

15 - 17 Elm Street
Comment Response Matrix Files: 22 202864 STE 11 OZ and 22 202863 STE 11 SA
 Responding 1st Submission Comments
 April 12, 2023

Development Engineering comments dated November 28, 2022 Contact: Naglaa Ahmed 416.395.1113 Naglaa.ahmed@toronto.ca		
No.	Comment	Response
A. REVISIONS AND ADDITIONAL INFORMATION REQUIRED FOR PLANS, STUDIES AND DRAWINGS		
	The Owner is required to amend the plans and/or submit studies/documentation to address the following comments and resubmit, for the review and acceptance of the Chief Engineer & Executive Director, Engineering & Construction Services, prior to approval of the Zoning By-law Amendment application.	
	<p>With the next submission, the Applicant shall provide a Response Summary Letter (or Table). The letter shall:</p> <ul style="list-style-type: none"> • Include each comment from Section A and C of this memo. • Use the same headings and numbering as Section A and C of this memo. • Provide details of how each comment was addressed, including references to specific page numbers and drawing numbers. • For any comments not addressed, provide a detailed explanation of why this was not done. 	Noted.
	<p>The Applicant shall also provide a Revision Summary Letter (or Table). The letter shall specify all revisions made to reports, plans, and drawings beyond those detailed in the Response Summary Letter, including references to specific page numbers and drawing numbers. The Applicant may combine the two letters above into a single document. The Applicant shall note that Engineering & Construction Services will not be able to start reviewing the next submission or circulate it to our commenting partners until the above have been submitted. Failure to provide this information, organized in the manner indicated above, may result in delays to comments and approvals.</p>	Please refer to the ECS comment response memo and redlined response document, prepared by Arcadis IBI Group and dated April 11, 2023.
1.	<u>Transportation Services</u>	
1.1.	For the proposed stratified 3.0 metre wide north-south laneway (Harry Barberian Lane) conveyance along the east side of the site, delineate and identify the required minimum depth of 1.2 metres between the finished grade and the top of the below-grade structure.	For the north-south 3m laneway widening (to the east of the proposed building) and the east-west 0.56 m laneway widening (to the south of the proposed building), we are proposing a surface access easement and not a conveyance. Due to site constraints, our below grade program will extend below the future laneway widening areas. The proposed easement is intended to be registered on title.

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1.2.	Remove the proposed underground and at-grade structural encroachments from within the required 0.56 metre wide strip of land along the south frontage of the site abutting the east-west public lane (Harry Barberian Lane), with this area to be labelled as "lands to be conveyed to the city," free and clear of any obstruction and encumbrance.	We are proposing to encroach above and below within the future laneway widening area. A surface access easement is proposed in favour of the City. The easement area would extend to a height of 10.0 metres above-grade.
1.3.	Review the feasibility of providing a minimum of one (1) car-share space onsite, and providing it within the automated parking system.	There are significant challenges in providing car share spaces within a proposed automated parking. Please refer to the transportation addendum letter, dated April 12, 2023.
2.	<u>Solid Waste Management Services</u>	
	<i>Multi-Residential Component</i>	
2.1.	Revised drawings must indicate and annotate the Type G loading space that is level (+/-2%), and is constructed of a minimum of 200 mm reinforced concrete.	Revised drawings have responded to this comment.
2.2.	Revised drawings must indicate and annotate the staging pad abutting the front of the Type G loading space has an unencumbered vertical clearance of 6.1 metres, is level (+/-2%), and is constructed of a minimum of 200 mm reinforced concrete.	Revised drawings have responded to this comment.
2.3.	Revised drawings must indicate that all access driveways to be used by the collection vehicle will have maximum gradient of 8%, have a minimum vertical clearance of 4.4 metres throughout, a minimum width of 4.5 metres throughout and be 6 metres wide at point of ingress and egress.	Revised drawings have responded to this comment.
2.4.	Revised drawings must indicate that all overhead doors will have a minimum vertical clearance of 4.4 metres, and a minimum width of 4 metres.	Revised drawings have responded to this comment.
3.	<u>Engineering & Construction Services</u>	
3.1.	Further to the Revision Summary Letter requested above, provide a detailed response letter/table listing any changes made to the design of the site that were not part of the comments provided by Engineering & Construction Services.	Please refer to the ECS comment response memo and redlined response document, prepared by Arcadis IBI Group and dated April 11, 2023.

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3.2.	Revise the Functional Servicing and Stormwater Management Report to address the comments provided on the attached marked-up, appended to the memorandum as Attachment 1.	The Functional Servicing and Stormwater Management Report has been updated to address all mark-up comments provided within Attachment 1.
3.3.	Provide a completed Foundation Drainage Summary form, appended to this memorandum as Attachment 2.	The completed Foundation Drainage Summary Form is included in Appendix B of the updated Functional Servicing and Stormwater Management Report.
3.4.	Complete the Servicing Report Groundwater Summary form December 2017 appended to the memorandum as Attachment 3 & 4.	The completed Servicing Report Groundwater Summary Form is included in Appendix B.
3.5.	Revise the Hydrological Review Summary Form to address the comments provided on the attached marked-up, appended to the memorandum as Attachment 5.	An updated Hydrogeological report is being completed and will be submitted with the subsequent submissions along with an updated Hydrological Review Summary Form.
3.6.	Revise the Civil Plans to address the comments provided on the attached marked-up, appended to the memorandum as Attachment 6.	The Civil Plans have been updated to address the comments provided.
3.7.	<u>Submit an Exemption Application to the satisfaction of the General Manager of Toronto Water that Long-term Discharge of Foundation Drainage is required.</u>	No long-term discharge of foundation drainage is proposed. All infiltrated stormwater can be reused on site.
3.8.	Provide signed and stamped Architectural plan to accompany the Functional Servicing and Stormwater Management Report as per Attachment 7.	The most recent set of architectural plans (signed and stamped) have been included in Appendix A of the Functional Servicing and Stormwater Management Report.
4.	<u>Land and Property Surveys</u>	
4.1.	0.56m lane widening is required along the rear of the property to satisfy the requirement of a 6m wide lane right-of-way. The lane has an approximate width of 4.88m.	Noted.
4.2.	1.48m lane widening is required along the easterly limit of the property to satisfy the requirement of a 6m wide lane right-of-way. Harry Barberian Lane has an approximate width of 3.05m	Noted. A 3.0 m widening is proposed to the east of the proposed building.
B. (PRELIMINARY) ZONING BYLAW AMENDMENT CONDITIONS		

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1.	<u>Transportation Services</u>	
1.1.	Provide and maintain minimum parking in accordance with the following rates and provisions: a) Resident Parking: 0.13 spaces per unit; b) Visitor Parking: Zero (0) spaces required; c) Non-Resident Parking: Zero (0) spaces required; d) Car-Share Parking: To be determined;	Noted. Car-share parking is unable to be accommodated. Please refer to the transportation addendum letter, prepared by BA Group and dated April 12, 2023.
1.2.	Include the following definitions in the Site-Specific By-law for this project: (i) Car share means the practice where a number of people share the use of one or more cars that are owned by a profit or non-profit car sharing organization and where such organization may require that use of cars be reserved in advance, charge fees based on time and/or kilometres driven, and set membership requirements of the car sharing organization, including the payment of a membership fee that may or may not be refundable; (ii) Car share parking means a parking space that is reserved and actively used for car-sharing; and	No car share parking spaces are proposed.
1.3.	Provide a minimum of one (1) Type G loading space for the project.	Noted. A Type G loading space is proposed.
2.	<u>Engineering & Construction Services</u>	
2.1.	Make satisfactory arrangements for the construction of any improvements to the municipal infrastructure in connection with the Functional Servicing and Stormwater Management Report, to be resubmitted 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.
C. ADVISORY OF OTHER CITY APPROVALS & REQUIREMENTS		
1.	<u>Transportation</u>	

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1.1.	To prepare all documents and convey to the City, for a nominal sum, a stratified 3.0 metre wide strip of land along the east limit of the property, abutting the north-south public laneway (Harry Barberian Lane), to a minimum depth of 1.2 metres belowgrade and a minimum height of 10.0 metres above-grade, together with rights of support, such lands to be free and clear of all other physical and title encumbrances and obstructions, and subject to a right-of-way for access and construction purposes in favour of the Grantor until such time as the said lands have been laid out and dedicated for public laneway purposes, to the satisfaction of the Chief Engineer and Executive Director, Engineering & Construction Services and the City Solicitor;	For the north-south 3m laneway widening (to the east of the proposed building) and the east-west 0.56 m laneway widening (to the south of the proposed building), we are proposing a surface access easement and not a conveyance. Due to site constraints, our below grade program will extend below the future laneway widening areas. The easement area would extend to a height of 10.0 metres above-grade. The proposed easement is intended to be registered on title.
1.2.	To prepare all documents for a Pedestrian Clearway Easement to secure to the City a 2.1 metre wide pedestrian clearway along Elm Street, to a minimum height of 3.0 metres above the finished grade where applicable, together with rights of support, such lands to be free and clear of all other physical obstructions and encumbrances, and subject to a right-of-way for access and construction purposes in favour of the Grantor until such time as said lands have been laid out and dedicated for public pedestrian clearway purposes, all to the satisfaction of the Chief Engineer and Executive Director, Engineering & Construction Services and the City Solicitor;	Noted.
1.3.	To submit to the Chief Engineer and Executive Director, Engineering & Construction Services, a draft Strata Reference Plan of Survey in metric units and integrated into the Ontario Coordinate System, with coordinate values shown on the face of the plan and delineating thereon, by separate PARTS, the lands to be conveyed to the City for public laneway and pedestrian clearway purposes, the lands to be subject to rights of support, and the remainder of the site, and any appurtenant right-of-way, as identified in C(1)-C(3), for review and approval, prior to depositing it in the Land Registry Office;	We are proposing a surface access easement and not a conveyance for the laneway widening lands.
1.4.	To submit comprehensive Construction Management Plans (CMP) for each stage of the construction process. These plans must illustrate the location of employee and trades parking, heavy truck access points, material storage, construction site fencing and overhead cranes. We advise the applicant that they cannot use the municipal right-of-way for construction-related purposes without first receiving written authorization from our Permits and Enforcement Section, including payment of the necessary fees;	Noted.
1.5.	That additional comments with respect to site circulation and layout, access to the proposed parking and loading facilities, streetscape/landscape and site access arrangements will be provided as part of the site plan review process.	Noted. Please refer to our Site Plan Approval materials (22 202863 STE 11 SA).

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1.6.	<p>Prior to site plan approval, the applicant must submit financial contributions/payments in the form of a letter of credits/certified cheques and/or provide additional documentation for the implementation of a Transportation Demand Management (TDM) plan. These provisions include, but are not limited to, the following items:</p> <ul style="list-style-type: none"> (a) One (1) on-site car-share space (feasibility to be determined); (b) One (1) annual car-share and/or bike-share membership per unit, offered for the first year of occupancy; (c) One (1) Presto card per unit pre-loaded with the value of a monthly transit pass, offered at first occupancy; (d) A minimum of one (1) bike repair station provided on-site; 	Noted.
1.7	<p>That in conjunction with the future Site Plan Control application for this project, it will be necessary to:</p> <ul style="list-style-type: none"> (a) Remove all existing accesses, curb cuts, traffic control sign(s) that are no longer required and reinstate the curb, gutter and boulevard within the City's right-of-way, in accordance with City standards and to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services; (b) Provide and maintain off-street vehicular parking and loading facilities and access driveways in accordance with the approved plans and drawings, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services; (c) Re-construct the adjacent public laneway lands with acceptable elevations and paving materials, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, at no cost to the City; (d) Provide and maintain on-site pavement marking and signage (e.g. "No Parking" signs adjacent to the proposed loading space) as required; (e) As per the Toronto Green Standards Ver. 4.0, provide and maintain all (100 percent) resident parking spaces with energized outlets capable of providing Level 2 charging; (f) Provide and designate a fully trained building maintenance person to assist large vehicle operators with any turning manoeuvres that are required to enter or exit the site and the proposed loading space by controlling cycling, pedestrian and all other vehicular activity in the immediate area; (g) Provide a warning system to alert drivers, cyclists, and pedestrians within the public laneway that large trucks are manoeuvring on-site and provide documentation on the type of warning system used and how it will be activated; (h) Construct the Type G loading spaces and all driveways and passageways providing access thereto in accordance with the requirements of the Ontario Building Code, including allowance for City of Toronto bulk lift and rear bin loading with impact factors where they are to be built as supported structures; 	Noted.

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	<ul style="list-style-type: none"> (i) Provide a design specification for the car elevators and automated parking system and further documentation regarding the following, as required: <ul style="list-style-type: none"> i. Any car size restrictions so that purchasers are advised that not all vehicle types may be accommodated in the car elevators/ automated parking system; ii. Verification that the parking elevators for the automated parking system will be designed so that it will "rest" on ground level; iii. The provision of an elevator/automated parking system maintenance contract for the proposed parking system that guarantees same-day (or expedient) repairs; 	
1.8.	<p>With respect to the underground construction beneath the north-south public laneway lands to be widened, the Owner must include the following in the Site Plan Agreement, binding successors on title, to:</p> <ul style="list-style-type: none"> (a) Indemnify the City from and against all actions, suits, claims, or demands and from all loss, costs, damages, charges and expenses that may result from the construction of the garage beneath the widened public laneway lands; (b) Maintain the structure in good and proper repair and in a condition satisfactory to the Chief Engineer and Executive Director of Engineering and Construction Services; (c) Indemnify the City from and against any loss or damage to the waterproofing and structure resulting from the maintenance and reconstruction of the laneway, including salt damage, unless such loss or damage is caused by negligence of the City; (d) Include additional conditions as the City Solicitor and the Chief Engineer and Executive Director of Engineering and Construction Services may deem necessary in the interests of the Corporation, including, but not limited to, insurance provisions; (e) Convey to the City an easement of support rights for the lands located below the public laneway lands required as outlined in Condition C(2); (f) Construct and maintain the portions of the public laneway lands, which are to be located on top of the underground garage as a supported structure in accordance with the Ontario Design of Highway Bridges Code, or such other standard as may be approved by the Chief Engineer and Executive Director of Engineering and Construction Services; 	We are proposing a surface access easement and not a conveyance for the laneway widening lands.
1.9.	<p>With respect to any proposed boulevard improvements, including any non-standard soil cells, planters, street furniture, retaining walls, and/or concrete pavers, as shown on the Landscape Plans, dated _____ by Studio TLA:</p>	Noted.

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	<p>a) The Owner shall construct and maintain all boulevard improvements within the boulevard areas of the public highways adjoining the Land in accordance with, and as shown on the approved plans and drawings listed in Schedules “B” to the satisfaction of the General Manager of Transportation Services (the “Boulevard Improvements”). The Owner’s boulevard maintenance obligations do not include municipal concrete sidewalk(s), curbing, trees after all applicable maintenance periods have expired and the City is satisfied with the tree planting, or public transit stops/transit shelters within the adjoining public highway;</p> <p>b) The Owner agrees that it will, at its expense, maintain the Boulevard Improvements in a state of good repair, free of graffiti, posters, litter, snow and ice, and that vegetation will be maintained in a healthy and vigorous state of growth all to the satisfaction of the General Manager of Transportation Services;</p> <p>c) The Owner shall not make any additions or modifications to the Boulevard Improvements beyond what is allowed pursuant to the terms of this site plan agreement. The Owner further acknowledges that should it neglect to maintain the Boulevard Improvements, then the City may perform the required work pursuant to the Toronto Municipal Code Chapter 743, Article 8, and the City may recover its costs in a like manner as municipal taxes;</p> <p>d) The Owner agrees that if the City should at any time undertake any widening or other alteration to the adjoining public highway(s) necessitating the removal of any Boulevard Improvements, the City shall not be liable to pay any compensation whatsoever for such removal, nor shall it restore any Boulevard Improvements that it removes. The Boulevard Improvements permitted by this Agreement shall be removed by the Owner, at its expense, within 14 days of receiving written notice from the General Manager of Transportation Services or his/her designate. In default of the removal not occurring as requested, the City may carry out the removal, at the Owner’s expense, and may recover its costs in a like manner as municipal taxes;</p> <p>e) The Owner acknowledges that there may exist municipal and/or utility services within, upon or under the boulevard, and acknowledges that the City or the utility responsible for such service(s) may need to undertake repairs or carry out maintenance on such service(s) or to replace such service(s) or to install new service(s). The Owner agrees that the City or utility shall have the right to remove the Boulevard Improvements for the purpose of carrying out such installation, replacement, repair, or maintenance. Prior to removing the Boulevard Improvements, the City shall give the Owner 48 hours’ notice of its intention to remove the Boulevard Improvements for maintenance purposes, except in the case of emergency, in which case no notice shall be required. On completing the installation, replacement,</p>	

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	<p>repairs or maintenance, the Owner, at its sole expense, shall proceed immediately to restore the Boulevard Improvements to the condition it was in prior to the commencement of such installation, replacement, repairs, or maintenance. Under no circumstances shall the City be required to so restore the lands or to compensate the Owner for the cost of doing so;</p> <p>f) The Owner agrees to defend, save and keep harmless and fully indemnify the City, its officers, employees, agents and other representatives, from and against all actions, claims, suits or damages whatsoever that may be brought or made against the City in respect of the Owner’s use of the boulevard area of the adjoining public highways for Boulevard Improvements;</p> <p>g) The Owner releases, waives and forever discharges the City and its agents, officials, servants, contractors, representatives, elected and appointed officials, successors and assigns and any other agencies, corporations, boards, commissions or related bodies having utilities or services which may in any manner be affected by the installation or maintenance of the Boulevard Improvements (collectively, the “Released Parties”), of and from all claims, demands, suits, actions and causes of action, whether in law or equity, in respect of death, injury, loss or damage to the person or any property of the Owner however caused, and all damages, costs, expenses losses and charges whatsoever arising or to arise by reason of the permission granted pursuant to this Agreement, including consequential damages (collectively, “Claims”). Without limiting the generality of the foregoing, no claims shall be made against the Released Parties by the Owner for damage occurring to the Boulevard Improvements as a result of the City’s snow removal operations;</p> <p>h) The Owner must obtain and maintain third-party bodily injury and property damage insurance in the amount of \$5,000,000 or such other coverage as the General Manager of Transportation Services may require, naming the City of Toronto as an additional insured party under the policy, to the satisfaction the General Manager of Transportation Services. Such insurance shall be kept in good standing;</p>	
1.10.	<p>For the Pedestrian Clearway Easement to accommodate the public pedestrian clearway lands as required in Condition B(2), it will be necessary include the following terms in the Site Plan Agreement, binding the successors on title:</p> <p>a) The Owner shall construct, repair, and maintain the public pedestrian sidewalk on the public Pedestrian Clearway Easement lands, including the clearing of snow and ice, at its sole cost and expense and to the satisfaction of the Chief Engineer and Executive Director, Engineering & Construction Services. The Owner shall have the right at all reasonable times to enter upon the public Pedestrian Clearway</p>	Noted.

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	<p>Easement lands for the purpose of maintenance and repair of the public pedestrian sidewalk, provided the Owner in exercising such right of access, shall not unreasonably interfere with the public Pedestrian Clearway Easement as granted and shall exercise all reasonable care in conducting its operations and shall restore the public Pedestrian Clearway Easement lands to the same or an improved condition, as existed immediately prior to such entry;</p> <p>b) Prior to effecting any maintenance or repairs which would necessitate the closure of the public pedestrian sidewalk on the public Pedestrian Clearway Easement lands, the Owner shall obtain the prior written consent of the City’s General Manager of Transportation Services. Any request for the written consent of the General Manager of Transportation Services may be made to:</p> <p style="padding-left: 40px;">Transportation Services Toronto City Hall 100 Queen Street West 24th Floor, East Tower Toronto, ON M5H 2N2 Fax No. 416-392-4455 Attention: General Manager, Transportation Services</p> <p>Notwithstanding any other terms or provisions of the public Pedestrian Clearway Easement lands and this Agreement, at any time and from time to time, the Owner may interfere with or interrupt the use of the public Pedestrian Clearway Easement without notice in instances of emergency if the obtaining of prior written consent is not practical;</p> <p>c) The Owner shall, from time to time and all times hereafter fully indemnify and save harmless the City, its elected officials, officers, employees, agents, their successors and assigns, or any of them, from and against all actions, causes of action, suits, claims and other proceedings which may be brought against or made upon the City, its elected officials, officers, employees, agents, their successors and assigns, or any of them, and from and against all loss, liability, judgment, costs, charges, demands, damages or expenses which the City, its elected officials, officers, employees, agents, their successors and assigns, or any of them may sustain, suffer or be put to resulting from or arising out of:</p> <p style="padding-left: 40px;">(i) the failure of the Owner to maintain the public pedestrian sidewalk on the public Pedestrian Clearway Easement lands in accordance with the terms of this Agreement;</p>	

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	<p>(ii) the failure of the Owner to design, construct or maintain lands and structures supporting the public pedestrian sidewalk on the public Pedestrian Clearway Easement lands in accordance with the terms of this Agreement;</p> <p>(iii) any loss, damage or injury (including death resulting from injury) to any person or property, howsoever caused directly or indirectly, resulting from or sustained by reason of any act or omission of the Owner or any person for whom it is in law responsible in connection with any of the purposes set out in the public Pedestrian Clearway Easement or in this Agreement with respect to the public Pedestrian Clearway Easement.</p>	
1.11.	That additional comments with respect to site circulation and layout, the proposed parking and loading facilities, streetscape/landscape and site access arrangements will be provided as part of the site plan review process;	Noted. Please refer to our Site Plan Approval materials (22 202863 STE 11 SA).
1.12.	As part of the Streetscape Permit process for the unit paver installation in the adjacent public laneways, the applicant will be required to provide a one-time lump sum maintenance fee per square metre (amount to be determined) for the total unit paving area within the public right-of-way and possibly an additional percentage of up to 15% of the above fee for complex designs;	Noted.
1.13.	That the use of car elevators and automated parking systems are regulated by the Technical Standards and Safety Authority (TSSA) and limited to licensed operators only, and therefore, future users of the underground parking spaces that are proposed for this project may be required to be trained and licensed in order to operate the proposed car elevators and automated parking system;	Noted. Please refer to the automated parking system memo, prepared by Kingfisher Technical Solutions, dated April 6, 2023.
1.14.	That approval for all work that will be carried out within the abutting public rights-of-way, which may include but not be limited to financial responsibility for removal or relocation of existing street furniture (transit shelters, benches, litter bins, bicycle locking rings, etc.), must be received from the Transportation Services Division. The Owner must contact the Street Furniture Management Unit to coordinate the removal or relocation of Astral street furniture or bicycle locking rings. There are Third Party costs associated with the removal and relocation of Astral street furniture and costs to remove the City of Toronto bicycle locking ring(s). The City and Astral will not undertake any work associated with removing, reinstalling, or relocating existing street furniture until it receives payment. If clarification is required on how the above standards will apply to this site, the applicant can contact the Street Furniture Management Unit at streetfurniture@toronto.ca . For all other works within the public right-of-way, the applicant can contact the Permits and Enforcement Section, Toronto and East York District, Construction Activities, at 416-392-7877;	Noted.

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1.15.	Of the need to make separate applications to the General Manager of Transportation Services for permits to carry out any works involving the construction in or occupancy of the abutting public rights-of-way;	Noted.
1.16.	To submit costs for the installation of the proposed new City of Toronto Standard bicycle locking rings on public right-of-way at the rate of \$433.92/unit, including HST. The cheque is made payable to the City of Toronto Treasurer and must be forwarded to the attention of: David Dang Transportation Services, Public Realm Street Furniture Management 433 Eastern Avenue 2nd Floor, Block B Toronto, ON M4M 1B7 Tel: 416.873.8799 David.Dang@toronto.ca ; and	Noted.
1.17	That further changes and/or requirements may be imposed by the General Manager of Transportation Services upon receipt of the revised plans and/or additional documentation required under Conditions A above.	Noted.
2.	<u>Solid Waste Management Services</u>	
	<i>Multi-Residential Component – Prior to Site Plan Approval</i>	
2.1.	Prior to Site Plan Approval, the Owner shall submit a letter certified by a Professional Engineer that in all cases where a collection vehicle is required to drive onto or over a supported structure (such as an underground parking garage and grading) the structure can safely support a fully loaded collection vehicle (35,000 kg) and conforms to the following: (a) Design Code - Ontario Building Code; (b) Design Load - City bulk lift vehicle in addition Building Code requirements; and (c) Impact Factor - 5% for maximum vehicular speeds to 15 km/h and 30% for higher speed.	Noted. Please refer to letter prepared by Jablonsky, Ast and Partners found in Appendix C of the Functional Servicing and Stormwater Management Report.

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2.2.	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.	Noted. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023 and the transportation addendum letter, prepared by BA Group and dated April 12, 2023.
2.3.	Revised drawings must indicate and annotate a waste compactor within the residential waste room.	Noted. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.
2.4.	The planned movement of the collection vehicle is adjacent to entrance/exit 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.	Noted. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023 and the transportation addendum letter, prepared by BA Group and dated April 12, 2023.
2.5.	Revised drawings must indicate and annotate a garbage storage room a minimum floor area of at least 57.24 square metres. Revised drawings must remove the notation of "retail and residential garbage" and replace it with "residential garbage room" only. Currently when measured under scale only 52.25 square metres is provided.	The main garbage room area has been increased to 58 sm. Due to the relatively small retail program proposed, one combined garbage room is proposed.
2.6.	Revised drawings must indicate a bulky storage area of minimum floor area of at least 10 square metres.	A 13 sm bulky storage area is proposed. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.
2.7.	Revised drawings must label the method of waste separation that will be used and that the method will be one of the following; a single chute with a tri-sorter, two chutes with one equipped with a bi-sorter or three separate chutes. Revised drawings must show chutes aligned within the garbage room to allow for a least a standard 1.5 m3 (2 yd3) front-end container under each chute or section of the sorter. The layout of the chute/sorter must also allow for an easy change out of any full container without the need to detach another container first.	A single chute with a tri-sorter is proposed. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.
	<i>Non-Residential Collection – Prior to Site Plan Approval</i>	
2.8.	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 (i.e. "Retail Waste Only").	Noted. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.

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2.9.	Revised drawings must indicate a storage space for the waste that will be generated by the non-residential component of this development. This non-residential waste room must be independent from the residential waste room and must be accessible without entering the residential waste room.	Due to the relatively small retail program proposed, one combined garbage room is proposed.
2.10.	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 opposite 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.	Noted. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023 and the transportation addendum letter, prepared by BA Group and dated April 12, 2023.
3.	<u>Engineering & Construction Services</u>	
3.1.	Prior to the issuance of the first above grade building permit, the Owner shall submit drawings for the stormwater collection pipe monitoring systems to the satisfaction of the General Manager, Toronto Water.	Noted.
3.2.	Show on the site servicing drawing(s) the location of all stormwater collection pipe monitoring systems, to the satisfaction of the Executive Director, Engineering & Construction Services in consultation with the General Manager, Toronto Water.	Noted.
3.3.	The Owner covenants and agrees at its sole expense to install and maintain a monitoring system for each stormwater collection pipe to the satisfaction of the General Manager, Toronto Water.	Noted.
3.4.	The Owner shall file with the Director of Community Planning, [insert correct district], a fully executed copy of Certification from the applicant's solicitor that: <ol style="list-style-type: none"> 1) The Parties have entered into a Cost Sharing Agreement with respect to the shared services and/or any other shared facilities; and 2) The Cost Sharing Agreement designates an owner who will be the person responsible in the case of any issues regarding the shared services, including but not limited to issues arising with respect to the City of Toronto Municipal Code Chapters 681 and 851 (the "Person of Responsibility"). The Certification shall further indicate: <ol style="list-style-type: none"> i. Who the Person of Responsibility is; 	Proposed as a post-approval condition.

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	<ul style="list-style-type: none"> ii. The contact information for the Person of Responsibility; and iii. That the Cost Sharing Agreement contains a clause requiring the Person of Responsibility to maintain up-to-date contact information with the General Manager, Toronto Water. 	
3.5.	That in connection with the submission of the future Site Plan Control Application, the Owner will need to submit Site Servicing and Grading plans and a Stormwater Management Report for review. The landscaping plans that were submitted with this Zoning Amendment Application will also be reviewed at that time.	Noted. Please refer to our Site Plan Approval materials (22 202863 STE 11 SA).
3.6.	The Owner is financially responsible for all costs associated with the excavation improvement, removal and/or relocation of any above or below-grade public or private utility resulting from the development of this property.	Noted.
3.7.	Prior to the issuance of a construction permit for work within the public rights-of- way (as part of a separate Streetscaping Application), the Owner must submit an Irrevocable Letter of Credit in an amount to be determined to guarantee the work to be undertaken and a certified cheque in an amount to be determined, made payable to Treasurer, City of Toronto, to cover the cost of engineering and inspection fees related to same.	Noted.
3.8.	That the Owner is required to obtain a permit or enter into a private water discharge agreement with Toronto Water, Environmental Monitoring and Protection, in the event that short or long term discharge of groundwater into the City's sewer is required.	Noted.
3.9.	The Owner will be required to make an application to the General Manager, Toronto Water for the installation of any proposed services within the City's right- of-way after acceptance of the stormwater management report and site grading and servicing plan. For further information, please contact George Kamalendran, Operations Contract Services at 416.392.7819.	Noted.
3.10.	<p>The Owner is advised that:</p> <ul style="list-style-type: none"> (a) The Owner is advised that pursuant to an order issued by the Ontario Ministry of the Environment and Climate Change, all wet taps performed on City watermains must be performed by, or under the supervision of, a Certified Operator in accordance with Ontario Regulation 128/04. The City of Toronto Watermain Specifications respecting the performance and verification of wet taps can be found at www.toronto.ca/ecs-standards/wettap. 	Noted.

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	(b) The City of Toronto has implemented Superpave asphalt mixes that commenced in the 2018 construction season for all public road infrastructure projects. Superpave asphalt mixes are mandatory for all new projects approved in 2018 and onward in the City of Toronto.	
3.11.	Please ensure that all submitted reports, servicing drawings and grading drawings are stamped and signed by a qualified professional engineer.	Noted.
3.12.	All revisions must comply with the following documentation: (a) City of Toronto's Design Criteria for Sewers and Watermains Manual. This document can be downloaded from the following website: https://www.toronto.ca/wp-content/uploads/2021/01/8cbc-ecs-specs-dcm-design-criteria-sewers-watermains-Jan22-2021.pdf (b) City of Toronto's Wet Weather Flow Management Guidelines. This document can be downloaded from the following website: https://www1.toronto.ca/city_of_toronto/toronto_water/files/pdf/wwfm_guidelines_2006-11.pdf (c) City of Toronto's Water Servicing and Metering Manual. This document can be downloaded from the following website: https://www1.toronto.ca/City%20of%20Toronto/Engineering%20and%20Construction%20Services/Standards%20and%20Specifications/Files/pdf/Water%20Metering%20Manual/water_meter_manual_binder_April_16_2012.pdf	Noted.
4.	<u>Others</u>	
4.1.	That additional comments will be provided with respect to site access, site circulation and layout and design of the proposed entrance driveways, their respective operations, municipal servicing, fire protection and solid waste management requirements and streetscape/landscape as part of the on-going review process of the Site Plan Control Applications.	Noted.
4.2.	The Owner will be required to contact Land & Property Surveys at municipaladdress@toronto.ca to obtain or verify new municipal addresses prior to submitting a building permit application. It should be noted that all addressed parcels and structures must have the correct municipal addresses posted. Please see www.toronto.ca/municipal-	Noted.

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	numbering for details. The municipal addresses will also be required for the purpose of setting up a water account with the City of Toronto when an application is made for the proposed sewer and water service connections.	
4.3.	<p><u>Toronto Hydro Approval</u></p> <p>That the Owner must obtain approval from Toronto Hydro Energy Services, for removing and/or relocating any utility with attached municipal street lighting and for any upgrades. The Owner is advised to contact 416.542.8000 for comments and cost estimates for required fieldwork.</p>	Noted. Discussions with Toronto Hydro have commenced.
4.4.	<p><u>Utilities</u></p> <p>That the Owner is financially responsible for all costs associated with the excavation improvement, removal and/or relocation of any or below-grade public or private utility resulting from the development of this property.</p>	Noted.
D. BACKGROUND TRANSPORTATION		
	<p><u>ROADWAYS AND LANEWAYS</u></p> <p>There is no additional land required for Elm Street. This road is not identified in the Official Plan as a road to be widened.</p> <p>Along the south side of the property, a 0.56 metre lane widening is required to satisfy the requirement of a 6.0 metre public right-of-way for the east-west portion of Harry Barberian Lane. The existing lane has an approximate width of 4.88 metres.</p> <p>As per the submitted plans, an approximate 1.1 metre wide setback is provided along most of this frontage of the site at- and above-grade. That said, Transportation Services requires the required strip of land with 0.56 metres of width be provided free and clear of any obstruction and encumbrance, below-, at-, and above-grade. At this time, we require the site and section plans to clearly illustrate this requirement, with all structural encroachments removed, as appears feasible.</p> <p>Along the east side of the property, a 1.48 metre lane widening is required to satisfy the requirement of a 6.0 metre</p>	<p>We are proposing a surface access easement and not a conveyance. Due to site constraints, our below grade program will extend below the future laneway widening areas. The easement area would extend to a height of 10.0 metres above-grade. The proposed easement is intended to be registered on title.</p>

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	<p>public right-of-way for the north-south portion Harry Barberian Lane. The existing lane has an approximate width of 3.05 metres.</p> <p>In anticipation of the functional needs of the proposed site, the plans indicate a 3.0 metre widening from the centreline of the laneway to the building face at-grade. As noted in the submitted Urban Transportation Considerations report (dated August 2022 by BA Group), this is proposed to be provided as a stratified conveyance.</p> <p>Given the context of the site, Transportation Services can accept this condition and the proposed 3.0 metre widening, however the depth for the proposed underground structure must be a minimum of 1.2 metre beneath the finished grade. The section plans must be revised to illustrate this minimum depth.</p> <p>As per the submitted section plans, the above-grade encroachment of the proposed building within the north-south public laneway lands to be widened exceeds the minimum required height of 5.3 metres. As such, the stratified conveyance above-grade is acceptable.</p>	
	<p><u>ENCROACHMENTS</u></p> <p>The submitted site, section, and landscape plans do not show structural encroachments in the public right-of-way along Elm Street. This is acceptable to Transportation Services.</p> <p>As noted, however, for the required 0.56 metre wide public laneway conveyance at the rear (south) side of the site, Transportation Services requires the removal of the at- and below-grade encroachments shown on the plans. All applicable plans must be revised to illustrate the required conveyance as free and clear of obstruction and encumbrance, with the lands to be conveyed to the City for a nominal sum.</p> <p>For the proposed 3.0 metre widening along the north-south laneway abutting the east side of the site, a stratified conveyance will be permitted, provided that a minimum depth of 1.2 metres is illustrated between the finished public laneway grade and the top of the underground structure. The plans must be revised to provide and label this dimension.</p> <p>As noted in Section C, additional conditions have been identified which must be satisfied for the proposed structural encroachments within the widened public laneway lands.</p>	<p>We are proposing a surface access easement and not a conveyance. Due to site constraints, our below grade program will extend below the future laneway widening areas. The easement area would extend to a height of 10.0 metres above-grade. The proposed easement is intended to be registered on title.</p>

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	<p>This will be reviewed further as part of a future Site Plan Control application, with additional comments related to any proposed encroachments illustrated on the plan or section drawings to be provided at that time.</p>	
	<p><u>DRIVEWAY ACCESS AND SITE CIRCULATION</u></p> <p>Vehicular access to the proposed loading space and underground parking garage can be accessed from the north-south public laneway (known as Harry Barberian Lane) via Elm Street along the east side of the site.</p> <p>In general, this access location and configuration is acceptable. In addition, the public laneway connection to Elm Street is labelled in accordance with the City's T-310.050-2 design standard. In principle, this is acceptable to Transportation Services.</p> <p>As part of the re-development of this site, the applicant will be responsible for the re-construction of the adjacent public laneway lands with acceptable elevations and paving materials, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, at no cost to the City.</p> <p>The applicant is advised that additional comments and requirements regarding site access design, site circulation and site layout will be provided in conjunction with the future Site Plan Control application for the project.</p>	<p>Noted.</p>
	<p><u>TRAFFIC IMPACT ASSESSMENT</u></p> <p>In support of the development proposal, the applicant's transportation consultant, BA Group, prepared an Urban Transportation Considerations report, dated August 25, 2022. In this study the consultant estimates that the proposed development will generate 20 and 15 two-way trips during the AM and PM peak hours, respectively.</p> <p>Based on this level of trip generation and the results of the future traffic analysis, the consultant concludes that the projected site traffic will have minimal impacts on area intersections and can be acceptably accommodated on the adjacent road network.</p> <p>Given the site and transportation context and overall scale of the proposal, Transportation Services accepts the methodology and conclusions of the report. The vehicular traffic impacts of the site will be accepted.</p>	<p>Noted. Please refer to the transportation addendum letter, prepared by BA Group and dated April 12, 2023.</p>

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	<p>It is further noted that no review was provided for the car elevator operations with regards to mean service time and/or potential queuing. However, given the relatively small number of parking spaces provided within the automated parking system (22 spaces) and the existing public laneway context, Transportation Services accepts the car elevator configuration and use. In order to support and encourage the use of alternate modes of transportation (e.g. walking, cycling, and transit) and maximize the capacity of the surrounding transportation network, Transportation Services requires the following Transportation Demand Management (TDM) provisions and/or financial guarantees be provided as part of this development, generally as outlined in the submitted report:</p> <ul style="list-style-type: none"> (a) One (1) on-site car-share space (feasibility to be determined); (b) One (1) annual car-share and/or bike-share membership per unit, offered for the first year of occupancy; (c) One (1) Presto card per unit pre-loaded with the value of a monthly transit pass, offered at first occupancy; and (d) A minimum of one (1) bike repair station provided on-site. <p>Be advised: these TDM provisions are subject to change as the development review process continues. In addition, the applicant is advised that the Transportation Planning Section of the City Planning Division may provide separate comments related to the matters under their jurisdiction.</p>	
	<p><u>PARKING</u></p> <p>A total of 22 parking spaces are proposed for the subject site within the second underground level access via an automated parking system accessed with two (2) car elevators.</p> <p>The parking requirements for this site are governed by City of Toronto Zoning By-law 569- 2013, as amended by By-law 89-2022. As such, the development is subject to the following parking requirements, as outlined in the Table 1.</p> <p>Based on the application of the new Zoning By-law No. 89-2022, the development requires a minimum of three (3) residential visitor spaces and five (5) accessible spaces and is permitted a maximum of 145 spaces, consisting of 111 residential parking spaces, 21 residential visitor spaces and 7 retail spaces.</p>	<p>23 automated parking spaces and 1 car elevator are proposed. Please refer to the transportation addendum letter, prepared by BA Group and dated April 12, 2023 and the automated parking system memo, prepared by Kingfisher Technical Solutions and dated April 6, 2023.</p>

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The proposal does not meet the minimum by-law requirement for residential visitor parking spaces. As noted, since the underground parking will be accessed by car elevators, parking cannot feasibly be provided for non-residential uses due to safety reasons. It is further noted that while no dedicated accessible parking spaces are provided, the proposed elevator cabs are approximately 4.0 metres wide, which provides accessible access. Transportation Services accepts these provisions.

Regardless of the proposed elevator cab dimensions, the applicant will be required to provide a design specification for the proposed car elevators and automated parking system, advising future owners/users if there are any car-size restrictions for the automated parking system.

In addition, there may be some concern that intermittent repairs or breakdowns of the elevators could cause inconvenience and potential displacement of some vehicles to the neighbourhood during repairs. This could be particularly problematic if the elevator and/or automated parking system parts for repairs were not immediately available. In order to mitigate against this, the owner should be advised to maintain a maintenance contract for the car elevators and automated parking system that guarantees same-day (or expedient) elevator repairs.

Table 1: Zoning By-law No. 89-2022 for Parking Zone A – Minimum Requirements

Land Use	Units/GF A	Minimum/Maximum/Effective Rates	Minimum Spaces ²	Maximu m Spaces ²	Effective Spaces 2
Resident					
Bachelor	5	0 / 0.3 / 0.3 per unit	0	1	1
1-Bedroom	9 5	0 / 0.5 / 0.5 per unit	0	47	47
2-Bedroom	5 1	0 / 0.8 / 0.8 per unit	0	40	40

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	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">3-Bedroom</td> <td style="width: 10%;">2 3</td> <td style="width: 25%;">0 / 1.0 / 1.0 per unit</td> <td style="width: 10%;">0</td> <td style="width: 10%;">23</td> <td style="width: 10%;">23</td> </tr> <tr> <td colspan="3">Subtotal (Resident)</td> <td>0</td> <td>111</td> <td>111</td> </tr> <tr> <td colspan="6">Non-Resident</td> </tr> <tr> <td>Residential Visitor</td> <td>1 7 4</td> <td>2.0 plus 0.01 per unit / 4.5 plus 0.1 per unit³ / 0.1 per unit</td> <td>3</td> <td>21</td> <td>17</td> </tr> <tr> <td>Retail</td> <td>212 sq. m.</td> <td>0 / 3.5 / 1.0 per 100 sq. m</td> <td>0</td> <td>7</td> <td>2</td> </tr> <tr> <td colspan="3">Subtotal (Non-Resident)</td> <td>3</td> <td>34</td> <td>19</td> </tr> <tr> <td colspan="3">Total Minimum Spaces</td> <td>3</td> <td></td> <td></td> </tr> <tr> <td colspan="3">Total Maximum Spaces</td> <td></td> <td>145</td> <td></td> </tr> <tr> <td colspan="3">Total Effective Spaces</td> <td></td> <td></td> <td>130</td> </tr> <tr> <td>Minimum Number of Accessible Spaces</td> <td colspan="4">For more than 100 effective spaces, 5 accessible spaces plus 1 accessible space for every 50 effective spaces or part thereof beyond 100 are required.</td> <td>5</td> </tr> </table>	3-Bedroom	2 3	0 / 1.0 / 1.0 per unit	0	23	23	Subtotal (Resident)			0	111	111	Non-Resident						Residential Visitor	1 7 4	2.0 plus 0.01 per unit / 4.5 plus 0.1 per unit ³ / 0.1 per unit	3	21	17	Retail	212 sq. m.	0 / 3.5 / 1.0 per 100 sq. m	0	7	2	Subtotal (Non-Resident)			3	34	19	Total Minimum Spaces			3			Total Maximum Spaces				145		Total Effective Spaces					130	Minimum Number of Accessible Spaces	For more than 100 effective spaces, 5 accessible spaces plus 1 accessible space for every 50 effective spaces or part thereof beyond 100 are required.				5	
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	<p>1 Where the calculation of the required parking spaces results in a number containing a fraction, the number must be rounded down to the nearest whole number, but in no case may there a requirement of less than one parking space.</p> <p>In all, Transportation Services recommends the following minimum requirements be included in the Site-Specific Zoning By-law for the site, based on the current proposal:</p> <ul style="list-style-type: none"> (a) Resident Parking: 0.13 spaces per unit; (b) Visitor Parking: Zero (0) spaces required; (c) Accessible Parking: Zero (0) spaces required; and 																																																													

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	<p style="text-align: center;">(d) Non-Resident Parking: Zero (0) spaces required.</p> <p>As noted, Transportation Services requires that the applicant review the feasibility of providing one (1) car-share spaces on-site. As noted in Section C, confirmation will be required from a car- share provider as to the operation and availability of these required car-share spaces.</p> <p>This will be reviewed further as part of a future Site Plan Control application, with additional comments related to the proposed automated parking system and other on-site provisions, as advised in Section C.</p>	
	<p><u>TORONTO GREEN STANDARD</u></p> <p>This site must comply with Toronto Green Standard (TGS) Version 4.0, Tier 1, AQ 1.1 (Single- Occupant Vehicle Trips), AQ 1.2 (Electric Vehicle Infrastructure), and AQ 3.2 (Sidewalk Space).</p> <p>AQ 1.1 – Given the reduced parking provisions and the required TDM plan implementation, Transportation Services accepts that this site will reduce single-occupant vehicle trips by 25 percent.</p> <p>AQ 1.2 – The development is required to provide all residential parking spaces with an energized outlet capable of providing Level 2 charging or higher to the parking space. As per the submitted plans, all of the residential parking will be provided with EVSE infrastructure. This is acceptable to Transportation Services.</p> <p>AQ 3.2 – The submitted landscape plans provide the minimum pedestrian clearway of 2.1 metres along Elm Street, which is acceptable.</p>	Noted.
	<p><u>LOADING</u></p> <p>The proposed development is subject to the required of Zoning By-law No. 569-2013 for loading. As such, the site required a minimum of one (1) Type G loading space.</p> <p>As shown on the plans, one (1) Type G loading space is proposed. The Type G loading space is proposed to be located at grade which can be accessed off of Harry Barberian Lane along the easterly limit of the site. This</p>	Noted. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023 and the transportation addendum letter, prepared by BA Group and dated April 12, 2023 re: vehicular warning system.

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	<p>proposed supply satisfies the by-law requirement.</p> <p>In addition, vehicle manoeuvring diagrams (VMDs) have been submitted illustrating how the loading space will be accessed and how the site will be serviced by heavy vehicles. This includes illustrating the forward motion of solid waste collection vehicles entering and exiting the site. In all, Transportation Services accepts the proposed loading space configuration.</p> <p>In order improve vehicular and pedestrian safety in the immediate area, a vehicular warning system is required that informs drivers, cyclists, and pedestrians in the adjacent public laneway that trucks are manoeuvring on-site when the signals are flashing. Furthermore, documentation may be required to indicate how the flashing warning light may be activated when trucks are entering and exiting the loading spaces.</p> <p>As well, the requirement of a trained building maintenance person is required to assist large vehicle operators with any turning manoeuvres to and from the loading space by controlling cycling, pedestrian and other vehicular activity in the immediate area. The plans will be required to provide a notation for such assistance.</p> <p>The applicant is advised that the Solid Waste Management will also be providing comments related to the proposed loading space and the truck manoeuvring diagrams under separate cover.</p> <p>The applicant is also advised that additional comments related to the proposed loading space will be provided through the Site Plan Control review process.</p>	
	<p><u>SIDEWALKS / PUBLIC BOULEVARDS / STREETSCAPING</u></p> <p>The site plan and landscape drawings must be designed to demonstrate compliance with and consisting of acceptable City standard materials and have regard for the Accessibility for Ontarians with Disabilities Act (AODA) and requirements of the City's Complete Streets and Pedestrian Priority Guidelines, which stipulate among other things, the following:</p> <ul style="list-style-type: none"> ● A 0.2 metre wide curb; ● A minimum 0.6 metre wide buffer strip along the curb edge; ● A furnishing/planting zone between 1.0 and 2.2 metres wide (minimum 1.5 metres required) 	Noted.

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Development Engineering comments dated November 28, 2022 | Contact: Naglaa Ahmed | 416.395.1113 | Naglaa.ahmed@toronto.ca

No.	Comment	Response
	<p style="padding-left: 40px;">for tree planting);</p> <ul style="list-style-type: none"> • Minimum 2.1 metre wide pedestrian clearways on Elm Street; and • Additional setback area for a marketing zone, if desired. <p>For Elm Street, the required 2.1 metre wide pedestrian clearway has been labelled on the landscape plans, along with acceptable furnishing zone and curb dimensions. As shown, a Pedestrian Clearway Easement will be required to secure the necessary public pedestrian space on private property.</p> <p>For the adjacent public laneway lands, the landscape plans illustrate the installation of unit pavers abutting the site along the east and south frontages. This is acceptable in principle, provided the applicant use City standard pavers for the public laneway lands. It is recommended for the east-west public laneway that the unit pavers be extended within the 0.56 metre wide strip of land abutting the south side of the site to delineate the public and private laneway lands.</p> <p>In addition, the applicant will be required to provide a one-time lump sum fee to cover future maintenance for the unit pavers based on the total unit paving area (amount per sq. metre to be determined) within the public right-of-way/laneway, with possibly an additional percentage of up to 15 percent of the above fee for complex designs. The final cost and collection of these fees will be part of the streetscape permit process. As noted, other non-standard landscape features will be documented as Boulevard Improvements, as per the clauses outlined in Section C.</p> <p>The Owner will be financially responsible for all proposed work within the municipal boulevard, as identified on the approved drawings, including but not limited to the reconstruction of the site frontages along Elm Street and the adjacent laneway lands, to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services. The Owner is advised that approval for any work to be carried out within the abutting public rights-of-way must comply with City of Toronto standards and be approved by this Division. If clarification is required on how these standards will apply to this site, the applicant can contact the Permits and Enforcement Section, Toronto and East York District, Construction Activities, at (416) 392-7877.</p> <p>For City of Toronto bicycle post and rings located within the site frontages, the Owner is advised to submit payment for the installation of the proposed new City of Toronto Standard bicycle locking rings within the public right-of-</p>	

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	<p>way at the rate of \$433.92/unit, including HST.</p> <p>Additional comments and/or requirements pertaining to the public rights-of-way, the streetscaping elements, and other landscape concerns will be provided through the Site Plan Control application process.</p>	
	SOLID WASTE MANAGEMENT SERVICES	
	<p><i>Multi-Residential Component</i></p> <p>Based upon the information available, Solid Waste Management will provide bulk lift compacted garbage, recycling and organic collection services to this component of the development. Collection of waste materials from this component will be in accordance with the “City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Re-Developments” and Chapter 844, Solid Waste of the Municipal Code.</p> <p>Collection will be subject to the following conditions being met:</p>	Noted.
	<u>Zoning Requirements</u>	
1.	Revised drawings must indicate and annotate the Type G loading space that is level (+/- 2%), and is constructed of a minimum of 200 mm reinforced concrete.	Noted. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.
2.	Revised drawings must indicate and annotate the staging pad abutting the front of the Type G loading space has an unencumbered vertical clearance of 6.1 metres, is level (+/-2%), and is constructed of a minimum of 200 mm reinforced concrete.	Noted. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.
3.	Revised drawings must indicate that all access driveways to be used by the collection vehicle will have maximum gradient of 8%, have a minimum vertical clearance of 4.4 metres throughout, a minimum width of 4.5 metres throughout and be 6 metres wide at point of ingress and egress.	Noted. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.

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4.	Revised drawings must indicate that all overhead doors will have a minimum vertical clearance of 4.4 metres, and a minimum width of 4 metres.	Noted. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.
	<u>Site Plan Requirements</u>	
1.	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.	Noted. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023 and the transportation addendum letter, prepared by BA Group and dated April 12, 2023.
2.	Revised drawings must indicate and annotate a garbage storage room a minimum floor area of at least 57.24 square metres. Revised drawings must remove the notation of "retail and residential garbage" and replace it with "residential garbage room" only. Currently when measured under scale only 52.25 square metres is provided.	The main garbage room area has been increased to 58 sm. Due to the relatively small retail program proposed, one combined garbage room is proposed.
3.	Revised drawings must indicate a bulky storage area of minimum floor area of at least 10 square metres	A 13 sm bulky storage area is proposed. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.
4.	Revised drawings must label the method of waste separation that will be used and that the method will be one of the following; a single chute with a tri-sorter, two chutes with one equipped with a bi-sorter or three separate chutes. Revised drawings must show chutes aligned within the garbage room to allow for a least a standard 1.5 m3 (2 yd3) front-end container under each chute or section of the sorter. The layout of the chute/sorter must also allow for an easy change out of any full container without the need to detach another container first.	A single chute with a tri-sorter is proposed. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.
5.	Revised drawings must indicate and annotate a waste compactor within the residential waste room.	A waster compactor is noted within the garbage room. Due to the relatively small retail program proposed, one combined garbage room is suggested.
6.	The planned movement of the collection vehicle is adjacent to entrance/exit 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.	Noted. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023 and the transportation addendum letter, prepared by BA Group and dated April 12, 2023.

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	<p>In addition to the conditions above that must be noted on revised drawings and before solid waste collection services are to begin the City will need to be provided with:</p> <p>A letter certified by a professional engineer that in all cases where a collection vehicle is required to drive onto or over a supported structure (such as an underground parking garage) can safely support a fully loaded collection vehicle (35,000 kilograms) and conforms to the following:</p> <ul style="list-style-type: none"> a) Design Code - Ontario Building Code b) Design Load - City bulk lift vehicle in addition Building Code requirements c) Impact Factor - 5% for maximum vehicular speeds to 15 km/h and 30% for higher speeds. 	<p>Noted. Please refer to letter prepared by Jablonsky, Ast and Partners found in Appendix C of the Functional Servicing and Stormwater Management Report.</p>
	<i>Non-Residential Collection</i>	
	<p>Based on the information provided, the City of Toronto DOES NOT provide service to large non-residential, industrial, commercial and institutional developments. Therefore this development is ineligible for City of Toronto waste collection services and as such all garbage and recyclables must be collected privately. Garbage and other waste materials are not to be placed on public property. Proper loading/storage facilities located on private property are required and must meet all applicable by-laws and legislation including Chapter 841 of the Municipal Code.</p>	<p>We are proposing a total of 303 sm of non-residential uses. Due to the relatively small retail program proposed, one combined garbage room is suggested.</p>
	<p>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 (i.e. "Retail Waste Only").</p>	<p>Noted. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.</p>
	<p>Revised drawings must indicate a storage space for the waste that will be generated by the non-residential component of this development. This non-residential waste room must be independent from the residential waste room and must be accessible without entering the residential waste room.</p>	<p>Due to the relatively small retail program proposed, one combined garbage room is suggested.</p>
	<p>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 opposite 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</p>	<p>The Type G loading space will be shared between the residential and non-residential program. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.</p>

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	then this must also be noted.	
	<u>Toronto Green Standard</u>	
	Solid Waste TGS Tier 1: SW 1.1 is not satisfied (Sorting) SW 1.2 is not satisfied (Storage) SW 1.3 is not satisfied (Bulky) SW 1.4 is not satisfied (Compaction)	Noted. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023

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A. REVISIONS AND ADDITIONAL INFORMATION REQUIRED FOR SITE PLAN APPROVAL AND THE ISSUANCE OF ANY BUILDING PERMITS (INCLUDING BELOW GRADE PERMITS)		
	The Owner is required to amend the plans and/or submit studies/documentation to address the following comments and resubmit, for the review and acceptance of the Chief Engineer & Executive Director, Engineering & Construction Services, prior to approval of Notice of Approval Conditions.	Noted.
	With the next submission, the Applicant shall provide a Response Summary Letter (or Table). The letter shall: <ul style="list-style-type: none"> • Include each comment from Section A of this memo. • Use the same headings and numbering as Section A of this memo. • Provide details of how each comment was addressed, including references to specific page numbers and drawing numbers. • For any comments not addressed, provide a detailed explanation of why this was not done. 	Please refer to the ECS comment response memo and redlined response document, prepared by Arcadis IBI Group and dated April 11, 2023.

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	The Applicant shall also provide a Revision Summary Letter (or Table). The letter shall specify all revisions made to reports, plans, and drawings beyond those detailed in the Response Summary Letter, including references to specific page numbers and drawing numbers.	Please refer to the ECS comment response memo and redlined response document, prepared by Arcadis IBI Group and dated April 11, 2023.
1.	<u>Transportation Services</u>	
1.1.	For the proposed stratified 3.0 metre wide north-south laneway (Harry Barberian Lane) conveyance along the east side of the site, delineate and identify the required minimum depth of 1.2 metres between the finished grade and the top of the below-grade structure.	For the north-south 3m laneway widening (to the east of the proposed building) and the east-west 0.56 m laneway widening (to the south of the proposed building), we are proposing a surface access easement and not a conveyance. Due to site constraints, our below grade program will extend below the future laneway widening areas. The proposed easement is intended to be registered on title.
1.2.	Remove the proposed underground and at-grade structural encroachments from within the required 0.56 metre wide strip of land along the south frontage of the site abutting the east-west public lane (Harry Barberian Lane), with this area to be labelled as "lands to be conveyed to the city," free and clear of any obstruction and encumbrance.	We are proposing to encroach above and below within the future laneway widening area. A surface access easement is proposed in favour of the City. The easement area would extend to a height of 10.0 metres above-grade.
1.3.	Review the feasibility of providing a minimum of one (1) car-share space onsite, and providing it within the automated parking system.	There are significant challenges in providing car share spaces within a proposed automated parking. Please refer to the transportation addendum letter, dated April 12, 2023.
1.4.	Provide/label a warning system to alert people in the public laneway that large trucks are manoeuvring on-site.	Noted. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023 and the transportation addendum letter, prepared by BA Group and dated April 12, 2023.
1.5.	Provide/label a fully trained building maintenance person to assist large vehicle operators with any turning manoeuvres.	Noted. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023 and the transportation addendum letter, prepared by BA Group and dated April 12, 2023.
2.	<u>Fire Services</u>	

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	Upon submission of the information below, additional comments may be provided:	
2.1.	Central Alarm and Control Facility (CACF) shall be provided on the storey containing the entrance for fire fighter access and is readily accessible to fire fighters entering the building. Additionally, the location of the CACF shall take into account the effect of background noise likely to occur under fire emergency conditions so that the facility can properly perform its required function under such conditions.	Noted. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.
2.2.	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. Alternatively, in addition to providing the required CACF, Toronto Fire Services will accept a separate and remote annunciator panel, installed at the main entrance of the building.	Noted. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.
3.	<u>Solid Waste</u>	
	<i>Multi Residential Component</i>	
3.1.	Revised drawings must indicate and annotate the Type G loading space that is level (+/-2%), and is constructed of a minimum of 200 mm reinforced concrete.	Noted. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.
3.2.	Revised drawings must indicate and annotate the staging pad abutting the front of the Type G loading space has an unencumbered vertical clearance of 6.1 metres, is level (+/-2%), and is constructed of a minimum of 200 mm reinforced concrete.	Noted. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.
3.3.	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.	Noted. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023 and the transportation addendum letter, prepared by BA Group and dated April 12, 2023.
3.4.	Revised drawings must indicate and annotate a garbage storage room a minimum floor area of at least 57.24 square metres. Revised drawings must remove the notation of "retail and residential garbage" and replace it with "residential garbage room" only. Currently when measured under scale only 52.25 square metres is provided.	The main garbage room area has been increased to 58 sm. Due to the relatively small retail program proposed, one combined garbage room is proposed.

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3.5.	Revised drawings must indicate a bulky storage area of minimum floor area of at least 10 square metres.	A 13 sm bulky storage area is proposed. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.
3.6.	Revised drawings must label the method of waste separation that will be used and that the method will be one of the following; a single chute with a trisorter, two chutes with one equipped with a bi-sorter or three separate chutes. Revised drawings must show chutes aligned within the garbage room to allow for a least a standard 1.5 m3 (2 yd3) front-end container under each chute or section of the sorter. The layout of the chute/sorter must also allow for an easy change out of any full container without the need to detach another container first.	A single chute with a tri-sorter is proposed. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.
3.7.	Revised drawings must indicate and annotate a waste compactor within the residential waste room.	A waste compactor is shown in the waste room. Due to the relatively small retail program proposed, one combined waste room is suggested.
3.8.	Revised drawings must indicate that all access driveways to be used by the collection vehicle will have maximum gradient of 8%, have a minimum vertical clearance of 4.4 metres throughout, a minimum width of 4.5 metres throughout and be 6 metres wide at point of ingress and egress.	Noted. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.
3.9.	Revised drawings must indicate that all overhead doors will have a minimum vertical clearance of 4.4 metres, and a minimum width of 4 metres.	Noted. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.
3.10.	The planned movement of the collection vehicle is adjacent to entrance/exit 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.	Noted. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.
	<i>Non-Residential Component</i>	
3.11.	Revised drawings must indicate that the bins that will be used for the nonresidential waste will be labelled separately from the bins for the residential waste (i.e. "Retail Waste Only").	Noted. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.

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3.12.	Revised drawings must indicate a storage space for the waste that will be generated by the non-residential component of this development. This nonresidential waste room must be independent from the residential waste room and must be accessible without entering the residential waste room.	Due to the relatively small retail program proposed, one combined garbage room is proposed.
3.13.	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 nonresidential component will only schedule use of the type G loading space on opposite 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.	The Type G loading space will be shared between the residential and non-residential program. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.
4.	<u>Engineering & Construction Services</u>	
4.1.	Revise the Functional Servicing and Stormwater Management Report to address the comments provided on the attached marked-up, appended to the memorandum as Attachment 1.	The Functional Servicing and Stormwater Management Report has been updated to address all mark-up comments provided within Attachment 1.
4.2.	Revise the Civil Plans to address the comments provided on the attached marked-up, appended to the memorandum as Attachment 2.	The Engineering Drawings have been updated to address all mark-up comments provided as part of Attachment 2.
4.3.	Revise the Landscape Plans to address the comments provided on the attached marked-up, appended to the memorandum as Attachment 3.	Please refer to the updated landscape drawings prepared by Studio TLA and dated April 11, 2023.
4.4.	Provide signed and stamped Architectural plans as per Attachment 4.	The most recent set of architectural plans (signed and stamped) have been included in Appendix A of the Functional Servicing and Stormwater Management Report.
4.5.	Provide an itemized cost estimate for all items to be installed / constructed / planted within the Jarvis Street right-of-way, and George Street right-of-way. The estimate shall show a breakdown of the unit cost and their corresponding quantities of each item included in the streetscaping works within the City right-of-way, including but not limited to; asphalt restoration, new concrete curb, concrete sidewalk, and tactile surface indicator.	An itemized cost estimate will be provided once the City has endorsed the location of the proposed watermain upgrade location.

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4.6.	Provide written confirmation from the structural/building engineer designing the building that the floor slabs and sidewalls of the stormwater management tank will be designed to take most critical loading including the full weight of the maximum volume of stormwater management tanks. This letter must be stamped and signed by a licensed Professional Engineer.	A written confirmation letter from the structural engineer has been provided in Appendix C of the Functional Servicing and Stormwater Management Report.
5.	<u>Land and Property Survey</u>	
	1.48m lane widening is required along the easterly limit of the property to satisfy the requirement.	Noted.
5.2.	A 0.56m lane widening is required along the rear of the property to satisfy the requirement of a 6m wide lane right-of-way. The lane has an approximate width of 4.88m.	Noted.
B. PRELIMINARY NOTICE OF APPROVAL CONDITIONS		
	The following preliminary Notice of Approval Conditions are being provided for the Owner's information only, and are subject to change. Satisfying the following preliminary conditions does not constitute permission to grant any building permits.	
1.	<u>Widening of Highways that abut on the Land</u>	
1.1.	Prepare all documents and convey to the City, for a nominal sum, a 0.56 metre wide strip of land along the rear/south site frontage to widen the eastwest public laneway (Harry Barberian Lane), such lands to be free and clear of all physical and title encumbrances and obstructions, and subject to a right-of-way for access and construction purposes in favour of the Grantor until such time as the said lands have been laid out and dedicated for public laneway purposes, to the satisfaction of the Chief Engineer and Executive Director, Engineering & Construction Services and the City Solicitor.	For the north-south 3m laneway widening (to the east of the proposed building) and the east-west 0.56 m laneway widening (to the south of the proposed building), we are proposing a surface access easement and not a conveyance. Due to site constraints, our below grade program will extend below the future laneway widening areas. The proposed easement is intended to be registered on title.
1.2.	Prepare all documents and convey to the City, for a nominal sum, a stratified 3.0 metre wide strip of land along the east limit of the property, abutting the north-south public laneway (Harry Barberian Lane), to a minimum depth of 1.2 metres below-grade and a minimum height of 10.0 metres above-grade, together with rights of	A surface access easement is proposed in favour of the City. The easement area would extend to a height of 10.0 metres above-grade.

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	support, such lands to be free and clear of all other physical and title encumbrances and obstructions, and subject to a right-of-way for access and construction purposes in favour of the Grantor until such time as the said lands have been laid out and dedicated for public laneway purposes, to the satisfaction of the Chief Engineer and Executive Director, Engineering & Construction Services and the City Solicitor.	
2.	<u>Facilities to Provide Access to and from the Land</u>	
2.1.	No pre-approval conditions	Noted.
3.	<u>Vehicular Loading and Parking Facilities and Access/Driveways</u>	
3.1.	No pre-approval conditions	Noted.
4.	<u>On-site Walkway and Walkway Ramps</u>	
4.1.	No pre-approval conditions	Noted.
5.	<u>Facilities for the Landscaping of the Lands or the Protection of Adjoining Lands</u>	
5.1.	No pre-approval conditions	Noted.
6.	<u>Facilities for the Storage of Garbage and Other Waste Material</u>	
6.1.	No pre-approval conditions	Noted.
7.	<u>Easements Conveyed to City of Toronto</u>	

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7.1.	Prepare all documents for a Pedestrian Clearway Easement to secure to the City a 2.1 metre wide pedestrian clearway along Elm Street, to a minimum height of 3.0 metres above the finished grade where applicable, together with rights of support, such lands to be free and clear of all other physical obstructions and encumbrances, and subject to a right-of-way for access and construction purposes in favour of the Grantor until such time as said lands have been laid out and dedicated for public pedestrian clearway purposes, all to the satisfaction of the Chief Engineer and Executive Director, Engineering & Construction Services and the City Solicitor	Noted.
8.	<u>Stormwater Management, Grading and Site Servicing</u>	
8.1.	Submit an application to Toronto Water, Environmental Monitoring & Protection, for: a) any short-term construction dewatering that may be required; and b) any permanent dewatering system that is required for the building; and enter into a discharge agreement and/or permit to discharge groundwater issued in accordance with section 6 of Chapter 681 of the City of Toronto Municipal Code, to allow the discharge of Private Water to a City sewer which is otherwise prohibited under Chapter 681 ("Discharge Agreements"), to the satisfaction of the General Manager, Toronto Water, and shall be in good standing under any such Discharge Agreements.	Noted.
9.	<u>Other Conditions</u>	
9.1.	Submit to the Chief Engineer and Executive Director, Engineering & Construction Services, a draft Strata Reference Plan of Survey in metric units and integrated into the Ontario Coordinate System, with coordinate values shown on the face of the plan and delineating thereon, by separate PARTS, the lands to be conveyed to the City for public laneway and pedestrian clearway purposes, the lands to be subject to rights of support, and the remainder of the site, and any appurtenant right-of-way, as identified in C(1)-C(3), for review and approval, prior to depositing it in the Land Registry Office.	A surface access easement is proposed in favour of the City.
9.2.	Submit comprehensive Construction Management Plans (CMP) for each stage of the construction process. These plans must illustrate the location of employee and trades parking, heavy truck access points, material storage, construction site fencing and overhead cranes. We advise the applicant that they cannot use the municipal right-	Noted.

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	of-way for construction-related purposes without first receiving written authorization from our Permits and Enforcement Section, including payment of the necessary fees.	
9.3.	<u>Prior to site plan approval</u> , the applicant must submit financial contributions/payments in the form of a letter of credits/certified cheques and/or provide additional documentation for the implementation of a Transportation Demand Management (TDM) plan. These provisions include, but are not limited to, the following items: a) One (1) on-site car-share space (feasibility to be determined); b) One (1) annual car-share and/or bike-share membership per unit, offered for the first year of occupancy; c) One (1) Presto card per unit pre-loaded with the value of a monthly transit pass, offered at first occupancy; d) Minimum of one (1) bike repair station provided on-site.	Noted.
9.4.	Prior to site plan approval, the applicant must submit acceptable documentation detailing whether a car-share provider has been secured for the car-share parking spaces and what arrangements, if any, have been made as to whether the future residents of the project will be given exclusivity over the use of the car-share vehicles.	There are significant challenges in providing car share spaces within a proposed automated parking. Please refer to the transportation addendum letter, dated April 12, 2023.
9.5.	Pay for and construct any improvements to the municipal infrastructure in connection with the site servicing assessment, should it be determined that upgrades are required to the infrastructure to support this development.	Noted.
C. PRELIMINARY SITE PLAN AGREEMENT CONDITIONS		
	The following conditions may be modified or deleted, and other conditions added, upon receipt and review of the revised plans and/or additional documentation requested in Section A above. The Owner agrees, as a condition of Site Plan Approval, to:	
10.	<u>Widening of Highways that abut on the Land</u>	
10.1.	Re-construct the adjacent public laneway lands with acceptable elevations and paving materials, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, at no cost to the City to Provide Access to and from the Land.	Noted.

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10.2.	Remove all existing accesses, curb cuts, traffic control sign(s) that are no longer required and reinstate the curb, gutter and boulevard within the City's right-of-way, in accordance with City standards and to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.	Noted.
10.3.	Provide a warning system to alert drivers, cyclists, and pedestrians within the public laneway that large trucks are manoeuvring on-site and provide documentation on the type of warning system used and how it will be activated.	Noted. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023 and the transportation addendum letter, prepared by BA Group and dated April 12, 2023 re: vehicular warning system.
11.	<u>Off-street Vehicular Loading and Parking Facilities and Access/Driveways</u>	
11.1.	Provide and maintain off-street vehicular parking and loading facilities and access driveways in accordance with the approved plans and drawings, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.	Noted.
11.2.	Provide and maintain on-site pavement marking and signage (e.g. "No Parking" signs adjacent to the proposed loading space) as required.	Noted. Please refer to the transportation addendum letter, prepared by BA Group and dated April 12, 2023 re: vehicular warning system.
11.3.	As per the Toronto Green Standards Ver. 4.0, provide and maintain all (100 percent) resident parking spaces with energized outlets capable of providing Level 2 charging.	Noted.
11.4.	Provide a design specification for the car elevators and automated parking system and further documentation regarding the following, as required: <ul style="list-style-type: none"> a) Any car size restrictions so that purchasers are advised that not all vehicle types may be accommodated in the car elevators/automated parking system; b) Verification that the parking elevators for the automated parking system will be designed so that it will "rest" on ground level; c) The provision of an elevator/automated parking system maintenance contract for the proposed parking system that guarantees same-day (or expedient) repairs. 	Noted. Please refer to the automated parking system memo, prepared by Kingfisher Technical Solutions, dated April 6, 2023.
12.	<u>On-site Walkway and Walkway Ramps</u>	

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12.1	No site plan agreement conditions	Noted.
13.	<u>Facilities for the Landscaping of the Lands or the Protection of Adjoining Lands</u>	
13.1.	<p>With respect to any proposed boulevard improvements, including any nonstandard soil cells, planters, street furniture, retaining walls, and/or concrete pavers, as shown on the Landscape Plans, dated _____ by Studio TLA:</p> <ul style="list-style-type: none"> a) The Owner shall construct and maintain all boulevard improvements within the boulevard areas of the public highways adjoining the Land in accordance with, and as shown on the approved plans and drawings listed in Schedules “B” to the satisfaction of the General Manager of Transportation Services (the “Boulevard Improvements”). The Owner’s boulevard maintenance obligations do not include municipal concrete sidewalk(s), curbing, trees after all applicable maintenance periods have expired and the City is satisfied with the tree planting, or public transit stops/transit shelters within the adjoining public highway; b) The Owner agrees that it will, at its expense, maintain the Boulevard Improvements in a state of good repair, free of graffiti, posters, litter, snow and ice, and that vegetation will be maintained in a healthy and vigorous state of growth all to the satisfaction of the General Manager of Transportation Services; c) The Owner shall not make any additions or modifications to the Boulevard Improvements beyond what is allowed pursuant to the terms of this site plan agreement. The Owner further acknowledges that should it neglect to maintain the Boulevard Improvements, then the City may perform the required work pursuant to the Toronto Municipal Code Chapter 743, Article 8, and the City may recover its costs in a like manner as municipal taxes; d) The Owner agrees that if the City should at any time undertake any widening or other alteration to the adjoining public highway(s) necessitating the removal of any Boulevard Improvements, the City shall not be liable to pay any compensation whatsoever for such removal, nor shall it restore any Boulevard Improvements that it removes. The Boulevard Improvements permitted by this Agreement shall be removed by the Owner, at its expense, within 14 days of receiving written notice from the General Manager of Transportation Services or his/her designate. In default of the removal not occurring as 	Noted.

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

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	h) The Owner must obtain and maintain third-party bodily injury and property damage insurance in the amount of \$5,000,000 or such other coverage as the General Manager of Transportation Services may require, naming the City of Toronto as an additional insured party under the policy, to the satisfaction the General Manager of Transportation Services. Such insurance shall be kept in good standing.	
14.	<u>Facilities for the Storage of Garbage and Other Waste Material</u>	
14.1.	Construct the Type G loading spaces and all driveways and passageways providing access thereto in accordance with the requirements of the Ontario Building Code, including allowance for City of Toronto bulk lift and rear bin loading with impact factors where they are to be built as supported structures.	Noted.
14.2.	Provide certification to the Chief Engineer & Executive Director, Engineering & Construction Services from the architect who designed the building(s) to confirm that all solid waste management facilities, including vertical and horizontal clearances, have been constructed in accordance with the approved site plan drawings.	Noted.
14.3.	Advise all tenants/future purchasers of the non-residential component that refuse and recyclable materials generated by this component of the development must be collected by a private refuse collection firm.	Noted.
14.4.	A letter certified by a professional engineer that in all cases where a collection vehicle is required to drive onto or over a supported structure (such as an underground parking garage) can safely support a fully loaded collection vehicle (35,000 kilograms) and conforms to the following: a) Design Code - Ontario Building Code b) Design Load - City bulk lift vehicle in addition Building Code requirements c) Impact Factor - 5% for maximum vehicular speeds to 15 km/h and 30% for higher speeds	Noted. Please refer to letter prepared by Jablonsky, Ast and Partners found in Appendix C of the Functional Servicing and Stormwater Management Report.
15.	<u>Easements Conveyed to City of Toronto</u>	
15.1.	For the Pedestrian Clearway Easement to accommodate the public pedestrian clearway lands as required in Condition B(3), it will be necessary include the following terms in the Site Plan Agreement, binding the successors on title;	Noted.

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	<p>a) The Owner shall construct, repair, and maintain the public pedestrian sidewalk on the public Pedestrian Clearway Easement lands, including the clearing of snow and ice, at its sole cost and expense and to the satisfaction of the Chief Engineer and Executive Director, Engineering & Construction Services. The Owner shall have the right at all reasonable times to enter upon the public Pedestrian Clearway Easement lands for the purpose of maintenance and repair of the public pedestrian sidewalk, provided the Owner in exercising such right of access, shall not unreasonably interfere with the public Pedestrian Clearway Easement as granted and shall exercise all reasonable care in conducting its operations and shall restore the public Pedestrian Clearway Easement lands to the same or an improved condition, as existed immediately prior to such entry;</p> <p>b) Prior to effecting any maintenance or repairs which would necessitate the closure of the public pedestrian sidewalk on the public Pedestrian Clearway Easement lands, the Owner shall obtain the prior written consent of the City's General Manager of Transportation Services. Any request for the written consent of the General Manager of Transportation Services may be made to Transportation Services Toronto City Hall 100 Queen Street West 24th Floor, East Tower Toronto, On M5H 2N2 Fax No. (416) 392-4455 Attention: General Manager, Transportation Services Notwithstanding any other terms or provisions of the public Pedestrian Clearway Easement lands and this Agreement, at any time and from time to time, the Owner may interfere with or interrupt the use of the public Pedestrian Clearway Easement without notice in instances of emergency if the obtaining of prior written consent is not practical;</p> <p>c) The Owner shall, from time to time and all times hereafter fully indemnify and save harmless the City, its elected officials, officers, employees, agents, their successors and assigns, or any of them, from and against all actions, causes of action, suits, claims and other proceedings which may be brought against or made upon the City, its elected officials, officers, employees, agents, their successors and assigns, or any of them, and from and against all loss, liability, judgment, costs, charges, demands, damages or expenses</p>	

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	<p>which the City, its elected officials, officers, employees, agents, their successors and assigns, or any of them may sustain, suffer or be put to resulting from or arising out of:</p> <ul style="list-style-type: none"> i. the failure of the Owner to maintain the public pedestrian sidewalk on the public Pedestrian Clearway Easement lands in accordance with the terms of this Agreement; ii. the failure of the Owner to design, construct or maintain lands and structures supporting the public pedestrian sidewalk on the public Pedestrian Clearway Easement lands in accordance with the terms of this Agreement; iii. any loss, damage or injury (including death resulting from injury) to any person or property, howsoever caused directly or indirectly, resulting from or sustained by reason of any act or omission of the Owner or any person for whom it is in law responsible in connection with any of the purposes set out in the public Pedestrian Clearway Easement or in this Agreement with respect to the public Pedestrian Clearway Easement; and <p>d) The Owner shall take out and maintain, at its expense, commercial general liability insurance with respect to the public Pedestrian Clearway Easement acceptable as to form, limits and conditions to the City for a limit of not less than five million dollars (\$5,000,000.00) per occurrence (such limit be increased from time to time to reflect an amount which would be maintained by a prudent owner as determined by the City) covering possible, damages, losses, claims and expenses for or in connection with any personal injury, death or property damage that might be incurred on or about the lands subject to the public Pedestrian Clearway Easement. The insurance policy shall include the City as an additional insured and shall contain a cross-liability and severability of interest clause and include contractual liability coverage. The liability insurance policy shall provide that any breach of a condition of the policy by an insured shall not affect protection given by the policy to any other insured. The liability insurance policy shall contain a clause providing that the insurer will not cancel or refuse to renew the said insurance without first giving the City thirty (30) days prior written notice thereof. The Owner shall supply the City with satisfactory evidence of such insurance upon request by the City, and a certificate of insurance shall be remitted to the Chief Planner and Executive Director, City Planning, within thirty (30) days of issuance and evidence of continuance shall be remitted to the City at least thirty (30) days prior to the expiration of any insurance policy. The Owner shall provide to the City a copy of the insurance policy upon request.</p>	
16.	<u>Stormwater Management, Grading and Site Servicing</u>	

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16.1.	Construct and maintain stormwater management measures/facilities and site grading as recommended in the accepted Functional Servicing and Stormwater Management Report dated XX.XX and prepared by Counterpoint Engineering Inc., and the Site Grading Plan dated XX.XX and prepared by Counterpoint Engineering Inc.	
16.2.	Construct and maintain site servicing as indicated on the accepted Site Servicing Plan dated XX.XX and prepared by Counterpoint Engineering Inc.	Site Servicing Plan has been prepared by Arcadis IBI Group and dated April 11, 2023.
16.3.	Provide certification to the Chief Engineer & Executive Director, Engineering & Construction Services from the Professional Engineer who designed and supervised the construction confirming that the stormwater management facilities and site grading have been constructed in accordance with the accepted stormwater management report and the accepted grading plan.	Noted. Please refer to letter prepared by Jablonsky, Ast and Partners found in Appendix C of the Functional Servicing and Stormwater Management Report.
16.4.	Provide certification to the Chief Engineer & Executive Director, Engineering & Construction Services from the Professional Engineer who designed and supervised the construction, confirming that the site servicing facilities have been constructed in accordance with the accepted drawings.	Noted.
16.5.	The Owner acknowledges and agrees that Staff have reviewed this application on the understanding it will comprise one condominium corporation upon completion comprising of the entire development. The Owner further acknowledges and agrees that if any party, including the Owner or any subsequent Owner, submits an application for condominium approval for this development not in accordance with this information, different servicing connections, including all associated stormwater management facilities and any necessary revised plans and studies, may be required by the city at the sole cost to the condominium applicant.	Noted.
17.	<u>Other Conditions</u>	
17.1.	As part of the Streetscape Permit process for the unit paver installation in the adjacent public laneways, the applicant will be required to provide a one-time lump sum maintenance fee per square metre (amount to be determined) for the total unit paving area within the public right-of-way and possibly an additional percentage of up to 15% of the above fee for complex designs.	Noted.
17.2.	With respect to the underground construction beneath the north-south public laneway lands to be widened, the Owner must include the following in the Site Plan Agreement, binding successors on title, to:	A surface access easement is proposed in favour of the City.

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	<ul style="list-style-type: none"> a) Indemnify the City from and against all actions, suits, claims, or demands and from all loss, costs, damages, charges and expenses that may result from the construction of the garage beneath the widened public laneway lands; b) Maintain the structure in good and proper repair and in a condition satisfactory to the Chief Engineer and Executive Director of Engineering and Construction Services; c) Indemnify the City from and against any loss or damage to the waterproofing and structure resulting from the maintenance and reconstruction of the laneway, including salt damage, unless such loss or damage is caused by negligence of the City. d) Include additional conditions as the City Solicitor and the Chief Engineer and Executive Director of Engineering and Construction Services may deem necessary in the interests of the Corporation, including, but not limited to, insurance provisions; e) Convey to the City an easement of support rights for the lands located below the public laneway lands required as outlined in Condition B(2); f) Construct and maintain the portions of the public laneway lands, which are to be located on top of the underground garage as a supported structure in accordance with the Ontario Design of Highway Bridges Code, or such other standard as may be approved by the Chief Engineer and Executive Director of Engineering and Construction Services. 	
17.3.	Provide and designate a fully trained building maintenance person to assist large vehicle operators with any turning manoeuvres that are required to enter or exit the site and the proposed loading space by controlling cycling, pedestrian and all other vehicular activity in the immediate area.	Noted. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023 and the transportation addendum letter, prepared by BA Group and dated April 12, 2023.
D. ADVISORY OF OTHER CITY APPROVALS & REQUIREMENTS		
	The Owner is advised that the following approvals and/or permits are required for this development:	

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1.	<u>Transportation Services</u>	
1.1.	That the use of car elevators and automated parking systems are regulated by the Technical Standards and Safety Authority (TSSA) and limited to licensed operators only, and therefore, future users of the underground parking spaces that are proposed for this project may be required to be trained and licensed in order to operate the proposed car elevators and automated parking system;	Noted. Please refer to the automated parking system memo, prepared by Kingfisher Technical Solutions, dated April 6, 2023.
1.2.	Of the need to make separate applications to the General Manager of Transportation Services for permits to carry out any works involving the construction in or occupancy of the abutting public rights-of-way;	Noted.
1.3.	That approval for all work that will be carried out within the abutting public rights-of-way, which may include but not be limited to financial responsibility for removal or relocation of existing street furniture (transit shelters, benches, litter bins, bicycle locking rings, etc.), must be received from the Transportation Services Division. The Owner must contact the Street Furniture Management Unit to coordinate the removal or relocation of Astral street furniture or bicycle locking rings. There are Third Party costs associated with the removal and relocation of Astral street furniture and costs to remove the City of Toronto bicycle locking ring(s). The City and Astral will not undertake any work associated with removing, reinstalling, or relocating existing street furniture until it receives payment. If clarification is required on how the above standards will apply to this site, the applicant can contact the Street Furniture Management Unit at streetfurniture@toronto.ca. For all other works within the public right-of-way, the applicant can contact the Permits and Enforcement Section, Toronto and East York District, Construction Activities, at 392-7877;	Noted.
1.4.	To submit costs for the installation of the proposed new City of Toronto Standard bicycle locking rings on public right-of-way at the rate of \$433.92/unit, including HST. The cheque is made payable to the City of Toronto Treasurer and must be forwarded to the attention of: David Dang Transportation Services, Public Realm Street Furniture Management 433 Eastern Avenue 2nd Floor, Block B Toronto, ON M4M 1B7 Tel: 416-873-8799 David.Dang@toronto.ca; and	Noted.

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1.5.	That further changes and/or requirements may be imposed by the General Manager of Transportation Services upon receipt of the revised plans and/or additional documentation required under Conditions A above.	Noted.
2.	<u>Engineering & Construction Services</u>	
2.1.	<p>All revisions must comply with the following documentation:</p> <p>a) City of Toronto's Design Criteria for Sewers and Watermains Manual. This document can be downloaded from the following website: https://www.toronto.ca/wp-content/uploads/2021/01/8cbc-ecs-specs-dcmdesign-criteria-sewers-watermains-Jan22-2021.pdf</p> <p>b) City of Toronto's Wet Weather Flow Management Guidelines. This document can be downloaded from the following website: https://www1.toronto.ca/city_of_toronto/toronto_water/files/pdf/wwfm_guidelines_2006-11.pdf</p> <p>c) City of Toronto's Water Servicing and Metering Manual. This document can be downloaded from the following website: https://www1.toronto.ca/City%20of%20Toronto/Engineering%20and%20Construction%20Services/Standards%20and%20Specifications/Files/pdf/Water%20Meter%20Manual/water_meter_manual_binder_April_16_2012.pdf</p>	Noted.
2.2.	The applicant is advised that an itemized cost estimate for all items to be installed / constructed / planted within the public right(s)-of-way will be required prior to site plan approval. The estimate shall show a breakdown of the unit cost and the corresponding quantities of each item, including, but not limited to: asphalt restoration, new concrete curb, unit pavers, concrete sidewalk and tree soil trench. <u>Exclude any costs for proposed street trees, and proposed bike rings and tree grate.</u>	Please refer to the landscape cost estimate prepared by Studio TLA and dated April 10, 2023.
2.3.	<u>Implementation of Superpave Asphalt Specifications.</u> The City of Toronto is implementing Superpave asphalt mixes commencing in the 2018 construction season for all public road infrastructure projects. Superpave asphalt mixes will be mandatory for all new projects delivered in 2018 and onward in the City of Toronto.	Noted.

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2.4.	The Owner will be required to make an application to the General Manager, Toronto Water for the installation of any proposed services within the City's right-of-way after acceptance of the Stormwater Management Report, Site Grading Plan and Site Servicing Plan. For further information, please contact George Kamalendran, Operations Contract Services at 416.392.7819.	Noted.
2.5.	The Owner is advised that pursuant to an order issued by the Ontario Ministry of the Environment, Conservation, and Parks, all wet taps performed on City watermains must be performed by, or under the supervision of, a Certified Operator in accordance with Ontario Regulation 128/04. The City of Toronto Protocol respecting the performance of and verification of wet taps can be found at: https://www.toronto.ca/wp-content/uploads/2017/11/8759-ecsspecs-pipespecs-Wet_Tap_Procedure_Notice_Jun2017.pdf	Noted.
2.6.	The Owner will be financially responsible for all costs associated with the excavation improvement, removal and/or relocation of any above or belowgrade public or private utility resulting from the development of this property.	Noted.
2.7.	The following Tier 1 measures have been met, where applicable: a) WQ 1.1 – Erosion & sediment control b) WQ 2.1 – Stormwater balance c) WQ 2.2 – Stormwater retention & reuse d) WQ 3.1 – Total suspended solids (TSS)	Please refer to the updated Functional Servicing and Stormwater Management Report.
2.8.	The following Tier 1 measures have not been met, where applicable: a) SW 1.1 – Waste collection & sorting b) SW 1.2 – Waste storage spaces c) SW 1.3 Bulky d) SW 1.4 Compaction	Please refer to the updated architectural drawing package.
2.9.	Prior to the issuance of a construction permit for work within the public rights-of-way (as part of a separate Streetscaping Application), the Owner must submit an Irrevocable Letter of Credit in the amount to be determined to guarantee the work to be undertaken and a certified cheque in the amount to be determined, made payable to Treasurer, City of Toronto, to cover the cost of engineering and inspection fees related to same.	Noted.

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2.10.	The applicant is advised to contact municipal numbering staff at municipaladdress@toronto.ca to obtain or verify new municipal addresses prior to submitting a building permit application. It should be noted that all addressed parcels and structures must have the correct municipal addresses posted. Please see the following link for details: https://www.toronto.ca/city-government/planning-development/municipalnumbering-of-a-property The municipal addresses will be required for the purpose of setting up the water account with the City of Toronto when application is made for the proposed sewer and/or water service connection (as applicable).	Noted.
2.11.	The Owner must obtain approval from Toronto Hydro Energy Services for removing and/or relocating any utility with attached municipal street lighting and for any upgrades. The Owner should contact 416.542.8000 or utility.relocations@torontohydro.com for comments and cost estimates for required fieldwork.	Noted. Discussions with Toronto Hydro have commenced.
3.	<u>Solid Waste</u>	
	Prior to solid waste collection services are to begin the City will need to be provided with: A letter certified by a professional engineer that in all cases where a collection vehicle is required to drive onto or over a supported structure (such as an underground parking garage) the structure can safely support a fully loaded collection vehicle (35,000 kilograms) and conforms to the following: <ul style="list-style-type: none"> a) Design Code - Ontario Building Code b) Design Load - City bulk lift vehicle in addition Building Code requirements c) Impact Factor - 5% for maximum vehicular speeds to 15 km/h and 30% for higher speeds 	Noted. Please refer to letter prepared by Jablonsky, Ast and Partners found in Appendix C of the Functional Servicing and Stormwater Management Report.
4.	<u>Others</u>	
4.1.	<u>Toronto Hydro Approval</u> The Owner must obtain approval from Toronto Hydro Energy Services for removing and/or relocating any utility with attached municipal street lighting and for any upgrades. The Owner is advised to contact 416.542.8000 or utility.relocations@torontohydro.com for comments and cost estimates for required fieldwork.	Noted. Discussions with Toronto Hydro have commenced.
4.2.	<u>Utilities</u>	Noted.

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	The Owner is financially responsible for all costs associated with the excavation improvement, removal and/or relocation of any above or belowgrade public or private utility resulting from the development of this property.	
E. BACKGROUND		
	<u>Transportation Services</u>	
	<p><u>ROADWAYS AND LANEWAYS</u></p> <p>There is no additional land required for Elm Street. This road is not identified in the Official Plan as a road to be widened.</p> <p>Along the south side of the property, a 0.56 metre lane widening is required to satisfy the requirement of a 6.0 metre public right-of-way for the east-west portion of Harry Barberian Lane. The existing lane has an approximate width of 4.88 metres.</p> <p>As per the submitted plans, an approximate 1.1 metre wide setback is provided along most of this frontage of the site at- and above-grade. That said, Transportation Services requires the required strip of land with 0.56 metres of width be provided free and clear of any obstruction and encumbrance, below-, at-, and above-grade. At this time, we require the site and section plans to clearly illustrate this requirement, with all structural encroachments removed, as appears feasible.</p> <p>Along the east side of the property, a 1.48 metre lane widening is required to satisfy the requirement of a 6.0 metre public right-of-way for the north-south portion Harry Barberian Lane. The existing lane has an approximate width of 3.05 metres.</p> <p>In anticipation of the functional needs of the proposed site, the plans indicate a 3.0 metre widening from the centreline of the laneway to the building face at-grade. As noted in the submitted Urban Transportation Considerations report (dated August 2022 by BA Group), this is proposed to be provided as a stratified conveyance.</p>	<p>For the north-south 3m laneway widening (to the east of the proposed building) and the east-west 0.56 m laneway widening (to the south of the proposed building), we are proposing a surface access easement and not a conveyance. Due to site constraints, our below grade program will extend below the future laneway widening areas. The proposed easement is intended to be registered on title.</p>

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	<p>Given the context of the site, Transportation Services can accept this condition and the proposed 3.0 metre widening, however the depth for the proposed underground structure must be a minimum of 1.2 metre beneath the finished grade. The section plans must be revised to illustrate this minimum depth.</p> <p>As per the submitted section plans, the above-grade encroachment of the proposed building within the north-south public laneway lands to be widened exceeds the minimum required height of 5.3 metres. As such, the stratified conveyance abovegrade is acceptable.</p>	
	<p><u>ENCROACHMENTS</u></p> <p>The submitted site, section, and landscape plans do not show structural encroachments in the public right-of-way along Elm Street. This is acceptable to Transportation Services.</p> <p>As noted, however, for the required 0.56 metre wide public laneway conveyance at the rear (south) side of the site, Transportation Services requires the removal of the at- and below-grade encroachments shown on the plans. All applicable plans must be revised to illustrate the required conveyance as free and clear of obstruction and encumbrance, with the lands to be conveyed to the City for a nominal sum.</p> <p>For the proposed 3.0 metre widening along the north-south laneway abutting the east side of the site, a stratified conveyance will be permitted, provided that a minimum depth of 1.2 metres is illustrated between the finished public laneway grade and the top of the underground structure. The plans must be revised to provide and label this dimension.</p> <p>As noted in Section B, additional conditions have been identified which must be satisfied for the proposed structural encroachments within the widened public laneway lands.</p>	<p>We are proposing to encroach above and below within the future laneway widening area. A surface access easement is proposed in favour of the City. The easement area would extend to a height of 10.0 metres above-grade.</p>
	<p><u>DRIVEWAY ACCESS AND SITE CIRCULATION</u></p> <p>Vehicular access to the proposed loading space and underground parking garage can be accessed from the north-south public laneway (known as Harry Barberian Lane) via Elm Street along the east side of the site.</p>	<p>Noted.</p>

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	<p>In general, this access location and configuration is acceptable. In addition, the public laneway connection to Elm Street is labelled in accordance with the City's T-310.050-2 design standard. In principle, this is acceptable to Transportation Services.</p> <p>As part of the re-development of this site, the applicant will be responsible for the reconstruction of the adjacent public laneway lands with acceptable elevations and paving materials, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, at no cost to the City.</p>	
	<p><u>TRAFFIC IMPACT ASSESSMENT</u></p> <p>In support of the development proposal, the applicant's transportation consultant, BA Group, prepared an Urban Transportation Considerations report, dated August 25, 2022. In this study the consultant estimates that the proposed development will generate 20 and 15 two-way trips during the AM and PM peak hours, respectively.</p> <p>Based on this level of trip generation and the results of the future traffic analysis, the consultant concludes that the projected site traffic will have minimal impacts on area intersections and can be acceptably accommodated on the adjacent road network.</p> <p>Given the site and transportation context and overall scale of the proposal, Transportation Services accepts the methodology and conclusions of the report. The vehicular traffic impacts of the site will be accepted.</p> <p>It is further noted that no review was provided for the car elevator operations with regards to mean service time and/or potential queuing. However, given the relatively small number of parking spaces provided within the automated parking system (22 spaces) and the existing public laneway context, Transportation Services accepts the car elevator configuration and use.</p> <p>In order to support and encourage the use of alternate modes of transportation (e.g. walking, cycling, and transit) and maximize the capacity of the surrounding transportation network, Transportation Services requires the following Transportation Demand Management (TDM) provisions and/or financial guarantees be provided as part of this development, generally as outlined in the submitted report:</p> <p style="margin-left: 40px;">a) One (1) on-site car-share space (feasibility to be determined);</p>	<p>Please refer to the transportation addendum letter, prepared by BA Group and dated April 12, 2023.</p>

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	<p>b) One (1) annual car-share and/or bike-share membership per unit, offered for the first year of occupancy;</p> <p>c) One (1) Presto card per unit pre-loaded with the value of a monthly transit pass, offered at first occupancy; and</p> <p>d) A minimum of one (1) bike repair station provided on-site.</p> <p>Be advised: these TDM provisions are subject to change as the development review process continues. In addition, the applicant is advised that the Transportation Planning Section of the City Planning Division may provide separate comments related to the matters under their jurisdiction.</p>	
	<p><u>PARKING</u></p> <p>A total of 22 parking spaces are proposed for the subject site within the second underground level access via an automated parking system accessed with two (2) car elevators.</p> <p>The parking requirements for this site are governed by City of Toronto Zoning By-law 569-2013, as amended by By-law 89-2022. As such, the development is subject to the following parking requirements, as outlined in the table below.</p> <p>Based on the application of the new Zoning By-law No. 89-2022, the development requires a minimum of three (3) residential visitor spaces and five (5) accessible spaces and is permitted a maximum of 145 spaces, consisting of 111 residential parking spaces, 21 residential visitor spaces and 7 retail spaces.</p> <p>The proposal does not meet the minimum by-law requirement for residential visitor parking spaces. As noted, since the underground parking will be accessed by car elevators, parking cannot feasibly be provided for non-residential uses due to safety reasons. It is further noted that while no dedicated accessible parking spaces are provided, the proposed elevator cabs are approximately 4.0 metres wide, which provides accessible access. Transportation Services accepts these provisions.</p> <p>Regardless of the proposed elevator cab dimensions, the applicant will be required to provide a design specification for the proposed car elevators and automated parking system, advising future owners/users if there are any car-size restrictions for the automated parking system.</p>	<p>23 automated parking spaces and 1 car elevator are proposed. Please refer to the transportation addendum letter, prepared by BA Group and dated April 12, 2023 and the automated parking system memo, prepared by Kingfisher Technical Solutions and dated April 6, 2023.</p>

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	<p>In addition, there may be some concern that intermittent repairs or breakdowns of the elevators could cause inconvenience and potential displacement of some vehicles to the neighbourhood during repairs. This could be particularly problematic if the elevator and/or automated parking system parts for repairs were not immediately available. In order to mitigate against this, the owner should be advised to maintain a maintenance contract for the car elevators and automated parking system that guarantees same-day (or expedient) elevator repairs.</p> <p>Table 1: Zoning By-law No. 89-2022 for Parking Zone A – Minimum Requirements</p>	

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	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">Land Use</th> <th style="width: 10%;">Units/GF A</th> <th style="width: 20%;">Minimum/Maximum/Effective Rates</th> <th style="width: 10%;">Minimum Spaces²</th> <th style="width: 10%;">Maximum Spaces²</th> <th style="width: 10%;">Effective Spaces²</th> </tr> </thead> <tbody> <tr> <td colspan="6">Resident</td> </tr> <tr> <td>Bachelor</td> <td>5</td> <td>0 / 0.3 / 0.3 per unit</td> <td>0</td> <td>1</td> <td>1</td> </tr> <tr> <td>1-Bedroom</td> <td>95</td> <td>0 / 0.5 / 0.5 per unit</td> <td>0</td> <td>47</td> <td>47</td> </tr> <tr> <td>2-Bedroom</td> <td>51</td> <td>0 / 0.8 / 0.8 per unit</td> <td>0</td> <td>40</td> <td>40</td> </tr> <tr> <td>3-Bedroom</td> <td>23</td> <td>0 / 1.0 / 1.0 per unit</td> <td>0</td> <td>23</td> <td>23</td> </tr> <tr> <td colspan="3">Subtotal (Resident)</td> <td>0</td> <td>111</td> <td>111</td> </tr> <tr> <td colspan="6">Non-Resident</td> </tr> <tr> <td>Residential Visitor</td> <td>174</td> <td>2.0 plus 0.01 per unit / 4.5 plus 0.1 per unit³ / 0.1 per unit</td> <td>3</td> <td>21</td> <td>17</td> </tr> <tr> <td>Retail</td> <td>212 sq. m.</td> <td>0 / 3.5 / 1.0 per 100 sq. m</td> <td>0</td> <td>7</td> <td>2</td> </tr> <tr> <td colspan="3">Subtotal (Non-Resident)</td> <td>3</td> <td>34</td> <td>19</td> </tr> <tr> <td colspan="3">Total Minimum Spaces</td> <td>3</td> <td></td> <td></td> </tr> <tr> <td colspan="3">Total Maximum Spaces</td> <td></td> <td>145</td> <td></td> </tr> <tr> <td colspan="3">Total Effective Spaces</td> <td></td> <td></td> <td>130</td> </tr> <tr> <td colspan="2">Minimum Number of Accessible Spaces</td> <td colspan="3">For more than 100 effective spaces, 5 accessible spaces plus 1 accessible space for every 50 effective spaces or part thereof beyond 100 are required.</td> <td>5</td> </tr> </tbody> </table> <p><small>¹ Where the calculation of the required parking spaces results in a number containing a fraction, the number must be rounded down to the nearest whole number, but in no case may there a requirement of less than one parking space.</small></p> <p>In all, Transportation Services recommends the following minimum requirements be included in the Site-Specific Zoning By-law for the site, based on the current proposal:</p> <ul style="list-style-type: none"> a) Resident Parking: 0.13 spaces per unit; b) Visitor Parking: Zero (0) spaces required; c) Accessible Parking: Zero (0) spaces required; and 	Land Use	Units/GF A	Minimum/Maximum/Effective Rates	Minimum Spaces ²	Maximum Spaces ²	Effective Spaces ²	Resident						Bachelor	5	0 / 0.3 / 0.3 per unit	0	1	1	1-Bedroom	95	0 / 0.5 / 0.5 per unit	0	47	47	2-Bedroom	51	0 / 0.8 / 0.8 per unit	0	40	40	3-Bedroom	23	0 / 1.0 / 1.0 per unit	0	23	23	Subtotal (Resident)			0	111	111	Non-Resident						Residential Visitor	174	2.0 plus 0.01 per unit / 4.5 plus 0.1 per unit ³ / 0.1 per unit	3	21	17	Retail	212 sq. m.	0 / 3.5 / 1.0 per 100 sq. m	0	7	2	Subtotal (Non-Resident)			3	34	19	Total Minimum Spaces			3			Total Maximum Spaces				145		Total Effective Spaces					130	Minimum Number of Accessible Spaces		For more than 100 effective spaces, 5 accessible spaces plus 1 accessible space for every 50 effective spaces or part thereof beyond 100 are required.			5	
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	<p>d) Non-Resident Parking: Zero (0) spaces required.</p> <p>As noted, Transportation Services requires that the applicant review the feasibility of providing one (1) car-share spaces on-site. As noted in Section B, confirmation will be required from a car-share provider as to the operation and availability of these required car-share spaces.</p>	
	<p><u>TORONTO GREEN STANDARDS</u></p> <p>This site must comply with Toronto Green Standard (TGS) Version 4.0, Tier 1, AQ 1.1 (Single-Occupant Vehicle Trips), AQ 1.2 (Electric Vehicle Infrastructure), and AQ 3.2 (Sidewalk Space).</p> <p>AQ 1.1 – Given the reduced parking provisions and the required TDM plan implementation, Transportation Services accepts that this site will reduce single occupant vehicle trips by 25 percent.</p> <p>AQ 1.2 – The development is required to provide all residential parking spaces with an energized outlet capable of providing Level 2 charging or higher to the parking space. As per the submitted plans, all of the residential parking will be provided with EVSE infrastructure. This is acceptable to Transportation Services.</p> <p>AQ 3.2 – The submitted landscape plans provide the minimum pedestrian clearway of 2.1 metres along Elm Street, which is acceptable.</p>	Noted.
	<p><u>LOADING</u></p> <p>The proposed development is subject to the required of Zoning By-law No. 569-2013 for loading. As such, the site required a minimum of one (1) Type G loading space.</p> <p>As shown on the plans, one (1) Type G loading space is proposed. The Type G loading space is proposed to be located at grade which can be accessed off of Harry Barberian Lane along the easterly limit of the site. This proposed supply satisfies the by-law requirement.</p> <p>In addition, vehicle manoeuvring diagrams (VMDs) have been submitted illustrating how the loading space will be accessed and how the site will be serviced by heavy vehicles. This includes illustrating the forward motion of solid</p>	One Type G loading space is proposed. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023 and the transportation addendum letter, prepared by BA Group and dated April 12, 2023 re: vehicular warning system and maneuvering plans.

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	<p>waste collection vehicles entering and exiting the site. In all, Transportation Services accepts the proposed loading space configuration.</p> <p>In order improve vehicular and pedestrian safety in the immediate area, a vehicular warning system is required that informs drivers, cyclists, and pedestrians in the adjacent public laneway that trucks are manoeuvring on-site when the signals are flashing. Furthermore, documentation may be required to indicate how the flashing warning light may be activated when trucks are entering and exiting the loading spaces. This provision must be included on the site plans.</p> <p>As well, the requirement of a trained building maintenance person is required to assist large vehicle operators with any turning manoeuvres to and from the loading space by controlling cycling, pedestrian and other vehicular activity in the immediate area. The plans will be required to provide a notation for such assistance.</p> <p>The applicant is advised that the Solid Waste Management will also be providing comments related to the proposed loading space and the truck manoeuvring diagrams.</p>	
	<p><u>SIDEWALKS / PUBLIC BOULEVARDS / STREETSCAPING</u></p> <p>The site plan and landscape drawings must be designed to demonstrate compliance with and consisting of acceptable City standard materials and have regard for the Accessibility for Ontarians with Disabilities Act (AODA) and requirements of the City's Complete Streets and Pedestrian Priority Guidelines, which stipulate among other things, the following:</p> <ul style="list-style-type: none"> • A 0.2 metre wide curb; • A minimum 0.6 metre wide buffer strip along the curb edge; • A furnishing/planting zone between 1.0 and 2.2 metres wide (minimum 1.5 metres required for tree planting); • Minimum 2.1 metre wide pedestrian clearways on Elm Street; and • Additional setback area for a marketing zone, if desired. <p>For Elm Street, the required 2.1 metre wide pedestrian clearway has been labelled on the landscape plans, along with acceptable furnishing zone and curb dimensions. As shown, a Pedestrian Clearway Easement will be required to secure the necessary public pedestrian space on private property.</p>	Noted.

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	<p>For the adjacent public laneway lands, the landscape plans illustrate the installation of unit pavers abutting the site along the east and south frontages. This is acceptable in principle, provided the applicant use City standard pavers for the public laneway lands.</p> <p>It is recommended for the east-west public laneway that the unit pavers be extended within the 0.56 metre wide strip of land abutting the south side of the site to delineate the public and private laneway lands. In addition, the applicant will be required to provide a one-time lump sum fee to cover future maintenance for the unit pavers based on the total unit paving area (amount per sq. metre to be determined) within the public right-of-way/laneway, with possibly an additional percentage of up to 15 percent of the above fee for complex designs. The final cost and collection of these fees will be part of the streetscape permit process. As noted, other non-standard landscape features will be documented as Boulevard Improvements, as per the clauses outlined in Section C.</p> <p>The Owner will be financially responsible for all proposed work within the municipal boulevard, as identified on the approved drawings, including but not limited to the reconstruction of the site frontages along Elm Street and the adjacent laneway lands, to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services. The Owner is advised that approval for any work to be carried out within the abutting public rights-of-way must comply with City of Toronto standards and be approved by this Division. If clarification is required on how these standards will apply to this site, the applicant can contact the Permits and Enforcement Section, Toronto and East York District, Construction Activities, at (416) 392-7877.</p> <p>For City of Toronto bicycle post and rings located within the site frontages, the Owner is advised to submit payment for the installation of the proposed new City of Toronto Standard bicycle locking rings within the public right-of-way at the rate of \$433.92/unit, including HST.</p>	
	<u>Solid Waste Management Services</u>	
	<p><u>RESIDENTIAL COMPONENT</u></p> <p>Based upon the information available, Solid Waste Management will provide bulk lift compacted garbage, recycling and organic collection services to this development. Collection of waste materials from this development</p>	Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.

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	<p>will be in accordance with the “City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Re-Developments” and Chapter 844, Solid Waste of the Municipal Code.</p> <p>Based upon the information available, Solid Waste Management will provide bulk lift compacted garbage, recycling and organic collection services to this component of the development. Collection of waste materials from this component will be in accordance with the “City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Re-Developments” and Chapter 844, Solid Waste of the Municipal Code.</p> <p>Collection will be subject to the following conditions being met:</p> <ol style="list-style-type: none"> 1) Revised drawings must indicate and annotate the Type G loading space that is level (+/-2%), and is constructed of a minimum of 200 mm reinforced concrete. 2) Revised drawings must indicate and annotate the staging pad abutting the front of the Type G loading space has an unencumbered vertical clearance of 6.1 metres, is level (+/-2%), and is constructed of a minimum of 200 mm reinforced concrete. 3) 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. 4) Revised drawings must indicate and annotate a garbage storage room a minimum floor area of at least 57.24 square metres. Revised drawings must remove the notation of "retail and residential garbage" and replace it with "residential garbage room" only. Currently when measured under scale only 52.25 square metres is provided. 5) Revised drawings must indicate a bulky storage area of minimum floor area of at least 10 square metres. 6) Revised drawings must label the method of waste separation that will be used and that the method will 	<p>Please refer to letter prepared by Jablonsky, Ast and Partners found in Appendix C of the Functional Servicing and Stormwater Management Report.</p>

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	<p>be one of the following; a single chute with a tri-sorter, two chutes with one equipped with a bi-sorter or three separate chutes. Revised drawings must show chutes aligned within the garbage room to allow for a least a standard 1.5 m3 (2 yd3) front-end container under each chute or section of the sorter. The layout of the chute/sorter must also allow for an easy change out of any full container without the need to detach another container first.</p> <p>7) Revised drawings must indicate and annotate a waste compactor within the residential waste room.</p> <p>8) Revised drawings must indicate that all access driveways to be used by the collection vehicle will have maximum gradient of 8%, have a minimum vertical clearance of 4.4 metres throughout, a minimum width of 4.5 metres throughout and be 6 metres wide at point of ingress and egress.</p> <p>9) Revised drawings must indicate that all overhead doors will have a minimum vertical clearance of 4.4 metres, and a minimum width of 4 metres.</p> <p>10) The planned movement of the collection vehicle is adjacent to entrance/exit 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.</p> <p>In addition to the conditions above that must be noted on revised drawings and before solid waste collection services are to begin the City will need to be provided with:</p> <p>A letter certified by a professional engineer that in all cases where a collection vehicle is required to drive onto or over a supported structure (such as an underground parking garage) can safely support a fully loaded collection vehicle (35,000 kilograms) and conforms to the following:</p> <ul style="list-style-type: none"> a) Design Code - Ontario Building Code b) Design Load - City bulk lift vehicle in addition Building Code requirements c) Impact Factor - 5% for maximum vehicular speeds to 15 km/h and 30% for higher speeds 	

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	<p><u>NON-RESIDENTIAL COMPONENT – HOTEL & RESTAURANT</u></p> <p>Based on the information provided, the City of Toronto DOES NOT provide service to large non-residential, industrial, commercial and institutional developments. Therefore this development is ineligible for City of Toronto waste collection services and as such all garbage and recyclables must be collected privately. Garbage and other waste materials are not to be placed on public property. Proper loading/storage facilities located on private property are required and must meet all applicable by-laws and legislation including Chapter 841 of the Municipal Code.</p> <ol style="list-style-type: none"> 1) Revised drawings must indicate that the bins that will be used for the nonresidential waste will be labelled separately from the bins for the residential waste (i.e. “Retail Waste Only”). 2) Revised drawings must indicate a storage space for the waste that will be generated by the non-residential component of this development. This nonresidential waste room must be independent from the residential waste room and must be accessible without entering the residential waste room. 3) 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 opposite 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. 	<p>We are proposing a total of 303 sm of non-residential uses. Due to the relatively small retail program proposed, one combined garbage room is suggested.</p> <p>The Type G loading space will be used by both the proposed residential an non-residential programs.</p>
	<p><u>TORONTO GREEN STANDARD</u></p> <p>Solid Waste TGS Tier 1: SW 1.1 is not satisfied (Sorting) SW 1.2 is not satisfied (Storage) SW 1.3 is not satisfied (Bulky) SW 1.4 is not satisfied (Compaction)</p>	<p>Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.</p>
	<p><u>Fire Services</u></p>	

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Development Engineering comments dated January 17, 2023 Contact: Naglaa Ahmed 416.395.1113 Naglaa.ahmed@toronto.ca		
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	<p>Upon submission of the information below, additional comments may be provided:</p> <p>1.1. Central Alarm and Control Facility (CACF) shall be provided on the storey containing the entrance for fire fighter access and is readily accessible to fire fighters entering the building. Additionally, the location of the CACF shall take into account the effect of background noise likely to occur under fire emergency conditions so that the facility can properly perform its required function under such conditions.</p> <p>1.2. The Central Alarm and Control Facility (CACF) shall be located as follows:</p> <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. Alternatively, in addition to providing the required CACF, Toronto Fire Services will accept a separate and remote annunciator panel, installed at the main entrance of the building. 	<p>Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.</p>
	<u>Survey and Property Survey</u>	
	<p>There is no additional land required for Elm Street. This road is not identified in the Official Plan as a road to be widened;</p> <ul style="list-style-type: none"> • A 0.56m lane widening is required along the rear of the property to satisfy the requirement of a 6m wide lane right-of-way. The lane has an approximate width of 4.88m; • A 1.48m lane widening is required along the easterly limit of the property to satisfy the requirement of a 6m wide lane right-of-way. Harry Barberian Lane has an approximate width of 3.05m; and • The applicant is required to apply for revised municipal numbering prior to the issuance of any building permits. Requests can be submitted to municipaladdress@toronto.ca . 	<p>Noted.</p>

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Community Planning, comments dated January 10, 2023 Contact: Christy Chow 416-392.8479 Christy.Chow@toronto.ca		
No.	Comment	Response
	The proposed development does not provide appropriate tower setbacks, tower separation distances, and tower stepbacks. In addition, the site appears too small to accommodate a base building or tower stepbacks that appropriately define the streetwall at a pedestrian scale. Further discussion is required for City Planning to better understand the rationale for the items noted above.	Please refer to the Planning Addendum Letter, prepared by the Goldberg Group and dated April 10, 2023. In addition, please refer to the dimensioned block context plan and Elm Street street elevation plan, both prepared by Partisans Architects and dated April 10, 2023.
	The subject site is located in the vicinity of a number of heritage properties. The property is located adjacent to protected heritage properties at 18, 14, and 12 Elm Street. At the pre-application stage, Heritage Planning identified the properties on site as having the potential to meet 9/06 criteria for having cultural heritage value. The property at 15 Elm Street dates between 1858-1880 and the property at 17 Elm Street was the long-standing site of the New Jerusalem Temple and appears to have been altered between 1913-1924. Staff requested the applicant submit a Cultural Heritage Evaluation Report (CHER) for these properties and received the CHER in December 2022. Since the submission of the application, Heritage Planning has received a nomination from a community member for the property at 15 Elm Street. Heritage Planning is further evaluating and considering the properties on site for potential designation. Any properties on site which are found to meet the 9/06 criteria for having cultural heritage value must be conserved as part of any redevelopment. New construction should be designed to incorporate the heritage building(s) into the design with generous stepbacks above. Heritage Planning are available to meet and discuss how this may be achieved in a redesign of the proposed building.	As outlined in the CHER, prepared by ERA Architects and dated December 22, 2022, we do not feel that 15 and 17 Elm Street meet the criteria found in the provincial Criteria for Determining Cultural Value or Interest (Ontario Regulation 9/06).
1.	Further discussion is needed for City Planning to better understand the rationale for the reduced tower setbacks and stepbacks. Please contact Christy Chow, Planner to arrange a meeting.	Further to our January 30, 2023 working session with City Staff, please refer to the Planning Addendum Letter, prepared by the Goldberg Group and dated April 10, 2023. In addition, please refer to the dimensioned block context plan and Elm Street street elevation plan, both prepared by Partisans Architects and dated April 10, 2023.
2.	In order to confirm there are no issues with the helicopter flight path of Sick Kids Hospital, the aeronautical assessment must confirm there are no intrusions into the flight path. This includes the proposed building height, construction crane swing, and any other construction methods. Please provide confirmation from Sick Kids Hospital that the aeronautical assessment has been reviewed by the hospital's aeronautical consultants.	An aeronautical peer review package was circulated to Sick Kids Hospital aeronautical consultant on February 17, 2023. The peer review process is on-going.
3.	The proposed podium height exceeds the maximum height (i.e. it is taller than the width of the Elm Street right-of-way), which does not appropriately define the streetwall at a pedestrian scale. Reduce the height of the base building to better relate to the lower scale streetwall.	The proposed 'podium' has been reduced from 10 storeys to 8 storeys. Please refer to the Planning Addendum Letter, prepared by the Goldberg Group and dated April 10, 2023

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4.	Depending on Heritage's assessment of the potential designation of the property on 15 Elm St, the applicant may be required to secure a sidewalk zone of at least 6 metres wide to provide adequate space between the front of the building and the curb to safety and comfortably accommodate pedestrians and streetscape elements.	Noted.
5.	Ensure adequate outdoor amenity space is provided. No more than 25% of the outdoor amenity component should be green roof.	Noted. Outdoor amenity space is proposed on the third storey.
6.	Ensure adequate short-term bicycle parking is provided according to Toronto Green Standard v4.	45 short-term bicycle parking spaces are proposed.
7.	Should the property at 15 Elm Street be required to be conserved as part of any redevelopment of the site, the widening of the north-south portion of Harry Barberian Lane may be impacted or unfeasible.	As outlined in the CHER, prepared by ERA Architects and dated December 22, 2022, we do not feel that 15 and 17 Elm Street meet the criteria found in the provincial Criteria for Determining Cultural Value or Interest (Ontario Regulation 9/06).
8.	The proposed building will shadow the future public park on the north side of Elm Street from 9:18AM to 12:18PM in March and September. Shadow impacts on the future public park should be adequately limited.	Shadow impacts on the future public park have been adequately limited. Please refer to the Planning Addendum Letter, prepared by the Goldberg Group and dated April 10, 2023
9.	Wind control measures, as identified in the Pedestrian Level Wind Study, should be implemented into the design to allow for comfortable wind conditions, including for sitting and standing.	Noted. Please refer to the Addendum Letter for Pedestrian Wind Comfort, prepared by SLR consulting and dated April 12, 2023.
10.	Provide a minimum first floor height of 4.5 metres, measured floor-to-floor from average grade.	First floor height has been updated to 4.5 metres. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.
11.	Retail uses should be provided on the ground floor to activate the street.	The retail frontage area along Elm Street has been increased. Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.

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Community Planning (Email) dated February 15, 2023 Contact: Christy Chow 416-392.8479 Christy.Chow@toronto.ca		
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	The Downtown Tall Building Design Guidelines identify Elm Street as a Secondary High Street that can accommodate development in the Tower-Base Form typology. The Tower-Base Form is characterized by slender point towers spaced apart and set atop pedestrian-scaled base buildings that define the street edge. The proposed building should be revised to better relate to the pedestrian scale, by reducing the streetwall height. The overall architectural composition of the building massing should be designed to sensitively respond to the existing context and not focus solely on the proportions of the building by itself. The design should create a streetwall that frames the street with appropriate proportions responding to the width of the Elm Street ROW and the existing context which consists of a 2- and 3-storey streetwall. The proposed design of the streetwall is therefore too tall and should be reduced to fit with the existing context, rather than creating an over-scaled streetwall.	The building design has been sensitively designed to respond to the site and surrounding context. Please refer to the Planning Addendum Letter, prepared by the Goldberg Group and dated April 10, 2023. In addition, please refer to the dimensioned block context plan and Elm Street street elevation plan, both prepared by Partisans Architects and dated April 10, 2023.
	More generous tower setbacks may be needed above a retained heritage building in order to maintain the building's 3-dimensional integrity/ scale, form, and massing. Please coordinate with Heritage staff to determine the appropriate setback.	As outlined in the CHER, prepared by ERA Architects and dated December 22, 2022, we do not feel that 15 and 17 Elm Street meet the criteria found in the provincial Criteria for Determining Cultural Value or Interest (Ontario Regulation 9/06).
	Setback the tower of the proposed building 12.5 metres or greater from the rear property line and centre line of Harry Barberian Lane. <ul style="list-style-type: none"> · Enter into a Limiting Distance Agreement or an equivalent legal agreement with the property owners to the east of the site as needed, if a 12.5 metre setback from the centre line of Harry Barberian Lane cannot be achieved. · If adequate separation from the rear property line is not achievable, the site may not be able to accommodate a tall building. The proposed building includes 1- and 2- bedroom units facing south on Levels 3 to 9, approximately 6.6 metres from the existing tower south the site. This is not an appropriate separation distance to ensure privacy between neighbours, and access to sunlight and skyview. 	The lands immediately to the east of the Harry Barberian Lane are owned by multiple parties and it is highly unlikely that a suffice land area could be assembled to support a tall building. That said, as outlined in the Block Context Plan, prepared by Goldberg Group and dated August 2022, if a tower site was to be assembled, it would be along the Yonge Street frontage, which would suggest a tower setback of greater than 25 m from the subject site. Please refer to the Planning Addendum Letter, prepared by the Goldberg Group and dated April 10, 2023 re: the southern setback condition. In addition, please refer to the dimensioned block context plan, prepared by Partisans Architects and dated April 10, 2023.
	Enter into a Limiting Distance Agreement or an equivalent agreement with the property owner(s) to the west of the site.	Under a separate cover, please refer to the Toronto Community Housing Corporation (TCHC) (neighbour immediately to the east; 25 Elm Street) letter dated April 4, 2023 outlining a potential cooperation agreement between TCHC and 17 Elm GP Inc. that can be recommended to TCHC's Executive Leadership Team (ELT) and ultimately our Board for approval. TCHC's expectation is that any cooperation agreement will include provision for: <ul style="list-style-type: none"> • Limited Distances to provide window opening above TCHC's building at 25 Elm Street

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Community Planning (Email) dated February 15, 2023 Contact: Christy Chow 416-392.8479 Christy.Chow@toronto.ca		
		<ul style="list-style-type: none"> Tie Back and Crane Swings Pre-Construction Survey and Post-Construction Surveys Construction encroachments Such other terms and conditions that ELT and the Board may require <p>The cooperation agreement would be subject to detailed review by TCHC of the technical, legal All of this, of course, would be subject to detailed review by TCHC of the technical, legal and financial terms of the proposal and negotiations between the two parties.</p>
	Please clarify the distance of the proposed building to the centreline of Elm Street and Harry Barberian Lane.	Please refer to the updated architectural drawing, prepared by Partisans Architects, dated April 10, 2023.
	Please note that the preservation of heritage resources should be taken into consideration at an early stage of schematic design when developing the massing strategy for the proposed building. Please coordinate with Urban Design and Heritage staff to ensure the design integrates the heritage building at 15 Elm Street in a proportionally coherent composition of the built form. Planning and Urban Design will defer to Heritage Planning regarding the specific treatment of the existing buildings on site.	As outlined in the CHER, prepared by ERA Architects and dated December 22, 2022, we do not feel that 15 and 17 Elm Street meet the criteria found in the provincial Criteria for Determining Cultural Value or Interest (Ontario Regulation 9/06).

Urban Forestry, comments dated November 4, 2022 Contact: Jason Kostopoulos 416-392.7384		
No.	Comment	Response
	In reviewing the Request for Comments package (due Nov 16) for this site, circulated Sept 28; Urban Forestry noticed a few things that need to be addressed. <i>I also advise that this plan is not acceptable to Urban Forestry at this time.</i> Applications to remove or injure the trees (both City and private) must be submitted to Urban Forestry prior to any clearance being issued.	Noted.

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Urban Forestry, comments dated November 4, 2022 Contact: Jason Kostopoulos 416-392.7384		
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	The requirements and related approval process of the City's Tree By-laws must be completed prior to Community Planning's Final Zoning Amendment Report to Community/City Council. Applications received two months (or less) before the Community Council hearing date may be unable to be completed on time and will result in a delay of the report being heard by Community Council.	
	<u>Matters Required Prior to Enactment to the Zoning By-Law</u>	
1.	An application to remove or injure the trees (both City and private) must be submitted to Urban Forestry prior to any Zoning Amendment report or any other clearance being issued.	Noted.
2.	<p>Where it is not possible to retain a tree on City property that qualifies for protection under the City of Toronto's City Tree By-law or where construction activity will encroach upon a protected tree's minimum tree protection zone, it will be necessary for the applicant to submit an application requesting permission to injure or destroy the trees in question to Urban Forestry. There is a fee of \$377.67 (subject to change) for each tree included in an application. Payment may be made by certified cheque or money order, and must be submitted with the application. Applications can be found at: http://www.toronto.ca/trees.</p> <ul style="list-style-type: none"> o Currently it appears that there is one City tree that will require a permit to injure depending on the proposed work within the Tree Protection Zones. For the application, an updated report must be included that details how the injury will occur and what measures will be taken to mitigate the injury. o Currently it appears that there are three City trees proposed for removal that will require applications. An updated replanting plan (with proposed species) will be required with the application. <ul style="list-style-type: none"> • If the applicant is unable to plant the required replacement trees back on the road allowance, the permit to destroy may not be granted. The applicant should revise the plans to show the full protection of the existing City trees; an application to injure may be necessary depending on the proposed work within the tree protection zones. o Replacement trees on the road allowance will be required, otherwise the permit to destroy the existing trees may not be granted. The applicant should confirm to Urban Forestry prior to permit issuance that other structures/services (such as sidewalk widths, gas lines, hydro vaults, etc.) will not be in conflict with the new trees. 	Noted.
	<u>Revisions and Additional Information Required</u>	

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Urban Forestry, comments dated November 4, 2022 Contact: Jason Kostopoulos 416-392.7384		
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3.	Due to an expected application for a permit to destroy three City trees, the owner will be required to plant a minimum of three new City trees. Currently the plans do not show enough new trees to satisfy the required plantings on the City road allowance.	Due to the existing utilities along Elm Street, new trees cannot be accommodated while meeting the City's soil volume requirements.
4.	The applicant must include the tree protection (including hoarding location and distances as built) on all plans for the remaining By-Law protected trees on site. This includes the Servicing Plan, Grading Plan, Site Plan, etc; not just the Landscape Plan. Applications will be required if any work is to take place within the tree protection zone of any protected trees. <ul style="list-style-type: none"> o If the applicant cannot plant the minimum required City trees back on the road allowance the existing City trees will need to be protected during the project. An updated tree protection plan showing the preservation of the existing City trees will be required. 	We are proposing to remove all trees on site. That said, we are proposing to plant healthy ornamental trees in large planters within the proposed open space area along the Elm Street frontage.
5.	Urban Forestry would like to see trees planted on private property and the City road allowance at this site. Urban Forestry would like to see a mixture of Shingle Oak, Silver Linden, American Elm or Amur Cork trees.	We are proposing to plant healthy ornamental trees in large planters within the proposed open space area along the Elm Street frontage.
6.	A composite utility plan is required indicating the location of all existing and proposed underground and aboveground utilities. The design shall be organized to avoid conflicts with existing City trees and any new tree planting areas. All new underground utilities and services shall be in a common trench as well.	Please refer to the updated landscape drawing package, prepared by Studio TLA and dated Aril 11, 2023.
7.	Plans must indicate planting areas which provide a 1.0 m depth of soil for tree planting and a minimum of 20 m3 each of quality soil per two trees, or a minimum of 30 m3 of quality soil per every one tree. Trees planted in conditions that do not meet this minimum will not be accepted. The applicant must include the soil volume and depth for each tree or group of trees on the Landscape and/or Planting Plan.	Noted. Only trees in large planters are proposed.
8.	Where the Landscape Plans propose large-growing shade tree planting over an underground structure, the Plans must specify: <ul style="list-style-type: none"> o A minimum soil depth of 1000 mm (not including drainage layers, protective board, or insulation for the underground structure), o An engineered drainage system below the required soil depth to prevent soil saturation, and o Soil composition: a sandy loam texture profile (50-60% sand, 20-40% silt, and 6-10% clay), 2-5% organic matter by dry weight, and a maximum pH of 7.5. 	Noted. Only trees in large planters are proposed.

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Urban Forestry, comments dated November 4, 2022 Contact: Jason Kostopoulos 416-392.7384		
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9.	The owner may be required to provide a tree protection security deposit to cover the appraised tree value, removal and replacement costs of City owned trees. This deposit shall be drawn upon to cover all costs incurred by the City of Toronto if the City owned trees require maintenance or removal and replacement as a result of construction activities associated with this project.	Noted.
10.	The owner may be required to provide a tree planting security deposit to cover all costs incurred by the City of Toronto in enforcing and ensuring that the trees are planted and kept in a healthy and vigorous state during the two-year guarantee period.	Noted. Only trees in large planters are proposed.
11.	The soil volumes related to the Green Standards tree planting requirement must be clearly indicated on the appropriate landscape plan(s). The minimum soil volume requirements under the provisions of the 'Toronto Green Standard' is 20 m ³ of soil per tree where a soil volume is shared among trees or 30 m ³ of soil per tree for individual trees where the soil volume is not being shared. Additionally, as per the requirements of the 'Toronto Green Standard', a total soil volume of 144 m ³ for this site must be provided for tree planting in order to meet the requirements for Tier 1 of the Toronto Green Standards.	Noted. Only trees in large planters are proposed.

Toronto Lands Corporation (TDSB), comments dated November 17, 2022 Contact: Paul Nichols pnichols.tlc@tdsb.on.ca		
No.	Comment	Response
	<p>The Toronto Lands Corporation (TLC) has had an opportunity to review the above-noted development application proposing a 30-storey mixed use building containing 174 condominium units, and retail uses.</p> <p>The Toronto District School Board (TDSB) schools currently assigned to this development are Church Street Junior Public School, Jesse Ketchum Junior & Senior Public School, and Jarvis Collegiate Institute. TDSB staff have determined that there may be insufficient capacity to accommodate students from new residential developments at all three schools by the time this development is occupied. To address accommodation challenges that may arise, the Board may need to use portables to accommodate students or engage in studies to explore options for creating space at a local school. These options include changing school boundaries, moving programs, or bussing new students to another school, among others. These studies are made publicly available in the Board's Long-</p>	Noted.

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Toronto Lands Corporation (TDSB), comments dated November 17, 2022 | Contact: Paul Nichols | pnichols.tlc@tdsb.on.ca

No.	Comment	Response
	<p>Term Program and Accommodation Strategy and may be subject to Board approval and (in some cases) include public engagement.</p> <p>When this application progresses to the site plan stage, TLC and TDSB may request site plan approval conditions requiring the applicant to erect signs on the development site and include warning clauses in all offers of purchase and sale/lease/rental/tenancy agreements to inform new residents of the student accommodation situation. Site plan conditions may also include a requirement to provide estimated occupancy dates and a commitment for periodic updates on expected occupancy to provide the TLC and TDSB with information for enrolment projections. 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>	

Toronto Catholic District School Board (TCDSB), comments dated October 6, 2022 | Contact: Michael Loberto | 416-222.8282 Ext.2278

No.	Comment	Response
	<p>With respect to this application, 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"> • Our Lady of Lourdes Catholic School <p>The closest Secondary schools serving this area are:</p> <ul style="list-style-type: none"> • St Patrick Catholic Secondary School • St Mary Catholic Academy • St Joseph's College School <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>	Noted.

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Toronto Catholic District School Board (TCDSB), comments dated October 6, 2022 Contact: Michael Loberto 416-222.8282 Ext.2278		
No.	Comment	Response
	<p>The TCDSB formed part of the City’s consultation process with respect to CS&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> <p>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.</p> <p>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 development.applications@tcdsb.org</p>	

Toronto Transit Commission (TTC), comments dated October 3, 2022 Contact: A.J Takarabe 416-393.4000		
No.	Comment	Response
	<p>As this site is near our 506 CARLTON streetcar operations, please inform the applicant that noise, vibration, electro-magnetic interference (EMI), and stray current may be transmitted by our transit operations. The Commission will not accept responsibility for such effects on any building(s) and/or occupants. Therefore, the developer is advised to apply attenuation measures so that the levels of noise, vibration, EMI, and stray current in the proposed development will be at the lowest levels technically feasible. The developer is advised to inform prospective purchasers and lessees, through a clause in the purchase or rental agreements, of the potential for noise, vibration, EMI and stray current, and that the TTC accepts no responsibility for any such effects.</p>	Noted.

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Enbridge Gas Inc., comments dated October 17, 2022 Contact: Casey O'Neil 416-495.5180 MunicipalPlanning@enbridge.com		
No.	Comment	Response
	<p>Enbridge Gas Inc. does not object to the proposed application however, we reserve the right to amend or remove development conditions.</p> <p>This response does not constitute a pipe locate, clearance for construction or availability of gas.</p> <p>The applicant shall contact Enbridge Gas Inc.'s Customer Connections department by emailing SalesArea10@Enbridge.com to determine gas availability, service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.</p> <p>If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phased construction, all costs are the responsibility of the applicant.</p> <p>In the event that easement(s) are required to service this development, and any future adjacent developments, the applicant will provide the easement(s) to Enbridge Gas Inc. at no cost.</p> <p>The applicant will contact Enbridge Gas Inc.'s Customer Connections department by emailing SalesArea10@Enbridge.com prior to any site construction activities to determine if existing piping facilities need to be relocated or abandoned.</p>	Noted.

Canada Post, comments dated November 8, 2022 Contact: Michael Monteleone 647-212.0563 michael.monteleone@canadapost.ca		
No.	Comment	Response
	<p>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>	Noted.

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Canada Post, comments dated November 8, 2022 Contact: Michael Monteleone 647-212.0563 michael.monteleone@canadapost.ca		
No.	Comment	Response
	<p>The owner/developer will provide <i>the uniquely addressed multi-unit residential component</i> with its own centralized mail receiving facility. This lock-box assembly must be:</p> <ul style="list-style-type: none"> ○ <i>A single enclosed space</i> – there must only be one mailroom per address ○ <i>Rear-loading</i> – a requirement for all multi-unit buildings with 100 or more units ○ <i>Adjacent to the ground floor main entrance</i> – the door to the delivery side must be adjacent to the main entrance or accessible via the ground floor lobby – not via a service corridor, parcel room or rear of building ○ <i>Accessible via the Canada Post lock/key system</i> – concierge & private keys are not acceptable means of lobby/mailroom access ○ <i>In compliance with Canada Post Standards</i> – refer to the Delivery Standards Manual mentioned below 	
	<p>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 retro-fitted with a Canada Post deadbolt cylinder.</p>	Noted.
	<p><i>Canada Post further requests the owner/developer be notified of the following:</i></p> <ol style="list-style-type: none"> 1. There will be no more than one mail delivery point to each unique address assigned by the Municipality 2. Any existing postal coding may not apply, the owner/developer should contact Canada Post to verify postal codes for the project 3. The complete guide to Canada Post’s Delivery Standards can be found at: https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf <p><u>The applicant/agent is asked to contact me directly to communicate potential date of project completion and to review the plans for mail service.</u></p>	Noted.

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Rogers, comments dated October 14, 2022 Contact: Anusree Mohan 1-800-400.2255 Rogers.MOC@telecon.ca		
No.	Comment	Response
	<p>Please inform Rogers Communications a minimum of 6 - 12 months in advance of the proposed construction schedule in order to coordinate our plant relocation.</p> <ul style="list-style-type: none">• Not for PUCC Approval• Rogers Communications currently has existing plant as marked on your drawing. Our standard depth in this municipality is: 1m. Please ensure you maintain clearances of 0.3m vertically and 0.6m horizontally.• Plant currently under construction.	Noted.