

1 st Submission- March 27 2018						
City Department, Memo Date	Comment Section	Comment Number	Comment	Consultant Action	Comment Response	Plan, Report, Detail Reference
Heritage Preservation Services Memo- June 12, 2018	Prior to the Passing of Bills in Council	1.	The owner shall retain a consultant archaeologist licensed by the Ministry of Tourism, Culture and Sport, under the provisions of the Ontario Heritage Act (R.S.O 1990 as amended) to carry out a partial Stage 2 archaeological resource assessment of the subject property where the proposed trenches are located beyond the limits of existing buildings (Trenches #1 and #2, as shown on Map 14 of the Stage 1 archaeological assessment report). The assessment is to be completed in accordance with the 2011 Standards and Guidelines for Consultant Archaeologists, Ministry of Tourism, Culture and Sport.	Irvin Heritage	Irvin Heritage Inc. retained to complete Stage 2 Archeological Assessment for trenches # 1 and #2.	Stage 2 Archeological Assessment, dated November 22, 2018.
		2.	The owner shall submit an interim report on the findings of the partial Stage 2 archaeological assessment to the Heritage Preservation Services Unit in both hard copy format and as an Acrobat PDF file on compact disk.	Irvin Heritage	Stage 2 Archeological Assessment for trenches # 1 and #2 included with resubmission and has also been submitted to MTCS for review and concurrence.	Stage 2 Archeological Assessment, dated November 22, 2018.
		3.	The owner shall submit a Demolition Plan and an Archaeological Monitoring Strategy. These are to be completed by the consultant archaeologist to ensure that there is no subsurface impact to archaeological resources during the demolition of the existing structure(s) on the subject property.	Irvin Heritage	Archeological Demolition and Monitoring Control Plan letter included with resubmission.	Archeological Demolition and Monitoring Control Plan, dated November 22, 2018.
Strategic Initiatives, Policy & Analysis (Community Services and Facilities) Memo- May 31, 2018	Revisions	1.	The Bousfields CS&F Study submission generally addresses the City's CS&F Study requirements as identified in the Toronto Development Guide Terms of Reference. Their Study includes a demographic profile; nearby development activity; identifies related studies (e.g. TOcore background reports); and an inventory of services and facilities. However, the submission does not adequately discuss or align its analysis with the findings of the TOcore CSF study. The submission does not respond to the growth related needs, gaps, priorities and opportunities identified, nor propose new facilities and/or facility improvements to respond to growth that may be considered as part of the review of this application	Bousfields	CS&F Study Addendum included with this resubmission now complies with the Terms of Reference, as requested.	CS&F Addendum, dated December 19, 2018.
	Recommendations	1.	In light of the foregoing, should Section 37 community benefits be considered as part of the evaluation of the proposed development, we would recommend consideration of the following CS&F contributions: <ul style="list-style-type: none"> Secure a non-profit licensed child care facility to be integrated at the base of the proposed development; Secure financial contributions towards capital improvements to the Yorkville Neighbourhood Library Branch; and/or Secure financial contributions towards the development of a new community recreation center to be located in the North Downtown. 	Bousfields/ 11 Yorkville Inc.	The CS&F Study has been updated based on additional information. We do not believe a child care facility at the base is appropriate in this location. Other considerations can be discussed at time of negotiating Section 37.	N/A
Economic Development & Culture (Music Sector Development)- June 11, 2018	Recommendations	1.	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).	HGC	Noise and Vibration Report Addendum, specifically addressing the sound measurements/ impacts and from the Pilot bar at 22 Cumberland Street and relevant recommendations, dated September 24, 2018, is included with the resubmission.	The Pilot, 22 Cumberland Street, Toronto Addendum to Noise and Vibration Feasibility Study for 11 Yorkville Avenue, dated September 24, 2018.
		2.	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.	HGC	Calculations taken indicate that the recommended glazing performance will provide sufficient acoustical insulation even when accounting for noise coming from The Pilot Bar.	The Pilot, 22 Cumberland Street, Toronto Addendum to Noise and Vibration Feasibility Study for 11 Yorkville Avenue, dated September 24, 2018.
		3.	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.	Condo Lawyer	Warning clauses to be inserted into condo units APS confirmed in Noise and Vibration Report Addendum, specifically addressing the sound measurements / impacts and from the Pilot bar at 22 Cumberland Street and relevant recommendations.	The Pilot, 22 Cumberland Street, Toronto Addendum to Noise and Vibration Feasibility Study for 11 Yorkville Avenue, dated September 24, 2018.

			Recreation and in accordance with the following details: <ul style="list-style-type: none"> Street Trees in Turf: In accordance with Planting Detail No. 101 for Balled and Burlapped Trees in Turf Areas, dated June 2002; and "Tree Planting Solutions in Hard Boulevard Surfaces", Best Practices Manual. 			
		6.	Additionally, the applicant must provide the following: <ul style="list-style-type: none"> A composite utility plan indicating the location of all existing and proposed underground and aboveground utilities relative to the proposed tree planting is required. Additionally, site specific detailed cross sections of the continuous soil trench must be provided on a detail plan. Cross sections at the proposed tree(s) and through the soil trench between the proposed trees must be included and indicate the location of the trees and the trench as proposed in relation to existing and proposed below grade utilities and services. The applicant must also indicate the locations and extent of the continuous soil trench(es) below grade on the landscape site plan. Soil volumes for each continuous soil trench and planting beds must be indicated on the landscape plan. Cross section landscape elevations which indicate proposed tree planting relative to the building and any architectural overhangs or canopies must be provided. 	Terraplan	N/A. There are no trees proposed. However, a CUP has been provided to show existing and proposed servicing and utilities.	LS-200
Parks Forestry & Recreation (Area Studies and Acquisition)- July 10, 2018	Comments	1.	The applicant is requested to demonstrate how this development can contribute towards the provision of a new community recreation facility within this high growth area of the City.	11 Yorkville Inc.	CS&F Study has been revised to speak to the City's direction with respect to community recreation facilities. Additional discussions with Parks Forestry & Recreation, as well as the Councillor and Planning can be arranged.	N/A
Parks Forestry and Recreation (Planning Design and Development)- June 7, 2018	Parkland Dedication Requirements	1.	The application is for a zoning bylaw amendment and Official Plan Amendment to facilitate the development of a 62 storey mixed use building on the north parcel and 2 storey commercial building on the south parcel with a total of 4,664 m2 of non-residential gross floor area and 47,728 m2 of residential gross floor area comprising 716 residential units. At the alternative rate of 0.4 hectares per 300 units specified in Chapter 415, Article III of the Toronto Municipal Code, the parkland dedication requirement is 9,547 m2 or 325% of the site area. However, for sites that are less than 1 hectare in size, a cap of 10% of the development site is applied to the residential use while the non-residential use is subject to a 2% parkland dedication. In total, the parkland dedication requirement is 300 m2.	11 Yorkville Inc.	Revised Site Plan, A100, confirms that 474m2 of stratified parkland dedication is proposed.	A100
	Proposal for Dedication of Parkland	1.	The applicant is currently showing on architectural drawing A100, an on-site stratified parkland dedication of approximately 531 m2 along the western portion of their northern parcel. The park is set back 4m from the podium by a privately-owned-publically-accessible space. This location and configuration is appropriate as the on-site parkland dedication for 11 Yorkville Ave will ultimately become part of the larger park that is being conveyed through the development at 27-33 Yorkville Ave. The two combined parkland dedications will yield a larger urban park that will provide a pedestrian midblock connection from Cumberland Street to Yorkville Avenue.	11 Yorkville Inc.	Revised Site Plan, A100, confirms that 474m2 of stratified parkland dedication is proposed.	A100
	Proposal for Dedication of Parkland	2.	The land to be conveyed should meet the requirements set out in Policy 8 of Section 3.2.3 of the Official Plan. The on-site parkland dedication is currently shown to be encumbered by underground parking. The applicant is directed to reconfigure the underground parking garage so that the on-site parkland dedication is unencumbered above and below grade and meets all of the Official Plan requirements.	11 Yorkville Inc.	Encumbrance of U/G Parking Garage below public park dedication has been discussed and agreed to with Parks.	Email from Marika Franko, Parks Planner, dated September 11, 2018.
	Recommendations in the Planning Report	1.	Parks is interested in securing the design and construction, by the Owner, of Above Base Park Improvements. There may be opportunities to use the Parks and Recreation component of the Development Charges for this work. Further discussion is required. Should this be agreeable, the following clause will require the approval of Council. <ol style="list-style-type: none"> Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the Owner of the Above Base Park Improvements to the satisfaction of the General Manager, Parks, Forestry and Recreation (PFR). The development charge credit shall be in an amount that is the lesser of the cost to the Owner of designing and constructing the Above Base Park Improvements, as approved by the General 	11 Yorkville Inc./ JRS	Noted.	N/A

			<i>Manager, PFR, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.</i>			
	Conditions of approval	4.	Prior to the transfer of fee simple of the Park Block to the City, the Park Block shall nonetheless be deemed to be parkland in respect of the limiting distance requirements of the <i>Ontario Building Code Act, 1992</i> . Parks, Forestry and Recreation staff advises that the applicant must design the building to achieve Ontario Building Code (OBC) setbacks related to fire separation on their own site on the portions of the building that abut the park. A 5m setback will apply to any building located next to the Park or, the required setbacks which meet the Ontario Building Code for fire separation, whichever is greater. Prior to the issuance of any above grade building permit, the applicant will be required to demonstrate adequately that the OBC requirements have been achieved to the satisfaction of the General Manager, PFR.	Sweeny & Co./ Terraplan	5m setback from Public Park to west face of Building A now shown on Architectural Site Plan, A100 and Landscape Plan LS-100.	A100, LS-100
	Advisory Comments	Section 37	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.	11 Yorkville Inc.	Noted, further discussions to be held.	N/A
		Dog Amenities	Given the current rise in dog-owning populations, especially within high-density developments, the applicant is expected to provide dog amenities on-site with proper disposal facilities such as dog relief stations. This will help alleviate pressure on neighborhood parks	JRS	Acknowledged. It is anticipated this component will form part of the overall park design which is being done at a later date.	N/A
Strategic Initiatives, Policy & Analysis (Housing Policy)- May 3, 2018	General Housing Comments	1.	As the detailed design of the site progresses the unit mix, size and layouts should be considered in the context of the Growing Up guidelines.	Cecconi Simone/ Sweeny & Co.	Units have been designed and programmed by Architect and Interior Designer to achieve maximum livability by maximizing utility of spaces with efficient design and use of built-in components. It should be recognized that the guidelines remain a draft document and are not fully-approved. As such, they should not be rigidly applied.	Architectural Plans.
		2.	The proposed provision of 30.5% two-bedroom and 10% three-bedroom units generally does not address the unit-mix and size considerations of the Growing Up Guidelines. More two-bedroom units in favour of bachelor and one-bedroom units should be proposed which would ensure there is a critical mass of two and three-bedroom units to provide for larger households including families with children.	Sweeny & Co.	The unit mix has been revised slightly and accommodates for a larger percentage of larger units. Two bedroom units increased to 32.4% and three bedroom units to 10.6%. It should be recognized that the guidelines remain a draft document and are not fully-approved. As such, they should not be rigidly applied.	Architectural Plans.
		3.	If Section 37 community benefits will be provided by the owner as part of this development application, we encourage affordable housing to be considered to support the City's and Growth Plan's housing policy objectives to provide a full range of housing (tenure and affordability) within new developments.	11 Yorkville Inc.	Noted, further discussions to be held.	N/A
		4.	The Proposed Downtown Secondary Plan was endorsed by City Council at their meeting of October 2, 3 and 4, 2017 as a basis for stakeholder and public consultation. Planning and Growth management Committee adopted the Downtown Plan Official Plan Amendment on May 1, 2018, City Council consideration is yet to occur. The proposed Secondary Plan includes housing policies that would require a minimum amount of two and three bedroom units of certain sizes, as well as the protection of dwelling rooms (rooming houses) similar to that currently in place in the Official Plan for rental dwelling units. These proposed policies reflect what City Planning has been securing voluntarily or as part of a Section 37 community benefit on some site specific development applications. These policies also reflect the feedback we have received to date on housing priorities for the downtown. We request that you consider these proposed policies in reviewing and evaluating development applications and look for opportunities to secure larger units and affordable housing through voluntary agreements and/or as part of Section 37 community benefits.	Bousfields/ 11 Yorkville Inc.	It should be noted that the application was submitted in advance of adoption and is therefore the application should be reviewed against the policy regime in place at the time of submission as per the Clergy principle.	N/A
		5.	The provision of affordable and/or mid-range purpose-built rental units within this proposed development will support the City's housing policy objective to provide for a full range of housing by tenure and affordability within new developments.	N/A	Noted (Rental Replacement Units).	N/A
		6.	Policy 2.2.4.9 of the Growth Plan for the Greater Golden Horseshoe, 2017 states that within existing or proposed major transit station areas, development will be supported by providing for a diverse mix of uses, including second units and affordable housing. Given the site's location near an existing major	Bousfields/ 11 Yorkville Inc.	Noted, further discussions to be held.	N/A

			transit investment or a priority transit corridor, there is a significant public interest for including affordable housing units within this new development.			
		7.	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.	Bousfields/ 11 Yorkville Inc.	Noted.	N/A
	Rental Housing Demolition Comments	1.	On March 27, 2018, the applicant made an application for a Section 111 permit pursuant to Chapter 667 of the City of Toronto Municipal Code. Notice of a complete rental housing application was sent to the applicant on April, 24 2018. Further information was requested which remains outstanding at the date of this memo: <ul style="list-style-type: none"> As built floor plans of the existing buildings showing the layout of existing units if available. Furnished floor plans for the proposed replacement units. Details of any consultation with tenants (with the surrounding residents) to date. Details of proposed consultation with tenants regarding the application process and development phase such as: notification of this application; layouts of replacement units; programming of amenity spaces and preparing the tenant relocation and assistance plan. Confirmation that the tenant notice of the rental housing application has been sent to all tenants is yet to be received. A site visit will be required to inspect the exiting rental housing.	Bousfields/ 11 Yorkville Inc.	Further Information has been submitted to Housing Policy on May 17, 2018. Revised survey plans showing the existing rental units GFA, and revised rental replacement plans have been included with this resubmission. Rental Housing Staff were in attendance at the November 6, 2018 Tenants Meeting, held by Ownership and Public Engagement Consultant, Bousfields.	Existing Rental Unit Surveys, A110, A11, A112
Toronto Green Standards Email (Shayna Stott)- August 13, 2018	Comments	1.	Although I would encourage you to voluntarily pursue V3 of the TGS it is not required for this application.	Sweeny & Co./ RWDI	Application was submitted in advance of TGS V3 being in force and effect, and it will not be pursued.	Email from Shayna Scott, dated August 13, 2018.
Toronto Transit Commission- June 13, 2018	1. Additional Information	a.	Revised site plan, parking plans (all parking levels) and basement plans, site servicing plans, and building sections clearly showing the surveyed limit of Toronto Transit Commission (TTC) infrastructure on the plans.	Sweeny & Co. /WSP	Architectural and Site Servicing Plans have been revised to include surveyed limits of TTC Infrastructure. TTC tunnel is over 16m away from Building B on Cumberland St. (which will be subject to future SPA Application) and over 43m away from limit of underground at Building A.	Architectural and Site Servicing and Grading Plans.
		b.	Revised site plan, all parking plans, site servicing plans and building sections showing the distance between the development and TTC's infrastructure, including, but not limited to, subway tunnels and vent shafts. 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 TTC's Engineering Department at 41 6-590-6396 to obtain detailed drawings depicting TTC's subway infrastructure.	Sweeny & Co./ WSP	Architectural and Site Servicing Plans have been revised to show distance between the proposed development and TTC infrastructure.	Architectural and Site Servicing and Grading Plans.
		c.	Revised plans clearly showing there is a minimum 3 metre setback between the proposed development, including shoring (piles, tiebacks), site servicing and all TTC structures.	Sweeny & Co./ WSP	Architectural and Site Servicing Plans have been revised to show distance between the proposed development and TTC infrastructure.	Architectural and Site Servicing and Grading Plans.
Planning and Urban Design- September 18, 2018	Building Address and Entrances	1.	New buildings over 1000m2 are to incorporate within the building design recognition of the Architect of Record or primary Design Architect. The lettering for this recognition must cover an area of at least 0.2m by 0.3m, or 0.06 square metres and be located near the main entrance or on a prominent façade of the structure. 1:50 colour elevations are to indicate the location and specifications for the recognition.	Sweeny & Co.	Plaque to be provided on North elevation.	A310
	Context Plan	1.	Provide a context plan including 1 Yorkville Ave, 37 Yorkville Ave, and 8 Cumberland Street	Sweeny & Co.	Adjacent buildings illustrated on Site Plan.	A100
	Outdoor Amenity Space	1.	743.41 sq.m. of outdoor amenity space is being provided. Provide the required amount of 1432 sq.m. of outdoor amenity space.	Sweeny & Co.	Resubmission provides the total overall amenity space required (4m), as per Oct 2, 2018 meeting with Planning and Urban Design discussion.	Architectural Plans
	Total Floor Plate Size	1.	Reduce the floorplate size of floors 30 to 62 to a maximum of 750 sq.m.	Sweeny & Co.	Floor plates from levels 30 to 39 reduced from 788m2 TFA to 765m2 TFA. Floors 40 to 62 reduced from 788m2 to 757.5m2 TFA.	Architectural Plans
		2.	Reduce the floorplate size of floors 4 to 29 to be more in keeping with the Tall Building Design Guidelines.	Sweeny & Co.	Floor plates from levels 5 to 9 reduced from 1,167m2 TFA to 1,120m2. Floor plates 10-23 reduced from 1,059m2 to 1,032m2. Floor plates 24-29 reduced from 912m2 to 887m2.	Architectural Plans
Massing	1.	Reduce height of Yorkville Avenue street wall from 9 storeys to be more in keeping with the heights of heritage buildings on the north side of the street.	Sweeny & Co.	North façade podium design revised to reinforce height and articulation of retail base. Street wall reinforced by bringing	See detail elevations A310 and A311 and North	

					side wings forward.	elevation A301.
	Tower Setbacks & Separation Distance	1.	Increase the tower setback from the southern property line in order to provide a minimum separation distance of 25 metres to the tower of 8 Cumberland St.	Sweeny & Co.	Required 25m tower setback has been provided to 8 Cumberland tower.	Architectural Plans
	Sun/ shadow Study/ Height	1.	Upon reviewing the sun/shadow study for March and September 21st/, the proposed building provides additional shadow in Town Hall Square. Along with the existing shadow, Town Hall Square is in complete shadow from 1:18pm – 2:18pm Upon reviewing the sun/shadow study for June 21st. The proposed almost completely shadows Town Hall Square at 1:18pm. When looking at tower floorplate size reductions consider ways in which shadow impacts on nearby parks and public realm can be improved.	Bousfields	As per discussions with planning staff on Oct 2, 2018, the shadow study demonstrates that the proposal is in accordance with the Official Plan.	Planning Addendum Report dated December 19, 2018 and Shadow Study dated December, 2018
	Pedestrian Wind Study in the Future POPS/ Park	1.	Upon reviewing the pedestrian wind study completed by GWE, March 7, 2018, it was predicted that one cannot sit along sensors 52, 53, 55, 56, 57, & 60 during the spring and sensors 38, 53, 57, & 60 during the autumn season. This is not acceptable. Provide further mitigation so that one can sit in the future POPS/park space from spring to the fall season.	Gradient	Canopies have been added to the building to further mitigate the impact of wind on the POPS/Park.	Architectural Plans, Memo from Gradient Wind dated November 27, 2018.
	Materials and Articulation	1.	A material sample board is requested for review and approval	Sweeny & Co.	To be provided following resubmission.	N/A
	Landscape Plans and Details	1.	A detailed itemized landscape cost estimate is to be provided for review and approval. Once the cost estimate is deemed to be acceptable, a Letter of Credit is required to secure and guarantee the landscape work identified.	Terraplan	Landscape cost estimate has been provided.	Landscape Cost Estimate dated Dec 17, 2018.
		2.	Label intake and exhaust air shafts.	Terraplan/ Sweeny & Co.	Air intake and exhaust shafts are labelled on the Architectural Site Plan, Ground Floor Plan and Landscape Plan.	LS-100, A100, A105
	Bicycle Parking	1.	Provide better connection between P1 level bicycle parking/storage area and elevators.	WSP	The revised underground floor plans offer better connectivity in terms of access from bike storage areas on the P1 level to the elevators. Wayfinding signage will be used on the P1 level for retail patrons to get to and from retail bike parking spaces and retail elevators.	A104
		2.	Provide required bicycle parking for retail users (i.e. 17 spaces).	WSP/ Sweeny & Co.	17 retail bicycle parking spaces provided at level P1.	A104
	Planning for children	1.	<i>Growing Up</i> mandates a minimum unit size and percentage for the following: o 2 bedroom - 90 sq.m. at 15% of the unit count o 3 bedroom – 106 sq.m. at 10% of the unit count The applicant has provided: o One 2 bedroom on Level 29 that meets the minimum size. Reconfigure and provide appropriate unit sizes to meet the minimum of 10% 3 bedroom and 15% 2 bedroom with the minimum unit sizes provided above.	Sweeny & Co./ Goodmans	The Guidelines remain a draft document and are not fully-approved Council guidelines for the purpose of information Official Plan policy. As such, they should not be rigidly applied. In particular, the numerical standards contained within the Guidelines are not requirements as a condition of approval. The plan has been designed with an exceedance of larger unit types and all unit layouts demonstrate livability.	Architectural Plans/ Planning Addendum Report dated December 19, 2018
Engineering and Construction Services- October 17, 2018	Part I: Zoning By-Law Amendment (ZBLA) Requirements					
	A. Revisions and Additional Information Required for Plans, Studies and Drawings (Zoning By-Law Amendment)					
	Transportation Services	1.	<u>Transportation Impact Study, Prepared by WSP Canada Group Ltd., dated March 23, 2018</u>			WSP
a) Satisfy all outstanding issues/requirements with respect to the Transportation Impact Study, dated March 23, 2018, prepared by the applicant's transportation consultant, WSP, in support of the proposed development, the details of which are provided further in the memorandum.			TIS Addendum, dated December 13, 2018.			

			<u>Site Plan and Ground Floor Plan, Drawing No. A100 & A106, Revision 5, Prepared by Sweeny&Co Architects, dated March 22, 2018</u>			
		2.	b) Explicitly identify on all applicable drawings, the 0.87 metre wide strips of land along the north and south limits of the site abutting the east-west public lane, (adjacent to 11- 21 Yorkville Avenue and 16-18 Cumberland Street), and the 1.52 metre x 1.52 metre triangular corner splay at the south-east corner of the site abutting the intersection of the two lanes, as being lands conveyed to the City.	Sweeny & Co.	0.87m lane widening conveyance strips along the north and south limits of the east-west public lane, and the 1.52mx1.52m triangular corner splay are shown on the Architectural Site Plan site plan and ground floor plan.	A100, A105
			c) Comply with the parking allocation requirements identified in condition B(5), below, and as further discussed in this memorandum.	Sweeny & Co.	The revised Architectural underground garage plans and statistics reflect the parking allocation requirements which Engineering and Construction Services has confirmed are appropriate. 215 residential parking spaces, and 20 visitor parking spaces are provided.	A001, A006, A101, A102, A103, A104
			d) Provide a pick-up/drop-off facility for the development on-site abutting the north-south public lane, as widened, and operate in a counter-clockwise fashion.	Sweeny & Co. / WSP	Drop-off and pick-up facility provided on east side of site within private property off north-south public lane.	A100, A105
			<u>Site Plan and Ground Floor Plan, Drawing No. A100 & A106, Revision 5, Prepared by Sweeny&Co Architects, dated March 22, 2018</u>			
		1.	a) Show and label all existing sewers in the ROW and existing and proposed service connections. Label to be removed as required.	Sweeny & Co. / WSP	An investigation of existing service connections is currently being undertaken. The results are not available at the time of submission but will forwarded to the City as soon as available.	N/A
			b) Label width of the north south lane form Yorkville Ave to Cumberland St.	Sweeny & Co.	6m wide public lane is labelled on Architectural Site Plan and Ground Floor Plan.	A100, A105
			c) Clearly label all conveyances on all plans.	Sweeny & Co.	All conveyances are labelled on Architectural Site Plan and Ground Floor Plan.	A100, A105
			<u>Functional Servicing Report-Draft, Prepared by WSP Canada Group Ltd., dated March 23, 2018</u>			
	Engineering and Construction Services	2.	<ul style="list-style-type: none"> Our review is based on the understanding that all addresses, including all proposed buildings/towers, within the subject site are under one ownership upon completion. <p>The applicant is required to comply with the Sewer Use By-Law and obtain all approvals / permits from Toronto Water – Environmental Monitoring & Protection Unit for any proposed temporary or permanent discharging of groundwater into municipal sewer systems and watercourses.</p> <p>The applicant is also responsible for complying with all the applicable Provincial requirements and obtaining the necessary approvals and / or permits from the Ministry of the Environment & Climate Change with regard to any proposed dewatering.</p>	WSP	11 Yorkville (Building A) will have 3 distinct entities- Condo, Rental Replacement, Retail. Despite the ownership structure it has been confirmed that we can service the proposed condominium building using shared service sanitary, storm and water service connections with appropriate internal agreements between separate ownership entities.	Email from Ashley Walker to WSP dated November 29, 2018.
			a) Sections 1.1 and 1.2 says it is assumed there are existing services to the existing buildings. This must be confirmed and locations of all services shown on plans for each building.	WSP	An investigation of existing service connections is currently being undertaken. The results are not available at the time of submission but will forwarded to the City as soon as available.	N/A
		Sanitary Servicing	a) Figure 2, Predevelopment plan should only show predevelopment information, not the labels for the proposed post development buildings and park.	WSP	As requested, figure 2 has been updated to only show existing information.	Figure 2 of FSR dated December 14, 2018

			b) Section 2.1 Existing Conditions, also state the sewer sizes on Cumberland Street.	WSP	Description of the existing sewers on Cumberland Street are included in Section 2.1 of the FSR.	Section 2.1 (Page 5 of FSR dated December 14, 2018)
			c) Section 2.1 Existing Conditions, Clearly indicate in the report where the existing sanitary service connections are for each building and show them on the Figures and the Drawings.	WSP	An investigation of existing service connections is currently being undertaken. The results are not available at the time of submission.	N/A
			d) Section 2.4 Proposed Sanitary Flows, specify the flow from each building in the section.	WSP	Flow from each building and the site total flow have been listed in Section 2.4 of the FSR.	Section 2.4, Table 2.2 (Page 7 of FSR dated December 14, 2018)
			e) Included the combined sewer within the laneway draining to Yorkville Avenue on the combined sewer design sheets.	WSP	As requested, the design sheet was updated to include the combined sewer in the laneway.	Design Sheet (FSR dated December 14, 2018)
	Groundwater		a) Section 2.7, Groundwater Discharge section states the groundwater meets quality standards to discharge to the combined sewer except for TSS. Include how TSS will be treated on site so that this is met prior to groundwater discharge to the combined sewer.	WSP/ EXP	The FSR has been revised to specify that TSS will be settled out of the groundwater prior to discharging to the municipal sewer system.	Section 2.7 (Page 10 of FSR dated December 14, 2018)
			b) Specify the groundwater discharge from both Buildings A and B in the report (temporary and permanent). This information will be required when discharge permits are applied for.	WSP/ EXP	Groundwater discharge rate for both Building A and Building B for both temporary and permanent condition have been specified in the FSR.	Section 2.7 & 2.8 (Page 10-11 of FSR dated December 14, 2018)
	Water Servicing		a) Make reference to Figure 5, Water Servicing plan.	WSP	Reference to Figure 5 has been added to Section 3.4 of the FSR	Section 3.4 (Page 14 of FSR dated December 14, 2018)
			b) Show the existing water services on Figure 5 and all supporting drawings.	WSP	As requested, figure 5 is updated to show all the existing water services, proposed services and supporting information.	Figure 5 of FSR dated December 14, 2018
			c) Section 3.5 says fire flow calculations are in Appendix A. They are in Appendix B. Update accordingly.	WSP	This reference was revised as requested to Appendix B.	Section 3.5 (Page 15 of FSR dated December 14, 2018)
			d) Section 3.5, as noted, fire hydrant testing is required on the hydrants located on Yorkville Avenue and Cumberland Street to determine if the watermains are adequate to provide the minimum domestic and fire supply required for the proposed development. Provide the fire hydrant test results to show there is enough capacity for the proposed development. All hydrant flow test results shall be in metric units, (Kpa and litres/second).	WSP	A Hydrant flow test was completed for Yorkville Avenue and the results included and discussed in Section 3.5 of the Hydrant Flow Test. A hydrant flow test on Cumberland St was not completed and will be completed in the future. Results will be provided to the City as soon as they are available.	Section 3.5 (Page 15 of FSR dated December 14, 2018)
	Storm Servicing, Storm Drainage and Stormwater Management		a) Section 4.1 existing Conditions, specify the lot area for building A and Building B and show calculations in an Appendix for the allowed release rate for both buildings.	WSP	Lot area for Building A and Building B specified in Section 4.1. The Functional Servicing Report refers to the Stormwater Management Report which has all the detailed calculations for the allowable release rates of both building. Please refer to section 2.3 and Appendix A of the SWM report for detailed calculations.	Section 4.1 (Page 17 of FSR dated December 14, 2018), Section 2.3 & Appendix A of SWM Report dated December 14, 2018
			b) Clarify if there is stormwater management currently implemented for the existing buildings at the site.	WSP	From available existing building drawings, WSP is not aware of any stormwater management controls on the site. Statement has been included in Section 4.2 of the FSR.	Section 4.2 (Page 17 of FSR dated December 14, 2018)
			c) Clearly indicate in the report where the existing storm service connections are for all buildings and show them on the Figures and the Drawings.	WSP	An investigation of existing service connections is currently being undertaken. The results are not available at the time of submission. Results will be provided to the City as soon as they	N/A

					are available.	
		d)	Section 4.3, Water Balance, specify the required volume to be retained on site. Show the volume required for both buildings.	WSP	As requested, the water balance volume of 9.39 m3 and 1.43m3 for Building A and B, respectively, was added to Section 4.4 of the FSR. Please see SWM report Appendix A for detailed calculations.	Section 4.4 (Page 18 of FSR dated December 14, 2018)
		e)	Sections 4.3, 4.4, & 4.5 state to refer to the Stormwater Management Report for more details on several stormwater calculations. The specific name and date of the swm report must be referenced if calculations are not included within the FSR. Note that if calculations are shown in a separate report the approval of the FSR will be dependent on the approval of the SWM report so the final reference date to the report is correct. Otherwise include any calculations in the FSR directly. Calculations required are allowed release rate, required storage, orifice sizing, required water balance volume etc.	WSP	Section 4.1 was added to the FSR to introduce the stormwater management report and specify the title and date of the report.	Section 4.1 (Page 17 of FSR dated December 14, 2018)
		f)	Section 4.5, specify in the section that the site will be designed to achieve 80% TSS.	WSP	A statement confirming that 80% TSS removal is achieved is provided in Section 4.6 of the FSR.	Section 4.6 (Page 19 of FSR dated December 14, 2018)
		g)	Provide a summary with respect to Water Balance, Water Quantity, Water Quality indicating what is "Required", what is "Provided" and measures to control water quantity and quality for each tower/building.	WSP	Section 4 of the FSR refers to the SWM report for each of these sections and their detailed calculations and explanations.	Section 4 of FSR dated December 14, 2018
	3.		<u>Servicing Report Groundwater Summary</u> a) See markup.	WSP	As requested, the summary has been revised per markups and is included with this resubmission.	Revised Servicing Report Groundwater Summary Form.
	4.		<u>Hydrogeology Review Summary form</u> a) Complete revisions on the latest version of Hydrogeology Review Summary Form (attached).	EXP	Revised Hydrogeological Summary Form will be included with subsequent resubmission as the report is currently being updated to achieve the City's Terms of Reference for number and coverage of boreholes and minimum standard monitoring periods.	N/A.
			b) See markup.	EXP	Revised Hydrogeological Summary Form will be included with subsequent resubmission as the report is currently being updated to achieve the City's Terms of Reference for number and coverage of boreholes and minimum standard monitoring periods.	N/A.
	5.		<u>Topographic Plan all of Lots 8, 9, and 12, Part of Lots 7, 11, and 13 Registered Plan 355-Y and, all of Toronto Standard Condominium Plan 1744 and Part of Lot 21 Concession 2, From the Bay, City of Toronto, Prepared by WSP Geomatics Ontario Limited, dated August 21, 2017</u>			
		a)	Provide a separate Topographic Plan of Survey that is not a drawing as part of the Architectural plans. Plan to be signed and dated by the surveyor.	WSP Survey	Signed and dated Topographic Survey has been included with the resubmission	Signed Topographic Plan of Survey, dated November 21, 2018. (17M-01494-000)
B. Preliminary Zoning By-Law Amendment Conditions						
	1.		The Owner shall submit a Traffic Impact Study (TIS) to the City for review and acceptance by Transportation Services, prior to the approval of the rezoning application. The report will determine whether the existing road network can support the proposed development and whether road improvements of the existing municipal infrastructure are required.	WSP Transportation	The original TIS dated March 23, 2018 was included with the first submission. An Addendum to the TIS, dated December 13, 2018, addresses the City's comments.	TIS Addendum, dated December 13, 2018.

	2.	The Owner shall revise the Functional Servicing Report prepared by WSP Canada Group Ltd., dated March 23, 2018 and re-submit to the City for review and acceptance by Engineering & Construction, prior to the approval of the rezoning application. The report will determine whether the municipal water, sanitary and storm sewer systems can support the proposed development and whether upgrades or improvements of the existing municipal infrastructure are required.	WSP Transportation	Revised FSR, dated December 14, 2018 which addresses comments from the City is included with this resubmission.	FSR, dated December 14, 2018.
	3.	The Owner shall enter into a financially secured agreement for the construction of any improvements to the municipal infrastructure, should it be determined that upgrades and road improvements are required to support the development, according to the transportation report accepted by the General Manager of Transportation Services and the functional servicing report accepted by the Chief Engineer and Executive Director of Engineering & Construction Services.	WSP / 11 Yorkville Inc.	Noted.	N/A.
	4.	Provide space within the development for installation of maintenance access holes and sampling ports on the private side, as close to the property line as possible, for both the storm and sanitary service connections, in accordance with the Sewers By-law Chapter 681-10.	WSP/ Sweeny/ Terraplan	All control manholes are shown on figures and site servicing plans and are placed outside of proposed buildings. They are also shown on the Architectural Site Plan and Ground floor Plan.	Site Servicing Drawings & Figures, A100, A105
	5.	Include provision in the Site Specific By-law for this project, which require parking to be provided in accordance with the following minimum standards: <ul style="list-style-type: none"> Residential Units - 0.30 spaces per unit (215 spaces) Residential Visitors - 0.028 spaces per unit (20 Spaces) 	Bousfields	Draft By-Law Amendments include required parking ratios confirmed by City Comments.	438-86 and 569-2013 Draft Zoning By-Law Amendments.
	6.	Provide a minimum of one Type G/B loading space, one Type B/C loading space and one Type C loading space for the project.	WSP	Confirmed in TIS Addendum, shown on Architectural Plans, and provision included in Draft 438-86 and 569-2013 Draft Zoning By-Law Amendments.	A100, A105, TIS Addendum dated December 13, 2018, 438-86 and 569-2013 Draft Zoning By-Law Amendments.
Part II: Site Plan Approval (SPA) Requirements					
A. Revisions and Additional Information Required for Site Plan Studies and Drawings					
Transportation Services	1.1	<u>Site Plan and Ground Floor Plan, Drawing No. A100 & A106, Revision 5, Prepared by Sweeny&Co Architects, dated March 22, 2018</u>			
		a) Indicate and add a notation that the public lane access, as widened, at Yorkville Avenue will be constructed in accordance with the City of Toronto Standard T-310.050-1 for Vehicle Entrances in Combined Curb and Sidewalk and eliminate the curb returns and the raised tactile profiles. Furthermore, eliminate the curb returns at the Cumberland Street public lane access;	Sweeny & Co.	Note 1 added to Architectural Site Plan	A100 (Note 1)
		b) Provide physical separation between the residential and residential visitor parking spaces within the underground parking garage by an overhead door or a control gate;	Sweeny & Co./ WSP	Residential visitor parking is on P1 and is physically separated from residential parking in P2 to P4 by a gate/door.	A104
		c) Provide an acceptable warning system near the top/bottom of the parking garage access ramp that warns motorists exiting the garage to watch for large vehicles and pedestrians travelling/manoeuvring within the public lane, as widened;	Sweeny & Co./ WSP	Please refer to Figure 2 in the attached TIS Addendum. The flashing beacon will be activated by a loop detector located right in front of the loading bay entrances. Note 2 added to Architectural Site Plan.	TIS Addendum, dated December 13, 2018. Note 2 A100.

			d) Submit documentation describing, in detail, the type of warning system used to satisfy Condition No. C(3) and how it will be activated;	Sweeny & Co./ WSP	Please refer to Figure 2 in the attached TIS Addendum. The flashing beacon will be activated by a loop detector located right in front of the loading bay entrances.	TIS Addendum, dated December 13, 2018.
			e) Provide "No Parking - Loading Zone" signs adjacent to the proposed loading spaces of the project;	Sweeny & Co.	Note 4 added to Architectural Site Plan	A100 (Note 4)
			f) Provide a notation on the plans 'designating a fully trained building maintenance person to assist large vehicle operators of refuse collection vehicles and other large trucks with the back-up manoeuvre to and from the loading spaces';	Sweeny & Co.	Note 7 added to Architectural Site Plan	A100 (Note 7)
			g) Provide convex mirrors at the top and bottom of the access ramp to the underground garage, at the 90 degree turn in the access ramp, and at all right-angled turns within the underground parking garage and position them in such a manner as to give all motorists clear views of oncoming traffic;	Sweeny & Co.	Convex mirrors added to Architectural underground floor plans.	A101, A102, A103, A104
			h) Include the Paleotec pavers within the reconstructed portion of the north-south public lane, as widened, and include the attached details, as further discussed in this memorandum;	Sweeny & Co./ Terraplan	The use of Paleotec pavers has been noted in Detail 5/LD-100 and noted on LS-100.	Detail 5/LD-100, LS-100
			i) Revise the streetscape design to demonstrate compliance with the Accessibility for Ontarians with Disabilities Act (AODA), and the City's Vibrant Streets Design Guidelines, which among other things, recommend the following: <ul style="list-style-type: none"> • A 0.2 metre wide curb; • A minimum 0.6 metre wide buffer strip along the curb edge; and • A 2.5 meter wide Pedestrian Clearway along Yorkville Avenue and a 3.0 metre Pedestrian Clearway along Cumberland Street. Further to the above, revise all applicable plans including sections to identify the 0.6 metre wide buffer strip along the curb edge and a minimum of 3.0 metre pedestrian clearway along the Cumberland Street building frontage and a minimum of 2.5 metre pedestrian clearway along the Yorkville Avenue building frontage, and label the width and length dimensions of the Public Pedestrian Clearway Easement area on private property on Yorkville Avenue (and the removal of the metal grate air shaft within the easement strip).	Sweeny & Co./ Terraplan	A 0.2m wide curb and 0.6m buffer strip have been provided on Yorkville Ave. and Cumberland St. A 2.5m and 3m pedestrian clear way has been provided on both Yorkville Ave. and Cumberland St., respectively. Refer to LS-100 and Detail 2/LD-100.	Detail 2/LD-100, L S-100
	Fire Services	1.2	a) Fire access route location to be within 3 to 15 metres of the "principal entrance". Identify the principal entrance and show street(s) on site plan.	Sweeny & Co.	Principal entrance noted 6.6m from Yorkville Avenue on Site Plan.	A100
b) Hydrant to be located no more than 45 metres from a fire department Siamese connection. Show Siamese connections.			Sweeny & Co.	Hydrant is located approximately 33m from Siamese connection. Both Siamese connections and closest fire hydrant are labelled and dimensioned on Architectural Site Plan A100.	A100	
c) Hydrant to be located no more than 90 metres horizontally from all points along the perimeter of the building face(s) required to face a street. Show fire hydrants on the plan.			Sweeny & Co.	Requirement met. Existing Fire Hydrants noted on Site Plan.	A100	
d) As per NFPA 14 "Standard for the Installation of Standpipe and Hose Systems", high-rise buildings shall be equipped with at least two remotely located fire department connections			Sweeny & Co.	Two Siamese Connections are shown and labelled on Architectural Site Plan A100 and Ground Floor Plan A105.	A100, A105	

			(siamese connection) for each zone. A high-rise building, as defined within NFPA 14, is any "building where the floor of an occupied storey is greater than 23 m above the lowest level of the fire department vehicle access".				
			e) The Central Alarm and Control Facility (CACF) shall be located as follows: <ul style="list-style-type: none"> • Ensure that there is an unobstructed view to the CACF room entry door. • The path of travel to the CACF shall not exceed 15 m from the building's main entrance door. 	Sweeny & Co.	CACF room located on Ground Floor Plan within 15m from the main entrance door.	A105	
			f) Confirm the classifications of the proposed 2 storey stand-alone building facing Cumberland under the 3.2.2. of the Ontario Building Code (OBC) by providing an OBC Matrix.	Sweeny & Co.	Cumberland Street building 'B' is not part of this Site Plan application.	N/A	
			g) Clarify how many buildings are being proposed, as defined in the Ontario Building Code.	Sweeny & Co.	One building, Building A is being proposed in this Site Plan Application. Building B will be subject to a future site plan application.	N/A	
	Solid Waste Services	1.3 Multi Residential Component	a) Revised drawings must indicate and annotate a Type G loading space that is level (+/-2%), and is constructed of a minimum of 200 mm reinforced concrete.	Sweeny & Co.	Note 5 added to Architectural Site Plan A100.	A100 (Note 5)	
				b) Revised drawings must indicate and annotate a staging pad abutting the front of the Type G loading space that has an unencumbered vertical clearance of 6.1 metres, constructed of 200mm reinforced concrete and have a grade of no more than 2%.	Sweeny & Co.	Note 5 added to Architectural Site Plan A100.	A100 (Note 5)
				c) Revised drawings must indicate a bulky storage room of minimum 10 square metres.	Sweeny & Co.	11.5m2 Bulky Storage room shown on Architectural P1 Floor Plan A104.	A104
				d) If the planned movement of the collection vehicle is adjacent to exits from the parking garage revised drawings must indicate a warning system to caution motorists leaving the parking garage of heavy vehicles when loading operations are occurring. This warning system should include both lights and signs.	Sweeny & Co.	Notes 2 and 3 added to Architectural Site Plan A100.	A100 (Notes 2 & 3)
				e) Current vehicle maneuvering diagram indicates the collection vehicle reversing into a public lane. Revised drawings must indicate and annotate a collection vehicle movement diagram with a minimum inside/outside turning radii of 9.5 metres and 14 metres respectively, when entering, exiting, and 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 without the need to reverse onto a public lane.	Sweeny & Co./ WSP	Figure 4 of TIS Addendum shows garbage truck maneuvering diagram. Maneuvering diagram also imposed on Architectural Ground Floor Plan, A105.	Figure 4 of TIS Addendum dated December 13, 2018, A105
				f) Revised drawings must indicate that all access driveways to be used by the collection vehicle will be level (+/-8%), have a minimum vertical clearance of 4.4 metres throughout, a minimum 4.5 metres wide throughout and 6 metres wide at point of ingress and egress.	Sweeny & Co.	Note 6 added to Architectural Site Plan 100.	A100 (Note 6)
				g) Revised drawings must annotate that a trained on-site staff member will be available to manoeuvre bins for the collection driver and also act as a flagman when the truck is reversing. In the event the on-site staff is unavailable at the time the City collection vehicle arrives at the site, the collection vehicle will leave the site and not return until the next scheduled collection day.	Sweeny & Co.	Note 7 added to Architectural Site Plan 100.	A100 (Note 7)

	1.3 Non-Residential Component	h) Revised drawings must indicate and annotate a non-residential waste storage room for the commercial component. The room must be independent of and not accessible to the residential waste room.	Sweeny & Co.	Retail waste storage room at grade, completed separated from residential waste storage rooms on the P1 level, is identified on Architectural Ground Floor Site Plan A105.	A105		
		i) 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.	Sweeny & Co.	Retail waste storage room at grade, completed separated from residential waste storage rooms on the P1 level, is identified on Architectural Ground Floor Site Plan A105.	A105		
		j) Revised drawings must indicate if it is planned for the non-residential component to make use of the type G loading spaces and if so, then the non-residential component will only schedule use of the type G loading space on different days from the collection days of the residential component to ensure that the Type G loading space will be vacant for City Waste Collection. If it is not planned for this component to use the type G loading spaces then this must also be noted.	Sweeny & Co.	Note 8 added to Architectural Site Plan 100.	A100 (Note 8)		
	Engineering and Construction Services	1.4	a) The Site Plan must clearly illustrate what is being proposed within the municipal right-of-way with respect to concrete sidewalk, curbs, entrances, landscaping etc. and what is existing to remain.	Terraplan	Landscape Plan shows what is being proposed within the municipal right-of-way.	LS-100	
			b) The applicant must provide a survey credit and benchmark.	WSP	The survey that is used for the background on the Architectural site plan and ground floor plan is included in the Architectural drawing package as drawing A007.	A007	
			c) All driveway entrances should be detailed with information i.e. text quoting City Standard Drawings with a leader. The return curbs, concrete curb and gutter, sidewalk and the entrance in general should all be pointed out with the appropriate City Specification. The approximate limits of sidewalk and concrete curb and gutter reconstruction should also be indicated. Please note curb cutting is not permitted to expand or create a driveway entrance. The concrete curb and gutter must be reconstructed as per City Standards. Concrete curb should not be illustrated as crossing the concrete sidewalk at the driveway entrance.	Sweeny & Co./ Terraplan	All relevant City standard details are noted on LS-100 and the Details are included in LD-100. The appropriate linework for the vehicular entrance and pedestrian sidewalk has been provided on LS-100 and A105.	LS-100, LD-100, A105	
			d) Place the following note on the Site Plan: Staff have reviewed this application on the understanding it will comprise one mixed use condominium corporation upon completion. If any party, including the applicant or any subsequent owner, submits an application for condominium approval for this development not in accordance with this information, different servicing connections, including all associated stormwater management facilities and any necessary revised plans and studies, may be required by the City at the sole cost to the condominium applicant.	Sweeny & Co.	Note 9 added to Architectural Site Plan 100.	A100 (Note 9)	
		2.	<u>Stormwater Management Report, Prepared by WSP Canada Group Ltd., stamped March 23, 2018</u>				
			a) Section 1.2 refers to Figure 1 but it is not included in the report.	WSP	Figure 1 has been included in the SWM Report.	Figure 1 (Page 2 of SWM Report dated December 14, 2018)	
			b) Table 2.2 shows the allowed release rate from 16-18 Cumberland Street as being 4.4 L/s to Yorkville Avenue. This is the allowed release rate to Cumberland Street as the existing building drains to Cumberland. If it is decided that this proposed building will drain to Yorkville Avenue it	WSP	Noted. At this point, Building B is proposed to drain to Cumberland Street.	Section 2.3, table 2.2 (Page 6 of SWM Report dated December 14, 2018)	

			must be included in the allowed release rate to Yorkville Avenue of 35.2 L/s.				
			c) Provide pre and post development storm drainage area plans which show areas and runoff coefficients. Information in Tables 3.1 and 3.2 should be shown on the post development plan. Existing and proposed service connections should be shown on these plans.	WSP	See figures 2 and 3 (pages 5 and 8)	figures 2 and 3 (pages 5 and 8 of SWM Report dated December 14, 2018)	
			d) Section 3.2, Water Balance; state the total water balance volume required for the site before initial abstraction in the text.	WSP	This has been added in Section 3.2 (Page 9)	Section 3.2 (Page 9 of SWM Report dated December 14, 2018)	
			e) Section 3.3 Water Quality; provide more rationale than just saying the area is low. There will be some sediment accumulation on the sidewalks as well as the loading area. Provide calculations to show there is still 80% TSS removal overall with no treatment.	WSP	A Jellyfish unit has been sized to provided 80% TSS removal. See Section 3.3 (Page 10) and Appendix D.	Section 3.3 (Page 10 and Appendix D of SWM Report dated December 14, 2018)	
			f) Section 3.5, Water Quantity Control, state the proposed discharge from building B.	WSP	The proposed discharge from building B is shown in Table 3.5 and in the text on Page 10.	Section 3.4, table 3.5 (Pages 10-11 of SWM Report dated December 14, 2018)	
			g) Conclusion states a swm report was prepared to support the rezoning application. The Swm report is for the Site plan portion of the application. Update to either say rezoning and site plan or just site plan.	WSP	The report has been revised to show that the it has been prepared to support the SPA and RZA for Building A, and RZA for Building B.	Section 4 (Page 12 of SWM Report dated December 14, 2018)	
			h) In the Conclusion, provide a summary with the following: <ul style="list-style-type: none"> • The calculated allowable release rate • The actual release rate • The required storage • The provided storage • The orifice tube sizes • Water Balance required • Water Balance provided • TSS% removal required and provided 	WSP	The requested valued have been added to the conclusion on Page 12.	Section 4 (Page 12 of SWM Report dated December 14, 2018)	
			<u>Site Grading Plan, Drawing No. SG1, Revision 1, Prepared by WSP Canada Group Ltd., dated March 26, 2018</u>				
		3.	a) Given that you are using a numerical date i.e. 09 / 20 / 08 please provide the date convention that you are using for example yyyy/mm/dd etc. Please ensure that it is consistent throughout the plan.	WSP	Date convention on the drawings has been revised to use text (i.e. Dec 14/18)	SG-1	
			b) Show the property line clearly after the proposed widening's.	WSP	Lane widenings are now shown on the servicing and grading plans	SG-1, SS-1	
			c) Clearly show all proposed work within the City's ROW on the plan and label with appropriate standard.	WSP	Driveway entrance is labelled with the relevant City standard	SG-1	
				WSP	Lane widenings are now shown on the servicing and grading	SG-1	

			d) Clearly show and label all lane widenings.		plans	
			e) Provide a note within the building envelope on both the servicing and grading plan to indicate whether or not there will be a green roof. The note should include the type of green roof and the manufacturer's claim of water retention in metric units.	WSP	This information is not currently available and will be included with the next submission	N/A
			f) The applicant must provide a survey credit and benchmark.	WSP	Added to the drawings as requested.	SG-1
			g) State municipal address of the site.	WSP	Site Address was added to the plan	SG-1
			h) Update City Signature Block to show the correct Manager – Avi Bachar.	WSP	Revised as requested.	SG-1
			i) The surface ponding areas on the plan should include the following information next to it: volume, depth, area and High Water Level elevation.	WSP	The requested information has been added to the grading plan.	SG-1
			j) Show top of grate elevations of all manholes.	WSP	Top of manhole grades have been added to the grading plan.	SG-1
			k) Show ramp slope and the entrance to the underground parking ramp.	WSP	Ramp slope has been added to the grading drawing.	SG-1
			l) Ensure all elevations are legible.	WSP	Revised as requested.	SG-1
			m) Park to be graded in a way that does not flood the building. Currently all elevations along the west side of the building are the same as the FFE.	WSP	Park grades were adjusted such that all grades are below the building FFE. Furthermore all park grading slopes away from the building with overland flow route away from the building ensuring no flooding.	SG-1
			n) FFE should be above ground elevation, except in the case of accessible entrances.	WSP	FFE is above the ground elevation with the exception of accessible entrances.	SG-1
			o) The overland flow route high point at the south end of the park is the same elevation as ground and FFE. What will stop overland flow from going into the building here?	WSP	Grading adjusted to eliminate this issue.	SG-1
			p) Please note that the Building Department is not comfortable with the idea of ponding water against the building. There are special requirements in the Ontario Building Code for waterproofing of foundations / walls when water ponds against the building. You might consider placing a generic note on the plan indicating that the wall in question will be waterproofed as per the current requirements of the OBC and also inform the Architect of this situation.	WSP/ Sweeny & Co.	Grading revised such that no ponding is proposed next to the building.	SG-1
			q) Clarify why there are two curbs shown on Cumberland St. and multiple curb lines on Yorkville Ave. Is the road being reconfigured? Ensure any existing or proposed curb is clear.	WSP	This discrepancy is removed in the latest drawings. Curb alignment is not proposed to change.	SG-1

		<p>r) Sidewalk in ROW to be between 2-4% and match existing as close as possible along Cumberland. Any change in elevation along the property line should be gradual.</p>	WSP	Building B has been removed from SPA. Therefore no grades along Cumberland.	SG-1
		<p>s) The concrete curb, concrete sidewalk and all restoration along fronting roadways to the site must be constructed and carried out in accordance with City of Toronto Standards.</p> <p>City of Toronto Standards include but not limited to:</p> <ul style="list-style-type: none"> • T-350.01 – Urban Entrances; • T-310.050-8 – Driveway Thickness • T-310.010-2 – Concrete Sidewalk With Boulevard; • T-600.11-1 – Concrete Curb (Bordering Driveway Entrance); • T-600.05-1 – Concrete Curb and Gutter. 	WSP	Relevant City of Toronto Standards have been added to the grading plan.	SG-1
		<p>t) All driveway entrances should be detailed with information i.e. text quoting City Standard Drawings with a leader. The return curbs, concrete curb and gutter, sidewalk and the entrance in general should all be pointed out with the appropriate City Specification. The approximate limits of sidewalk and concrete curb and gutter reconstruction should also be indicated. Please note curb cutting is not permitted to expand or create a driveway entrance. The concrete curb and gutter must be reconstructed as per City Standards. Concrete curb should not be illustrated as crossing the concrete sidewalk at the driveway entrance.</p>	WSP	Driveway entrance has been annotated to be as per City of Toronto Standard T-310.050-1	SG-1
		<p>u) The following notes are to be placed on the Grading Plan:</p> <ul style="list-style-type: none"> • All work in the Municipal Right of Way to be completed by the applicant at no cost to the municipality. • All asphalt within the City's Right of Way to be superpave mix as per City Standards. • This note is to appear on the grading plan within a box, as shown: <p>PRIOR TO COMMENCING ANY WORK WITHIN THE MUNICIPAL RIGHT OF WAY THE CONTRACTOR OR DEVELOPER OR CONSULTANT WILL OBTAIN ALL NECESSARY ROAD OCCUPANCY PERMITS FROM THE CITY'S RIGHT-OF-WAY MANAGEMENT SECTION.</p>	WSP	The requested notes were added to the grading plan.	SG-1
		<p>v) See markup.</p>	WSP	Markup comments have been addressed.	SG-1
	4.	<p><u>Site Servicing Plan, Drawing No. SS1, Revision 1, Prepared by WSP Canada Group Ltd., dated March 26, 2018</u></p>			
		<p>Update the City of Toronto Engineering and Construction Services Acceptance Label on all Engineering Drawings, to show the correct Managers name – Avi Bachar.</p>	WSP	Revised as requested.	SS-1
	General	<p>b) Given that you are using a numerical date i.e. 09 / 20 / 08 please provide the date convention that you are using for example yyyy/mm/dd etc. Please ensure that it is consistent throughout the plan.</p>	WSP	Date convention on the drawings has been revised to use text (i.e. Dec 14/18)	SS-1
		<p>c) An application for the installation of new service connections must be made through District Contract Services, Toronto Water Division, North York Civic Centre, 5100 Yonge Street, 2nd Floor, once Development Engineering is satisfied with the plans. The service connections within</p>	11 Yorkville Inc.	Noted.	N/A

			the public right-of-way shall be installed by the City at the owner's cost. For further information, please contact Toronto Water at 416-395-6082.			
			d) Illustrate and label all existing municipal service connections and indicate if they are to be removed. All services in the municipal right of way that are to be abandoned, will be done so by City forces. The developer will abandon all services within private property.	WSP	An investigation of existing service connections is currently being undertaken. The results are not available at the time of submission. Results will be provided to the City as soon as they are available.	N/A
			e) It is the consultant's responsibility to ensure that the location and elevation of the service to be utilized is compatible with the intended use of the property.	WSP	Noted.	N/A
			f) It is the consultant's responsibility to check their design against existing and proposed utilities to ensure that they don't interfere with below or above grade services.	WSP	Noted.	N/A
			g) It is the consultant's responsibility to check their design against the landscape plan to ensure landscaping doesn't interfere with below grade services or cover up manhole frame and covers.	WSP	Noted.	N/A
			h) The following notes are to be placed on the Servicing Plan: <ul style="list-style-type: none"> All work in the Municipal Right of Way to be completed by the applicant at no cost to the municipality. All service connections to be completed by Toronto Water. It is the responsibility of the applicant to comply with the Sewer Use By-Law and obtain all approvals / permits from Toronto Water – Environmental Monitoring & Protection Unit for any proposed temporary or permanent discharging of groundwater into municipal sewer systems and watercourses. The applicant is also responsible for complying with all the applicable Provincial requirements and obtaining the necessary approvals and / or permits from the Ministry of the Environment & Climate Change with regard to any proposed dewatering. Staff have reviewed this application on the understanding it will comprise one mixed use condominium corporation upon completion. If any party, including the applicant or any subsequent owner, submits an application for condominium approval for this development not in accordance with this information, different servicing connections, including all associated stormwater management facilities and any necessary revised plans and studies, may be required by the City at the sole cost to the condominium applicant. 	WSP	The requested notes were added to the servicing plan.	Notes 6, 7, 8 & 9 on SS1
	Storm		i) Ensure the storage tank volumes stated on the plan match the SWM report. provide the following on the plan: <ul style="list-style-type: none"> The actual release rate from each building The orifice tube sizes /control mechanism for each building. 	WSP	Tank Volumes have been coordinated between the SWM report and the servicing plans.	SS-1
	Sanitary		j) Include the latest standard detail for groundwater sampling port T-709.020, April 2018.	WSP	Latest groundwater sampling port detail is noted on the servicing plans.	SS-1
			k) A groundwater sampling port is required for Building B as well.	WSP	Building B is not included in the Site Plan Application and will be subject to a future application.	N/A

	Watermain	l) Backflow preventer required on domestic line per SD-4 for Building A.	WSP	Backflow preventer is schematically shown (icon B) on the domestic water line on the servicing plan. Detailed design within the building is by the mechanical consultant.	SS-1
		m) Building B water service connection to be in accordance with SD-4 and T-1105.02-1. Cannot combine fire and domestic service into one.	WSP	Building B is not included in the Site Plan Application and will be subject to a future application.	N/A
		n) See markup.	WSP	Markup comments have been addressed.	SS-1
	5.	<u>Cross-Sections and Details, Drawing No. SS1, Revision 1, Prepared by WSP Canada Group Ltd., dated March 26, 2018</u>			
		a) Include survey credit on the plan.	WSP	Survey Credit added to plans	SS-2
		b) Given that you are using a numerical date i.e. 09 / 20 / 08 please provide the date convention that you are using for example yyyy/mm/dd etc. Please ensure that it is consistent throughout the plan.	WSP	Date convention on the drawings has been revised to use text (i.e. Dec 14/18)	SS-2
		c) Include the site address on the plan.	WSP	Site Address was added to the plan	SS-2
		d) Include the latest standard detail for groundwater sampling port - T-709.020, April 2018.	WSP	Latest groundwater sampling port detail is noted on the servicing plans.	SS-2
		e) It is a combined sewer on Yorkville Avenue, not Storm as labelled.	WSP	Label changed to combined sewer.	SS-2
		f) Provide cross sections of all services from Building B to the laneway or Cumberland St.	WSP	Building B is not included in the Site Plan Application and will be subject to a future application.	N/A
		g) Section A-A, update the invert at the sewer connection. Currently it is above the invert at the control manhole and different to the invert on the servicing plan.	WSP	Section A-A has been revised to match drawings SS1	SS-1, SS-2
		h) Provide a section of the storage tank for both buildings, include elevations and storage for water balance and show control device.	WSP	Building B is not included in the Site Plan Application and will be subject to a future application.	N/A
		i) Ensure the storage volume on the storm tank schematic matches the SWM report.	WSP	Tank Volumes have been coordinated between the SWM report and the servicing plans.	SS1, SS-2, SWM Report dated December 14, 2018
		j) See markup.	WSP	Markup comments have been addressed.	SS-2
	6.	<u>Erosion and Sediment Control Plan, Drawing No. ESC, Revision 1, Prepared by WSP Canada Group Ltd., dated March 26, 2018</u>			

		a) Given that you are using a numerical date i.e. 09 / 20 / 08 please provide the date convention that you are using for example yyyy/mm/dd etc. Please ensure that it is consistent throughout the plan.	WSP	Date convention on the drawings has been revised to use text (i.e. Dec 14/18)	ESC
		b) Include the drawing name, site address, survey credit and benchmark information on the plan.	WSP	Requested information was added to the plan.	ESC
		c) Silt fence to be in accordance with City Standard detail T-219.130-1.	WSP	Revised as requested.	ESC
		d) See markup.	WSP	Markup comments have been addressed.	ESC
		<u>Notes, Drawing No. N1, Revision 1, Prepared by WSP Canada Group Ltd., dated March 26, 2018</u>			
		a) Include the drawing name and site address on the plan.	WSP	Drawing name and site address added to plan.	NT1
		b) Given that you are using a numerical date i.e. 09 / 20 / 08 please provide the date convention that you are using for example yyyy/mm/dd etc. Please ensure that it is consistent throughout the plan.	WSP	Date convention on the drawings has been revised to use text (i.e. Dec 14/18)	N/A
		c) Minimum cover over a watermain is 1.8m.	WSP	Note revised as requested.	N/A
		d) In grading and road pavement notes, include a note that all pavement within the City's Right of Way is to be superpave as per City Standards.	WSP	A note was added to specify that pavement within the R.O.W. should be as per the City of Toronto's latest superpave standards and specifications.	N/A
		e) See markup.	WSP	Markup comments have been addressed.	N/A
		<u>Draft R-Plan 66R-, Prepared by WSP Geomatics Ontario Ltd.</u>			
	8.1	a) Although the plan complies with the City's integration requirement, the south west coordinate value needs to be changed, as it is the same as the north-west coordinate value.	WSP	Draft Reference Plan which complies with City's integration requirements and which delineates separate parts for lane widening conveyances is included with this resubmission.	Draft Reference Plan 66R-XXXXX (17M-01494-001)
		b) The lane widening's need to be delineated by separate Parts on the Plan.	WSP	Draft Reference Plan which complies with City's integration requirements and which delineates separate parts for lane widening conveyances is included with this resubmission.	Draft Reference Plan 66R-XXXXX (17M-01494-001)
		<u>Landscape Plans</u>			
	9.	a) Show location of manholes, valves, services connections, storage tanks and utilities on the plan to ensure no conflict with proposed tree locations.	Terraplan	Locations of existing and proposed manholes, valves, services connections, storage tanks and utilities are shown on plan LST-100 and LST-200 respectively, however the comment is not applicable as no trees have been proposed.	LST-200, LST-100

			b) Continuous tree trenches must be constructed to the Canadian Highway Bridge Design Code and must be noted as such on the plans.	Terraplan	N/A. No trees have been proposed.	LST-100	
			c) Confirm if trees within the City's Right of way will have continuous soil trench or are in the potted shrub bed. If they have a continuous tree pit, provide two structural engineers' stamps and signatures on landscape drawings and the continuous tree pit section (Continuous Soil Trench), to confirm that all of the standard drawings and details will meet the applicable vehicular loading requirement according to the current version of the Canadian Highway Bridge Design Code.	Terraplan	N/A. No trees have been proposed.	LST-100	
			d) The two stamps must be accompanied by the following notation: "The design of the sidewalk, the underlying material and soils, shown on landscape plans, are able to withstand vehicular loading (minimum CL-625-ONT) pursuant to the current version of the Canadian Highway Bridge Design Code."	Terraplan	N/A. No trees have been proposed.	LST-100	
			e) The applicant to check their proposed Landscape Design in the municipal right of way against existing utilities to ensure there are no conflicts.	Terraplan	Landscape design was checked against the existing PUCC info, which resulted in no trees being proposed in the r.o.w. Refer to LS-200.	LST-200	
			<u>Additional Information</u>				
		10.	a) Clarify the ownership structure of the buildings – will buildings A and B both be condos under one ownership or what?	11 Yorkville Inc.	11 Yorkville (Building A) will have 3 distinct entities- Condo, Rental Replacement, Retail. Building B is subject to a future SPA Application and will be under separate ownership.	Email from Ashley Walker to WSP dated November 29, 2018.	
			b) The applicant must provide a Construction Management Plan with the subsequent submission.	BA Group/ 11 Yorkville Inc.	Construction Management Plan will be provided with subsequent SPA resubmission.	N/A	
			c) The applicant must provide a cost estimate and quantity breakdown for all required works within the municipal right of way including the driveway entrance(s). The estimate will include costs for utility relocations, but exclude service connections. Cost estimate to include 15% contingency, HST, and calculation for LC and engineering inspection fee.	WSP/ Terraplan	Landscape cost estimate has been provided.	Landscape Cost Estimate dated Dec 17, 2018.	
		11.	a) All plans must be revised as necessary to be consistent with the revised Site Plan.	Sweeny & Co./ Terraplan/ WSP	Architectural, Civil, and Landscape plans are fully coordinated	Architectural, Civil, and Landscape plans	
		12.	<u>Information Required Pertaining to Environmental Site Assessment of Lands to be Conveyed to the City, or Easements</u> Submit a Qualified Person Preliminary Statement Letter, that is dated and signed by the applicant's Qualified Person, as defined in O. Reg. 153/04, as amended, describing the lands to be conveyed to the City, and identifying what environmental documentation will be provided to the City's peer reviewer to support this conveyance; all environmental documentation consistent with O. Reg. 153/04 requirements shall be submitted with reliance extended to the City and its peer reviewer and any limitation on liability and indemnification is to be consistent with Ontario Regulation 153/04, as amended, insurance requirements or such greater amount specified by the Chief Engineer and Executive Director of	EXP	Signed Qualified Person Preliminary Statement Letter describing lands to be conveyed to the City and identifying what environmental documentation will be provided to the City's peer reviewer to support this conveyance has been included with this resubmission.	EXP Qualified Person Preliminary Statement Letter, dated December 14, 2018.	

		Engineering & Construction Services (see the <i>Policy for Accepting Potentially Contaminated Lands to be Conveyed to the City under the Planning Act</i> adopted by City Council on February 10 and 11, 2015 at: www.toronto.ca/legdocs/mmis/2015/pw/bgrd/backgroundfile-74422.pdf)			
E. BACKGROUND					
Transportation Services	<u>Driveway Access and Site Circulation</u>	A pick-up/drop-off facility for the development is required to be provided on-site. This facility can be located abutting the north-south public lane, as widened, and operate in a counter-clockwise fashion.	WSP	Noted, see response in comment above and also TIS addendum letter.	A100, A105, LS-100, TIS Addendum, dated December 13, 2018.
	<u>Traffic Impact Assessment</u>	Despite the above-noted conclusion and recommendations by the consultant, additional analyses and documentation is required prior to accepting the traffic impacts of the proposal, which are as follows:	WSP	N/A.	N/A
	a) Submit a revised report, which includes 'Access Location Analysis' as required by Section 3.4.3 of the Guidelines for the preparation of Transportation Impact Studies, version 2013;		WSP	Please see the TIS addendum which now includes the Access Location Analysis.	TIS Addendum, dated December 13, 2018.
	b) Figure 3-2 illustrates all outbound site-generated trips assigned to eastbound right-turn movement only at the intersection of Yonge Street and Cumberland Street. Given that the left-turn movement is permissive at this intersection as illustrated in Figure 2-3, Figure 2-3 must illustrate the left turn movement despite the fact that 'zero' site trips are assigned to this movement;		WSP	Noted, however, Figure 2-3 is a site-generated trips figure, which is meant to illustrate the distribution of site-generated trips, and not all the possible movements at each intersection. Please refer to Figure 2-1, which illustrates the lane configurations, of which an eastbound left turn is shown because that is a possible movement.	TIS Addendum, dated December 13, 2018.
	c) The foot note in the Capacity Analysis Worksheets for both Future Background and Future Total conditions provided at the bottom left, shows as existing AM/PM conditions. To help avoid confusion, the foot note in the worksheets must be corrected appropriately; and		WSP	Please see Attachment A in the TIS Addendum with updated Capacity Analysis sheets.	TIS Addendum, dated December 13, 2018.
	d) Replace the header in the capacity analysis worksheets for the intersection of site driveways with Cumberland Street and Yorkville Avenue to show as 'Site Driveway and Cumberland Street' and not just 'Cumberland Street'. The same applies to the capacity analysis worksheet for the intersection of site driveway with Yorkville Avenue		WSP	Please see Attachment A in the TIS Addendum with updated Capacity Analysis sheets.	TIS Addendum, dated December 13, 2018.
	<u>Parking</u>		WSP		
	e) The application of the above-noted parking standards will require a total of 215 residential parking spaces, 20 visitor parking spaces and zero retail parking spaces.			Noted, the parking allocations now match these comments.	A001, A006, TIS Addendum, dated December 13, 2018.
	In order to ensure the availability of the resident parking spaces, as noted above, the residential visitor parking spaces are required to be physically separated from the resident portions of the parking supply by an overhead door or a control gate.		WSP	Yes, residential visitor parking is on P1 and is physically separated from residential parking in P2 to P4 by a gate/door.	A104
	<u>Loading</u>		WSP/ Sweeny		
Given that the truck manoeuvring is to occur at the top of the access ramp and within the public lane, the reverse truck manoeuvres are further accepted on the condition that the owner provide a fully trained building maintenance person to assist large vehicle operators with any turning manoeuvres that are required to enter or exit the proposed loading spaces by controlling cycling, pedestrian and all other vehicular activity in the immediate area.			Noted. Please also see the TIS addendum which addresses the flashing warning beacon system that will also be used to warn vehicles of reversing trucks.	TIS Addendum, dated December 13, 2018.	
<u>PATH Connection</u>		WSP/ Sweeny			
			The P1 plan now illustrates a pedestrian connection between the P.A.T.H. connection in the southwest corner and the residential lobby elevator. The marked pedestrian path takes up 1.2m of the 6.0m east-west driveway, and thus it must be shared with vehicles circulating the garage. Pedestrian volumes will be low, and enhanced lighting and pavement markings to increase driver's awareness of potential pedestrians.	A104	