

**506-516 Church Street – Applications for Official Plan Amendment and Zoning By-Law Amendment  
COMMENT RESPONSE MATRIX**

**Application No. 20 172161 STE 13 OZ  
Planner: Matthew Zentner**

	Commenting Agency	Date	Received From
1	Engineering and Construction Services	February 16, 2021	Pat Scanga, Manager (Acting)  Reply to: Dan Polak T: 437-335-3438   E: Don.Polak@toronto.ca
2	Parks, Forestry & Recreation	September 15, 2020	Andrea Bake, A/Project Manager  Reply to: Diana Chang, Parks Planner T: 416-395-7902   E: <a href="mailto:diana.chang@toronto.ca">diana.chang@toronto.ca</a>
3	Urban Forestry	September 17, 2020	Nicholas Trevisan, Acting Supervisor  Reply to: Drew Graham E: <a href="mailto:drew.graham@toronto.ca">drew.graham@toronto.ca</a>
4	Community Planning/Urban Design	November 13, 2020	David Sit, Manager  Reply to: Matthew Zentner, Planner T: 416-397-4848   E: <a href="mailto:Matthew.Zentner@toronto.ca">Matthew.Zentner@toronto.ca</a>
5	Toronto Building	August 31, 2020	Jamie Atkinson, Zoning Examiner T: 416-397-0773   E: <a href="mailto:Jamie.Atkinson@toronto.ca">Jamie.Atkinson@toronto.ca</a>
6	Toronto Hydro	August 4, 2020	N/A
7	Toronto Catholic District School Board	August 12, 2020	Michael Loberto, Superintendent – Planning and Development Services  Reply to: Tomasz Oltarzewski T: 416-222-8282 x 2278   E: <a href="mailto:development.applications@tcdsb.org">development.applications@tcdsb.org</a>
8	Rogers Communications	August 28, 2020	Roya Nejadtaghi, CAD Technician T: 289-657-8020
9	Canada Post	September 8, 2020	Mike Monteleone, Delivery Services Officer – GTA T: 647-212-0563   E: <a href="mailto:Michael.monteleone@canadapost.ca">Michael.monteleone@canadapost.ca</a>
10	Toronto Lands Corporation	September 14, 2020	Paul Nichols, Intermediate Planner T: 416-393-0573   E: <a href="mailto:pnichols.tlc@tdsb.on.ca">pnichols.tlc@tdsb.on.ca</a>
11	Urban Design/Heritage	October 26, 2020	Joe Muller, Program Manager Reply to: Kristen Flood, Heritage Planner

No.	Comment	Responsibility	Response
1	<p><b>Engineering and Construction Services</b></p> <p>Dan Polak T: 437-335-3438   E: Don.Polak@toronto.ca</p>		
	<p>This is in reference to the application made by Bousfields Inc., on behalf of the Owner, Graywood CM GP Inc., to construct a 15-storey mixed use building comprised of 1,072 m2 of non-residential floor area and 12,708 m2 of residential floor area. A total of 173 residential units are proposed.</p> <p>A total of 40 parking spaces are proposed in the 2-level underground parking garage at premises No. 506-516 Church Street. A total of 159 long-term bicycle parking spaces are proposed as well as 25 short-term bicycle parking spaces to serve both residential and all other uses.</p> <p><b>Note: Existing bar/nightclub on site is proposed to be retained in new development.</b></p>		<p>Clarification - Bar/nightclub use is included in the rezoning as part of the permitted uses in the new development.</p>
	<p>The following comments and conditions are based on the following plans and reports received from City Planning, stamped dated by Engineering &amp; Construction Services on July 28, 2020:</p> <ul style="list-style-type: none"> <li>• Architectural Plans – Drawings No.: A001 to A003, A099, A100 to A117, A301 to A304, and A401 to A405, prepared by Diamond Schmitt Architects, dated July 6, 2020;</li> <li>• Landscaping Plans – Drawings No.: L1-a to L1-e, LR-1 and LR-2, prepared by the MBTW group, dated July 16, 2020;</li> <li>• Topographic Survey – Drawing No. 19-089BT01, prepared by KRCMAR Surveyors Ltd., dated October 6, 2019;</li> <li>• Cover Letter, prepared by Bousfields Inc., dated July 23, 2020;</li> <li>• Phase I ESA, prepared by EXP Services Inc., dated September 26, 2019;</li> <li>• Phase II ESA, prepared by EXP Services Inc., dated July 7, 2020;</li> <li>• Preliminary Geotechnical Investigation, prepared by EXP Services Inc., dated June 22, 2020;</li> <li>• Hydrogeological Investigation, prepared by EXP Services Inc., dated July 20, 2020;</li> <li>• Functional Servicing and Stormwater Management Report, prepared by Counterpoint Engineering, dated July 21, 2020; and</li> <li>• Transportation Impact and Traffic Operations Assessment Report, prepared by BA Consulting Group Ltd., dated July 16, 2020.</li> </ul>		
	<p>Due to the level of detail shown on the plans some of the information below continues to be Site Plan Application related matters, and should also be considered by the Owner at this stage and prior to making and/or submitting revised plans in connection with the future Site Plan Application.</p>		

Please advise me if any modifications are required to the conditions identified in this memorandum.		
<b>A. REVISIONS AND ADDITIONAL INFORMATION REQUIRED FOR PLANS, STUDIES AND DRAWINGS</b>		
<i>The Owner is required to amend the plans and/or submit studies/documentation to address the following comments and resubmit, for the review and acceptance of the Chief Engineer &amp; Executive Director, Engineering &amp; Construction Services, prior to approval of the Official Plan/Zoning By-law Amendment application.</i>		
<b>1. Solid Waste Management Services</b>		
<i>1.1 Revise drawings to indicate and annotate the following:</i>		
a)	The staging pad abutting the front of the Type G loading space will be at least 78 m <sup>2</sup> and has an unencumbered vertical clearance of 6.1m.	<p><b>DSAI BA Group</b></p> <p>DSAI: Area of staging area noted on A101 BA: The current proposal includes 197 residential units. As per the City of Toronto Solid Waste guidelines, the staging area required is a minimum of 15 m<sup>2</sup> (5 m<sup>2</sup> for every 50 units over 50 units). The current proposal includes a staging area that is 20 m<sup>2</sup> with an unencumbered vertical clearance of 6.1m. This has been annotated on the revised drawings.</p>
b)	Any/all overhead doors the collection vehicle will be passing through have a minimum overhead clearance of 4.4 metres.	<p><b>DSAI BA Group</b></p> <p>DSAI: Noted BA: Noted. The current proposal provides a minimum overhead clearance of 4.4m for the loading area access. This has been annotated on the revised drawings.</p>
c)	A storage space for the waste that will be generated by the commercial 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.	<p><b>DSAI</b></p> <p>DSAI: Separate Commercial Waste Room location indicated on A101. BA: Noted. The current proposal provides a separate garbage storage room for the commercial component. This has been annotated on the revised drawings.</p>
d)	A collection vehicle movement diagram that has a length of 12 metres and a width of 2.4 metres with a minimum inside/outside turning radii of 9.5 metres and 14 metres respectively, when entering, exiting, travelling throughout the site and entering/exiting the type G loading space. The diagram must also indicate the ability of the collection vehicle to enter and exit the site in a forward motion with no more than a three-point turn.	<p><b>DSAI BA Group</b></p> <p>DSAI: see A101 BA: Please refer to <b>Appendix B</b> of “Transportation Study Update and Response to City Comments” letter from BA Group for vehicle maneuvering diagrams.</p>

<b>2. Engineering &amp; Construction Services</b>			
2.1	Provide a detailed response letter/table detailing how each comment was addressed and list any changes made to the design of the site that were not part of the comments provided by Engineering & Construction Services.		
2.2	<i>Submit the following revised documentation:</i>		
a)	A Functional Servicing Report to address the comments provided in Attachment 1; and	<b>Counterpoint</b>	CPE: FSR has been coordinated and revised.
b)	Architectural Plans to address the comments provided in Attachment 2.	<b>DSAI</b>	DSAI: Cistern layout, location and outlet are coordinated. See A100 and A101.
2.3	Submit a completed Hydrogeological Review Summary Form, as provided in Attachment 3.	<b>Counterpoint</b>	Will be provided at next submission
2.4	Submit a completed Servicing Report Groundwater Summary Form, as provided in Attachment 4.	<b>Counterpoint</b>	Servicing Report Groundwater Summary Form is provided with accompanying Groundwater Discharge Letter from Mechanical Consultant
2.5	Provide a completed Groundwater Discharge Letter, as provided in Attachment 5.	<b>Counterpoint</b>	See response to Item 2.4 above. GW Discharge Letter attached to Servicing Report GW Summary Form.
2.6	Provide a current hydrant flow test adjacent to the site to confirm adequate pressure and flows available to the site as indicated in the Executive Summary within the Functional Servicing and Stormwater Management Report dated July 2020.	<b>Counterpoint</b>	An up-to-date hydrant flow test will be completed in the near future and results will be provided at the next submission
<b>3. Transportation Services</b>			
3.1	The submitted Transportation Demand Management (TDM) plan will need to be reviewed and accepted by Transportation Planning.	<b>BA Group</b>	Noted.
<b>B. (PRELIMINARY) ZONING BY-LAW AMENDMENT CONDITIONS</b>			
The Owner is required, as preliminary conditions of approval of the Official Plan/Zoning By-law Amendment application, to:			
1.	Provide and maintain minimum parking supply according to the following rate:		
a)	Proposed Condominium Residential Parking Standard <ul style="list-style-type: none"> <li>● 0.17 spaces for each residential dwelling unit;</li> </ul>	<b>BA Group</b>	Please refer to <b>Section 3.0</b> of "Transportation Study Update and Response to City Comments" letter from BA Group. The proposed residential parking rate is 0.13 spaces per unit. The proposed visitor parking
b)	Proposed Visitor Parking Standard <ul style="list-style-type: none"> <li>● 0.06 spaces for each residential dwelling unit;</li> </ul>	<b>BA Group</b>	

c)	Proposed Retail Parking Standard <ul style="list-style-type: none"> <li>No Parking required.</li> </ul>	<b>BA Group</b>	standard is 0.06 spaces per unit. No retail parking is proposed for the site.
2.	Provide and maintain a minimum of one Type G and one Type C loading spaces to serve the development.	<b>BA Group</b>	Please refer to <b>Section 5.0</b> of “Transportation Study Update and Response to City Comments” letter from BA Group. Application of the loading requirements for Zoning By-law 569-2013 requires the minimum provision of one (1) Type G loading space. The current proposal includes one (1) Type G loading space. The proposed loading supply is therefore considered to be appropriate.
3.	Pay for and construct any improvements to the municipal infrastructure in connection with the accepted Functional Servicing Report, to be submitted for review and acceptance by the Chief Engineer & Executive Director, Engineering & Construction Services, should it be determined that improvements to such infrastructure are required to support this development.		Noted.
2	<b>Parks, Forestry &amp; Recreation, September 15, 2020</b> Diana Chang: (416) 395-7902, <a href="mailto:diana.chang@toronto.ca">diana.chang@toronto.ca</a>		
<b>Applicability of Parkland Dedication</b>			
1.	In accordance with <u>Chapter 415, Article III of the Toronto Municipal Code</u> , the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The non-residential component of this proposal is subject to a 2% parkland dedication while the residential component is subject to a cap of 10% parkland dedication. 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 ground building permit and is valid for six months. Payment will be required prior to the issuance of said permit.	<b>GWD</b>	Noted
<b>Surrounding Area Parks</b>			
1.	<p>The site is approximately a 250 m walk away from Alexander Street Parkette, a 1,094 m<sup>2</sup> park which contains a drinking fountain, paths and horticulture.</p> <p>The City of Toronto <u>Parkland Strategy</u> is a 20-year strategic city-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The Strategy includes a new methodology to measure and assess parkland provision, using the baseline of residential population against the area of parkland available across the city. According to the Strategy's methodology, the development site is currently in an area with 0 - 4 m<sup>2</sup> of parkland per person, which is well below the city-wide average provision of 28 m<sup>2</sup> of parkland per person in 2016.</p>		Noted
<b>Advisory Comments</b>			

1.	<p><u>Section 37</u> If the Owner of the property enters into a Section 37 Agreement with the City as part of this development application, this Unit requests to be involved in the negotiations. Funds directed towards the area parks and facilities within the Ward should form part of the benefits package.</p>		Noted
2.	<p><u>Urban Forestry</u> Comments regarding any necessary street tree plantings and requirements under the <u>Trees Bylaw</u> or the <u>Ravine and Natural Feature Protection Bylaw</u> will be forwarded directly to your attention by Urban Forestry.</p>		
3.	<p><u>Pet Amenities</u> Given the current rise in dog-owning populations, the applicant is expected to provide on-site dog amenities with proper disposal facilities such as dog relief stations within the building to accommodate future residents. This will also help alleviate pressure on existing parks. Please refer to Toronto's <u>Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings</u>.</p>	<b>DSAI / MBTW</b>	<p>DSAI: A dog run is being provided at the exterior amenity on Level 14. See A114.</p> <p>MBTW: Refer to landscape drawing L1-d for dog run plan.</p>
3	<b>Urban Forestry, September 17, 2020</b>		
	Nicholas Trevisan: 416-392-7390		
1.	<p><b><u>Drawings/reports reviewed:</u></b></p> <ul style="list-style-type: none"> <li>● Arborist Report, prepared by GreenPrint Consulting Arborists, dated April 1, 2020;</li> <li>● Tree Inventory Survey, prepared by GreenPrint Consulting Arborists, dated 04/01/20 – Herein referred to as Tree Preservation Plan;</li> <li>● Landscape Plan, prepared by The MBTW Group, No. 1, dated 07-16-2020;</li> <li>● Architectural Plans, prepared by Diamond Schmitt Architects, No. 01, dated 06 July 2020;</li> <li>● Civil Servicing Schematic (Figure 2 within the Functional Servicing and Stormwater Management Report, No. 1, dated July 21, 2020, prepared by Counterpoint Engineering, dated July 2020;</li> <li>● Topographic Survey, prepared by KRCMAR, dated October 6, 2019;</li> <li>● Toronto Green Standard Checklist (v 3.0), submitted July 24, 2020.</li> <li>● Toronto Green Standard Statistics Template v. 3.0), as per the Architectural Plans; and</li> <li>● Project Data Sheet submitted July 24, 2020.</li> </ul>		
<b>Comments on the Official Plan Amendment:</b>			
1.	<p>Urban Forestry – Tree Protection &amp; Plan Review does not object in principal to the Official Plan Amendment application and defers specific comments to the Zoning By-law Amendment application (see below) and/or the future Site Plan Control application.</p>		
<b>Comments on the Zoning By-law Amendment Application (to be addressed prior to the issuance of Notice of Approval Conditions):</b>			
i.	<p><u>Note:</u> Urban Forestry – Tree Protection &amp; Plan Review does not object to the issuance of the Final Zoning By-Law Amendment Report to Council.</p>		

	<i>Note: The following Urban Forestry comments may be addressed by the applicant at the Site Plan Control review stage of the approvals process.</i>		
A) General:			
1.	<b>Trees on Private Property:</b> The applicant is advised that there are three (3) privately-owned trees (Trees 1-3) captured by the Arborist Report which qualify for regulation under the provisions of the Private Tree By-law and all of which are proposed for removal. It is important to emphasize that all privately-owned trees to be preserved must be protected in accordance with the Private Tree By-Law and the City of Toronto <i>Tree Protection Policy and Specifications for Construction Near Trees</i> .	<b>MBTW</b>	Noted.
2.	<b>Trees on City Property:</b> The applicant is advised that, as per the Arborist Report and City records, there are no City-owned Street or Park trees adjacent to the subject lands.	<b>MBTW</b>	Noted.
3.	<b>Permit Application and Fee:</b> Three (3) by-law regulated privately-owned subject site trees (Trees 1-3) are proposed for removal to accommodate the development. Urban Forestry requires the <b>submission of a complete “Application to Injure or Remove Trees”</b> and associated <b>application fees in the amount of \$1,086.99</b> (\$362.33 per City Street tree, \$362.33 per private subject site tree, and \$758.52 per private boundary/neighbour tree). Please refer to the Payment Instructions below. The applicant is advised that submission of an application does not guarantee that a permit will be issued and that fees are subject to change. As part of the review process, Urban Forestry will independently assess the condition of the trees and the reason for their proposed removal against the provisions of the applicable by-law. The applicant may be required to submit revised plans and Urban Forestry may be required to notify the community, (co-)owner(s) of boundary/neighbour trees, consult with the ward <b>Detailed Landscape Plans will be Required:</b> The applicant is advised that, at the time of the Site Plan Control application, Urban Forestry will require detailed Landscape Plans, Sections, and Details with sufficient information to assure Urban Forestry that the required tree planting (and associated soil volumes and soil infrastructure) is feasible and that it meets City standards.	<b>MBTW/GWD</b>	Noted.  Application to Injure/Remove Trees will be submitted during Site Plan Approval.
4.	<b>Detailed Landscape Plans will be Required:</b> The applicant is advised that, at the time of the Site Plan Control application, Urban Forestry will require detailed Landscape Plans, Sections, and Details with sufficient information to assure Urban Forestry that the required tree planting (and associated soil volumes and soil infrastructure) is feasible and that it meets City standards.	<b>MBTW</b>	Detailed landscape plans and general landscape details have been provided for the first SPA submission. Please note that sections have not been provided at this time, given that there are no at-grade street trees provided. The soil volume for the proposed deciduous shade tree on level 2 is noted on sheet L1-b.
B) Trees on Privately-owned Property:			
1.	<b>Compensation Planting for Private Tree Removals:</b> Urban Forestry's standard compensation ratios are 3:1 for the removal of a healthy tree and 1:1 for the removal of a poor condition tree. As such, a total of <b>seven (7) new large-growing shade trees are required</b> on the subject lands. This compensation planting is broken down as six (6) new trees to replace two (2) healthy trees proposed for removal (Trees 1-2) and one (1) new tree to	<b>MBTW</b>	It is not possible to accommodate any street trees within the City's ROW. A single deciduous shade tree has been provided on level 2. Given the restricted soil volumes on the other levels with

	replace one (1) poor condition tree proposed for removal (Tree 3). The Landscape Plans do not propose the planting of any replacement trees, which does not satisfy the compensation planting requirements. As such, Urban Forestry will require the <b>payment of cash-in-lieu for the required replacement trees not being planted on the subject lands</b> due to space constraints. The total amount of the cash-in-lieu payment will be determined upon issuance of Notice of Approval Conditions.		planting, it is not possible to provide any more large-growing shade trees.  Cash-in-lieu will be provided as compensation for tree removal.
C) Toronto Green Standard (v. 3.0):			
i	<i>Note: Comments herein pertain only to <u>at-grade</u> tree planting and soil volumes. Urban Forestry – Tree Protection and Plan Review does not regulate the planting of non-tree species, or above-grade tree planting or soil volumes.</i>	<b>MBTW</b>	Noted.
1.	EC 1.1 – Tree Planting Areas and Soil Volume: Performance Measure is <b>Not Met</b> Comments: <ul style="list-style-type: none"> <li>Based on the site area of 1,706.3 m<sup>2</sup> (as per the Project Data Sheet), a total of 310 m<sup>3</sup> of soil is required for tree planting areas on site and within the public boulevard.</li> <li>The Landscape Plans do not specify any soil volume to be provided for tree planting areas at grade on site and within the public boulevard.</li> <li>This performance measure may be met by specifying a total soil volume to be provided for tree planting areas that meets or exceeds the requirement.</li> </ul>	<b>MBTW</b>	The soil volume for the proposed deciduous shade tree on level 2 is noted on sheet L1-b.
2.	EC 1.2 – Trees Along Street Frontages: Performance Measure is <b>Met</b> Comments: <ul style="list-style-type: none"> <li>No trees are proposed within the either the Church Street or Donna Shaw Lane frontages, however insufficient space exists for tree planting.</li> </ul>	<b>MBTW</b>	Noted.
3.	EC 1.3 – Parking Lots: Performance Measure is <b>Not Applicable</b>		
4.	EC 1.4 – Watering Program: Performance Measure is <b>Not Applicable</b>		
5.	EC 3.1 – Native and Pollinator Supportive Species: Performance Measure is <b>Not Applicable</b>		
6.	EC 3.2 – Invasive Species: Performance Measure is <b>Not Applicable</b>		
<b>4</b>	<b>Community Planning/Urban Design Comments, November 13, 2020</b>		
	Matthew Zentner: 416 397 4648		
I	Planning Staff appreciate that there are several positive features to the proposed development, including: <ul style="list-style-type: none"> <li>Consideration for space within the building for a bar/nightclub and commitment to explore the return of the existing establishment (Crews &amp; Tangos) to the site;</li> </ul>		



	<ul style="list-style-type: none"> <li>Retention of a portion of the existing building at 508 &amp; 510 Church Street; and</li> <li>General scale of the proposed streetwall along Church Street.</li> </ul> <p>However, Planning Staff have concerns with the proposed building height and massing, as well as a number of other issues as described in the following comments. Planning Staff do not support the development in its current form as it does not meet the policy objectives and outcomes envisioned through the Official Plan and the Site and Area Specific Policies (SASP) for North Downtown Yonge implemented by OPA 183. We would be pleased to continue working with you in order to achieve a proposal which is consistent with the objectives of the Official Plan and SASP policies.</p>		
II	<u>Building Height and Massing</u>		
1.	<u>Angular Plane</u>		
	OPA 183 Policy 5.7.2 requires development along Church Street to comply with a 44 degree angular plane, drawn 16.0 metres above the property line fronting Church Street. The proposed development does not comply with this requirement and contemplates a significant portion of the building massing above the eleventh storey encroaching into the angular plane. Staff note that other examples of built or approved developments within the Church Street Village Character Area largely comply with these policies, with only minor mechanical projections contemplated. These examples include the adjacent building at 70 Alexander Street and the recently approved development at 572 Church Street (Beer Store). As a result, staff are not supportive of the proposed built form and request that the proposal be revised to comply with the angular plane policies in OPA 183.	<b>DSAI / Bousfields</b>	We note staff's comment on the angular plane and provide justification for the degree of encroachment into the plane in the Planning and Urban Design Rationale dated July 2020.
2.	<u>Transition and Streetwall Heights</u>		
2.1	The Official Plan, as amended by OPA 480, requires that the built form of new development create appropriate transitions in scale to neighbouring existing and/or planned buildings. The non-policy text of Section 3.1.2 of the Official Plan states that appropriate transition in scale can be achieved with many geometric relationships and design methods in different combinations including angular planes, stepping height limits, appropriate location and orientation of the building, the use of setbacks and stepbacks of building mass. The larger the difference in scale of development the greater the need for transition. Policies 3.1.2.5, 3.1.2.6 and 3.1.2.7 articulate these objectives and specify where and how this transition should occur. Staff are concerned that the proposed building massing does not provide sufficient transition to adjacent properties as noted below.	<b>DSAI / Bousfields</b>	We note staff's comment on transitions in scale and provide further details on the approach to built form transition in the Planning and Urban Design Rationale dated July 2020.
2.2	To the north, the transition to 518 Church Street requires further revisions. Staff note that while efforts have been made to break up the massing of the north elevation with recessed balconies, a large portion of this façade is proposed with limited setbacks. In addition, the proposed 5 storey base building element along Church Street should be revised to provide a more appropriate transition to the existing 3 storey building at 518 Church Street. The streetwall height transition provided by the base building at 70 Alexander could be an example to follow. Staff also note that a Limiting Distance Agreement may be required to ensure that a building at 518 Church Street could not be built to a height that would impact the proposed building.	<b>DSAI / Bousfields</b>	We note the streetwall and interface comments with 518 Church Street. We will continue to explore how the northerly wall can provide visual interest in a manner that addresses privacy concerns.

2.3	To the south, staff are concerned with the limited setback provided to 504 Church Street from the taller portions of the proposed building. A greater setback or additional setbacks above the base building levels should be incorporated. Further details will also be required of the location of the proposed windows facing the existing building at 70 Alexander Street. Details have been provided of the location of the windows in the existing building, but the location of the proposed windows are not clear from the supplied plans or elevations. As above, staff note that a Limiting Distance Agreement may be required to ensure that a building at 504 Church Street could not be built to a height that would impact the proposed building.	<b>DSAI /Bousfields</b>	On the ground floor, an additional setback has been provided to 504 Church to address existing building encroachments. The setback to 504 is similar to the setback of 70 Alexander to the same building.  Graywood is in discussion with the owners of 504 Church Street. Current south elevations show no window openings facing south, as opposed to windows that currently exist on the north elevation of 70 Alexander starting at their 4th Floor.
2.4	Given the above, and the comments with respect to setbacks below, revisions will be required to the proposed massing to improve the transition to adjacent properties and better align with the contextual streetwall heights before staff would be in a position to support this application.	<b>DSAI / Bousfields</b>	Noted
3.	<u>Height</u>		
	The proposal consists of a 15-storey building that steps back from a 3 to 5 storey base building along the Church Street frontage. At this height, the proposal would be considered as a tall building, not as a mid-rise building.	<b>Bousfields</b>	Noted
	The immediate context of the site includes a varied built form. Immediately to the west of the site is Donna Shaw Lane, a 5 metre wide public lane running south from Maitland Street. Across this lane is 55 Maitland Street and 40 & 50 Alexander Street, which is an apartment complex consisting of two 19 storey apartment buildings (55 Maitland & 40 Alexander) and a 28 storey apartment building (50 Alexander) sited within common open space and landscaping. These lands are designated <i>Apartment Neighbourhoods</i> in the Official Plan and are located within the Wellesley Wood Character Area in OPA 183 for North Downtown Yonge. The building at 55 Maitland Street is located directly to the west of the subject site and would be located approximately 19.8 metres from the proposed building. To the south of the site is a 2 storey mixed-use building at 504 Church Street. Further to the south is a 12 storey mixed-use building at 70 Alexander Street. These properties are located within the <i>Mixed Use Areas</i> designation and are also subject to the policies of the Church Street Village Character Area in OPA 183 for North Downtown Yonge.	<b>Bousfields</b>	Noted
	OPA 406 implementing the Downtown Secondary Plan or TOcore further designates the subject site as Mixed Use Area 3 – Main Street. This land use designation is intended for low to mid rise buildings, generally not exceeding the width of the right-of-way, that reinforce the main street character of the area and support a vibrant public realm. Tall buildings are only contemplated where appropriate compatibility with the immediate context can be provided.	<b>Bousfields</b>	Noted

4.	<u>Tower Setbacks &amp; Design Guidelines</u>		
	<p>As noted above, the proposed height of the building results in it being considered as a tall building. Official Plan policy 3.1.2.3 requires development to protect privacy for adjacent buildings by providing sufficient setbacks and separation distances. Policy 3.1.3.10 states that the tower portion of a tall building should be designed to limit its impact by implementing specific design strategies, as articulated in policy 3.1.3.11, that include adequate setbacks and separation distances. Tall Building Design Guideline 3.2.1 specifies that the floorplate of the tower portion of a tall building should be less than 750 square metres to minimize shadow impacts and preserve sky view. Guideline 3.2.2(a) refers to coordinating tower placement with other towers on the same block to maximize access to sunlight and sky views for surrounding streets, parks and properties. Guideline 3.2.3 refers to tower separation distances of 12.5 metres or greater from the side and rear property lines or centre line of an abutting lane or street in order to limit negative impact on sky view, privacy and daylighting.</p>	<b>Bousfields</b>	<p>Our opinions on these policy and guideline considerations are outlined in the Planning and Urban Design Rationale dated July 2020.</p>
	<p>City Council has recently added to these policies and guidelines through the adoption of OPA 352 and the area-specific Zoning By-laws 1106-2016 and 1107-2016 (all of which remain under appeal) which makes the 12.5 metre tower setback and 25 metre separation distance requirements zoning regulations.</p>	<b>Bousfields</b>	<p>Yes, there is a site specific appeal of these bylaws.</p>
	<p>Given the height of the proposed building, it would be subject to the tower separation requirements envisioned in OPA 352 and by-laws 1106-2016 and 1107-2016. As proposed, insufficient separation is provided to the existing 12 storey building at 70 Alexander Street to the south and to the existing 19 storey building at 55 Maitland Street to the west. Staff also note that projecting balconies are proposed along the west façade, further reducing the separation distance.</p>	<b>Bousfields</b>	<p>Yes, if these bylaws were in effect for the site then they would apply. Under those bylaws anything over 24 metres in height would be considered a 'tower'. Projecting balconies are typically not including in floorplate calculations or separation distances.</p>
	<p>Revisions should be made to improve the relationship of the proposed building with these adjacent properties through the use of additional setbacks, setbacks or other design techniques.</p>	<b>Bousfields</b>	
5.	<u>Shadows and Wind</u>		
5.1	<p><i>Shadow Study</i></p> <p>The Shadow Study submitted with the application shows that shadows resulting from the proposed development in comparison to an angular plane-compliant development proposal. This shadow study should be updated to show the net new shadowing over the as-of-right building envelope, including the existing height permission.</p> <p>The proposal would create additional shadow impact on the public realm in the vicinity of the site. Shadows would be cast on portions of the Church Street public realm at the intersection with Maitland Street in the afternoons in spring and fall, potentially limiting the utility of existing restaurant patios. Staff note that the public realm on Church Street is of special significance to the LGBTQ2S+ community, given the presence of</p>	<b>DSAI / Bousfields</b>	<p>The shadow study has been updated to include the shadows cast by an as-of-right building envelope.</p>

	<p>numerous patios and the importance of the street during the annual Pride celebrations.</p> <p>Policy 6.A.1 of OPA 183 for North Downtown Yonge directs that new development shall be located and massed to adequately limit shadows to preserve or improve the utility of city streets and public spaces.</p> <p>The shadow impacts listed above are caused, in part, by the additional height and massing beyond the required angular plane from Church Street. As noted above, staff are not supportive of this encroachment into the angular plane and note that these shadow impacts on the adjacent public realm provide additional justification for revising the building height and massing.</p>		
5.2	<p><i>Wind Study</i></p> <p>The submitted wind study, dated July 9, 2020 by Theakston Environmental, did not identify significant concerns with the wind impact of the proposed building massing; however, staff recommend further careful consideration of the wind impact that any revisions to the building massing may have on the public realm adjacent to the site.</p>	<b>Theakston</b>	An updated wind study, dated March 26, 2021, has been submitted that reflects the updated building massing.
6	<u>Site Plan/Building Design</u>		
6.1	<p><i>Public Realm</i></p> <p>Policies 9.2 through 9.7 of the Downtown Secondary Plan encourage the creation of an enhanced public realm through the use of increased setbacks and other streetscape improvements. Policy 6.3.6 of OPA 183 for North Downtown Yonge encourages the enhancement of the public realm through the expansion of sidewalk width and policy 6.3.9 further encourages the creation of additional public realm space to allow for sidewalk cafes and spill-out retail. The proposed ground floor setback to the property line varies between 2.1 metres and 4.7 metres for the new portions of the building to no setback at the retained heritage building. This results in a public realm width (as measured from the existing curb face) that ranges from 5.0 metres to 7.7 metres for the new portions of the building and no change to the public realm width adjacent to the existing building. Given the importance of the public realm (including patio spaces) to the character of the Church Street Village, staff request that the north ground floor setback be increased to provide additional space for the public realm similar to that provided at the southern portion of the site. Further consideration should also be given to the provision of sufficient patio space for the proposed commercial uses at grade.</p>	<b>DSAI Bousfields GWD</b>	Please see ground floor plan and landscape plan for additional details on latest proposed design for the public realm.
6.2	<p><i>Store Frontage Widths</i></p> <p>Policy 5.7.4 of the North Downtown Yonge SASP requires store frontage widths at grade along Church Street to be consistent with the pattern of the existing at grade retail located on the blocks adjacent to the site. Further information about the existing frontages will be required to evaluate the proposed commercial frontages at grade. The plans should also be revised to show potential demising scenarios and architectural features to reflect this contextually appropriate frontage width.</p>	<b>DSAI Bousfield GWD</b>	DSAI: Potential demising walls have been indicated. See A101.

<p>6.3</p>	<p><i>Laneway Activation</i></p> <p>The North Downtown Yonge SASP and Urban Design Guidelines envision lanes and other mid-block connections functioning as an important part of the pedestrian network. Given the adjacency of this site to Donna Shaw Lane, which runs north/south between Alexander and Maitland Streets, revisions to the proposal to better address the lane are encouraged. A larger setback at grade could provide additional space for pedestrian circulation and reduce conflicts with building access doors. Staff also encourage the inclusion of resident access from the lane to provide better animation and to provide additional opportunities for passenger pick up and drop off, especially when Church Street is closed for events.</p>	<p><b>DSAI GWD</b></p>	<p>While the public lane is used by pedestrians, it also continues to serve a utilitarian function for the residents at 70 Alexander, 40 Alexander &amp; 50 Alexander, 55 Maitland, the commercial use at 518 Church (O’Grady’s), and the residents at 504 Church Street for waste collection, vehicular access to above- and below-ground garages.</p> <p>Much of the ground floor at 506-516 Church is required for loading, on-site waste collection, and ramp to the underground parking.</p> <p>Improving the current state and use of Donna Shaw Lane will be through re-paving the section of lane from the south property boundary north to Maitland Street. There is already pedestrian traffic through the lane and creative and increased lighting, along this section of Donna Shaw Lane will improve the pedestrian environment.</p>
<p>6.4</p>	<p><i>Amenity Space</i></p> <p>The proposed development includes 2.4 square metres of indoor amenity space and 1.4 square metres of outdoor amenity space per dwelling unit for a total of 3.8 square metres of amenity space per dwelling unit. The applicable zoning by-laws require a total of 4.0 square metres of amenity space per dwelling unit. Staff request the provision of the full requirement of amenity space per dwelling unit and encourage that additional outdoor amenity space be provided. Staff also encourage the inclusion of family and pet-friendly features within the proposed amenity spaces. Refer to the Growing Up and Pet Friendly Urban Design Guidelines for more information.</p>	<p><b>DSAI MBTW</b></p>	<p>MBTW: A dog run has been provided on level 14 to accommodate the needs of pets. Refer to landscape drawing L1-d.</p>
<p>7</p>	<p><u>Commercial Uses</u></p>		
<p>7.1</p>	<p><i>Nightclub Use</i></p> <p>Staff are supportive of the provision of space for the existing bar/nightclub (Crews &amp; Tangos) within the proposed development. Replacing this existing use would help support the vibrancy of the Church Street Village. In order to ensure the proposed size and configuration is suitable, staff would appreciate details of the existing nightclub and any preliminary details of the new facility. Furthermore, additional details will be required of the proposed noise mitigation strategy for this use to ensure that sufficient sound attenuation is incorporated into the proposed building.</p>	<p>HGC DSAI GWD</p>	<p>Graywood is reviewing how a bar/nightclub use could be incorporated into the retail space.</p> <p>Additional noise attenuation to be built in an interior building fit out to account for possible future nightclub use. See April 6, 2021 addendum letter prepared by HGC. Graywood will continue to investigate further in consultation with Crews &amp;</p>

			Tangos, along with DSAI/ HGC and structural engineer around the programming of the bar/nightclub requirements.
7.2	<p><i>Noise Study</i></p> <p>Given the proximity of the development to existing bar and restaurant patios along Church Street, the supplied noise study attempted to evaluate the potential impacts of noise from these establishments on the proposed building. As COVID-related business closures were in effect, actual readings of noise levels were not obtained. Staff encourage the applicant and consultants to revisit these measurements as the application progresses and activity on these patios returns. Further revisions to the proposal may be warranted if additional noise impacts are identified.</p>	HGC	Noted. At this time, bars/restaurants in the area are still closed. Response added to addendum letter of April 6, 2021.
8	<u>Housing</u>		
8.1	<p><i>Unit Mix</i></p> <p>The provision of 65 (37.6%) two-bedroom units and 21 (12.1%) three-bedroom units supports the unit mix objectives of the Growing Up guidelines, Downtown Secondary Plan, Official Plan housing policies, and the Growth Plan's growth management and housing policies to accommodate within new development a broad range of households, including families with children.</p>	Bousfields	Noted
8.2	<p><i>Unit Size</i></p> <p>None of the 173 total units (0%) are proposed as two-bedroom units larger than 87 square metres and 4 of the 173 total units (2.3%) are proposed as three-bedroom units larger than 100 square metres. The proportion of proposed two-bedroom units that are larger than 87 square metres and three-bedroom units that are larger than 100 square metres do not adequately support the unit size objectives of the Growing Up guidelines to accommodate within new development a broad range of households, including families with children. The size of the two and three-bedroom units should be increased to meet the unit size objectives of the Growing Up guidelines.</p>	Bousfields	Noted. The unit size and mix will continue to evolve during the review process.
8.3	<p><i>Affordable Housing</i></p> <p>A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020 recognizes the importance of planning for a range and mix of uses on lands near existing and planned frequent transit, including second units and affordable housing to support existing and planned transit service levels. Given the site's location near an existing major transit investment or a priority transit corridor, there is a significant public interest for including affordable housing units within this new development.</p>	GWD	This mixed use development is proposed as a market condominium, with no affordable units included. Contributions towards affordable housing can be discussed and secured through s.37 agreement.

	The City's Open Door for Housing program provides incentives for the creation of new affordable housing beyond those required by the Official Plan, subject to certain terms and conditions. We encourage the applicant to consider the Open Door program. Further information on the program can be found on the Open Door Affordable Housing Program website.		
9	<u>Community Engagement</u>		
9.1	<i>Community Engagement</i>  A Community Consultation Meeting will be scheduled in consultation with the local Councillor. Staff will set up a meeting to discuss the content and structure of this meeting in the near future.	GWD/ Bousfields	Noted.
9.2	<i>Working Group</i>  As per the recommendations adopted by Toronto and East York Community Council, a community working group will be established to assist in evaluation of the application. Further revisions may be necessary following input from the working group process.	GWD/Bousfields	Noted. The Working Group has been established and two meetings have been held to date - December 1st, 2020 and January 15th, 2021.
10	<u>Other Comments</u>		
	<i>Draft By-laws</i>  Staff have reviewed the Draft Zoning By-law Amendments submitted with the application. Detailed comments will be provided with respect to the form and contents of the by-laws at such time as the proposal is acceptable to Staff.	Bousfields/DSAI/ GWD	Noted. See Toronto Building Comments below.
<b>5</b>	<b>Toronto Building, August 31, 2020</b> Jamie Atkinson: 416-397-0773, Jamie.Atkinson@toronto.ca		
1.	Toronto Building comments, which were received August 31, 2020, are not included in the Comment Matrix. All of these zoning comments will be considered or addressed in updated drafts of the zoning by-law amendments.		
<b>6</b>	<b>Toronto Hydro, August 4, 2020</b>		
	<b>Information Only</b> Toronto Hydro is in receipt of your email sent to utility.circulations@torontohydro.com. The information and comments provided herein are for INFORMATION PURPOSES ONLY and may NOT be used for the purposes of a Full-Stream Permit Application pursuant to the City of Toronto's Municipal Consent Requirements.  The drawing attached hereto is being provided for the purposes of planning only, and must not be used for construction. The Applicant shall be liable for and shall indemnify and hold harmless Toronto Hydro for any damages, losses, liabilities, costs, expenses, including legal fees and consequential damages relating to any act or omission by the Applicant in the use of the attached drawing(s) for any purposes apart from planning on	<b>Counterpoint</b>	Noted

<p>behalf of the Applicant.</p> <p>NOTICE TO CITY OF TORONTO: Toronto Hydro has NOT provided its sign-off pursuant to the Municipal Consent Requirements as of the date written above. Do NOT grant a Full-Stream Permit to the Applicant at this time.</p> <p>In order to identify Toronto Hydro infrastructure in the drawing, locates must be completed in the field.</p> <p>All proposed work must maintain the minimum horizontal and vertical clearances as per Toronto Hydro Construction Standard 31-0100, 31-0500 &amp; 31-0700, attached hereto. Clearance measurements are taken from the edge of the hydro plant to the edge of the proposed work.</p> <p>Once the Applicant's planning is complete, the Applicant must submit its drawings to Toronto Hydro once again pursuant to the Circulation and Sign-Offs procedure under the City of Toronto's Municipal Consent Requirements in order to receive Toronto Hydro's sign-off for the purposes of a Full-Stream Application.</p>		
<p><b>Prior to Construction</b></p> <p>Request locates from Ontario One Call at 1-800-400-2255 or online at <a href="http://www.on1call.com">http://www.on1call.com</a>.</p> <p>Review the ESA/TSSA Guideline for Excavation in the Vicinity of Utility Lines, available on the ESA Electrical Distribution Safety website: <a href="http://www.esaeds.info">http://www.esaeds.info</a>.</p> <p>Please contact our Customer Offers and Sustainment (COS) Dept. at 416-542-2533 for disconnecting power or Toronto Hydro plant removal before any demolition.</p>	<p><b>Counterpoint</b></p>	<p>Noted</p>
<p><b>Relocations</b></p> <p>Toronto Hydro assets can be relocated at the expense of the Applicant.</p> <p>If the relocation of Toronto Hydro assets is necessary, please contact Utility Relocations group at <a href="mailto:utility.relocations@torontohydro.com">utility.relocations@torontohydro.com</a> to begin a relocation request.</p> <p>After sufficient information has been received to process a relocation request, Toronto Hydro relocation projects typically require 12 to 18 months to be completed.</p> <p>Toronto Hydro will require a deposit or full payment in advance of doing the work.</p>	<p><b>Counterpoint</b></p>	<p>Noted</p>



	<p><b>Overhead Toronto Hydro Assets – General Guidelines:</b></p> <p>Mechanical equipment such as crane and hoist shall not be operated within 3 m of lines or equipment.</p> <p>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.</p>	<b>Counterpoint</b>	Noted
	<p><b>Underground Toronto Hydro Assets – General Guidelines:</b></p> <p>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.</p> <p>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.</p> <p>Tunneling within 3m is deemed a conflict that requires a Professional Engineering report to resolve.</p>	<b>Counterpoint</b>	Noted
<b>7</b>	<p><b>Toronto Catholic District School Board, August 12, 2020</b></p> <p>Tomasz Oltarzewski T: 416-222-8282 x 2278   E: <a href="mailto:development.applications@tcdsb.org">development.applications@tcdsb.org</a></p>		
	<p>Please be advised that the Toronto Catholic District School Board (TCDSB) is in receipt of the zoning by-law amendment application 20 172161 STE 13 OZ dated July 28, 2020. A total of 173 units are proposed for this development within a 15 storey mixed-use building. The TCDSB wishes to submit the following comments:</p> <p>This development falls within the fixed attendance boundary of:</p> <ul style="list-style-type: none"> <li>• Our Lady of Lourdes Catholic School</li> </ul> <p>The closest Secondary schools serving this area are:</p> <ul style="list-style-type: none"> <li>• St. Patrick Catholic Secondary School</li> <li>• St. Mary Catholic Academy</li> <li>• St. Joseph's College School</li> </ul>		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 approximately 3 acres of land or alternate accommodation opportunities for a secondary school.</p>	<b>GWD</b>	Noted.
	<p>The TCDSB formed part of the City's consultation process with respect to CS&amp;F planning for the TOCore Plan (OPA 406), forming the Downtown Community Services and Facilities Strategy to ensure school board needs in downtown Toronto are addressed.</p>	<b>GWD</b>	Noted.

	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. Please also refer to the attached sign specifications for the Toronto Catholic District School Boards' development-site signage requirements.	<b>GWD</b>	Noted.
	The TCDSB will continue to monitor development growth in this area as it relates to cumulative impact on local schools. The TCDSB requests notification of any modifications, community consultations, appeals or notices of decision relating to this development application or related applications. Please direct correspondence to <a href="mailto:development.applications@tcdsb.org">development.applications@tcdsb.org</a>	<b>GWD</b>	Noted.
	Further to the comments provided, the TCDSB reserves the right to revise status at any time without further notice. Should you require additional information regarding our comments, please contact Tomasz Oltarzewski at (416) 222-8282. Ext. 2278.	<b>GWD</b>	Noted.
<b>8</b>	<b>Rogers Communications, August 28, 2020</b>		
	Roya Nejadtaghi, CAD Technician T: 289-657-8020		
	Rogers Communications Canada Inc. has buried fibre and buried coaxial plant in this area, as indicated on the attached plans. <ul style="list-style-type: none"> <li>• Caution is advised.</li> <li>• Use Vac truck and expose ducts.</li> <li>• Maintain a minimum of 0.6 metres of clearance.</li> <li>• Hand dig when crossing or if within 1 metre of Rogers plant.</li> </ul> <p><b>Note:</b> Plant is to approximation. Locates are required. Call for locates at 1-800-400-2255</p>	<b>Counterpoint</b>	
	<b><u>No Conflict – For Your Reference</u></b> <ul style="list-style-type: none"> <li>• Rogers Communications currently has existing plan as marked on your drawing. Our standard depth in this municipality is <b>1 metre</b>. Please ensure that you maintain clearances of <b>0.3 metres vertically and 0.6 metres horizontally</b>.</li> </ul>	<b>DSAI Counterpoint</b>	DSAI: Noted Counterpoint: Noted
	<b><u>CAUTION</u></b> <ul style="list-style-type: none"> <li>• Fibre Optic Cable is present in the area of your proposed construction.</li> </ul>	<b>DSAI Counterpoint</b>	DSAI: Noted Counterpoint: Noted
	<b><u>Note</u></b> <ul style="list-style-type: none"> <li>• Plant is currently under construction.</li> <li>• Please inform Rogers Communications well in advance of the proposed construction schedule in order to coordinate our plant relocation.</li> <li>• Locates are still required. Call for locates at 1-800-400-2255</li> <li>• Hand dig when crossing, or within <b>1.0 metres</b> of existing Rogers plant.</li> <li>• Plant is to Approximation</li> </ul>	<b>Counterpoint</b>	Noted
<b>9</b>	<b>Canada Post, September 8, 2020</b>		

	Mike Monteleone, Delivery Services Officer – GTA T: 647-212-0563   E: <a href="mailto:Michael.monteleone@canadapost.ca">Michael.monteleone@canadapost.ca</a>		
	Canada Post Corporation appreciates the opportunity to comment on the above noted application and it is requested that the developer be notified of the following:		
	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:		
	<p>The owner/developer will provide each uniquely addressed multi-unit component with its own centralized mail receiving facility. These lock-box assemblies must be:</p> <ul style="list-style-type: none"> <li>• Rear-loading – a requirement for all multi-unit buildings with 100 or more units</li> <li>• Adjacent to the ground floor main entrance – the door to the delivery side must be adjacent to the ground floor front entrance - not a service corridor or rear of building</li> <li>• Accessible via the Canada Post lock/key system – concierge &amp; private keys are not acceptable means of lobby/mailroom access</li> <li>• o In compliance with Canada Post Standards – refer to the Delivery Standards Manual mentioned below</li> </ul>	<b>DSAI GWD</b>	Rear-loading mail room for residential component provided in lobby. See A101
	The owner/developer agrees to provide Canada Post with access to any locked doors between the street and the lock-boxes via the Canada Post Crown lock and key system. This encompasses, if applicable, the installation of a Canada Post lock in the building's lobby intercom and the purchase of a deadbolt for the mailroom door that is a model which can be retrofitted with a Canada Post deadbolt cylinder.	<b>DSAI GWD</b>	Noted
	<p>Canada Post further requests the owner/developer be notified of the following:</p> <ol style="list-style-type: none"> <li>1. There will be no more than one mail delivery point to each unique address assigned by the Municipality</li> <li>2. Any existing postal coding may not apply, the owner/developer should contact Canada Post to verify postal codes for the project</li> <li>3. The complete guide to Canada Post's Delivery Standards can be found at: <a href="https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf">https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf</a></li> </ol>	<b>DSAI GWD</b>	Noted.
	<b><i>The applicant/agent is asked to contact me directly to communicate potential date of project completion and to review the plans for mail service.</i></b>	<b>DSAI GWD</b>	Noted
<b>10</b>	<b>Toronto Lands Corporation (Toronto District School Board), September 14, 2020</b>		
	Paul Nichols, Intermediate Planner T: 416-393-0573   E: <a href="mailto:pnichols.tlc@tdsb.on.ca">pnichols.tlc@tdsb.on.ca</a>		
	Toronto Lands Corporation (TLC) has had an opportunity to review the above-noted development application proposing a mixed-use development, containing 173 residential condo units in a 15-storey tower, as well as retail uses. TLC has identified accommodation and proximity-related issues with the application, detailed below.		
	<b>Accommodation</b> In consultation with Toronto District School Board (TDSB) staff, TLC has determined that, although limited capacity currently existing in the local elementary and secondary schools, these schools are anticipated to	<b>GWD</b>	

<p>have insufficient capacity to accommodate new students by the time this development is occupied. The local elementary schools are Church Street Junior Public School and Jesse Ketchum Junior &amp; Senior Public School. The local secondary school is Jarvis Collegiate Institute.</p> <p>This application is located in a community experiencing significant residential intensification and population growth that is presenting accommodation challenges at local schools. TLC and TDSB staff will continue to monitor residential development in this community to understand the cumulative impact on local schools and to determine where prospective students will attend school.</p> <p>The status of local school accommodation should be communicated to new and existing residents to inform them that students from new development will not displace existing students at local schools.</p>		
<p><b>Proximity</b>                  In addition, the proposed development is in close proximity to Church Street Junior Public School, municipally located at 83 Alexander Street. Therefore, TLC requests that the applicant/developer take any and all precautions to ensure that there are no risks to the health and safety of students or staff as a result of construction/demolition activity.</p> <p>To address these concerns, TLC requests that the following pre-approval conditions be incorporated into the subsequent site plan agreement:</p> <ol style="list-style-type: none"> <li>1. The Owner shall erect and maintain signs, at points of egress and ingress of the development site, advising that:                         <ul style="list-style-type: none"> <li>● <i>“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 more information regarding designated school(s), please call 416-394-7526.”</i></li> <li>● These signs shall be to TLC’s specifications.</li> </ul> </li> <li>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:                         <ul style="list-style-type: none"> <li>● <i>“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.”</i></li> </ul> </li> </ol>	<p><b>GWD</b></p>	<p>Noted. In addition, details for safety during construction which affect students/teachers/families of Church Street Jr. P.S. can be incorporated into the Construction Management Plan.</p> <p>The pre-approval conditions have been noted to be incorporated into the site plan agreement, as well as warning clauses to be included in the agreements of purchase and sale.</p>

	<ul style="list-style-type: none"> <li>Residents agree that for the purpose of transportation to school, if bussing is provided by the Toronto District School Board in accordance with the TDSB’s bussing policy, students will not be bussed from their home to the school facility, but will meet the bus at designated locations in or outside of the area.</li> <li>The above warning clauses (including this sentence) shall, for a period of ten years following registration of this Site Plan Agreement, be included in all agreements of purchase and sale and all tenancy agreements (including agreements to lease or rent) for residential units in the development covered by this Site Plan Agreement.”</li> </ul> <p>3. That prior to the issuance of site plan approval, the applicant shall provide to the satisfaction of TDSB details regarding construction management, schedule and timelines, traffic management (pedestrian/vehicular/cycling), proposed sidewalk/street closures, construction equipment movement, noise/dust/air attenuation and mitigation as it relates to the school site and surrounding area.</p>		
	<p>TLC’s conditions may change as this application progresses through the planning process. TLC requests to be notified on all future public notices, resubmissions, appeals and other matters and requests to be included on the Interested Parties List with respect to this application.</p> <p>If you have any questions, please contact me at pnichols.tlc@tdsb.on.ca.</p>	<p><b>GWD</b></p>	
<p><b>11</b></p>	<p><b>Urban Design/Heritage, October 26, 2020</b></p> <p>Reply to: Kristen Flood, Heritage Planner</p>		
	<p><b>Background</b></p> <p>The subject site contains two heritage potential properties, 506 Church Street and 508-510 Church Street, which were flagged in the North Downtown Yonge Urban Design Guidelines for potential inclusion on the City’s Heritage Register. The site is not adjacent to any properties on the City’s Heritage Register.</p>		
	<p><b>Proposal</b></p> <p>The Official Plan and Zoning By-law Amendment Application is to facilitate the development of a 15-storey mixed-use building. The development incorporates the existing Crews and Tangos building at 508-510 Church Street into the podium of the new building. The coach house at 508-510 Church Street and the building at 506 Church Street are proposed to be demolished.</p>		
	<p><b>Comments</b></p> <p>Staff has reviewed architectural plans prepared by Diamond Schmitt Architects and dated July 6, 2020, revised September 22, 2020.</p> <p>The HIA determines that the properties at 506 and 508-510 Church Street meet the provincial criteria for designation under Part IV of the Ontario Heritage Act. The property at 506-510 Church Street has associative value and the property at 508-510 Church Street has design, associative and contextual value. Please note that in conjunction with our review of this development application, staff are undertaking a review of the existing properties and are researching and evaluating them for potential inclusion on the City’s Heritage Register.</p>		

	<b>Heritage Planning staff has reviewed the application and has the following comments.</b>		
	The property at 506 Church Street should be commemorated. Prior to demolition, full documentation of the existing property should be collected, including photographs, measured drawings, interior floor plans and original drawings as may be available. The Interpretation Plan should provide a commemoration strategy for this property.	<b>ERA</b>	Noted. A documentation package and Interpretation Plan will be provided.
	An as-found record as above should also be provided for the coach house at 508-510 Church Street prior to demolition. Please explore including commemoration for this building in the Interpretation Plan.	<b>ERA</b>	Noted.
	The City's Official Plan includes a policy that encourages the retention of whole buildings or substantial portions of whole buildings. The applicant should explore opportunities to retain the north and south elevations of 508-510 Church Street on the interior of the new building in an effort to retain a significant portion of the building to aid in retaining its the three-dimensional integrity.	<b>ERA</b>	The applicant considered opportunities to retain more of the north and south elevations, however due to technical and structural requirements it was not pursued. The proposal has implemented various mitigation strategies to ensure the building's three-dimensional legibility.
	The tower stepback of 15.65 m above the front façade of the heritage building is generous; however, the entire roof of the heritage building should be preserved with the new construction connecting below the rear eaves line.	<b>ERA</b>	The proposal does not include the retention of the entire roof, however the proposed conservation and mitigation strategies ensure all heritage attributes are conserved. The new streetwall meets the height existing eaves line, with its third storey recessed adjacent to the retained building.
	The new development should have a three-storey streetwall across the entire extent of the Church Street elevation. The five-storey portion of the street-wall (with a small stepback above the third storey) is out of character with the three-storey building at 508-510 Church Street and the low-scale character of the Village. Any massing above the third storey should have a significant stepback from Church Street.	<b>ERA</b>	Noted. An articulated 2-3-storey streetwall has been provided.
	While the Ontario Heritage Act does not protect uses, staff encourage the applicant to explore ways to maintain the associative value of the site and its significance to the LGBTQ2S community. The HIA notes that Crews and Tangos is "one of Toronto's longest-standing LGBTQ2S bars, and an important community cultural facility." Crews and Tangos could remain on the site or new commercial tenants could be selected that contribute to the LGBTQ2S community and night-life in the Church Wellesley Village.	<b>ERA</b>	Noted. The Heritage Impact Assessment states that opportunities to maintain uses on the Site that support the LGBTQ2S community will be explored.