

# CARLYLE

January 13, 2021

## Via Secure WebLink

To: George Pantazis, Senior Planner, Toronto & East York District, City of Toronto  
c/o Greg Whitfield, Planning Consultant, Toronto & East York District, City of Toronto

Re: **Application for Zoning By-Law Amendment, Submission #2 – COMMENT RESPONSE LETTER  
6 Dawes Road (19 253476 STE 19 OZ) for 6 Dawes Danforth Inc.**

We are pleased to hereby submit our revised rezoning proposal for 6 Dawes Avenue, as described in Bousfeild's cover letter dated January 7, 2021. Revisions are in response to the City and Peer Review comments listed below:

- City Planning Comments from Carly Bowman, dated April 1, 2020;
- Toronto Building Comments from William Johnston, dated January 3, 2020;
- Urban Forestry Comments from Jason Kostopolous, dated January 16, 2020;
- Development Engineering Comments from David Moyle, March 24, 2020;
- Parks Development & Capital by Dessislava Simova, dated January 13, 2020;
- SIPA - Housing Comments from Adam Kebede, dated January 17, 2020;
- Metrolinx Comments from Alexandra Goldstein, dated January 15, 2020;
- Peer Review of Noise/Vibration Study by Jade on behalf of City of Toronto, dated December 8, 2020;
- Peer Review of Rail Safety Report by WSP on behalf of City of Toronto, dated February 26, 2020.
- Environment & Energy Division Comments from Shazad Khan, dated December 17, 2019; and
- Other Commenting Agencies (TCDSB, Toronto Lands, TTC, Canada Post, Rogers, Enbridge, Toronto Hydro, NAV Canada).

All comment responses are provided in the chart below. The chart item numbers correspond to either the page/paragraph or the numbering system in each of the comment letters received however, in the interest of brevity, the original comment is not included. Please refer to the original comment letters while reviewing. Our Digital Rezoning Application Resubmission consists of a **total of 21 files** consisting of the following documents and reports:

- a. Submission #2 Comment Response Letter dated January 12, 2021 from Carlyle Communities.
- b. Development Resubmission form dated January 12, 2021;
- c. Revised Project Data sheet;
- d. Addendum to Planning and Urban Design Rationale, dated January 11, 2021 from Bousfields Inc;
- e. Draft ZBLA 438-86 and Draft ZBLA 569-2013 (2 files dated January 11, 2021);
- f. Architectural Drawings, dated December 18, 2020 from BDP Quadrangle;
- g. Architectural Visualizations (Renderings), dated December 18, 2020 from BDP Quadrangle;
- h. Shadow Studies, dated December 16, 2020 from BDP Quadrangle;
- i. Angular Plane Studies, dated December 16, 2020 from BDP Quadrangle;
- j. Massing Street Views from BDP Quadrangle;
- k. Landscape Drawings, dated December 18, 2020 from Janet Rosenberg Studio;
- l. Functional Servicing Report and Stage 1 Storm Water Management Report, dated January 12, 2021 from RVA;
- m. "Attachment 1" – Mark-up and responses to November Functional Servicing Report and Stage 1

- Storm Water Management Report. Responses dated December 11, 2020 from RVA;
- n. Servicing Report Ground Water Review Form, dated January 12, 2021 from RVA;
  - o. Pedestrian Level Wind, dated December 15, 2020 from RWDI;
  - p. Environmental Noise and Vibration Impact Update Letter, dated December 16, 2020 from RWDI;
  - q. Rail Safety and Development Viability Report, dated December 18, 2020, from Hatch;
  - r. Rail Safety Peer Review Comment Tracker (in Excel), dated June 19, 2020, from Hatch;
  - s. Transportation Impact Study (TIS) Update, dated January 11, 2021 from LEA; and
  - t. Updated TGS Checklist, dated December 16, 2020.

Please contact the undersigned should you require any further information or materials in order to assist the City in its review and processing of our Rezoning submission.

Regards,

A handwritten signature in black ink, appearing to read 'Hilary Spriggs', with a long horizontal flourish extending to the right.

Hilary Spriggs  
VP Development, Carlyle Communities  
on behalf of 6 Dawes Danforth Inc.

## Responses to Community Planning Comments from Carly Bowman, dated April 1, 2020

ITEM	RESPONSE	REFERENCE
	<b>Public Street</b>	
Pg 2 Para 2	<p>The proposed new east-west Dawes Road extension is currently shown as a 18.5m ROW, 10.74m of which will be located on the Applicant's lands. Until such time as the lands to the north are developed, the 10.74m ROW will function on an interim basis as a private two-way driveway with a 6m wide roadway.</p> <p>When the ROW is widened to its full 18.5m width via future development, the paved road way will be increased to 8.5m wide, a large treed pedestrian boulevard will be provided on the north side and the full ROW will be conveyed to the City. NOTE that this future condition is reliant on the landowners the north and east to complete as part of future developments.</p> <p>Both the interim road and the related underground servicing have been designed such that no additional work, pipe or curb relocations within the Applicants lands will be required if/when the northerly neighbour decides to redevelop. A 4.1m boulevard including tree planting and a 2.1m pedestrian clearway have been included on the south side of the street. Wording has been included within the Planning Rationale Addendum regarding how this design contributes to a strong and healthy complete community.</p>	<p>A101.S (Site Plan)</p> <p>L100-L103 (Landscape Plans)</p> <p>L400 (Street Sections)</p> <p>Planning Rationale</p>
	<b>Land Use</b>	
Pg 3	<p>The revised application has removed the Community Centre use at the City's request and no longer integrates a Metrolinx GO station due to lack of agreement with Metrolinx on how to proceed. The Applicant has investigated a variety of other non-residential uses to be located on the lower floors of the podium, as requested, however the development's proximity to the rail corridor limits the types of permitted non-residential uses. Note that office or studio spaces of all types and any use requiring a people to congregate for any length of time would not be permitted in the Railway Safety setback.</p> <p>As such, the Applicant has proposed a self-storage facility as an appropriate non-residential use for this particular site, located in the East Block podium.</p>	<p>Info</p> <p>A231.S – A233.S</p>
	<b>Built Form</b>	
Pg 4	<p>The revised application includes 4 towers (<b>Referred to as Towers 1,2,3 and 4 starting from the West</b>) sitting on two separate podiums (<b>Referred to as the East Block and West Block</b>) divided by an at-grade POPS. All 4 towers maintain a minimum 25m separation distance from each other (and neighbouring existing and approved towers) and are located at least 12.5m from the northern property line. All towers now have a maximum floor plate of 750sm.</p> <p>As requested, the podium design has been modified and is now a consistent 6 storeys across both Blocks with and smaller and further setback 2 storey linking element between towers 1 and 2 on the West Block. The heights of the towers have also been adjusted and are now 44 storeys for Tower 1, 46 Storeys for Tower 2, 37 Storeys for Tower 3, and 19 Storeys for Tower 4, creating an appropriate transition to the active development applications at 9-25 Dawes, 10-30 Dawes and onwards to the</p>	<p>A101.S (Site Plan)</p> <p>Architectural drawings</p> <p>Architectural Visualizations</p>

	<p>neighbourhoods to the south and east. Angular Plane and Renderings have been included in this revised submission. The specific View Studies requested were forwarded to George Pantazis on June 9, 2020 via email and have been updated and re-attached to this submission.</p> <p>The ground floor layouts of both the East and West Blocks have been redesigned to allow for as much active street frontage as possible while taking technical and functional issues into account. Most notably, the East Block now has a proposed retail street frontage as part of the Self Storage facility. Typically, these types of business sell packing supplies and provide package pick-up services which result in a very animated use. Please refer to the renderings which illustrate the pedestrian experience.</p>	<p>Massing Street Views</p> <p>Architectural Visualizations</p>
	<b>Public Realm</b>	
Pg 5	<p>The proposed street sections (L400) and related boulevard widths are atypical due to the phased approach that is required to achieve the full 18.5m ROW in this neighbourhood. The Applicant proposes to provide 10.74m of the required 18.5m ROW (60%) which in a normal situation would allow for a 6.49m boulevard (10.74m minus half of an 8.5m roadway) as anticipated in OPA 478. However, in this case, the majority of the final roadway is required to be built in advance on the subject lands, leaving a 4.1m boulevard. We have removed the building cantilever as requested and are indicating a 2.1m clearway throughout the site.</p> <p>Note that the City specifically requested a road design that did not require any rebuilding of the road or curb relocations in the future however, the Applicant is open to discussing that option if a wider southern boulevard is required. Note that a smaller southern boulevard will result in a more generous northern boulevard on the “sunny side” of the street, with the possibility of a double row of trees in front of the proposed community park.</p>	<p>L400 (Landscape)</p> <p>A101.S and L100 (Site Plans)</p> <p>A451.S – A453.S (Building Sections)</p>
	<b>Unit Mix</b>	
Pg 6	<p>The revised application provides for 10% 3-bedroom and 20% 2-bedroom units and provides for a clustering of the larger 3 bedroom units within the West Block podium as well as spread throughout the East Block podium and all four Towers. The Applicant will endeavour to increase the size of various units through the design process in order to meet the Growing up Guidelines, where possible and within the limits of affordability.</p>	3/A100.S
	<b>Affordable Units</b>	
Pg 6	<p>The Applicant is interested in the provision of both affordable rental and/or affordable ownership units. The exact number will be negotiated as part of the ongoing LPAT mediation and related Section 37 discussions.</p>	Info
	<b>Amenity Space</b>	
Pg 6	<p>Indoor and Outdoor amenity spaces have been provided for both the West and East Blocks as indicated on drawing 5/A100.S. These spaces will be designed to be flexible and cater to the needs of all residents including families, children and dogs. Detailed amenity space design will be undertaken at the Site Plan space of design.</p>	5/A100.S (Amenity Chart)

	<b>Shadow impacts</b>	
Pg 7	Shadow impacts have been improved as compared to the first submission by reducing the heights of Towers 1, 2 and 3, reducing floorplate areas and revising tower spacing. Refer also to the detailed description in the Planning Rationale Addendum.	Shadow Studies, Planning Rationale
	<b>Wind Impacts</b>	
Pg 7	An updated Pedestrian Level Wind Report has been provided, dated December 10, 2019. The study identifies areas of concern that will require mitigation measures to be installed in order to create safe and comfortable conditions. These mitigation measures are being assessed and will be incorporated into the design at the SPA stage once final locations and types of amenity spaces and entrances are finalized.	Wind Report
Pg 7	A final Pedestrian Level Wind Report including final mitigation measures will be submitted along with wind tunnel testing, to indicate that the POPS will be suitable for sitting and standing in warmer months, at the SPA stage of design.	Info
Pg 7	<b>Community Centre:</b> The Community Centre has been removed from the proposed development at the request of the City.	Info
Pg 7	<b>Metrolinx:</b> The integrated GO Station has been removed from the proposed development due to lack of agreement with Metrolinx on how to proceed in a mutually beneficial manner. Any required short-term parking required by Metrolinx can be located on their 8 Dawes property which was acquired for that purpose.	Info
Pg 8	<b>Sustainability:</b> The applicant will continue to explore ways to increase project sustainability and will reconsider Tier 2 once the results of the Site Specific Rezoning are known. The Applicant is not currently considering District Energy.	Info
Pg 8	<b>Rail Safety:</b> The Applicant has participated in coordinated discussions with both the City's and Metrolinx's Peer Reviewers and have responded to their collective concerns. Refer to the revised Rail Safety Report and Comment Tracker.	Rail Safety Report And Comment Tracker

## Responses to Toronto Building Comments from William Johnston, dated January 3, 2020

ITEM	RESPONSE	REFERENCE
	<b>City-wide Zoning By-Law</b>	
1	The proposal has been revised such that no work is proposed on Metrolinx Lands	Info
2	The Applicant is currently seeking approval from Transportation Services for the proposed road and conveyances.	In progress
3	The Application is subject to Green Roof By-Law	Noted
4	The Application is subject to Site Plan Approval	Noted
5	The Application Requires Record of Site Condition prior to Building Permit	Noted
6	The Application is subject to Development Charges	Noted
7	The Application is subject to Education Development Charges	Noted
8	The Application is subject to Parks Levy	Noted
9	The Applicant is will seek the required approval of Transportation Services for any work in the City's ROW.	In progress
	<b>Toronto Zoning By-Law</b>	
1	A proposed future severance line is indicated on the Site Plan to enable each building to be sited on their own land parcel.	A101.S
2	The Applicant is seeking to amend the Site-Specific Zoning to allow the proposed uses. Refer to the revised Draft Zoning By-Laws and the Planning Rationale Addendum, dated January 7, 2021.	ZBLA, Planning Rationale
3	The Applicant is seeking to increase the residential density permissions on site. Refer to the revised Draft Zoning By-Laws and the Planning Rationale Addendum, dated January 7, 2021.	ZBLA, Planning Rationale
4	The Applicant is seeking to increase the permitted height on site. Refer to the revised Draft Zoning By-Laws and the Planning Rationale Addendum, dated January 7, 2021.	ZBLA, Planning Rationale
5	Applicant is seeking to decrease the parking requirements on site. Refer to the revised Draft Zoning By-Laws and the Planning Rationale Addendum, dated January 7, 2021.	ZBLA, Planning Rationale
6	A new road is being proposed on site that will increase the available street frontage and eliminate the "building behind a building" condition. Please refer to the Architectural and Landscape drawings.	A101.S L100
7	A detailed chart of indoor and outdoor amenity spaces and ratios is provided.	4/A100.S
8	The proposed number of Bicycle parking spaces is in compliance.	Info
	<b>General</b>	
9	<p><u>Amendments to Draft Bylaw to 438-86 include:</u></p> <ul style="list-style-type: none"> <li>• A revised list of Building Usages has been included (Note that the revised application no longer proposes a Community Centre or Railway Station)</li> <li>• An exemption from Section 4(11) is noted</li> <li>• Parking space sizes and access for standard parking will be provided as per ZBL 438-86. Refer to proposed ZBLA for wording regarding space sizes and access to the Automated Parking System.</li> <li>• Refer to the updated TIS for the Loading Space provision rationale</li> <li>• A breakdown of amenity areas for both East and West blocks has been provided on dwg 5/A100.S</li> <li>• Preliminary Green Roof Calculations for both East and West blocks have been provided on dwg 4/A100.S. Final calculations will be provided at SPA.</li> </ul>	<p>ZBLA</p> <p>ZBLA ZBLA</p> <p>TIS</p> <p>5/A100.S</p> <p>4/A100.S</p>

	<ul style="list-style-type: none"> <li>The Parking statistics and the proposed Zoning By-Law have now been coordinated. Car share permissions have also been added to the proposed Draft By-Laws for both Blocks.</li> <li>Map 2 has been clarified and the drawing has been revised.</li> </ul>	ZBLA ZBLA
10	<p><u>Amendments to Draft Bylaw to 569-2013 include:</u></p> <ul style="list-style-type: none"> <li>A revised list of Building Usages has been included (Note that the revised application no longer proposes a Community Centre or Railway Station)</li> <li>Parking space sizes and access for standard parking will be provided as per ZBL 569-2013. Refer to proposed ZBLA for wording regarding space sizes and access to the Automated Parking System.</li> <li>The Community Centre Use has been deleted from the current application</li> <li>All parking spaces within the Automated parking system are considered HC Accessible as the “drop-off” vehicular vestibule will be designed to be HC accessible.</li> <li>Refer to the updated TIS for the Loading Space provision rationale</li> <li>A Zone label for the CR string on Diagram 2 has yet to be proposed.</li> <li>A policy overlay number is now included on Diagram 3</li> <li>The Applicant is seeking to amend the Site-Specific Zoning to allow the proposed heights. The max, proposed heights are now included on Diagram 5.</li> <li>Lot Coverage and Rooming house overlay maps do not apply to this Lot.</li> </ul>	ZBLA ZBLA Info Info TIS ZBLA ZBLA ZBLA Info
11	<ul style="list-style-type: none"> <li>Text, Setbacks and line weights on the Height Map (Diagram 5) have been clarified/revised as requested and overlaid onto the proposed site plan to demonstrate compliance.</li> <li>The noted text revision has been updated as requested</li> <li>A breakdown of amenity areas for both East and West blocks has been provided on dwg 5/A100.S</li> <li>Preliminary Green Roof Calculations for both East and West blocks have been provided on dwg 4/A100.S. Final calculations will be provided at SPA.</li> <li>The Parking statistics and the proposed Zoning By-Law have now been coordinated. Car share permissions have also been added to the proposed Draft By-Laws for both Blocks.</li> </ul>	ZBLA ZBLA 5/A100.S 4/A100.S ZBLA



## Responses to Urban Forestry Comments from Jason Kostopolous, dated January 16, 2020

ITEM	RESPONSE	REFERENCE
	<b>Zoning By-Law Amendment</b>	
1	An application to remove/injure both public and private trees will be submitted at least 2 months in advance of a Final Staff report to Council (including payment of fees)	Info
2	The required fees and completed forms will be submitted along with the application to remove/injure noted in Item #1. An updated replanting plan, including proposed species has been included on drawings L100-L103	Info L100-L103
	<b>Revisions and Additional Information Required</b>	
3	Refer to the Tree Protection Plan prepared by Central Tree Care, dated September 30, 2019 and submitted to the City as part of our first application. There are no existing trees that require protection, therefore no protection details are provided.	Tree protection Plan
4	The proposed street section design for the new East-West Dawes extension is currently being mediated as part of an LPAT Appeal of OPA 478. This issue should be discussed with the City Planner. In order to demonstrate how the current proposal will fit into a future green boulevard, please refer to drawing L400	L400
5	Refer to drawing L100 for the revised planting plan.	L100
6	A composite Utility plan indicating location of all utilities and proposed street trees has been provided. Refer to drawings L105-L107	L105-L107
7	A chart of soil depths and volumes for each tree or grouping of trees has been included on drawing 3/L100	3/L100
8	Note that no underground structures are proposed as part of this development	Info
9	A tree planting deposit shall be provided t the appropriate time as required.	Info
10	A Planting Plan has bee provided on L100-L103. An updated TGS Template has also been provided. Note that currently the project is deficient in required soil volumes. The design team continues to revise the design and intends to provide additional soil volume on the rooftop amenity levels. Exact quantities to be determined during the SPA phase.	L100-L103
11	A chart of soil volumes and calculations as per the TGS have been included.	3/L100



## Responses to Development Engineering Comments from David Moyle, March 24, 2020

ITEM	RESPONSE	REFERENCE
<b>A</b>	<b>Revisions and Additional Information</b>	
<b>1</b>	<b>Transportation Services</b>	
1.1	Refer to responses below	
1.2	The location of the proposed future road public conveyance has been revised so that it now ends in the middle of the subject site and no longer connects to Main Street.	
1.3	Interim and final road plans (Appendix A) have been developed are included in the resubmission. Functional Road drawings and sections are included in FSR Report in Appendix G.	FSR
1.4	Boulevard cross sections indicating dimensioned clearways and boulevard plantings have been developed are included in the resubmission.	L40-L401
1.5	Pick-up and drop off locations for both residential towers are indicated on the architectural drawings.	A101.S, A211.S, A231.S
1.6	The boulevard cross sections provided as a response to Item 1.4 indicate a 0.2m curb, 0.6m buffer strip, 1.2m planting zone and 2.1m clearway (total 4.1m)	L40-L401
<b>2</b>	<b>Engineering and Construction Services</b>	
2.1	Comments provided by the City as a mark-up of the FSR and provided as “Attachment 1” have been responded to, also in Mark-up format and are included as “Attachment 1” to the revised FSR dated December, 11, 2020	Mark-up of November FSR
2.2	<p>Response to the mark-up of the Architectural Site Plan provided as “Attachment 2”:</p> <p>The proposed new east-west Dawes Road extension is currently shown as a 18.5m ROW, 10.74m of which will be located on the Applicant’s lands. Until such time as the lands to the north are developed, the 10.74m ROW will function on an interim basis as a private two-way driveway with a 6m wide roadway.</p> <p>When the ROW is widened to its full 18.5m width via future development, the paved road way will be increased to 8.5m wide, a large treed pedestrian boulevard will be provided on the north side and the full ROW will be conveyed to the City. NOTE that this future condition is reliant on the landowners the north and east to deliver as part of future developments.</p> <p>Both the interim road and the related underground servicing have been designed such that no additional work, pipe or curb relocations within the Applicants lands will be required if/when the northerly neighbour decides to redevelop. A 4.1m boulevard including tree planting and a 2.1m pedestrian clearway have been included on the south side of the street.</p>	<p>A101.S (Site Plan)</p> <p>L100-L103 (Landscape Plans)</p> <p>L400 (Street Sections)</p>
2.3	For responses to the City mark-up of the Landscape Drawings provided as “Attachment 3”, please refer to the revised drawing set.	L100-L401
2.4	A revised Servicing Report Groundwater Summary Form has been submitted	Form
2.5	The completed Hydrological Review Form is outstanding	Info
2.6	Refer to responses to Items 1.1 - 1.6 for additional road information.	Info

3	<b>Solid Waste Management</b>	
3.1	10 sm of “Bulk Items” storage has been located and labelled within Tower 1	A211.S
3.2	10 sm of “Bulk Items” storage has been located and labelled within Tower 2	A211.S
3.3	Note regarding Tower 1 and 2 Type G staging pad is located in the Loading Legend 2/A211.S	2/A211.S
3.4	Note regarding height of access driveways has been added to the Tower 2 drawings	A211.S
3.5	Note regarding Tower 3 and 4 Type G staging pad is located in the Loading Legend 2/A231.S	2/A231.S
3.6	Note regarding height of access driveways has been added to the Tower 3 drawings	A231.S
<b>B</b>	<b>Zoning Conditions</b>	
1	<b>Transportation Services</b>	
1.1	Revised parking rates, coordinated with the current drawings have been included in the Draft By-Laws	ZBLA
1.2	A clause relating to the use of Car Shares, at the rates proposed, has been included in the Draft By-Laws.	ZBLA
1.3	The definition provided has been included in the Draft By-Laws	ZBLA
2	<b>Engineering and Construction Services</b>	
2.1	The applicant is coordinating with other surrounding land owners to assess the municipal infrastructure needs in Character Area C as identified in OPA 478. The landowners will collectively pay for and construct the required upgrades pending the completion of ongoing Mediation related to the Appeal of OPA 478.	Info
2.2	The Applicant will pay for any required fees, insurance and/or permits as may be required to work in public ROW, at the appropriate time.	Info
<b>C</b>	<b>Advisory</b>	
1	<b>Transportation Services</b>	
	Items 1.1 through 1.8 relate to SPA requirements. The Owner acknowledges these comments and will address them as part of a future Site Plan Application.	Info
2	<b>Fire Services</b>	
	Fire services has indicated that they will provide comments at the Site Plan Application stage. A proposed interim Fire Route is indicated on the current Site Plan drawing.	A101.S
3	<b>Engineering and Construction Services</b>	
	Items 3.1 through 3.3 relate to SPA requirements or beyond. The Owner will address these comments as part of a future Site Plan Application.	Info
4	<b>Solid Waste Management</b>	
4.1	Items 4.1 through 4.20 relate to SPA drawing requirements. The Owner acknowledges these comments and will address them at the SPA stage.	Info

**Responses to Parks Development & Capital by Dessislava Simova, dated January 13, 2020**

ITEM	RESPONSE	REFERENCE
	<b>Proposal for Dedication of Parkland</b>	
Pg 3 Para 2	The Applicant has not been successful in securing an off-site dedication for Parkland. The Applicant therefore proposes to provide Cash-in-Lieu.	Info
	<b>Proposed Community Recreation Centre</b>	
Pg 3-6	Since the completion of these comments, Parks has decided not to accept the offer of a new Community Centre on the Applicant's lands	Info
	<b>Recommendation in Planning Report</b>	
Pg 6 Para 8	The applicant will be providing Cash-in-Lieu of Parkland, therefore there will be no Above-Base Park Improvements.	Info
	<b>Conditions of Approval</b>	
Pg 7 Para 2	Note that the Applicant intends to provide Cash-in-lieu of Parkland which means Approval Conditions 1.0 through 23.0 are not applicable.	Info
	<b>Advisory Comment</b>	
Pg 13 Para 3	Parkland Occupation – Construction Staging: The applicant will be providing Cash-in-Lieu of Parkland	Info
Pg 13 Para 5	Section 37: The Applicant proposes to provide a POPS space on site and is amenable to having Parks involved in any related Section 37 discussions.	Info
Pg 13 Para 6	Urban Forestry: Any comments received from Urban Forestry have been responded to the appropriate section of this response letter	Info
Pg 14	Outdoor amenity space has been provided at a minimum rate of 2sm per unit. Dog Amenities will be identified as part of these areas once specific amenity locations are identified in a future submission.	5/A100.S

**Responses to SIPA - Housing Comments from Adam Kebede, dated January 17, 2020**

ITEM	RESPONSE	REFERENCE
1	There are no existing rental units or Dwelling rooms currently on Site. No existing rental units or Dwelling rooms are being lost due to this development.	Info
2	Rental Housing Declaration of Use and Screening Form is not required as there are no existing residential uses on site. The Site is currently Zoned Industrial and contains a Self-Storage facility.	Info
3	Unit mix is indicated as appropriate.	Noted
4	The Applicant will endeavour to increase the size of various 2 bedroom units through the design process in order to meet the Growing up Guidelines, where possible and within the limits of affordability.	Noted
5	The Applicant will endeavour to increase the size of various 3 bedroom units through the design process in order to meet the Growing up Guidelines, where possible and within the limits of affordability.	Noted
6	A table/chart indicating Unit size ranges and averages is included on drawing 3/A100.S. Individual unit sizes are labelled on the architectural floor plans.	3/A100.S
7	Providing affordable rents as part of a Section 37 community benefits package will be discussed as part of the ongoing OPA 478 Appeal Mediation process. SIPA should coordinate their needs/requests with the City Planner.	Info
8	Providing affordable housing as part of a Section 37 community benefits package will be discussed as part of the ongoing OPA 478 Appeal Mediation process.	Info
9	The Applicant is open to participating in the City's Open Door policy, pending decisions relating to items #7 and 8 above.	Info

**Responses to Metrolinx Comments from Alexandra Goldstein, dated January 15, 2020**

ITEM	RESPONSE	REFERENCE
1	A revised Rail Safety and Development Viability Report dated December 18, 2020, from Hatch and a Rail Safety Peer Review Comment Tracker (in Excel), dated June 19, 2020 have been submitted to respond to the results of the Peer Review.	Rail Safety Report & Tracker
2	The noted drawings have been revised to ensure that no residential suites nor any exclusive use residential terraces are located within the Rail Safety setback.	A215.S, A235.S
3	The Community Centre use has been deleted from the development proposal at the request of the City.	Info
4	The Owner shall submit a crashwall design to 4Tran for review once the location and extent of the required crash wall is confirmed. This is expected to be completed as part of the final rezoning submission.	Info
5	Refer to Environmental Noise and Vibration Impact Update Letter, dated December 16, 2020 from RWDI. The Noise and Vibration Study will be updated to include higher train speeds, and to confirm that diesel train parameters were used in modelling as part of the next submission. Additional vibration monitoring station will be undertaken as soon as the final residential tower configurations and locations are confirmed in order to place the monitors in appropriate locations.	RWDI Update Letter
6	No Comments were provided relating to FSR Report	Noted
7	The 3.5m vegetation clearance zone and a 2.43m security fence have been shown and labelled on both the Site Plan and Landscape drawings.	L101-L103, A101.S
8	The applicant will provide crane swing, shoring and tie-back plans as part of a future Site Plan Application. It should be noted that no underground is proposed as part of this development so tie-backs will likely not be required.	Info
9	The required 2.43m high screen (Mx's "electrification barrier") has been indicated along the south parapet of both podiums and labelled on the architectural drawings.	A214.S, A234.S
	<b>Site Plan Comments</b>	
1-8	All Site Plan comments will be addressed as part of a future Site Plan Application.	Info

**Responses to Jade Acoustics Peer Review Comments, dated December 8, 2020 (on behalf of City)**

ITEM	RESPONSE	REFERENCE
	Refer to Environmental Noise and Vibration Impact Update Letter, dated December 16, 2020 from RWDI for responses to the Peer Review.	RWDI Update Letter

**Responses to WSP Peer Review Comments, dated February 26, 2020 (on behalf of City)**

ITEM	RESPONSE	REFERENCE
	Refer to updated Rail Safety and Development Viability Report, dated December 18, 2020, from Hatch for complete comment responses	Rail Safety Report
	Refer also to Excel Spreadsheet: Rail Safety Peer Review Comment Tracker dated June 19, 2020 for individual comment responses	Comment Tracker

**Responses to Environment & Energy Division Comments from Shazad Khan, dated December 17, 2019**

ITEM	RESPONSE	REFERENCE
	The applicant will continue to explore ways to increase project sustainability and will reconsider Tier 2 once the results of the Site Specific Rezoning are known.	Info

## Other Commenting Agencies

	<b>Toronto Catholic District School Board</b>	REFERENCE
1	The Applicant will erect the requested signage on-site prior to the commencement of Sales Program.	Info
2	The Applicant will provide a photograph of signage prior to the commencement of a Sales Program.	Info
3	The Applicant will include the requested clauses in the APS	Info
4	The Applicant will include provide copy of APS prior to the commencement of a Sales Program.	Info
	<b>Toronto District School Board (Toronto Lands)</b>	
Pg 1 Bullet 2	The Planning Rationale has been updated as requested, refer to page Page 21 (refer also to email from Toronto Lands to Bousfeilds dated Nov 5, 2019)	Planning Rationale
1	The Applicant will erect the requested signage on-site prior to the commencement of Sales Program.	Info
2	The Applicant will include the requested clauses in any Agreements of Purchase and Sale or Rental agreements.	Info
	<b>Toronto Transit Commission</b>	
Pg 1 Para 1	Note that the revised Application no longer proposes a vehicular road connection to Main Street across Metrolinx's lands	Info
Pg 1 Para 2	The Applicant will include noise, EMI and stray current attenuation methods to the design of the development at the Site Plan and Building Permit stages, as required.	Info
	<b>Canada Post:</b> The Applicant is in receipt Canada Post's standard letter which indicates they have no comments.	Info
	<b>Rogers:</b> The Applicant is in receipt of Rogers' standard letter which indicates they have no comments.	Info
	<b>Enbridge:</b> The Applicant is in receipt of NAV Can's standard letter which indicates they have no comments.	Info
	<b>Toronto Hydro:</b> The Applicant has received contact info and drawings from Toronto Hydro indicating the locations of their existing infrastructure. No comments were provided.	Info
	<b>NAV Canada:</b> The Applicant is in receipt of NAV Can's standard letter which indicates they have no comments.	Info

- [Peer Review of Noise/Vibration Study by Jade on behalf of City of Toronto, dated December 8, 2020;](#) and
- [Peer Review of Rail Safety Report by WSP on behalf of City of Toronto, dated February 26, 2020.](#)