

145 Wellington Street West, Toronto: Rezoning Application No. 19 210278 STE 10 OZ (Prepared for ZBA Resubmission 2020-9-4)

Commenting Agency	Date	Received From
Planning	12-Dec-19	Willie Macrae Manager, Community Planning, South Section (Reply to - John Duncan) T: 416-392-1530 E: john.duncan@toronto.ca
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Zoning	22-Oct-19	Nadia Ali Zoning Examiner T: 416-392-7962 E: nadia.ali@toronto.ca
Parks, Forestry & Recreation	12-Sep-19	Andrea Bake Acting Project Manager, Development Applications Unit (Reply to Vanessa Aubrey) T: 416-392-1721 E: vanessa.aubrey@toronto.ca
Environment & Energy Division (EED)	10-Oct-19	David Hall Project Manager T: 416-397-9216 E: david.hall@toronto.ca
Urban Forestry	18-Oct-19	Nicholas Trevisan Supervisor - Tree Protection & Plan Review T:416-392-7382
Economic Development & Culture (EDC) - Music	10-Sep-19	Mike Tanner Music Sector Development Officer T: 416-338-3255 E: mike.tanner@toronto.ca
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Toronto Lands Corporation (TLC)	17-Oct-19	Amar Singh Senior Planner T: 416-393-0630 E: asingth.tlc@tdsb.on.ca		
TTC	18-Oct-19	Jennie Cheung Operations Planner - Strategy and Service Planning T: 416-717-4883		
Toronto Hydro	13-Sep-19	E: utility.circulations@torontohydro.com		
TPA Bike Share	22-Nov-19	Alyssa Krantzberg Planner, Bike Share T: 416-338-8972 E: alyssa.krantzberg@toronto.ca		
Enbridge	12-Sep-19	Alice Coleman, Municipal Planning Coordinator T: 416-495-5386 E: municipalplanning@enbridge.com		
Metrolinx	6-Sep-19	Brandon Gaffoor Third Party Projects Officer T: 416-202-7294 E: brandon.gaffoor@metrolinx.com		
NAV Canada	2-Dec-19	Aleksandar Trandafilovski Land Use Project Coordinator T: 613-248-4009 E: aleksandar.trandafilovski@navcanada.ca		
NAV Canada	2-Dec-19	Olivier Meier Manager - AIM Land Use T: 1-866-577-0247 E: landuse@navcanada.ca		
Canada Post	11-Oct-19	Mike Monteleone Delivery Services Officer - GTA T: 647-212-0563 E: michael.monteleone@canadapost.ca		
Rogers	27-Sep-19	Philip Chen Planning Assistant T: 289-657-8054		
TE11.25.1	29-Nov-19	Nicole Corrado		
REFERENCE	COMMENTS	COMMENTING AGENCY	RESPONSIBILITY	RESPONSE/ACTION/COMMENTS
	Planning (Dec 12, 2019) Willie Macrae, Manager, Community Planning, South Section (Contact - John Duncan) T: 416-392-1530 E: john.duncan@toronto.ca			
	ADDITIONAL INFORMATION REQUIRED			

1	The site statistics provided on the Architectural Drawings, including RZ002 and RZ003, contain a number of discrepancies in the gross floor area (GFA) breakdown. Please review and revise to ensure that all drawings and documents contain the correct statistics.	Planning	Turner Fleischer	Done. Statistics have been updated.
2	Please provide a summary of the GFA calculations for the existing building, and confirm that this has been calculated using the same methodology and definition of GFA as the proposed development.	Planning	Turner Fleischer	Done. Existing building GFA revised so that it is calculated using same methodology and GFA definition of latest bylaw (569-2013).
3	The Project Data Sheet identifies the proposed 476 dwelling units as condominium tenure, however all other materials identify these as rental units. Please clarify the intended tenure.	Planning	Turner Fleischer	Done. The units have been identified as rental units.
4	The Geotechnical Report, dated May 2019, and Geohydrology Assessment, dated July 2019, both prepared by McClymont&Rak Engineers Inc., are based on an earlier version of the building proposal containing 3 underground levels reaching a depth 10.4 metres below grade, as compared to 4 underground levels reaching a depth of 13.2 metres below grade in the submitted proposal. Please revise these reports to reflect the proposed conditions, including any further substantial revisions to the building design.	ECS	McClymont & Rak	Updated geotechnical and geohydrology reports are underway and will be submitted under separate cover.
5	The submitted Pedestrian Wind Study, dated August 15, 2019 and prepared by SLR, assumes the installation of approximately 3 metre tall, semi-porous wind screens within the City's right-of-way as mitigation measures for the proposed configuration. These are not City-standard street furniture. Please provide an updated Pedestrian Wind Study including the anticipated wind comfort conditions based on an unmitigated approach and/or using only on-site mitigation measures.	Planning	Novus SLR, with input from Turner Fleischer	Done. See revised Pedestrian Level Wind Study.
COMMENTS				
General Comments				
1	The Public Consultation Strategy for the proposed development is satisfactory. Please ensure that copies of comments and responses processed through your project website, any one-page update notices, and minutes/notes from applicant-led targeted stakeholder meetings are provided to City staff as part of the public record.	Planning	Bousfields	Done. As discussed with Community Planning, an addendum to the PCSR has been prepared by Bousfields which summarizes the public consultation process and feedback received since the original application submission.
2	The Draft Zoning By-laws will be reviewed in more depth in relation to the next submission, and detailed comments will be provided at that time.	Planning	n/a	Noted.
Land Use				

<p>3</p>	<p>The site is within the Financial District, close to Union Station and St. Andrew Subway Station. The Downtown Plan notes that future development within walking distance of Union Station will generally be prioritized for non-residential development, and Policies 3.11, 6.1 & 6.2 require the protection of opportunities for increasing non-residential uses, encourage a net gain in gross floor area for office uses, and require no net loss of office and overall non-residential gross floor area in relation to development.</p> <p>Official Plan Amendment 231 contains policies to stimulate office growth in the Downtown and transit-rich areas. Policy 3.5.1(2)(a), currently in force and effect, encourages transit-oriented office growth in the Downtown and within walking distance of existing and approved and funded subway, light rapid transit and GO stations. Policy 3.5.1(6), currently under appeal, requires that new office development be promoted in Mixed Use Areas in the Downtown and within 500 metres of an existing or approved and funded subway, light rapid transit or GO station. Policy 3.5.1(9), also under appeal, requires an increase in office space on any site containing 1,000 square metres or more of existing office space where residential development is proposed.</p> <p>Please explore options to provide for a net gain in office floor space and non-residential floor space as part of the redevelopment.</p>	<p>Planning</p>	<p>Turner Fleischer / Bousfields</p>	<p>Done. An increase in both office and non-residential GFA is now proposed.</p>
<p>4</p>	<p>The Draft Zoning By-laws should be updated to include a minimum GFA requirement specifically for office uses, in addition to the more general minimum GFA requirement for non-residential uses.</p>	<p>Planning</p>	<p>Bousfields</p>	<p>Done. Revised by-law amendments include a minimum office GFA.</p>
<p>5</p>	<p>The site is within the King-Spadina Cultural Precinct and the Downtown Film Precinct. As part of the redevelopment process, please consider internal building design approaches that support the spatial requirements of creative industries and the culture sector and allow for flexible use of spaces. This could also include external infrastructure to support the film industry such as outlets and conduits.</p>	<p>Planning</p>	<p>Turner Fleischer</p>	<p>This will be developed through further detailed design at a later stage.</p>
<p>6</p>	<p>Given the site's location near existing major transit investments and priority transit corridors, and the inclusion of residential rental units in the proposal, there is a significant public interest for incorporating affordable housing units.</p> <p>We encourage you to consider the Open Door Affordable Housing Program, which provides incentives for the creation of new affordable housing beyond those required by the Official Plan, subject to certain terms and conditions. Further information can be found on the Program website.</p>	<p>Planning</p>	<p>H&R/Primaris</p>	<p>We are open to affordable units on the site - the amount and rate would need to be negotiated as a community benefit.</p>
<p>7</p>	<p>The provision of 221 (46.4%) two-bedroom units and 51 (10.7%) three-bedroom units supports the unit mix objectives of the Downtown Plan, Growing Up Guidelines, Official Plan housing policies, and Growth Plan's housing policies to accommodate within new development a broad range of households, including families with children. A similar relative proportion of unit types should be maintained in future submissions.</p>	<p>Planning</p>	<p>Bousfields</p>	<p>Noted.</p>
<p>8</p>	<p>The proposed two-bedroom units range in size from 49.7 to 88.2 square metres, and 34 (7.1% of total) are two-bedroom units larger than 87 square metres. The proposed three-bedroom units range in size from 90.1 to 109.8 square metres, and 17 (3.6% of total) are three-bedroom units larger than 100 square metres. The unit size mix does not adequately support the objectives of the Growing Up Guidelines to provide for child-friendly units, and the proportion of larger units should be increased.</p>	<p>Planning</p>	<p>Bousfields</p>	<p>No change has been made. See rationale on Page 7 of the Planning and Urban Design Rationale addendum letter prepared by Bousfields.</p>

Building Massing, Design and Articulation				
9	The height of the proposed development is substantially taller than the prominent height within its context, especially to the west, north and east. The proposed development should fit harmoniously, and a reduction in overall height would provide a better relationship with the existing and planned context.	Planning	Bousfields	No change has been made. In our opinion, the proposed height continues to be appropriate for the reasons set out in Section 5.3 of the July 2019 Planning and Urban Design Rationale report prepared by Bousfields.
10	<p>The property is located across from Roy Thomson Hall and David Pecaut Square. David Pecaut Square is identified as a Sun Protected Park and Open Space in the Downtown Plan. Policy 9.18 provides that development will adequately limit net-new shadow as measured from March 21st to September 21st from 10:18 a.m. to 4:18 p.m. on such parks and open spaces.</p> <p>Policy 9.20 provides that buildings will be sited, massed and designed to mitigate and reasonably limit wind impacts on the public realm, including streets and sidewalks, parks and open spaces and POPS, having regard for the use of such areas. Policies 9.24 and 9.26 provide that transition may be required through appropriate setbacks and step-backs between development and adjacent streets, parks or open spaces to provide access to sunlight and sky-views as well as establish a human scale.</p> <p>Of particular concern, the proposed tower would cast shadow on David Pecaut Square until after 10:18 a.m. for the full period between the September 21st and March 21st equinoxes, including a substantial increase in net-new shadow on the June 21st summer solstice. The development as proposed does not act to mitigate or limit shadowing of David Pecaut Square and the public realm.</p>	Planning	Bousfields	No change has been made. In our opinion, the proposed shadow impact continues to be acceptable from a planning and urban design perspective, for the reasons set out in Section 5.3 of the July 2019 Planning and Urban Design Rationale report prepared by Bousfields, and on Pages 9-10 of the Planning and Urban Design Rationale addendum letter prepared by Bousfields and enclosed with this resubmission.
11	<p>We appreciate the effort to reflect certain aspects of the design of the RBC building across Simcoe Street in the proposed base building, and recognize that the 13 storey podium maintains the datum line of the existing building height on the adjacent property to the east.</p> <p>However, the base building does not create a good proportion with the width of the street right-of-way. Given that there are no heritage buildings in close vicinity where creating similar heights on the podium level is required, adjustments to the base building should be considered to create a better human scale along the street.</p>	Planning	Bousfields	The westerly setback at grade has increased from 4.5 to 6.0 metres (5.0 metres to the columns) to provide for additional space for pedestrians at grade. However, no change was made to the height of the podium. As set out in Section 5.3 of the the July 2019 Planning and Urban Design Rationale report prepared by Bousfields, it continues to be Bousfields' opinion that the podium height and massing are appropriate.

<p>12</p>	<p>Per the Tall Building Design Guidelines, the minimum recommended setback above the base building height is 3 metres. The proposed 0/0.2 metre setback on the east does not meet the performance standard, and in combination with the tall base building (13 storey) creates a negative impact in terms of access to sky view and contributes to inappropriate shadowing of public spaces. This also brings the taller element very close to the sidewalk zone, which does not contribute to creating a human scale along the street.</p> <p>The Tall Building Design Guidelines set out a minimum 12.5 metre setback from adjacent property lines and centrelines of adjacent public streets and lanes for tall buildings, to contribute to providing appropriate separation distances between towers. The appropriate separation distance between towers is affected by their height, and very tall buildings such as is proposed require greater setbacks to achieve an acceptable condition. Not all sites can accommodate the maximum scale of development anticipated in each of the Mixed Use Areas while also supporting the liveability of the development and its neighbourhood.</p> <p>Please reconsider the proposed height, massing and configuration of the building to better mitigate impacts on the public realm. This could include design revisions reducing the tower floorplate, reducing the overall height and scale of the building, and/or re-orienting or relocating the tower elements on the site.</p>	<p>Planning</p>	<p>Bousfields</p>	<p>As set out in Section 5.3 of the the July 2019 Planning and Urban Design Rationale report prepared by Bousfields, it continues to be Bousfields' opinion that the podium height and massing are appropriate.</p>
<p>13</p>	<p>The Official Plan built form policies note that the tops of tall buildings are to be designed to contribute to the skyline character and integrate roof top mechanical systems into the design. The current tower is generally rectangular in form above the base building and the mechanical penthouse is a simple 8 metre tall extrusion of this tower floorplate.</p> <p>Please consider design options to better contribute to the surrounding skyline and to integrate the mechanical penthouse into the design.</p>	<p>Planning</p>	<p>Turner Fleischer / Bousfields</p>	<p>Done. The proposed mechanical penthouse has been articulated so that it is better integrated into the design of the building.</p>
<p>Streetscape, Cycling and Pedestrian Facilities</p>				
<p>14</p>	<p>The Downtown Plan provides that development in the Financial District will contribute to a diverse, cohesive and animated public realm designed to improve the pedestrian experience. The built form and public realm policies further emphasize the importance of providing for enhancements and improvements to the public realm. The public realm includes all public and private spaces to which the public has access.</p>	<p>Planning</p>	<p>n/a</p>	<p>Noted.</p>
<p>15</p>	<p>The development as proposed relies almost entirely on the City's acceptance and implementation of the proposed reconfiguration of Wellington Street West to address public realm policy objectives and serve infrastructure needs.</p> <p>If the proposed approach is deemed acceptable, staging or phasing of the development may be required in order to coordinate with City action to implement the proposed reconfiguration of Wellington Street between University Avenue and Simcoe Street.</p>	<p>Planning / Transportation</p>	<p>Turner Fleischer / BA Group</p>	<p>Noted.</p>

<p>16</p>	<p>At street level along Wellington Street, the main wall of the existing building is set back 3.0 metres, with some structural columns located at a 1.5 metre setback. While located outside the road right-of-way, the current street level building setbacks are publicly accessible and provide pedestrian movement space.</p> <p>The main wall of the proposed building is set back approximately 0.15 to 0.25 metres, with structural columns located at a 0 to 0.1 metre setback along the Wellington Street frontage. The proposed building setbacks along Wellington Street result in a reduction to the existing public realm, rather than an improvement or enhancement.</p> <p>Please revise the proposal to maintain or enhance the building's relationship to the public realm at street level as compared to the existing conditions.</p>	<p>Planning</p>	<p>Bousfields</p>	<p>No change has been made. Assuming the proposed approach is deemed acceptable (see Comment 15 attached), it would result in an increase to the existing public realm, as described in more detail in the July 2019 Planning and Urban Design Rationale report prepared by Bousfields.</p>
<p>17</p>	<p>As proposed along the site's Wellington Street frontage, the sidewalk narrows and is crossed by a large radius curb cut relating to the public lane. Please minimize the width of this curb cut and configure loading and vehicle access routes to minimize pedestrian-vehicle conflict.</p>	<p>Planning</p>	<p>Turner Fleischer / BA Group</p>	<p>Done. Sidewalk and curb cut have been revised.</p>
<p>18</p>	<p>The Landscape Plan (L100) shows soil cells to be located on top of Toronto Hydro (THES) conduits along both the Wellington Street and Simcoe Street frontages. These cells are also shifted easterly in relation to tree locations on Simcoe Street. THES conduits can be at relatively shallow depths of +/- 1.0 metres, and we note that the adjacent development at 160 Front Street West has located trees and soil cells to the east of this conduit.</p> <p>Please provide a composite utility plan and confirm that the proposed planting concept is feasible in relation to the utilities in these rights-of-way. Please also consider revisions to better coordinate with the adjacent streetscape treatments.</p>	<p>Planning</p>	<p>Janet Rosenberg / Counterpoint</p>	<p>Done. Tree trench designs adjusted to avoid THES conduits. Composite Utility Plan provided with resubmission. See L101, and also refer sections L300. Plan L101 shows that the tree locations on Wellington generally meet preferred utilities clearances with small encroachment towards THES conduit. These trees could be shifted further south towards the building to increase clearance, but this would be a worse outcome for the streetscape. On Simcoe street the trees are located closer to the THES conduit than preferred by Toronto Hydro, but non-preferred clearances are often approved, particularly with a root barrier. The trees could be shifted south to the adjacent site, if absolutely required. Moving Simcoe trees east of the THES conduit would place them in conflict with the wind mitigation canopy, as well as the ground level bike parking proposed for building users. The trees remaining adjacent to the curb is preferable for the streetscape and would match the treatment on opposite side of Simcoe, provide a practical location for the bikeshare stations and allow contiguous paved space that combines the sidewalk and open space within the development property.</p>

19	<p>The sculpture Marlin (1987) by Andrew Posa is currently located at-grade in the northwest corner of the site. Andrew Posa is a well-known artist and the work has been on this corner for some time. Where a site is being redeveloped, public art should preferentially be maintained in situ or somewhere equally prominent on the site. This sculpture is not shown on the post-development plans.</p> <p>Please contact the artist to discuss potential relocation, and identify efforts being made to retain the artwork on site in conjunction with the artist. Please submit information regarding the proposed approach with your next submission.</p>	Planning	H&R/Primaris	We are working on a potential relocation.
20	<p>The Northwest PATH project proposes expansion of the existing PATH network in the vicinity of the site with a new connection running from Union Station to Wellington Street under University Avenue, as identified in the Northwest PATH EA Addendum dated October 16, 2018. Additional information can be found on the Northwest PATH project website. Please review options to protect for a future PATH connection in the event of future redevelopment of the abutting property at 40 University Avenue, or via the public lane or 160 Front Street West.</p>	Planning	Bousfields	Done. Knockout panels to potential future PATH connection added along east walls of underground garage.
21	<p>Simcoe Street is identified as a Priority Cycling Route in the Downtown Plan. A Bike Share Station containing 27 bike docks (1.8m x 21.5m) is currently located in the Simcoe Street right-of-way abutting the site. There is extremely high bike share demand in this area and maintaining a Bike Share Station of the same size or larger either on site or in the City's ROW is a priority, with preference for a location within the ROW in a highly visible and accessible location.</p> <p>Please revise the proposed site and landscape plans to retain a Bike Share Station of the above capacity. TPA staff are available to discuss flexible design options if required.</p>	Planning	Turner Fleischer / BA Group	Due to the requirement for street trees at appropriate spacings within the ROW, as well as the presence of underground utilities, the number of bike share docking points able to be included is limited. Our proposal have included 22 docking points split into two groups of 11 to accommodate a tree location. Refer to L100.
22	<p>The proposal appears to direct all building entrances to Wellington Street. Please explore options to animate Simcoe Street through building entrances and active uses.</p>	Planning	Turner Fleischer / Bousfields	Done. Three doors proposed along Simcoe, including door to bike storage room. Main doors to office lobby proposed from notched corner entrance.
Building Amenities				
23	<p>The proposal provides common amenity space for the Office and Residential uses. However the office elevators only serve the first 12 floors, and the "Office + Residential Amenity Area" on the 13th floor, as well as the other amenity spaces on the 14th floor do not appear to be accessible for office tenants.</p>	Planning	Turner Fleischer	Done.
24	<p>Outdoor amenity space should be increased as a proportion of the overall space provided, including ensuring that office tenants have access to some amount of outdoor amenity space.</p>	Planning	Turner Fleischer	Done. Outdoor amenity has been provided more than the minimum requirement.
Heritage				
25	<p>The site is located within the boundary of the Union Station Heritage Conservation District (HCD), under which it has been identified as a non-contributing property, and is adjacent to Roy Thompson Hall, a property designated under Part IV of the Ontario Heritage Act.</p>	Heritage Preservation Services	ERA	Noted.

26	<p>Please review the guidelines for non-contributing properties in the Union Station HCD Plan to ensure:</p> <ul style="list-style-type: none"> - The new structure respects the general size, shape and scale of the features associated with adjacent properties and the district as a whole, as well as directly considering its relationship with Union Station. - The site plan respects the general site characteristics associated with the property itself and district as a whole. - The design respects the general historic and architectural characteristics associated with the district. - The materials chosen are considered in context with those of adjacent contributing properties and with the district as a whole. 	Heritage Preservation Services	ERA	Noted. Please see Section 4.1 of the revised HIA for a summary of relevant in-force policy.
27	<p>Please revise the Heritage Impact Assessment (HIA) to demonstrate how the proposed development meets the Union Station HCD policy for non-contributing buildings as set out above. The HIA asserts that the proposed development meets the Union Station HCD policy, but does not demonstrate specifically how.</p>	Heritage Preservation Services	ERA	Please see the response in Section 8.3 of the revised HIA.
Community Services & Facilities				
28	<p>Thank you for your submission of a Community Services and Facilities (CS&F) Study with the proposal. CS&F are an essential part of vibrant, strong and complete communities, and their timely provision is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities.</p> <p>Providing for a full range of CS&F in areas experiencing major or incremental growth is a responsibility shared by the City, public agencies and the development community. The CS&F discussed in the following sections have been identified as priorities for enhancement in relation to the proposal and development activity in this area.</p>	SIPA	Bousfields	Noted.
Child Care				

29	<p>The submitted CS&F Study indicates that the proposed 476 residential units would generate the demand for approximately 12 to 14 child care spaces and that as of June 2019, the Study Area contained 16 child care providers with a total capacity of 919 spaces, of which 11 child care spaces were available.</p> <p>The CS&F Study identifies five new child care facilities proposed within the Study Area:</p> <ul style="list-style-type: none"> - The Well – funded and currently in the design phase and planned for 2021-2026; providing 57 new child care spaces; - Canoe Landing – currently under construction and nearing completion; providing 52 new child care spaces; - Pier 27 – funded and currently in the design phase and planned for 2016-2021; providing 52 new child care spaces; - Lower Yonge precinct – not yet approved or funded; and - Menkes/TDSB school – not yet approved or funded. <p>The Downtown CS&F Strategy estimates that approximately 3,700 new child care spaces will be required to meet the demand generated by growth based on the cumulative impact of development, and the Downtown Plan encourages development to include a non-profit child care facility on-site where it can be accommodated. Section 37 funding also presents an important opportunity to increase the number of licensed child care spaces in recognition of the overall system shortage of spaces and capital funding.</p>	SIPA	Bousfields	Noted.
Libraries				
30	<p>The CS&F Study identifies one library located within the Study Area - the Fort York branch. Three additional libraries serve the subject site - City Hall (neighbourhood branch), Lillian H. Smith (district branch) and St. Lawrence (neighbourhood branch). The Toronto Public Library's city-wide Facilities Master Plan (2019) identifies and prioritizes investments in Library facilities over the short, medium and long-term. Twelve of the 14 branches that serve the Downtown are in need of relocation, renovations or expansions to support growth, including the above three branches. Improvements to the City Hall and Lillian H. Smith branches remain unfunded.</p>	SIPA	Bousfields	Noted.
Community Recreation				
31	<p>Harbourfront Community Centre is located within the CS&F Study Area, and there are two planned and funded facilities – Canoe Landing CRC and One Yonge Street CRC.</p> <p>The Downtown CS&F Strategy found that while the existing and in-progress recreation facilities provide full geographic coverage in Downtown, they will be unable to accommodate all needs relative to population growth over the next decade, and identified a number of additional facility investments to meet the growing recreational programming needs of the Downtown, including the Waterfront West Indoor Pool (Map 7 - CS&F Strategy and Rec. 7, Section 3.5, Parks and Recreation Facilities Master Plan 2019-2038). The Waterfront West indoor pool is identified in the Capital Plan but not yet initiated.</p>	SIPA	Bousfields	Noted.
Community Space / Human Service Agencies				

32	<p>Human Services refers to non-profit community based organizations that deliver a wide-range of programs and services across the city. They can include: youth, family and homelessness services; employment education and immigrant services; health medical and disability services; and seniors services.</p> <p>The CS&F Study does not identify the number of human service agencies located within the Study Area and notes that it is difficult to ascertain the impact of the proposed development on the surrounding human services. As per the Downtown CS&F Strategy findings, the CS&F Study notes that many organizations struggle to find affordable, accessible and appropriate space to provide programs and services in Downtown and that opportunities include exploring partnerships and colocation for service providers.</p> <p>Additional study and coordination with City staff is necessary to determine future needs and capacities related to community space. Please note that City Council adopted a Community Space Tenancy policy in 2019 that provides a framework for leasing City space to the non-profit community based sector, and is led by SDFA and RES.</p>	SIPA	Bousfields	We are open to additional study, as required.
Toronto Green Standard (TGS)				
33	The TGS Green Roof Statistics chart on Roof Plan (RZ007) indicates that there is no Tower Roof Area with floorplate greater than 750m2. The tower floor plate for the Mechanical Penthouse level is 787 m2 in area. Provide additional green roof area accordingly.	Planning	Turner Fleischer	Done. Mechanical penthouse has been revised to be 750m2.
34	Please revise the TGS Statistics Table (Section 1) on Roof Plan (RZ007) to include all required information.	Planning	Turner Fleischer	Done.
35	The TGS Checklist refers to Landscape Plan L101, however this drawing was not submitted. Please include this drawing in your next submission.	Planning	Janet Rosenberg	Done.
36	This development is required to achieve Tier 1 of the Toronto Green Standard, Version 3, and should strive to achieve the voluntary measures set out in Tiers 2 to 4.	Planning	Turner Fleischer	Noted.
Community Benefits				
37	<p>The proposed development is not supported in its current form. Should appropriate revisions to the proposal be made and the application progress to approval in some form, discussions with the Ward Councillor, City staff and residents will be required to determine the extent and nature of community benefits. On a preliminary basis, and based on comments received to date, community benefits could include consideration of opportunities to secure:</p> <p>a. Inclusion of affordable housing to support housing policy objectives to provide a full range of housing (tenure and affordability) within new developments;</p> <p>b. Inclusion of a non-profit, licensed child care facility in accordance with the City's Child Care Development Guidelines;</p> <p>c. Financial contributions towards the development of a new indoor pool in the West Waterfront neighbourhood; and</p> <p>d. Financial contributions towards capital improvements to the Toronto Public Library City Hall branch or Lillian H. Smith branch to increase their capacity to support growth.</p>	Planning	H&R/Primaris	Noted.
38	Ongoing discussion with City staff should be undertaken to confirm and identify community services and facilities that might be in the planning stages, as this application moves through the development process.	Planning	H&R/Primaris	We are open to additional discussions on these matters.
Next Steps				

	The comments provided in this letter are based on the drawings provided and the comments received to date. Appropriate revisions should be made to the proposed development to address the concerns raised in this letter prior to resubmission. Staff would be pleased to hold a meeting with you to review revised drawings prior to re-submission and re-circulation.	Planning	Bousfields	Done. Meeting held on January 16, 2020.
Engineering & Construction Services (Oct 18, 2019) Avi Bachar, Manager, Development Engineering T: 416-392-8320 E: avi.bachar@toronto.ca				
A REVISIONS AND ADDITIONAL INFORMATION REQUIRED FOR PLANS, STUDIES AND DRAWINGS				
	The Owner is required to amend the Studies and/or Drawings to address the following comments and submit/resubmit for review and acceptance by the Chief Engineer & Executive Director, Engineering & Construction Services, prior to approval of the Zoning By-law Amendment application.			
1 Transportation Services				
1.1	Satisfy all outstanding requirements with respect to the Urban Transportation Considerations report, dated August 2019, prepared by BA Group in support of the proposed development, the details of which are provided further in the memorandum;	Transportation Services	BA Group	Done.
1.2	Provide parking supply for the site according to the minimum parking rates provided in condition B(1.1) below;	Transportation Services	BA Group / Turner Fleischer	Residential parking is proposed at 0.1 parking spaces per unit. No parking is proposed for residential visitors. Please refer to BA Group's Aug 2020, transportation letter for further details and rationale.
1.3	Comply with the parking space dimensional requirements of Section 200.5.1.10(2) of Zoning By-law 569-2013, as discussed further in the memorandum; and	Transportation Services	BA Group / Turner Fleischer	The proposal does not include any small car parking spaces.
1.4	Revise the building and building elevation drawings to remove the discrepancies in indicating the plane/direction of the building sections and elevations;	Transportation Services	Turner Fleischer	Done.
1.5	Illustrate the proposed canopy encroachment within Wellington Street West in the building section and elevation drawings; and	Transportation Services	Turner Fleischer	Done.
1.6	Revise the design of the proposed loading spaces such that vehicles using these facilities can enter and exit the abutting public lane in a forward motion.	Transportation Services	BA Group	Loading is proposed to reverse into and out of the laneway. Please refer to BA Groups Aug 2020 transportation letter, for a further details in response to this comment.
2 Solid Waste Management Services				
2.1	Revised drawings must indicate a bulky storage room of minimum 10 square metres. If it is to be located within the residential garbage room this must be indicated and annotated.	Solid Waste Management Services	BA Group / Turner Fleischer	Done.
2.2	Revised drawings must indicate and annotate the staging pad abutting the Type G loading space has an unencumbered vertical clearance of 6.1 metres, is constructed of 200mm reinforced concrete and has a grade of no more than 2%.	Solid Waste Management Services	Turner Fleischer	Done.
2.3	Revised drawings must indicate that any overhead doors the collection vehicle will be passing through have a minimum width of 4 metres and a minimum overhead clearance of 4.4 metres.	Solid Waste Management Services	Turner Fleischer	Done.
2.4	Currently, the truck movement diagram shows the truck reversing into the public lane. Solid waste does not allow trucks to reverse into public lanes or roadways. Revised drawings must indicate the collection vehicle's ability to enter and exit the site in a forward motion with no more than a three-point turn without the need to reverse into the public lane.	Solid Waste Management Services	BA Group	Loading is proposed to reverse into and out of the laneway. Please refer to BA Groups Aug 2020 transportation letter, for a further details in response to this comment.

2.5	Revised drawings must indicate a storage space for the waste that will be generated by the non-residential component of this development. This non-residential waste room must be independent from the residential waste room and must be accessible without entering the residential waste room.	Solid Waste Management Services	BA Group / Turner Fleischer	Done.
3 Fire Services				
	Nil	Fire Services	n/a	Noted.
4 Engineering & Construction Services				
4.1	Revise the Functional Servicing Report to address the comments provided in Attachment 1.	Engineering & Construction Services	Counterpoint	Done.
4.2	Please complete ALL SECTIONS and submit the following intake checklists:	Engineering & Construction Services	Counterpoint / McClymont & Rak	n/a
a)	Hydrological Review Summary, appended to this memorandum as Attachment 2.	Engineering & Construction Services	McClymont & Rak	Updated geohydrology report is underway and will be submitted under separate cover, along with the hydrological review summary form.
b)	Servicing Report Groundwater Summary, appended to this memorandum as Attachment 3.	Engineering & Construction Services	Counterpoint	Summary has been included in Appendix F of the updated Functional Servicing & Stormwater Management Report
4.3	Make the following revisions to the Architectural Plans:	Engineering & Construction Services	n/a	n/a
a)	Add the following notes to the Site Plan:	Engineering & Construction Services	Turner Fleischer	n/a
i.	"Be advised that should any party, including the applicant or any subsequent Owner, apply for more than one Condominium Corporation encompassing any or all of this development or make an application that results in a land division, Staff may require legal assurances, including but not limited to easements, with respect to the approved services. Such assurances will be determined at the time of application for condominium approval."	Engineering & Construction Services	Turner Fleischer	Done.
ii.	"Staff have reviewed this application on the understanding it will comprise a single parcel of land, under one Owner, upon completion. If any party, including the applicant or any subsequent Owner, submits an application for severance, part-lot control, subdivision, condominium approval or any other form of land division for this development not in accordance with this assumption, different servicing connections, including all associated stormwater management facilities and any necessary revised plans and studies, may be required by the City at the sole cost to that applicant."	Engineering & Construction Services	Turner Fleischer	Done.
b)	Revise Parking Level P1 Plan and the Functional servicing Report to show the foot print of mechanical room;	Engineering & Construction Services	Turner Fleischer / Counterpoint	Done.
c)	Revise the ground floor plan/site plan to show groundwater sampling port and label sanitary & storm control manholes;	Engineering & Construction Services	Turner Fleischer / Counterpoint	Done. Counterpoint has included the sampling point on the Servicing Plan, S-1.
d)	Revise the Site Plan, Ground Floor Plan and applicable underground plans to show all proposed servicing in accordance with Functional Servicing Report;	Engineering & Construction Services	Turner Fleischer / Counterpoint	Done.
e)	Revise the Site Plan and Ground Floor Plan to show all above-ground utilities and boulevard improvements including pavers, proposed and existing-to-remain trees, etc. in accordance with the Landscape Plans.	Engineering & Construction Services	Turner Fleischer / Counterpoint / Janet Rosenberg	Done. Counterpoint drawings show the landscape details in Servicing Plan, S-1 and Grading Plan, G-1. Above ground utilities have been indicated on Landscape Plans.
B (PRELIMINARY) ZONING BY-LAW AMENDMENT CONDITIONS				

	The Owner is required, as preliminary conditions of approval of the Zoning By-law Amendment application, to:			
1	Transportation Services			
1.1	Provide and maintain a minimum number of parking spaces on the site to serve this development in accordance with the following rates: Residential 0.14 spaces per unit Residential visitors 0.03 spaces per unit Office and retail No parking spaces required	Transportation Services	Bousfields / BA Group	Residential parking is proposed at 0.1 parking spaces per unit. No parking is proposed for residential visitors. Please refer to BA Group's Aug 2020, transportation letter for further details and rationale.
1.2	Include a provision in the Site Specific By-law for this project, to provide a minimum of one Type G, one Type B and two Type C loading spaces to serve the project.	Transportation Services	Bousfields	Draft By-law Amendments revised to include provision for these loading spaces.
2	Engineering & Construction Services			
2.1	Pay for and construct any improvements to the municipal infrastructure in connection with the site servicing report, as accepted by the Chief Engineer & Executive Director, Engineering & Construction Services, should it be determined that upgrades to such infrastructure are required to support this development.	Engineering & Construction Services	Primaris / Counterpoint	Noted. No required improvements to municipal infrastructure have been identified in the Functional Servicing & Stormwater Management Report.
C ADVISORY OF OTHER CITY APPROVALS & REQUIREMENTS				
	The Owner is advised that the future Site Plan Application will need to address the			
1	Transportation Services			
1.1	The determination and collection for the maintenance fees for pavers within the boulevard will be part of the Streetscape Permit process;	Transportation Services	n/a	Noted.
1.2	A separate application must be submitted for the review and approval of the General Manager of Transportation Services, in consultation with Chief Building Official, for the proposed canopy encroachment within the Wellington Street west public right-of-way, and an encroachment agreement entered into in respect of the approved encroachment;	Transportation Services	n/a	Noted.
1.3	That as condition of Site Plan Approval:	Transportation Services	n/a	Noted.
a)	The Owner shall prepare all documents and convey the following easements (the "Pedestrian Clearway Easements") to the City, a 6.0 metre corner rounding at the Wellington Street West and Simcoe Street corner of the property, together with right of support, such lands to be free and clear of all encumbrances, save and except for utility poles, and subject to a right-of-way for access purposes, including construction access, all to the satisfaction of the Chief Engineer and Executive Director, Engineering & Construction Services, and the City Solicitor; and;	Transportation Services	n/a	Noted.
b)	Submit to the Executive Director, Engineering & Construction Services, a draft Reference Plan of Survey in metric units and integrated into the Ontario Coordinate System, with coordinate values shown on the face of the plan and delineating thereon, by separate PARTS, the property corner rounding (Pedestrian Clearway Easement) lands to be conveyed to the City for pedestrian Clearway purposes, the lands to be subject to rights of support, and the remainder of the site, and any appurtenant right-of-way, for review and approval, prior to depositing it in the Land Registry Office	Transportation Services	n/a	Noted.
1.4	Additional comments with respect to site access, orientation and location of parking and loading spaces, access provided to parking and loading spaces, site circulation and other site plan matters will be provided in conjunction with the future site plan application of this project;	Transportation Services	n/a	Noted.

1.5	Approval for all work that will be carried out within the abutting public rights-of-way, which may include but not be limited to financial responsibility for removal or relocation of existing street furniture (transit shelters, benches, litter bins, bicycle locking rings, etc.). The owner must contact Street Furniture Management to co-ordinate the removal or relocation of Astral street furniture or bicycle locking rings. There are Third Party costs associated with the removal and relocation of Astral street furniture and costs to remove the City of Toronto bicycle locking ring(s). The City and Astral will not undertake any work associated with removing, reinstalling or relocating existing street furniture until it receives payment. If clarification is required on how the above standards will apply to this site, the applicant can contact the Street Furniture Management Unit at streetfurniture@toronto.ca." For all other works within public right-of-way, the applicant can contact the Right-of-Way Management Section, Toronto and East York District, Construction Activities, at 392-7877;	Transportation Services	n/a	Noted.
1.6	To submit costs for the installation of the proposed new City of Toronto Standard bicycle locking rings on public right-of-way at the rate of \$433.92/unit, including HST. The cheque is made payable to the City of Toronto Treasurer and must be forwarded to the attention of: Transportation Services, Public Realm Street Furniture Management 433 Eastern Avenue 2nd Floor, Block B Toronto, ON M4M 1B7 Tel: 416-397-0590	Transportation Services	n/a	Noted.
1.7	Further changes and/or requirements may be imposed by the General Manager, Transportation Services upon receipt of the revised plans and/or additional documentation required under Condition A;	Transportation Services	n/a	Noted.
2 Solid Waste Management Services				
2.1	Revised drawings must annotate the waste compactor within the residential waste room.	Solid Waste Management Services	Turner Fleischer	Done.
2.2	Revised drawings must indicate that the bins that will be used for the non-residential waste will be labelled separately from the bins for the residential waste.	Solid Waste Management Services	Turner Fleischer	Done.
3 Fire Services				
3.1	Please note upon submission of the above information, comments will be provided with the future site plan application.	Fire Services	n/a	Noted.
4 Engineering & Construction Services				
4.1	Submit detailed Site Servicing, Site Grading Plans and Stormwater Management Report in support of the proposed development.	Engineering & Construction Services	Counterpoint	Done.
4.2	Pursuant to an order issued by the Ontario Ministry of the Environment and Climate Change, all wet taps performed on City watermains must be performed by, or under the supervision of, a Certified Operator in accordance with Ontario Regulation 128/04. The City of Toronto Protocol respecting the performance of and verification of wet taps can be found at: www.toronto.ca/ecs-standards/wettap	Engineering & Construction Services	Counterpoint	Noted.
4.3	All revisions must comply with the following documentation and confirmation to that effect is required. Also, ensure that appropriate changes are made to all applicable drawings and reports:	Engineering & Construction Services	Counterpoint	Noted.
a)	City of Toronto's Design Criteria for Sewers and Watermains Manual. This document can be downloaded from the following website: https://www1.toronto.ca/City%20Of%20Toronto/Engineering%20and%20Construction%20Services/Standards%20and%20Specifications/Files/pdf/Design%20Criteria%20Manual/Toronto_Sewer_Watermain_Manual_December2016.pdf	Engineering & Construction Services	Counterpoint	Noted.

b)	City of Toronto's Wet Weather Flow Management Guidelines. This document can be downloaded from the following website: https://www1.toronto.ca/city_of_toronto/toronto_water/files/pdf/wwfm_guidelines_2006-11.pdf	Engineering & Construction Services	Counterpoint	Noted.
c)	City of Toronto's Water Servicing and Metering Manual. This document can be downloaded from the following website: https://www1.toronto.ca/City%20Of%20Toronto/Engineering%20and%20Construction%20Services/Standards%20and%20Specifications/Files/pdf/Water%20Meter%20Manual/water_meter_manual_binder_April_16_2012.pdf	Engineering & Construction Services	Counterpoint	Noted.
d)	Notice to Applicants – Servicing Requirements for New Developments (Attachment 4).	Engineering & Construction Services	Counterpoint	Noted.
4.4	The stormwater management report, site servicing, grading and drainage plans must be submitted with the future Site Plan application for the development to address the following:	Engineering & Construction Services	Counterpoint	Noted.
a)	Clarify how the stormwater storage volume required for 100-year storm event can be achieved on site.	Engineering & Construction Services	Counterpoint	Noted.
b)	Clarify how the water balance volume will be reused within 72 hours as required by Wet Weather Flow Management Guidelines. Please note that dog / bike / amenity / walkway washing / use for cooling towers, etc. are not considered as part of meeting the water balance requirements.	Engineering & Construction Services	Counterpoint	Noted.
c)	Identify stormwater quality measurements on site. As per Wet Weather Flow Management Guidelines TSS removal efficiency of 80% is required. Provide calculations to prove 80% TSS removal is achieved by the proposed system.	Engineering & Construction Services	Counterpoint	Noted.
d)	Include schematics and details of the proposed underground storage tanks. The schematic should include details showing location, profile and dimensions of the tank, inlet and outlet pipes and their inverts, active and passive water levels and maximum water level, emergency overflow mechanisms, orifices to control the release rate, etc.	Engineering & Construction Services	Counterpoint	Noted.
e)	For service connections of a size greater than half the diameter of the mainline sewer, a maintenance hole is required.	Engineering & Construction Services	Counterpoint	Noted.
f)	A separate maintenance hole is required to monitor the groundwater discharge to the City sewer or an alternative device (sampling port) with a minimum diameter of 250 mm, installed upstream of the control maintenance hole. Show the sampling port in the plans and cross	Engineering & Construction Services	Counterpoint	Noted.
g)	The Grading Plan for the development shall show detailed grades on the site. The subject site must be graded such that water will not accumulate at or near the building and will not adversely affect adjacent properties.	Engineering & Construction Services	Counterpoint	Noted.
h)	Further comments related to stormwater management, site servicing and grading will be provided at Site Plan application stage.	Engineering & Construction Services	Counterpoint	Noted.
4.5	Add the following notes to the Site Servicing Plan:	Engineering & Construction Services	Counterpoint	Noted.
a)	"The building storm and sanitary systems shall be designed to be able to operate under municipal sewer surcharge conditions."	Engineering & Construction Services	Counterpoint	Note has been added
b)	"The method of installation for the proposed service connections will be at the discretion of Toronto Water."	Engineering & Construction Services	Counterpoint	Note has been added
c)	"Existing connections no longer in use shall be disconnected by Toronto Water at the Owner's cost."	Engineering & Construction Services	Counterpoint	Note has been added
d)	"The location of the water meter shall be to Toronto Water's satisfaction."	Engineering & Construction Services	Counterpoint	Note has been added
e)	"The Owner is required to install and maintain a premise isolation device for all applicable water services in accordance with Toronto Municipal Code, Chapter 851 Water Supply, the building code, and CSA B64 series standards."	Engineering & Construction Services	Counterpoint	Note has been added

f)	"The limits of construction within the City's right-of-way are at the discretion of the City inspector."	Engineering & Construction Services	Counterpoint	Note has been added
g)	"Prior to commencing any work within the municipal right-of-way the contractor, developer, or consultant will obtain all necessary road occupancy permits from the City's Right-of-Way Management Unit."	Engineering & Construction Services	Counterpoint	Note has been added
h)	"Staff have reviewed this application on the understanding it will comprise a single parcel of land, under one Owner, upon completion. If any party, including the applicant or any subsequent Owner, submits an application for severance, part-lot control, subdivision, condominium approval or any other form of land division for this development not in accordance with this assumption, different servicing connections, including all associated stormwater management facilities and any necessary revised plans and studies, may be required by the City at the sole cost to that applicant."	Engineering & Construction Services	Counterpoint	Note has been added
i)	"Be advised that should any party, including the applicant or any subsequent Owner, apply for more than one condominium corporation encompassing any or all of this development or make an application that results in a land division, Staff may require legal assurances, including but not limited to easements, with respect to the approved services. Such assurances will be determined at the time of application for condominium approval."	Engineering & Construction Services	Counterpoint	Note has been added
4.6	The Owner shall include on the site servicing drawing(s) the location of all stormwater collection pipe monitoring systems, to the satisfaction of the Chief Engineer & Executive Director, Engineering & Construction Services in consultation with the General Manager,	Engineering & Construction Services	Counterpoint	Storm Control MAH for monitoring purposes has been shown on the Servicing Plan, S-1
4.7	Prior to the issuance of the first above grade building permit, the Owner shall submit drawings for the stormwater collection pipe monitoring systems to the satisfaction of the General Manager, Toronto Water.	Engineering & Construction Services	Primaris	Noted.
4.8	The Owner covenants and agrees at its sole expense to install and maintain a monitoring system for each stormwater collection pipe to the satisfaction of the General Manager, Toronto Water.	Engineering & Construction Services	Primaris	Noted.
4.9	Further comments related to stormwater management, site servicing and grading will be provided at Site Plan application stage.	Engineering & Construction Services	Counterpoint	Noted.
4.10	Provide certification to the Chief Engineer & Executive Director, Engineering & Construction Services from the Architect who designed and supervised the construction that all solid waste management facilities including the required horizontal and vertical clearances for the City's solid waste vehicles have been constructed in accordance with the accepted Site Plan drawings.	Engineering & Construction Services	Turner Fleischer	Noted
4.11	Implementation of Superpave Asphalt Specifications:	Engineering & Construction Services	n/a	n/a
	The City of Toronto is implementing Superpave asphalt mixes commencing in the 2018 construction season for all public road infrastructure projects. Superpave asphalt mixes will be mandatory for all new projects delivered in 2018 and onward in the City of Toronto (please see the notice dated March 6, 2018 for further information in Attachment 5).	Engineering & Construction Services	Counterpoint	Noted.
5 Land & Property Surveys				
5.1	The Owner is required to apply for revised municipal numbering prior to the issuance of any building permits.	Engineering & Construction Services	Primaris	Noted.
D BACKGROUND				
Transportation Services				
Encroachments				

	The proposed drawings show a canopy encroaching onto Wellington Street West right-of-way, which is generally acceptable in principle. However, the applicant is advised that a separate application must be submitted for the review and approval of the Right-of-Way Management in consultation with Buildings Services, for the proposed encroachment and an Encroachment Agreement entered into in respect of the approved encroachment.	Engineering & Construction Services	n/a	Noted.
	It appears there are discrepancies in indicating the direction of the building sections and building elevations. The drawings must be revised to remove the discrepancies. Moreover, we require the above-noted proposed canopy encroachment be illustrated in the building section and elevation drawings.	Engineering & Construction Services	n/a	Noted.
Roadways				
	There is no additional land required for Wellington Street West. The requirement of a 20m wide right-of-way has been satisfied;	Engineering & Construction Services	n/a	Noted.
	There is no additional land required for Simcoe Street. This road is not identified in the Official Plan as a road to be widened;	Engineering & Construction Services	n/a	Noted.
	There is no additional land required for the lane abutting the easterly portion of this property. The requirement of a 6.0 metres wide lane right-of-way has been satisfied; and	Engineering & Construction Services	n/a	Noted.
	The site plans must be revised to satisfy the requirements identified in items (a) above.	Engineering & Construction Services	n/a	Noted.
Driveway Access and Site Circulation				
	Vehicular access to the parking and loading facilities is provided via the public lane abutting the east end of the site which meets Wellington Street West to the north. The parking ramp in the southeast corner of the Site connects to the below grade vehicular parking facilities, while the loading facilities are provided on the ground floor directly off of the public lane. The proposed access to the underground parking garage is generally acceptable. However, the access to the loading spaces requires further analysis as noted in the loading section below.	Engineering & Construction Services	n/a	Noted.
	The proponent is advised that additional comments and requirements regarding site access design, site circulation and site layout will be provided in conjunction with the future site plan application for the project.	Engineering & Construction Services	n/a	Noted.
Traffic Impact Assessment				
	In support of the development proposal, the applicant's transportation consultant, BA Group, prepared a report, titled Urban Transportation Considerations, dated August 2019. In this study the consultant estimates that the proposed redevelopment will generate approximately 60 and 50 two-way trips during the AM and PM Peak Hours, respectively. Given this level of trip generation, the consultant concludes that the projected site traffic will have minimal impacts on area intersections, and therefore, can be acceptably accommodated on the adjacent road network.	Engineering & Construction Services	n/a	Noted.
	Despite the above conclusion from the consultant, we require the consultant to submit vehicle manoeuvring diagrams (VMD) which demonstrate the loading trucks entering and exiting the site in a forward motion.	Engineering & Construction Services	n/a	Noted.
	The report includes proposed modifications along Wellington Street West, which requires further analysis and comments would be provided in conjunction with future site plan approval application.	Engineering & Construction Services	n/a	Noted.
Parking				
	The parking requirements for the site are governed by the Zoning By-law 569-2013 applicable to Policy Area PA-1. Given the uses that are proposed for the project, along with their intended development scale, a summary of the parking requirements for the development in accordance with the above-noted by-law is provided in Table 1 below.	Engineering & Construction Services	n/a	Noted.

Table 1: Project Parking Requirements – Zoning By-law 569-2013 Policy Area PA-1

Use	Scale ¹	Minimum Parking Rate ²	Spaces Required (No Sharing) ³	Percent Parking Occupancy (Sharing)			Spaces Required (With Sharing) ³		
				AM	PM	Even	AM	PM	Even
Residential									
Bachelor Units	0	0.3	0						
1 Bedroom Units	204	0.5	102	100	100	100	329	329	329
2 Bedroom Units	221	0.8	176						
3+ Bedroom Units	51	1.0	51						
Sub-Total Residents							66	66	66
Residential Visitor	476	0.10	47	10	35	100	4	16	47
Retail	160	1.0	0	20	100	100	0	0	0
Office	14,640	0.35	51	100	60	0	51	30	0
Sub-Total Residents			98				55	46	47
Sub-Total Residents			427				384	375	376

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

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

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

	<p>Engineering & Construction Services</p> <p>n/a</p> <p>Noted.</p>			
<p>A minimum of 384 parking spaces are required for this project in accordance with Zoning Bylaw 569-2013 (for Policy Area 1). This parking supply consists of 329 resident spaces and 55 non-resident spaces including residential visitors.</p>	<p>Engineering & Construction Services</p> <p>n/a</p> <p>Noted.</p>			
<p>The proponent is intending to provide an overall parking supply of 66 residential parking spaces and zero commercial or visitor parking spaces. The effective residential parking supply rate is 0.14 spaces per unit. The parking is provided within four levels of below grade parking that is accessed off of the laneway east of the building.</p>	<p>Engineering & Construction Services</p> <p>n/a</p> <p>Noted.</p>			
<p>The consultant notes that while the current proposal includes 66 residential spaces, the parking plans may be altered during the refinement process with subsequent applications. In order to account for future changes to the Site plan, it is recommended that the proposed parking supply maintain an effective residential parking supply rate of 0.13 spaces per unit.</p>	<p>Engineering & Construction Services</p> <p>n/a</p> <p>Noted.</p>			
<p>As noted from the above, the proposed parking supply of 66 parking spaces does not comply with the parking supply requirement of the zoning bylaw. In order to support the proposed parking supply, the above-noted report from BA Group, includes a parking justification analysis.</p>	<p>Engineering & Construction Services</p> <p>n/a</p> <p>Noted.</p>			
<p>The consultant notes that in their opinion, the resident parking standards outlined in Zoning By-law 569-2013 overstates the parking needs of contemporary residential buildings located within the downtown Toronto context, especially when considering the existing and planned transportation context that provides residents, employees and visitors of the Site with several</p>	<p>Engineering & Construction Services</p> <p>n/a</p> <p>Noted.</p>			

	<p>The consultant notes that adoption of a reduced series of parking standards are considered appropriate based upon the following considerations:</p> <ul style="list-style-type: none"> - recent reduced resident parking supply ratio approvals; - a review of parking space sales data obtained by BA group at other residential condominiums in the City's downtown area; - a review of parking demands observed / recorded by BA Group at other residential condominiums in the City's downtown area; - rental records and demand surveys for rental apartment buildings in the downtown area; and - a decline in resident parking demand for the Toronto area observed in recent years. 	Engineering & Construction Services	n/a	Noted.
	<p>We have reviewed the documentation and note that zero visitor parking supply is not acceptable. We recommend the provision of a reasonable number of onsite parking spaces for residential visitors. Accordingly, we recommend that the overall parking supply be provided at a minimum parking rate of 0.17 parking spaces/residential unit as follows:</p> <ul style="list-style-type: none"> (a) Residential parking: 0.14 spaces per each dwelling unit; (b) Residential visitor: 0.03 spaces per each dwelling unit; (c) Office and retail No parking spaces required 	Engineering & Construction Services	n/a	Noted.
	<p>The application of the above-noted parking standards will require a total of 66 residential parking spaces and 14 visitor parking spaces and zero office and retail spaces. The plans must be revised accordingly</p>	Engineering & Construction Services	n/a	Noted.
	<p>It is also recommended that the standards/ratios, which are noted in the conditions B (1.2) above, be incorporated into the associated new Site Specific Zoning Bylaw.</p>	Engineering & Construction Services	n/a	Noted.
	<p>The layout of the parking garage is generally acceptable. It appears that most of the proposed parking spaces comply with the dimensional requirements of Section 200.5.1.10 (2) of the Zoning Bylaw 569-2013. However, it is noted that some of the structural columns and walls in the parking garage are situated within 0.3 metres of the side of a parking space and more than 1.0 metre from the front or rear of the parking space. In accordance with the above-noted bylaw, this is considered an obstruction, and therefore, the minimum required width of the parking space must be increased accordingly. In order to ensure that the parking spaces adjacent to the columns and walls are not substandard, the dimensions of the columns and the distance from the parking space to the wall must be illustrated in the drawings. The drawings must be revised accordingly.</p>	Engineering & Construction Services	n/a	Noted.
	<p>The ramp slopes leading to the underground parking levels are shown on the site plan drawings as being a maximum of 15.0 percent with transition areas being provided at the top and bottom of the ramp. These slopes are acceptable as they satisfy the requirements of the Zoning Bylaw. It should be noted that as a condition of site plan approval the owner will be required to illustrate the drive aisle slope adjacent to the parking spaces to be a maximum of 5.0 percent in all parking plans.</p>	Engineering & Construction Services	n/a	Noted.
	<p>Additional comments related to the parking supply layout, access to the parking spaces and other site design matters will be provided through the site plan review process.</p>	Engineering & Construction Services	n/a	Noted.
	<p>Loading</p>			
	<p>A summary of the loading space supply for the project required under zoning By-law 569-2013 is provided in Table below.</p>	Engineering & Construction Services	n/a	Noted.

Table 2: Zoning By-law 569-2013 Loading Space Requirements for Project

		Type A	Type B	Type C	Type G	Total
-Residential	476	0	0	1	1	2
Office	14,640	0	2	2	0	4
Retail	160	0	0	0	0	0
Total (Without Sharing Provisions)		0	2	3	1	6
Total (With Sharing Provisions)		0	1	2	1	4

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

		Engineering & Construction Services	n/a	Noted.
	The proponent is intending to provide a minimum of four loading spaces for the project, consisting of one Type B, two Type C and one Type G spaces. As noted from the above, the proposed loading supply complies with the minimum requirement of the Zoning Bylaw 569-2013.	Engineering & Construction Services	n/a	Noted.
	The loading spaces will be located in an area adjacent to the north-south public lane running south from Wellington Street West. Given the site is located within an area with high pedestrian and vehicular activity, we require the design of the proposed loading spaces be revised such that vehicles using these facilities can enter and exit the abutting public lane in a forward direction.	Engineering & Construction Services	n/a	Noted.
	Notwithstanding, the applicant is advised that the Solid Waste Management will also be providing comments related to the proposed loading space and the truck manoeuvring diagrams under separate cover.	Engineering & Construction Services	n/a	Noted.
	The proponent is advised that additional comments related to the proposed loading spaces will be provided through the site plan review process.	Engineering & Construction Services	n/a	Noted.
WORK WITHIN THE RIGHT-OF-WAY				
	The landscape plans identify a minimum of 3.0 metre pedestrian clearway along Wellington Street West and Simcoe Street. The proposed pedestrian clearway is acceptable as it is consistent with the requirements of City of Toronto Pedestrian Priority Network guidelines, streetscape guidelines and Accessibility for Ontarians with Disabilities Act (AODA and Toronto Green Standards.	Engineering & Construction Services	n/a	Noted.
	Further to the above, the required pedestrian clearway along Yonge Street must be free and clear of utility poles, fire hydrants, and bicycle locking rings. Based on the above, the required pedestrian clearway width along Yonge Street, the proponent may also be required to convey a pedestrian clearway easement in perpetuity to the City in order to provide a minimum 3.7 metre pedestrian clearway along Yonge Street. The plans must be revised to reflect this. Finally, the proponent is also required to enter into easement agreements prior to site plan approval. The provision of decorative unit pavers within the boulevard area is generally acceptable. As a condition of Site Plan Approval, we will incorporate these non-standard elements provisions directly into the Site Plan Agreement. However, the owner is advised that as a part of streetscape permit process, City may require the owner to provide a one-time lump sum fee to cover future maintenance. The owner will be required to pay for a cash-in-lieu of maintenance fee of \$55/m2 of the total unit paving area within the boulevard and possibly an additional percentage of up to 15% of the above fee for complex designs. The final cost and collection of these fees will be part of the streetscape permit process.	Engineering & Construction Services	n/a	Noted.
Solid Waste Management Services				

	Based upon the information available, Solid Waste Management will provide bulk lift compacted garbage, recycling and organic collection services to this component of the development. Collection of waste materials from this component will be in accordance with the "City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Re-Developments" and Chapter 844, Solid Waste of the Municipal Code.	Engineering & Construction Services	n/a	Noted.
Non-Residential Component				
	The Non-residential component of this development being ineligible for City of Toronto collection, must store, transport and make arrangements for collection of all waste materials separately from the residential component. Collection of wastes from the commercial sector of this site will be in accordance with Chapter 841, Solid Waste of the Municipal Code.	Engineering & Construction Services	n/a	Noted.
Toronto Green Standard				
	Solid Waste TGS Tier 1: SW 1.1 has not been satisfied SW 1.2 has not been satisfied SW 1.3 has not been satisfied SW 1.4 has not been satisfied	Engineering & Construction Services	Turner Fleischer	See revised TGS Checklist.
	Refer to Attachment 1 - Functional Servicing and Stormwater Management Report - Markup	Engineering & Construction Services	Counterpoint	Noted.
	Refer to Attachment 2 - Hydrological Review Summary Checklist Template	Engineering & Construction Services	McClymont & Rak	Updated geohydrology report is underway and will be submitted under separate cover, along with the hydrological review summary form.
	Refer to Attachment 3 - Servicing Report Groundwater Summary Checklist Template	Engineering & Construction Services	Counterpoint	Noted.
	Refer to Attachment 4 - Notice to Applicants 2015 11 27	Engineering & Construction Services	Counterpoint	Noted.
	Refer to Attachment 5 - Superpave Notice Mar 2018 Legal Size	Engineering & Construction Services	Counterpoint	Noted.
Zoning (Oct 22, 2019) Nadia Ali, Zoning Examiner T: 416-392-7962 E: nadia.ali@toronto.ca				
City-wide Zoning By-law				
	This zoning review is for proposed new mixed-use building comprised of a 13-storey podium, and a 52-storey residential tower above. Proposal includes 14,800 m ² non-residential floor area and 476 new purpose-built rental units at 145 Wellington Street W. Your property is subject to the City-wide Zoning By-law No. 569-2013, as amended. The Zoning By-law is further amended by amendment ~ -20~. Based on the By-law amendment, your property is zoned CR (xXXXX).	Buildings	Bousfields	Noted.
	Missing information: - Please provide green roof statistics and show it on drawings. - As per G(ii), height exemption is proposed for stacked bike parking on the roof top. Amendment would be required in 230.5.1.10(9). - Intent of H(ii) is not clear. - Show all building heights from CGD 83.125 for compliance. Please note that mezzanine is considered a storey in the zoning bylaw.	Buildings	Bousfields	Additional information provided.

1	Required width of a stacked bike parking space is 0.5m. The proposed width is lesser. Show all bike parking spaces in a box the size of required bike parking space of 1.6 x .5 x .5. [~ 20~(I)]	Buildings	Bousfields	Done. Exemption added.
2	Two Type C, One Type B, One Type G loading spaces re required. One Type B & one Type G space is proposed. [220.5.10.1(2)(3)(5)- Loading Space Rates]	Buildings	Bousfields	Done. Provision added.
3	(B) If a building has uses, other than dwelling units, for which a long term bicycle parking space is required, shower and change facilities must be provided for each gender at the rate of 1 for 5 to 60 required Long - Term bicycle parking spaces. No shower and change facilities are proposed. [230.5.1.10.(7) Change and Shower Facilities]	Buildings	Bousfields	To be confirmed.
4	(B) In the CR zone a Mixed Use Building on a lot is permitted if it has a zone label with an "r" value greater than 0.0. The zoning lable for the proposed mixed use building does not have an "r" value. [40.10.20.40.(1) Permitted Building Types for Dwelling Units]	Buildings	Bousfields	To be confirmed.
5	The minimum height of the first storey, measured between the floor of the first storey and the ceiling of the first storey, is 4.5 metres. The proposed height of the first storey is 4.2 metres. * Show CGD 83.125 to verify compliance on all elevation drawings. Height of first floor may be lesser than 4.2 as CGD 83.125 is not posted on drawings. [40.10.40.10.(5) Minimum Height of First Storey]	Buildings	Bousfields	Done. Exemption added.
6	A parking space that is not in a building or structure must be set back at least 0.5 metres from a lot line. The proposed parking space is set back 0 metres from the east lot line. [40.10.80.20.(1) Parking Space to be Set Back from a Lot Line]	Buildings	Bousfields	No change made. These are Type C loading spaces.
7	(A) A building or structure must be no closer than 3.0 metres from the original centreline of a lane if the lot abutting the other side of the lane is not in the Residential Zone category or Open Space Zone category. The distance of the proposed building from the original centreline of the lane is unknown. [40.5.40.70.(1) Building or Structure to be Set Back from a Lane]	Buildings	Bousfields	Done. Exemption added.
Toronto Zoning by-law				
	Your property is located in the former municipality of Toronto and is subject to Zoning By-law No. 438-86, as amended. The Zoning By-law is further amended by amendment ~ -20~. Based on the By-law amendment, your property is zoned CR(xXXXX).	Buildings	Bousfields	Noted.
8	(f) Building setback is required only for the first and second storeys. The setback goes higher than the first two storeys. [~20-- 438-86]	Buildings	Bousfields	To be confirmed.
	The Zoning review is based on statistics provided in accordance with terms as defined in the Zoning Bylaw. Statistics will not be verified during this process and will not ensure zoning compliance at the building permit stage.	Buildings	Bousfields	Noted.
	This review is to determine compliance or non-compliance with the City's Zoning By-law only and did not include a review of Other Applicable Law referred to in Section 1.1.3.3.(1) of the Ontario Building Code.	Buildings	Bousfields	Noted.

	The Building Division offers more comprehensive reviews under our Zoning Certificate and Preliminary Project Review programs.	Buildings	Bousfields	Noted.
	Parks, Forestry & Recreation (Sep 12, 2019) Andrea Bake, Acting Project Manager, Development Applications Unit (Reply to Vanessa Aubrey) T: 416-392-1721 E: vanessa.aubrey@toronto.ca			
	Applicability of Parkland Dedication			
	Parks are essential to making Toronto an attractive place to live, work, and visit. They offer a broad range of outdoor leisure and recreation opportunities, transportation routes, and places for residents to interact with nature and with each other. Public parks and open spaces perform a variety of critical functions that improve and maintain our city's health including helping mitigate the effects of climate change. In the context of a rapidly growing city, it is imperative to enhance and expand the amount of public parkland provided to residents and visitors alike.	Parks	n/a	Noted.
	The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the city. The lands which are the subject of this application are in an area with 3.00 + hectares of local parkland per 1,000 people. The site is in the highest quintile of current provision of parkland. The site is in a parkland acquisition priority area, as per Chapter 415, Article III of the Toronto Municipal Code.	Parks	n/a	Noted.
	Proposal for Dedication of Parkland			
	The application is for a zoning bylaw amendment to facilitate the development of 65-storey mixed-use building with 14,800 m2 of non-residential gross floor area and 35,765 m2 of residential gross floor area comprising 476 residential units.	Parks	n/a	Noted.
	In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The residential component of this proposal is subject to a cap of 10% parkland dedication while the non-residential component is subject to a 2% parkland dedication.	Parks	n/a	Noted.
	The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. The appraisal will be conducted upon the submission of an application for the first above grade building permit and is valid for six months. Payment will be required prior to the issuance of the first above grade permit.	Parks	n/a	Noted.
	Surrounding Area Parks			
	The site is in the vicinity of David Pecaut Square, approximately 89 m walk away, Simcoe Park approximately 216 m away and Olympic Park approximately 230 m away. Amenities provided between these parks include shade structures, ornamental gardens and horticultural displays dispersed among areas for passive recreation.	Parks	n/a	Noted.
	Sun Protected Parks and Open Spaces			
	The siting, massing, height and design of a building dictates how shadows are cast on its surroundings. In parts of Downtown where there are numerous tall buildings in close proximity to one another, there is a cumulative impact from these buildings on the amount of sunlight reaching the public realm. Access to sunlight supports pedestrian activity, active transportation modes and passive recreation during seasonal periods, creating comfortable conditions. Further, providing consistent access to sunlight is essential to maintaining healthy trees in public urban greenspaces.	Parks	Bousfields	Noted.
	In accordance with OPA 406 Policy 9.19: Development will adequately limit net-new shadow as measured from March 21st to September 21st from 10:18 a.m. – 4:18 p.m. on parks and open spaces indicated on Map 41-13, Sun Protected Parks and Open Spaces, which includes David Pecaut Square.	Parks	Bousfields	Noted.

	Based on the Shadow Studies completed by Turner Fleischer Architects Inc. (dated 5/07/19) net new shadows would be cast by the proposed development on David Pecaut Square at 9:18 am on September 21st and at 9:18 am to 10:18 am on March 21st. Most significantly, the development would also cast net new shadow on the Park from 9:18 am to after 10:18 am on June 21st. This does not demonstrate an effort to limit new net shadow and will not be permitted. The Owner is directed to appropriately remove the net new shadow from the park through an improved design of the proposed building.	Parks	Bousfields	No change has been made. In our opinion, the proposed shadow impact continues to be acceptable from a planning and urban design perspective, for the reasons set out in Section 5.3 of the July 2019 Planning and Urban Design Rationale report prepared by Bousfields, and on Pages 9-10 of the Planning and Urban Design Rationale addendum letter prepared by Bousfields and enclosed with this resubmission.
Advisory Comments				
Additional Lands				
	In the event that the owner acquires additional land which increases the total area of the development site, this Unit reserves the right to modify these comments in order to request an on-site parkland dedication where such dedication would result in a functional public park.	Parks	n/a	Noted.
Dog Amenities				
	Given the current rise in dog-owning populations, the applicant is strongly encouraged to provide dog amenities on-site with proper disposal facilities such as dog relief stations to accommodate their future residents' needs. This will help alleviate pressure on neighbourhood parks.	Parks	Turner Fleischer / Janet Rosenberg	Done. A dog area has been provided on the Level 14 amenity terrace. Refer LT100 plan.
Section 37				
	If the owner of the property enters into a Section 37 Agreement with the City as part of this development application, this Division requests to be involved in the negotiations. Funds directed towards parks and facilities within the Ward should form part of the agreement.	Parks	n/a	Noted.
Urban Forestry				
	Comments regarding any necessary street tree plantings and requirements under the Trees Bylaw or the Ravine and Natural Feature Protection Bylaw will be forwarded directly to your attention by Urban Forestry.	Urban Forestry	n/a	Noted.
Environment & Energy Division (EED) (Oct 10, 2019) David Hall, Project Manager T: 416-397-9216 E: david.hall@toronto.ca				
	EED staff have reviewed the document and it fulfills the requirement for a complete application.	Environment & Energy Division	n/a	Noted.
	The applicant is encouraged to coordinate with EED staff as they progress through design development with any further analysis of the measures identified in the report, including: - Compliance with the Toronto Green Standard Version 3, especially if targeting Tier 2 or higher levels of performance; - District energy-ready design; - Integration of low-carbon energy solutions; and - Back-up power for resilience during grid disruptions.	Environment & Energy Division	n/a	Noted.
Urban Forestry (Oct 18, 2019) Nicholas Trevisan, Supervisor - Tree Protection & Plan Review T:416-392-7382				
	In reviewing the Request for Comments package (due Oct 18) for this site, circulated Aug 30; Urban Forestry noticed a few things that need to be addressed. I also advise that this plan is not acceptable to Urban Forestry at this time.	Urban Forestry	Janet Rosenberg	Noted.
	Applications to remove or injure the trees (both City and private) must be submitted to Urban Forestry prior to any clearance being issued.	Urban Forestry	Janet Rosenberg	Noted.

	The requirements and related approval process of the City's Tree By-laws must be completed prior to Community Planning's Final Zoning Amendment Report to Community/City Council. Applications received two months (or less) before the Community Council hearing date may be unable to be completed on time and will result in a delay of the report being heard by Community Council.	Urban Forestry	Janet Rosenberg	Noted.
Matters Required Prior to Enactment to the Zoning By-Law				
1	An application to remove or injure the trees (both City and private) must be submitted to Urban Forestry prior to any Zoning Amendment report or any other clearance being issued.	Urban Forestry	Janet Rosenberg	Noted. There is one tree on City property for which an application to remove will be submitted. The three trees on private property are not regulated by the Private Tree By-Law. Refer L001 Tree Preservation and Removals Plan.
2	Where it is not possible to retain a tree on City property that qualifies for protection under the City of Toronto's City Tree By-law or where construction activity will encroach upon a protected tree's minimum tree protection zone, it will be necessary for the applicant to submit an application requesting permission to injure or destroy the trees in question to Urban Forestry. There is a fee of \$355.02 (subject to change) for each tree included in an application. Payment may be made by certified cheque or money order, and must be submitted with the application. Applications can be found at: http://www.toronto.ca/trees/pdfs/Citytreeapplicationform.pdf . - Currently it appears that there is one City tree proposed for removal that will require applications. An updated replanting plan (with proposed species) will be required with the application. - Replacement trees on the road allowance will be required, otherwise the permit to destroy the existing trees may not be granted. The applicant should confirm to Urban Forestry prior to permit issuance that other structures/services (such as sidewalk widths, gas lines, hydro vaults, etc.) will not be in conflict with the new trees.	Urban Forestry	Janet Rosenberg	Fee is noted. A tree planting plan with species is included in the resubmission drawings. See L200. We have provided a Composite Utility Plan with the resubmission. See L101. This plan shows that the tree locations on Wellington meet the utilities preferred clearances. We have also provided typical tree trench sections along Simcoe and Wellington that indicate clearances - refer L300. On Simcoe the trees are located closer to the T.H.E.S. conduit than preferred by Toronto Hydro, but non-preferred clearances are often approved with root barriers. The trees could be shifted south, if absolutely necessary. Please advise whether this is required to allow Urban Forestry to approve the permit.
Revisions and Additional Information Required				
3	If the planters along Simcoe St. will be kept, Urban Forestry recommends that the existing trees also be kept. If the planters and trees are to be replaced, Urban Forestry recommends that large growing shade trees are used, not multi-stem trees.	Urban Forestry	Janet Rosenberg	The planters along Simcoe are being replaced to facilitate construction of the building. Large growing shade trees have been proposed along Wellington and Simcoe streets. See L200, L101
4	Plans must indicate planting areas which provide a 1.0 m depth of soil for tree planting and a minimum of 20 m3 each of quality soil per two trees, or a minimum of 30 m3 of quality soil per every one tree. Trees planted in conditions that do not meet this minimum will not be accepted. The applicant must include the soil volume and depth for each tree or group of trees on the Landscape and/or Planting Plan.	Urban Forestry	Janet Rosenberg	The tree soil quantity and depth is noted on the landscape plans using the required chart and currently meets the requirements in the comment. See L101 and L300.
5	A composite utility plan is required indicating the location of all existing and proposed underground and aboveground utilities. The design shall be organized to avoid conflicts with existing City trees and any new tree planting areas. All new underground utilities and services shall be in a common trench as well.	Urban Forestry	Janet Rosenberg	A composite utility plan is provided. See L101.
6	Canopies should be a min. of 2.0 m away from the center line of the trees to allow for the trees to grow without interference.	Urban Forestry	Janet Rosenberg	Canopies are located more than 2m from large-growing street trees.

7	<p>For landscaped open space areas where tree planting is proposed over top of any underground structure including parking structures, the applicant must provide and maintain the following to permit the installation and mature growth of all proposed plant material, in particular large growing shade trees:</p> <ul style="list-style-type: none"> - Sandy loam soil (comprising 50 to 60 percent sand, 20 to 40 percent silt, 6 to 10 percent clay, 2 to 5 percent organic, with pH of 7.5 or less) to a sufficient depth of not less than 1.5 meters (includes any protective board over waterproofing membranes). - An engineered drainage system which prevents soil saturation. 	Urban Forestry	Janet Rosenberg	No large growing shade trees are proposed on any underground structure.
8	<p>The owner may be required to provide a tree protection security deposit to cover the appraised tree value, removal and replacement costs of City owned trees. This deposit shall be drawn upon to cover all costs incurred by the City of Toronto if the City owned trees require maintenance or removal and replacement as a result of construction activities associated with this project.</p>	Urban Forestry	Janet Rosenberg	Noted.
9	<p>The owner may be required to provide a tree planting security deposit to cover all costs incurred by the City of Toronto in enforcing and ensuring that the trees are planted and kept in a healthy and vigorous state during the two-year guarantee period.</p>	Urban Forestry	Janet Rosenberg	Noted.
10	<p>The soil volumes related to the Green Standards tree planting requirement must be clearly indicated on the appropriate landscape plan(s). The minimum soil volume requirements under the provisions of the 'Toronto Green Standard' is 20 m³ of soil per tree where a soil volume is shared among trees or 30 m³ of soil per tree for individual trees where the soil volume is not being shared. Additionally, as per the requirements of the 'Toronto Green Standard', a total soil volume of 269 m³ for this site must be provided for tree planting in order to meet the requirements for Tier 1 of the Toronto Green Standards.</p>	Urban Forestry	Janet Rosenberg	<p>The recently required Green Standard soil table is included in the landscape drawings. See L101 and L200. As shown, the proposal is achieving 86.5% of required soil volumes. The close proximity of utilities, particularly along Wellington Street, have restricted the volume of soil that is able to be included (refer L300). However a minimum of 23.6m³ of soil per tree is achieved and we believe the tree trench designs will support healthy tree growth and increased urban canopy.</p>
<p>Economic Development & Culture (EDC) - Music (Sep 10, 2019) Mike Tanner, Music Sector Development Officer T: 416-338-3255 E: mike.tanner@toronto.ca</p>				
<p>Comments</p>				
	<p>Toronto has a longstanding history as a world-renowned centre for music. Live music landmarks such as the Horseshoe Tavern, the Danforth Music Hall, Massey Hall, the Rex Hotel, and a host of small grassroots venues make up a catalog of over 225 venues in Toronto that regularly host live music performances, and together they are a vital part of North America's 3rd largest music city. Toronto's music sector generates an estimated \$700+ million in annual economic impact, and creates an inviting, engaging, and attractive streetscape for tourists and locals alike.</p>	Economic Development & Culture (EDC) - Music	n/a	Noted.

	<p>However, the live music industry in Toronto is now seriously threatened, in part by the rising cost of land values and the rapid increase of high-density housing in the downtown core. In an effort to preserve Toronto's musical culture and economy, and in accordance with the Toronto Music Strategy (adopted unanimously by City Council in 2016) and May 2017's "Balancing Music Venues and New Development" motion (PG22.13), the Music unit (Film & Entertainment Industries, Economic Development and Culture) is now adding comments on applications situated within 120 meters of an existing live music venue or an outdoor or indoor non-traditional / alternative space used for live performances, in order to prevent future conflict between music industry stakeholders and the future tenants of these new developments.</p>	Economic Development & Culture (EDC) - Music	n/a	Noted.
	<p>In the case of the application at 145 Wellington St W, we note the proximity of the following music venue(s):</p> <ul style="list-style-type: none"> - Roy Thompson Hall, 60 Simcoe Street (120m from application address) – frequent live DJ sets on weeknights and weekends. Open Monday-Saturday until as late as 3a.m. Large outdoor patio. - The Antler Room, 146 Front St W (117m from application address) – Twice-weekly live jazz performances on the second floor, lively rooftop patio. Open nightly until 2a.m. Reputation as one of Toronto's signature live jazz venues. 	Economic Development & Culture (EDC) - Music	n/a	Noted.
	<p>The Music unit of Film & Entertainment Industries will contact the operators of the above venue(s) to inform them of the proposed development and will assist if and as needed in putting the venue operator(s) in contact with City of Toronto Planning staff responsible for this application.</p>	Economic Development & Culture (EDC) - Music	n/a	Noted.
	<p>To determine potential effects of the operation of the music venue(s) on future residents of the building, we recommend that the applicant measure sound levels during hours that the music venue(s) are operating. Such measurement would ideally track dB levels emanating from the operation of the music venues (including associated nightlife activity such as sound generated by sidewalk lineups, taxi / Uber drop-offs and pickups). Measurement should take place at the property line of the application address, closest to the above-listed venue(s).</p>	Economic Development & Culture (EDC) - Music	Novus SLR	Updated Environmental Noise & Vibration Assessment addresses this comment.
	<p>Not only are the proposed residential units near pre-existing venues with frequent live music and associated activity, but the site is located in an environment in which street-level sound may be clearly audible many stories above grade. It is not the intent of the City to adversely affect the ability of established music venues to carry out normal business operations. To reduce the chance of future conflict between residents of the new development and the pre-existing music venue(s) nearby, we recommend that the applicant also consider sound mitigation measures including adaptations to walls and windows as well as proactive site design features such as location of balconies and bedrooms. These measures would help protect residents from sound produced not just by the nearby music venue(s) but also from the significant ambient noise in the area.</p>	Economic Development & Culture (EDC) - Music	Novus SLR	Updated Environmental Noise & Vibration Assessment addresses this comment.
	<p>We also request that the applicant acknowledge and agree to advisory clauses with respect to this development, and include such warning clauses in all offers of purchase and sale, as well as appropriate condominium documents, addressing the potential noise and vibration from the nearby music venue(s) listed above.</p>	Economic Development & Culture (EDC) - Music	H&R/Primaris	Noted.
	<p>TCDSB (Sep 18, 2019) Michael Loberto, Superintendent, Planning and Development Services cc. Erica Pallotta, Barbara Leporati and Adam Brutto T: 416-222-8282 x2278</p>			

<p>This development falls within the fixed attendance boundary of:</p> <ul style="list-style-type: none"> - St Mary Elementary School - Bishop Macdonell School (New school, accepting enrolment for January 2020) 	TCDSB	n/a	Noted.
<p>The closest Secondary schools serving this area are:</p> <ul style="list-style-type: none"> - St Joseph's College School - Bishop Marrocco/Thomas Merton Catholic Secondary School - St Mary Catholic Academy 	TCDSB	n/a	Noted.
<p>At this time, sufficient space exists within the local elementary school to accommodate additional students from the development as proposed. The local secondary schools are operating at capacity and cannot accommodate additional students.</p>	TCDSB	n/a	Noted.
<p>Under the Education Development Charges (EDC) By-Law No. 194, as amended, the TCDSB is eligible to levy EDC's in this area (CS02) towards the acquisition of up to 3 acres of land for a secondary school.</p>	TCDSB	n/a	Noted.
<p>Additionally, the TCDSB was consulted by the City with respect to CS&F planning for the TOCore Plan.</p>	TCDSB	n/a	Noted.
<p>Due to concerns associated with school accommodation, the Toronto Catholic District School Board wishes to advise that should the development proceed to the satisfaction of the City, that the attached clauses be included in the City's conditions of approval and subsequently within any agreements of purchase and sale for the proposed units of this plan. Please also refer to the attached sign specifications for the Toronto Catholic District School Boards' development-site signage requirements</p>	TCDSB	n/a	Noted.
<p>The TCDSB will continue to monitor development growth in this area as it relates to cumulative impact on local schools.</p>	TCDSB	n/a	Noted.
<p>The TCDSB requests notification of any modifications, community consultations, appeals or notices of decision relating to this application. Further to the comments provided, the TCDSB reserves the right to revise status at any time without further notice.</p>	TCDSB	n/a	Noted.
<p><i>Refer to document for TCDSB Clauses and Conditions</i></p>	TCDSB	n/a	Noted.
<p><i>Refer to document for TCDSB Sign Specifications</i></p>	TCDSB	n/a	Noted.
<p>Toronto Lands Corporation (TLC) (Oct 17, 2019) Amar Singh, Senior Planner T: 416-393-0630 E: asingth.tlc@tdsb.on.ca</p>			
<p>In 2008, the Toronto District School Board (TDSB) established Toronto Lands Corporation (TLC) to be its real estate agency reporting back to the TDSB through its own Board of Directors. In June 2018, the TDSB expanded TLC's mandate to include all Board-wide real estate, land use planning, asset management and leasing matters. To this end, all land use planning matters and development review is now being overseen by TLC. TLC also has the authority to undertake and complete all such actions and approvals necessary_ to secure the interest of TDSB.</p>	Toronto Lands Corporation (TDSB)	n/a	Noted.
<p>TLC has had an opportunity to review the above-noted development application proposing a 65-storey, mixed-use development containing 476 residential rental units. Projected accommodation levels at local schools warrant the use of warning clauses in agreements of purchase and sale, as a result of the cumulative impact arising from all development in the schools' attendance area.</p>	Toronto Lands Corporation (TDSB)	n/a	Noted.

	TLC has also reviewed the Planning & Urban Design Rationale - Appendix B: Community Services & Facilities Study (CS&F), prepared by Bousfields Inc. dated April 2019. As noted in the CS&F Study, there are currently available pupil spaces in Ogden Junior Public School and Ryerson Community School. However, sufficient accommodation may not be available when this development is realized due to the cumulative impact of development in the area. As this development application progresses through the planning approval process, TLC will continue to monitor residential development in this community to understand the cumulative impact and to determine where prospective students will attend school.	Toronto Lands Corporation (TDSB)	n/a	Noted.
	The status of local school accommodation should be conveyed to potential purchasers as well as communicated to the existing community to inform them that children from new development will not displace existing students at local schools. As such, TLC requests that the following pre-approval conditions be incorporated in the subsequent site plan agreement:	Toronto Lands Corporation (TDSB)	n/a	Noted.
1	The Owner shall erect and maintain signs, at points of egress and ingress of the development site, advising that:	Toronto Lands Corporation (TDSB)	n/a	Noted.
	"The Toronto District School Board (the TDSB) makes every effort to accommodate students at local schools. However, due to residential growth, sufficient accommodation may not be available for all students. Students may be accommodated in schools outside this area until space in local schools becomes available. For information regarding designated school(s), please call (416) 394-7526."	Toronto Lands Corporation (TDSB)	n/a	Noted.
	These signs shall be to TLC's specifications.	Toronto Lands Corporation (TDSB)	n/a	Noted.
2	The Owner shall include the following warning clauses in all offers of purchase and sale/lease/rental/tenancy agreements of residential units for a period of ten (10) years from the date of this agreement:	Toronto Lands Corporation (TDSB)	n/a	Noted.
	"Despite the best efforts of the Toronto District School Board, sufficient accommodation may not be available in the neighbourhood schools for all students anticipated from the development area. Students may be accommodated in school facilities outside the neighbourhood or students may later be transferred to other school facilities. For information regarding designated school(s), please call (416) 394-7526. Purchasers agree that for the purpose of transportation to school, If bussing is provided by the Toronto District School Board in accordance with the TDSB's bussing policy, students will not be bussed from their home to the school facility, but will meet the bus at designated locations in or outside of the area."	Toronto Lands Corporation (TDSB)	n/a	Noted.
	Despite these provisions, TLC's status may change as this application progresses through the planning process.	Toronto Lands Corporation (TDSB)	n/a	Noted.
	Lastly, TLC requests to be notified on all future public notices, resubmissions, appeals and other matters and request to be included on the Interested Parties List with respect to this application.	Toronto Lands Corporation (TDSB)	n/a	Noted.
TTC (Oct 18, 2019) Jennie Cheung, Operations Planner - Strategy and Service Planning T: 416-717-4883				
A Additional Information				
1	The owner is required to address the following comment and resubmit for review:	TTC	n/a	

a.	Revised building sections to show the distance between the development and TTC's infrastructure, including, but not limited to, subway tunnels, stations, bus loops and vent shafts, as applicable. The plans shall clearly show the dimensioned distance between the outermost wall of the development to the closest point of TTC infrastructure (at grade and below). Please contact Alex Czoli - Manager of Technical Review at 416-590-6396, to obtain detailed drawings and design manuals regarding TTC's subway infrastructure.	TTC	H&R/Primaris	Noted. We will coordinate the submission of the TTC Technical Review application.
B Preliminary Site Plan Conditions				
Prior to the Issuance of the Notice of Approval Conditions (NOAC)				
1 TTC Technical Review				
	Prior to the issuance of any demolition and below grade building permit, the owner shall complete a TTC Technical Review of the proposed development as applicable to the particular permit under application, and obtain the TTC's written acknowledgement that the owner has satisfied all of the conditions arising out of the review. As part of the review process, the owner shall provide the requisite information and pay the associated review fee to the TTC.	TTC	H&R/Primaris	Noted. We will coordinate the submission of the TTC Technical Review application.
2 Construction Agreement				
	Prior to starting any construction, or the issuance of the first below grade permit, the owner may be required to enter into a construction agreement with the TTC in a form acceptable to TTC, and shall include a detailed Construction Management Plan, including construction schedule, hoarding plans, shoring and excavation plans, crane swing plans, sequence and methodology, condition surveys, and other items as identified through the required Technical Review.	TTC	n/a at this time	Noted.
Pre-Approval NOAC Conditions				
3 Solicitor's Confirmation				
	Prior to the first or any below grade permit being issued, the owner shall provide its solicitor's undertaking to TTC in the form of a solicitor's letter, advising that an Interferences Warning similar to the warning clause noted in Section 8.4 below, has been included in all applicable Offer(s) of Purchase and Sale, the Condominium Declaration, Leases and/or Rental Agreement(s) to ensure that future occupants are aware and accept the impacts of the possible Interferences.	TTC	n/a	Noted.
4 Transit Operations Interference Warning				
	By way of the City of Toronto Site Plan Agreement, the owner acknowledges and agrees that:	TTC	n/a	Noted.
a.	the proximity of the proposed development, to TTC infrastructure may result in noise, vibration, electromagnetic interference, stray current, smoke and particulate matter, transmissions (collectively referred to as "Interferences") to the development;	TTC	n/a	Noted.
b.	the City and TTC will not accept responsibility for such effects on any of the development and/or its occupants;	TTC	n/a	Noted.
c.	it had been advised by TTC to apply reasonable attenuation/mitigation measures with respect to the level of the Interferences on and in the development;	TTC	n/a	Noted.
d.	a TTC Interferences Warning clause, as provided below and satisfactory to TTC has been, or shall be inserted into all rental agreement(s), and/or offers of purchase and sale or lease and condominium declaration(s) for each unit.	TTC	n/a	Noted.

	<p>The Purchaser and/or Lessee specifically acknowledges and agrees that the proximity of the development of the lands municipally known as 145 Wellington Street West (the "Development") to TTC operations, presently in existence or subsequently constructed or re-constructed, may result in transmissions of noise, vibration, electromagnetic interference, stray current, smoke, particulate matter or other interferences (collectively referred to as "Interferences") on or to the Development and despite the inclusion of control features within the Development, Interferences from transit operations or construction activity may continue to be of concern, occasionally interfering with some activities of the occupants in the Development. Notwithstanding the above, the Purchaser and/or Lessee agrees to release and save harmless the City of Toronto, the Toronto Transit Commission, together with their Commissioners, officers, employees, successors and assigns, from all claims, losses, judgments or actions arising or resulting from any and all Interferences. Furthermore, the Purchaser and/or Lessee acknowledges and agrees that an Interferences clause substantially similar to the one contained herein shall be inserted into any succeeding lease, sublease or sales agreement, and that this requirement shall be binding not only on the parties hereto but also their respective successors and assigns and shall not die with the closing of the transaction</p>	TTC	n/a	Noted.
C Advisory Comments				
1	The applicant is advised of the following restrictions:	TTC	n/a	Noted.
	- No building or structure except as specifically approved in writing by the TTC shall bear directly or indirectly upon the TTC's structures or facilities, including staging, shoring, hoarding, construction equipment and all temporary construction measures, unless expressly approved in writing by TTC;	TTC	n/a	Noted.
	- No building, structure or landscape element shall overload or place unbalanced loads on the TTC's structures or facilities;	TTC	n/a	Noted.
	<p>- In the construction of the development, the owner shall not allow any construction crane located on the development lands to traverse, swing and/or pass over any TTC facility or structure at any time unless:</p> <ul style="list-style-type: none"> + TTC's subway system is not operational nor open to the public, nor being occupied by workers for repair or maintenance purposes; or + Protective measures are in place, as set out in the construction agreement to be entered into between the owner and the TTC. 	TTC	n/a	Noted.
2	If tie-backs are used for any necessary shoring, TTC may require the owner to de-stress tie-backs, prior to the release of any above-grade building permit. The owner shall provide TTC with documentation certifying that the tie-backs have been de-stressed to the satisfaction of the TTC.	TTC	n/a	Noted.
3	TTC requires that the proposed development (including piles or shoring) be kept a minimum 3 metres from all TTC infrastructure. If any necessary shoring, piles or below-grade structural or foundation support are currently designed to encroach within this minimum distance area, the applicant may need to revise the design of the proposal.	TTC	n/a	Noted.
4	A Technical Review circulation takes approximately 4-6 weeks for each circulation. Complex projects may require multiple circulations and the circulation process may be more protracted. In order to allow the TTC to perform the Technical Review in a timely manner, the owner should contact the TTC as early in the design process as possible. The contact person for this Technical Review is Michael Lipkus, Development Coordinator of TTC Property, Planning and Development who can be reached at 416-717-4883.	TTC	n/a	Noted.
<p>Toronto Hydro (Sep 13, 2019) E: utility.circulations@torontohydro.com</p>				

Comments				
	NO COMMENTS	Toronto Hydro	n/a	Noted.
Prior to Construction				
	Request locates from Ontario One Call at 1-800-400-2255 or online at http://www.on1call.com . Review the ESA/TSSA Guideline for Excavation in the Vicinity of Utility Lines, available on the ESA Electrical Distribution Safety website: http://www.esaeds.info . Please contact our Customer Offers and Sustainment (COS) Dept. at 416-542-2533 for disconnecting power or Toronto Hydro plant removal before any demolition.	Toronto Hydro	n/a	Noted.
Relocations				
	Toronto Hydro assets can be relocated at the expense of the Applicant. If the relocation of Toronto Hydro assets is necessary, please contact Utility Relocations group at utility.relocations@torontohydro.com to begin a relocation request. After sufficient information has been received to process a relocation request, Toronto Hydro relocation projects typically require 12 to 18 months to be completed. Toronto Hydro will require a deposit or full payment in advance of doing the work.	Toronto Hydro	n/a	Noted.
Overhead Toronto Hydro Assets – General Guidelines				
	Mechanical equipment such as crane and hoist shall not be operated within 3 m of lines or equipment. No awning, billboard, antenna mast, flag, roof or similar structure shall be installed on the public allowance or immediately adjacent to private property that is within 3 m of lines or equipment.	Toronto Hydro	n/a	Noted.
Underground Toronto Hydro Assets – General Guidelines				
	For heavy equipment operation in the vicinity of Toronto Hydro underground plant, ensure the requirements from Toronto Hydro Distribution Construction Standard 31-0500 are met. Breaking into, or accessing, cable chambers, vaults and handwells is not permitted without consent from the relevant Toronto Hydro Dept., and anyone found to have so done will be prosecuted to the fullest extent of the law and pursued civilly for any damage. Tunneling within 3m is deemed a conflict that requires a Professional Engineering report to resolve.	Toronto Hydro	n/a	Noted.
	<i>Refer to document for Underground Clearances, Heavy Equipment Operation, and Shoring/Excavation</i>	Toronto Hydro	n/a	Noted.
	<i>Refer to diagram</i>	Toronto Hydro	n/a	Noted.
	<i>Refer to dwg and dgn files</i>	Toronto Hydro	n/a	Noted.
	<i>Refer to jpg of Survey</i>	Toronto Hydro	n/a	Noted.
	TPA Bike Share (Nov 22, 2019) Alyssa Krantzberg, Planner, Bike Share T: 416-338-8972 E: alyssa.krantzberg@toronto.ca			
	It is a priority for the TPA to maintain space for the bike share station in this area; in the City ROW or on private property. Our preference is in the ROW, in a highly visible and accessible location. The current capacity of this station is 27 docking points. It is 1.8mX21.5m. The TPA would accept a station of the same size or larger. We would also be happy to talk to the developers about a more flexible design for the station which could include hardwiring it.	TPA Bike Share	Turner Fleischer / Janet Rosenberg / BA Group	Due to the requirement for street trees at appropriate spacings within the ROW, as well as the presence of underground utilities, the number of bike share docking points able to be included is limited. Our proposal have included 22 docking points split into two groups of 11 to accommodate a central street tree location. Refer L100

	There is extremely high demand for bike share in this area with high employment and population densities, and many destination. We ask that space for a station be included in the plans.	TPA Bike Share	Turner Fleischer / Janet Rosenberg / BA Group	22 Bike share docs have been proposed, and space for a station has been included as described above.
	Enbridge (Sep 12, 2019) Alice Coleman, Municipal Planning Coordinator T: 416-495-5386 E: municipalplanning@enbridge.com			
	Enbridge Gas Inc. does not object to the proposed application(s).	Enbridge	n/a	Noted.
	Enbridge Gas Inc. reserves the right to amend or remove development conditions.	Enbridge	n/a	Noted.
	Metrolinx (Sep 6, 2019) Brandon Gaffoor, Third Party Projects Officer T: 416-202-7294 E: brandon.gaffoor@metrolinx.com			
	Further to the circulation for 145 Wellington Street West dated August 30th, 2019, I note the subject site is located within 300 metres of Metrolinx's Union Station Rail Corridor (USRC). My comments are set out below;	Metrolinx	n/a	Noted.
	*The Owner shall engage a qualified consultant to prepare a noise study for review and satisfaction of Metrolinx.	Metrolinx	Novus SLR	Updated Environmental Noise & Vibration Assessment addresses this comment.
	*The following warning clause shall be inserted in all development agreements, offers to purchase and agreements of Purchase and Sale or Lease of each residential dwelling and commercial/office unit within 300 metres of the railway right-of-way:	Metrolinx	n/a	Noted.
	Warning: Metrolinx owns and, through Metrolinx's GO Transit Division, operates the Union Station Railway Corridor ("USRC"), the busiest rail corridor in Canada, adjacent to or within close proximity to the subject lands. Operations are maintained on a continuous basis, 24 hours a day every day of the year, and include: the operation and idling of diesel locomotives that generate diesel fumes and odours; artificial lighting of the USRC; the loading, unloading and switching of passenger rail cars; and the operation of various processes for the maintenance of rail equipment. Noise and vibration originating from a number of different sources, including normal train movements (including bells and whistles), train idling, rail corridor construction, and snow removal (including switch blowers) activities will emanate from the USRC. This warning may be relied upon by Metrolinx and its successors and assigns and any specific successors or assigns of Metrolinx's interests referred to in this warning clause.	Metrolinx	n/a	Noted.
	*The Owner shall grant Metrolinx an environmental easement for operational emissions, registered on title against the building in favour of Metrolinx.	Metrolinx	n/a	Noted.
	NAV Canada (Dec 2, 2019) Aleksandar Trandafilovski, Land Use Project Coordinator T: 613-248-4009 E: aleksandar.trandafilovski@navcanada.ca			
	See letter from NAV CANADA regarding your building(s) (19 210278 STE 10 OZ (145 WELLINGTON ST W)) submitted on 2019-09-05.	NAV Canada	n/a	Noted.
	We ask that you notify us at least 10 business days prior to the start of construction. This notification requirement can be satisfactorily met by returning a completed, signed copy of the attached form.	NAV Canada	n/a	Noted.
	Refer to document for Construction Start Notification	NAV Canada	n/a	Noted.
	NAV Canada (Dec 2, 2019) Olivier Meier, Manager - AIM Land Use T: 1-866-577-0247 E: landuse@navcanada.ca			

	NAV CANADA has evaluated the captioned proposal and has no objection to the project as submitted.	NAV Canada	n/a	Noted.
	In the interest of aviation safety, it is incumbent on NAV CANADA to maintain up-to-date aeronautical publications and issue NOTAM as required. To assist us in that end, we ask that you notify us at least 10 business days prior to the start of construction. This notification requirement can be satisfactorily met by returning a completed, signed copy of the attached form by e-mail at landuse@navcanada.ca or fax at 613-248-4094. In the event that you should decide not to proceed with this project or if the structure is dismantled, please advise us accordingly so that we may formally close the file.	NAV Canada	n/a	Noted.
	If you have any questions, contact the Land Use Department by telephone at 1-866-577-0247 or e-mail at landuse@navcanada.ca.	NAV Canada	n/a	Noted.
	NAV CANADA's land use evaluation is valid for a period of 12 months. Our assessment is limited to the impact of the proposed physical structure on the air navigation system and installations; it neither constitutes nor replaces any approvals or permits required by Transport Canada, other Federal Government departments, Provincial or Municipal land use authorities or any other agency from which approval is required. Innovation, Science and Economic Development Canada addresses any spectrum management issues that may arise from your proposal and consults with NAV CANADA engineering as deemed necessary.	NAV Canada	n/a	Noted.
	This document contains information proprietary to NAV CANADA. Any disclosure or use of this information or any reproduction of this document for other than the specific purpose for which it is intended is expressly prohibited except as NAV CANADA may otherwise agree in writing.	NAV Canada	n/a	Noted.
	Canada Post (Oct 11, 2019) Mike Monteleone, Delivery Services Officer - GTA T: 647-212-0563 E: michael.monteleone@canadapost.ca			
	In order to provide mail service to the mixed-use building for this development, Canada Post requests that the owner/developer comply with the following conditions:	Canada Post	n/a	Noted.
	The owner/developer will provide each uniquely addressed multi-unit component with its own centralized mail receiving facility and be responsible for its maintenance. This lock-box assembly must be: - rear-loading for any multi-unit component where there are more than 100 units - adjacent to the ground floor entrance - any locked doors between the sidewalk and the point of delivery must be accessible via the Canada Post Lock & key System - accessible from the residential lobby	Canada Post	Turner Fleischer	Noted.
	Canada Post further requests the owner/developer be notified of the following:	Canada Post	n/a	Noted.
1	There will be no more than one mail delivery point to each unique address assigned by the Municipality	Canada Post	n/a	Noted.
2	Any existing postal coding may not apply, the owner/developer should contact Canada Post to verify postal codes for the project	Canada Post	n/a	Noted.
3	The complete guide to Canada Post's Delivery Standards can be found at: https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf	Canada Post	n/a	Noted.
	The applicant/agent is asked to contact me directly to communicate potential date of project completion and to review the plans for mail service.	Canada Post	H&R/Primaris	Noted.
	Rogers (Sep 27, 2019) Philip Chen, Planning Assistant T: 289-657-8054			

	Refer to document for diagram	Rogers	n/a	Noted.
	Refer to document for Request for Comments Form and Circulation List	Rogers	n/a	Noted.
	Markup Response Form			
	Rogers Communications has reviewed your drawing(s) as requested and returns one marked-up copy. Our comments follow below with an "X" indicating Rogers' stance on your proposed plan	Rogers	n/a	Noted.
	No Conflict - Rogers Communications currently does not possess existing plant in the area indicated on your attached plans	Rogers	n/a	Noted.
X	No Conflict For Your Reference - Rogers Communications currently has existing plant as marked on your drawing. Our standard depth in this municipality is: 1m. Please ensure you maintain clearances of 0.3m vertically and 0.6m horizontally	Rogers	n/a	Noted.
	EXTREME CAUTION - Use vactruck and expose ducts, maintain minimum of 0.6m clearance.	Rogers	n/a	Noted.
	CONFLICT - Your proposed construction appears to encroach within existing Rogers Communications plant. Please relocate your proposed construction to allow adequate clearance of 0.3 m vertically and 0.6 m horizontally	Rogers	n/a	Noted.
	CAUTION - Rogers Communications has aerial plant in this area, as it is indicated on the attached plans.	Rogers	n/a	Noted.
X	CAUTION - Fiber Optic Cable is present in the area of your proposed construction.	Rogers	n/a	Noted.
	Note - Proposed Fiber Optic Cable in a joint use duct structure .	Rogers	n/a	Noted.
	Note - Plant currently under construction.	Rogers	n/a	Noted.
X	Note - Please inform Rogers Communications well in advance of the proposed construction schedule in order to coordinate our plant relocation.	Rogers	n/a	Noted.
X	Note - Locates are still required. Call for locates at 1-800-738-7893	Rogers	n/a	Noted.
X	Hand dig when crossing, or within 1.0m of existing Rogers plant.	Rogers	n/a	Noted.
X	Plant is to Approximation.	Rogers	n/a	Noted.
	TE11.25.1 (Nov 29, 2019) Nicole Corrado			
	Please add my comments to the agenda for the December 3, 2019 Toronto and East York Community Council meeting on item 2019.TE11.25, 145 Wellington Street West, 53 and 55 Simcoe Street - Zoning Amendment Application - Preliminary Report	General Public	n/a	Noted.
	I understand that my comments and the personal information in this email will form part of the public record and that my name will be listed as a correspondent on agendas and minutes of City Council or its committees. Also, I understand that agendas and minutes are posted online and my name may be indexed by search engines like Google.	General Public	n/a	Noted.
	Comments			
	Please attempt to save the four trees, especially the one that is under the Tree Bylaw. Please try to save as much of Toronto's greenspace as possible.	General Public	Janet Rosenberg	The existing trees are unable to be saved due to building construction and the reconfiguration of the Wellington Street adjacent to the development. 8 trees are proposed to replace the 4 that are being removed.