **Intermediate Planner, Land Use Planning** **mbagnall.tlc@tdsb.on.ca**			
Date Received	**May 9, 2022**		
1	In consultation with Toronto District School Board (TDSB) staff, TLC has determined that there is insufficient capacity at the local schools to accommodate students anticipated from this development [...] Note that although there are currently limited pupil places available in the local middle schools, sufficient accommodation may not be available when this development is realized due to the cumulative impact of development in the area	Noted	n/a
2	Minor issues/comments on the CS&F: - The yields include rental replacement units, which should not count towards net new pupil yield. The projected pupil yield for 884 condo units is 97 elementary and 44 secondary students. - It should be made clear that the intention of [the Boundary Change Study] is to explore returning students redirected from within the attendance boundary of Grenoble Public School from Rippleton Public School	Noted. Given that this will decrease the projected yield and therefore project impact, an updated CS&F has not been included.	n/a
3	The proposed development is in close proximity to Grenoble Public School, municipally located at 9 Grenoble Drive (see Appendix A). Therefore, TLC requests that the applicant/developer take all precautions to ensure that there are no risks to the health and safety of students or staff as a result of construction/demolition activity. TLC requires detailed construction management, hazard/risk assessments, and mitigation plans from the developer, which will include measures such as, but not limited to: · non-porous construction hoarding/fencing of a minimum height of 12 feet and safety netting to be erected during demolition and construction; · saturating areas with water in advance of any demolition activity to control dust, which may include the use of high-pressure water cannons/trucks and water attachment tools to the excavator; · construction site maintenance, including: tying down materials, daily sweeping, weekly washing of site and adjacent sidewalks/roadways; · pre- and post-construction condition surveys of school site; · regular air monitoring for dust and diesel emissions; · pedestrian safety and traffic control during construction; · best efforts to carry out any work that would have a greater impact on school operations when students are not in school (i.e., summer months, winter and March breaks); · prohibiting/limiting construction-related traffic and site ingress/egress during peak school travel times; · entering into real estate agreements, as may be required, with Toronto District School Board (TDSB) to permit the use of certain areas of school property resulting from the development situated in close proximity to the TDSB property; · a communication strategy to ensure open communications with TDSB staff regarding timing of construction and any construction issues and concerns; and · opportunities for student engagement and learning, where possible.	Noted. Further discussions about the construction process, potential impacts, mitigation, and timelines to be discussed with TLC closer to construction.	n/a

4	To ensure minimal impact on and disruption to the school, students, staff and community, TLC requests at the zoning stage that the City secure through a Council Resolution and Section 37 Agreement (if applicable), a requirement for detailed demolition and construction management plans, with specific reference to consultation and communication with TLC and the TDSB.	Noted.	n/a
Rogers			
Nivethitha Paulvikash Rogers.MOC@telecon.ca Rogers ref #: T224162			
Date Received	**April 28, 2022**		
1	Rogers has buried fibre and coaxial plant in this area, as indicated on the attached plans. Extreme caution is advised. Use vac truck and expose ducts. Maintain minimum of 0.6m clearance. Hand dig when crossing or within 1m of Rogers plant. Note: plant is to approximation. Locates are required. Call for locates at 1-800-400-2255.	Noted	n/a
2	Fiber Optic Cable is present in the area of your proposed construction. Please obtain locates and maintain minimum 1.0m/1.0m clearance.	Noted	n/a
Enbridge			
Alice Coleman, Municipal Planning Analyst, Long Range Distribution Planning TEL: 416-495-5386 MunicipalPlanning@enbridge.com			
Date Received	**April 7, 2022**		
1	No comments	n/a	n/a
Toronto Hydro			
utility.circulations@torontohydro.com			
Date Received	**April 8, 2022**		
2	NOTICE TO CITY OF TORONTO: Toronto Hydro has NOT provided its sign-off pursuant to the Municipal Consent Requirements as of the date written above. Do NOT grant a Full-Stream Permit to the Applicant at this time. In order to identify Toronto Hydro infrastructure in the drawing, locates must be completed in the field. All proposed work must maintain the minimum horizontal and vertical clearances as per Toronto Hydro Construction Standard 31-0100, 31-0500 & 31-0700, attached hereto. Clearance measurements are taken from the edge of the hydro plant to the edge of the proposed work. Once the Applicant's planning is complete, the Applicant must submit its drawings to Toronto Hydro once again pursuant to the Circulation and Sign-Offs procedure under the City of Toronto's Municipal Consent Requirements in order to receive Toronto Hydro's sign-off for the purposes of a Full-Stream Application.	Noted	n/a
TTC			
Alex Butler, Operations Planner Alex.Butler@ttc.ca			
Date Received	**June 22, 2022**		

1	TTC will be removing southbound farside stops #3475 Deauville Lane at St Dennis Drive and #3474 Deauville Lane at Grenoble Drive. A new stop will be added on the Deauville Lane frontage of the site at Grenoble Drive nearside, as shown on the attached marked-up sketch	Due to the redesign of Grenoble and Deauville intersection, new direction has been provided by TTC staff (communication from A.J. Takarabe on October 27, 2022): the new stop requested to be located 6m back from the intersection stop bar. Follow-up phone call with A.J. Takarabe on January 27, 2023 indicated that while 6m from the stop bar is ideal, the TTC is comfortable accepting a smaller distance based on site conditions.	LS-100
2	To provide adequate room to operate the accessible ramp on our buses, and to accommodate both our standard and articulated buses, the applicant is required to provide a level concrete platform that is at least 16 metres in length and 2.4 metres in width from the curb as per City standard drawing T-310.010-8, shown on the attached marked-up sketch. The applicant should also ensure that there is adequate space for a bus shelter at this stop location. As shelters are the City of Toronto's responsibility, Street Furniture Management at the City of Toronto in this regard. We note that the applicant is proposing to locate trees along the Deauville Lane frontage, two of which will conflict with this bus stop. For visibility and safety reasons, no trees should be placed within 2.4 metres of the edge of the road, for a distance of 20 metres on the approach to a transit stop marker. Therefore, as indicated on the attached marked-up sketch, two trees should be relocated elsewhere on the site or be omitted from the proposal	As per communication from A.J. Takarabe on October 27, 2022, it was clarified that the 2.4m width of the concrete platform can include a portion of the adjacent sidewalk. It has also been noted that the bus shelter may within the boulevard or behind the sidewalk in parallel with the platform.	LS-100
NAV Canada			
landuse@navcanada.ca			
Date Received	**June 27, 2022**		
1	Notify 10 days prior to construction with construction start notice and information	Noted.	n/a