


Response to Comments Matrix & Detailed Revision List: 2455 Danforth Ave (Danforth Sobeys)		
<div><div>Address: 2455 Danforth Ave</div><div>Application No.: 24 241176 STE 19 OZ</div><div>Date: September 10, 2025</div></div>		
Ref No.	Comment	Response
COMMUNITY PLANNING (Dated: February 18, 2025)		
General Comments		
1	<p>A zoning notice ("Zoning Notice") prepared by the Toronto Building division dated January 16, 2025 is attached to this letter (Attachment 1). Please ensure that your resubmission includes all information needed to update and complete the Zoning Notice.</p> <p>Please direct any questions related to the Zoning Notice to Afsoon Hamiativaghet, Zoning Examiner, at Afsoon.Hamiativaghef@toronto.ca or 416-395-6083.</p>	The enclosed Draft Zoning By-law Amendment dated September 10, 2025 addresses the comments raised by the Zoning Examiner.
2	<p>In addition to addressing these comments, the following are requested as part of your complete resubmission package:</p> <p>a. Detailed Revision List (including comment matrix) b. Housing Letter (see comment #46) c. Revised Draft Zoning By-law Amendment d. Revised Architectural Plans e. Revised Landscape Plans f. Revised Tree Protection Plan g. Revised Functional Servicing and Stormwater Management Report h. Revised Hydrogeological Report i. Revised Hydrogeological Review Summary j. Revised Servicing Report Groundwater Summary k. Foundation Drainage Summary Form</p>	Please refer to the cover letter for the complete list of resubmission materials.
Zoning By-law Amendment		
3	Respond to the comments provided on the attached marked up Draft Zoning By-law Amendment, appended to this memorandum as Attachment 2 – Draft Zoning By-law Amendment Comments.	The comments on the Draft Zoning By-law Amendments have been addressed in the enclosed revised Draft Zoning By-law Amendment dated September 10, 2025
Built Form		
4	A further built-form workshop with Urban Design and Planning staff is recommended to resolve the comments below. Please reach out to the Planner assigned to schedule a workshop.	This resubmission responds to both the formal circulation comments and also captures the various revisions subsequently discussed with Planning and Urban Design staff during several without prejudice meetings held between May-Aug 2025.
5	Please reduce the number of storeys of the tall building (Building A) to be in the mid-20s to be more reflective of the existing and planned context.	The overall height of Building A has been reduced to 29-storeys. The reduced height results from ongoing discussions with City Staff and reflects a building scale appropriate for the subject site, which is located within two Major Transit Station Areas. A more detailed rationale is provided in the enclosed Planning and Urban Design Rationale Addendum, dated September 10, 2025, and prepared by Bousfields Inc.
6	Please reduce the height of the midrise building (Building B) to maximize sunlight on the Danforth Avenue north sidewalk. A minimum of 5 continuous hours of sunlight is required.	Based on discussions with City Staff, the height of the mid-rise element (Building B) is to remain at 13-storeys in height. Based on the enclosed Shadow Study, the proposed development casts shadows on the sidewalk of Danforth Avenue, which in our opinion are adequately limited. Refer to the enclosed Planning and Urban Design Rationale Addendum, dated September 10, 2025 and prepared by Bousfields Inc. for a detailed shadow impact analysis.
7	A street elevation should be provided to show the relationship between the development and the adjacent properties on street in elevation. Demonstrate how the ground floor height and street wall aligns with the neighbouring properties.	Street elevation studies were prepared for a meeting with City Staff on April 24, 2025 and have been updated based on the revised massing. These studies have been included in the Architectural set (refer to sheet A.204)
8	Make efforts to reduce the size of the tower floor plates to meet the requirements of the Tall Buildings Design Guidelines.	While the tower floor plate size has increased to 850 square metres, this is as a result of on-going discussions with City Staff and will result in the provision of better unit layouts. Moreover, the proposed tower element continues to provide adequate setbacks and separation distances to meet the Tall Building Guidelines, and will result in minimal built form impacts. A more comprehensive analysis is provided in the enclosed Planning and Urban Design Rationale Addendum, dated September 10, 2025 prepared by Bousfields Inc.
9	Repurpose the mechanical penthouse for residential and amenity spaces by providing geothermal solutions in a low-carbon building.	First Capital has incorporated geothermal at several projects and will undertake the necessary assessments during the SPA process. Should geothermal prove to be viable for this project, the mechanical penthouse will be converted to residential or amenity space.
10	<p>Staff reviewed the Pedestrian Level Wind Study. The wind study identifies areas of concern relating to pedestrian comfort and safety. Modifications to the building massing and or design to ensure safe and comfortable wind conditions. Some of the concerning areas are:</p> <p>a) the POPS area has uncomfortable wind condition in spring and winter and is comfortable for walking in the fall. Integrate wind mitigation measure including but not limited to canopies.</p> <p>b) Northwest corner is uncomfortable in winter. Explore massing changes, canopies and wind screens as recommended in the wind study.</p> <p>c) The entrance on Westlake and the retail are uncomfortable in winter. Explore recessing the entrance and other measure to mitigate wind mitigation.</p> <p>d) The outdoor amenity is uncomfortable in the spring, fall and winter. Please develop a design layout and integrate tall guard railing, canopies, trellis, local screens, and trellis. Integrate generously planting beds to support trees and shrubs. The outdoor amenity will continue to be used during the winter months and should be comfortable throughout the year.</p>	Refer to Pedestrian Level Wind Memo prepared by RWDI. The building height has been reduced from 35 to 29 storeys, which is expected to improve conditions around the site. Additionally, revisions to building massing, recessed entrances, and proposed canopies will contribute to improved wind conditions. Further study of wind conditions and mitigation strategy will be advanced during the Site Plan stage.
11	Additional wind tunnel testing should be conducted at the Site Plan Control stage but mitigation measures should be addressed in the zoning stage. This may include lowering the height of the towers and step-backs between the tower and the podiums to reduce the wind down washing into pedestrian areas.	While the wind tunnel testing will be conducted as part of a future Site Plan Approval application, we note that the overall tower height has been reduced to 29-storeys. Furthermore, the podium building at the base of the tower is now 8-storeys in height, and incorporates step backs on Levels 2 and 4.
12	Conditions should be comfortable for sitting during three seasons along sidewalks, entrances and transit stops (where benches are located) as well as amenity areas/POPS/Parks; and they should be comfortable for standing in the winter season.	Acknowledged. Additional wind testing and mitigation strategies will be advanced during the Site Plan stage.
13	Consider recessing the building entrance on the west to mitigate wind conditions.	The entrances to both the residential and non-residential uses are recessed at grade. Refer enclosed Site Plans (Drawings Nos A103 & A111).

Public Realm & Site Organization		
14	For more direction on the design and configuration of the retail space on ground level refer to the Retail Design Manual.	We have reviewed the Retail Design Manual and the enclosed Revised Proposal provides at grade retail uses that can accomodate a potential grocery store as well as smaller retail spaces that can accomodate a diverse range of future uses. The detailed design of the retail spaces will be considered at the Site Plan Application stage.
15	Review the footprint of underground parking together with preservation of the existing mature trees and limit the underground area to the extent of the building footprint.	The underground parking levels are now set back a minimum of 5.3 metres from the south property line in an effort to preserve mature trees. Refer to the enclosed Floor Plans (Drawing Nos A101-A102).
16	The inclusion of a POPS space is noted appreciated. Demonstrate efforts to maximize the size of the frontage along Danforth Ave to allow for better access to sunlight and increased visibility, accessibility, and better pedestrian connection to the public sidewalk.	The POPS space is located in the eastern portion of the subject site in in keeping with the vision of the Main Street Planning Study. The POPS space has frontage along Danforth Avenue and will be visible and accessible directly from the street.
17	Indicate the proposed programming and landscaping including trees and seating. Explore and take into consideration how the space can: a. Support the adjacent retail unit; b. Provide opportunities for passive and active recreation, including in winter months;	Seating and diversified planting have been provided at the west side of the building. More programming can be provided by the POPS to the east. Placeholder design has been added to POPS and will be revised during SPA in consultation with Planning and Urban Design staff.. Refer to enclosed Landscape Plans (Drawings Nos L100-300).
18	Consider including a mural or some other artistic element along the wall of the property on the east facing the POPS for the Site Plan application.	Noted. The applicant will consider incorporating artistic elements along the east blank wall during the Site Plan Approval application process.
19	The site is of a scale and prominence to warrant participation in the Percent for Public Art Program. Refer to the Percent for Public Art Program Guidelines.	Noted. The applicant will consider incorporating artistic elements along the east blank wall during the Site Plan Approval application process.
20	Explore the opportunity to integrate/showcase/make visible and or celebrate Black, Indigenous, People of Colour (BIPOC) history, cultural and natural heritage through place-making, place-keeping, naming, wayfinding, monuments, interpretive features and public art, partnership, and programing within the public realm, as appropriate. Consider retaining a BIPOC consultant to advance the integration of BIPOC history.	Noted. As noted above, this will be considered during the Site Plan Approval application process.
21	Maintain clear sight lines through pedestrian areas, in keeping with Crime Prevention Through Environmental Design (CPTED) principles.	Pedestrian areas will be designed using CPTED principles with clear sight lines through pedestrian areas. These areas will be developed further through the Site Plan Application process.
22	A canopy should be provided over all entrances and at-grade bicycle parking areas. Ensure dimensions and setbacks / projections for canopies are shown on plans and reflected in the revised Draft Zoning By-law.	Canopies have been provided and dimensioned over entrances and at-grade parking. Refer to Ground Floor Plan (A.103) and Roof Plan (A.111)
23	Explore options to maximize the amount of short-term bike parking at-grade and in proximity to all retail and residential entrances.	We are currently providing 10 short-term at-grade bicylce parking spaces adjacent to the grocery store entrance. Further studies to increase the number of at-grade bike parking can be explored during SPA. Refer to Ground Floor Plan (A. 103) and Roof Plan (A.111).
24	Staff request that the applicant provide a signage plan with the Site Plan application to ensure that wayfinding for bicycles to access the P1 short and long term is easy and safe.	Noted. As suggested, this will be considered during the Site Plan Approval application process.
25	Ensure below-grade parking structures do not limit opportunity for mature landscape and tree growth on site by providing quality soil with appropriate volume and depth. The finished elevation of underground parking/structures should allow for 2m soil depth to support mature trees and vegetation.	Elevation of underground structure has been coordinated with the architectrual plans to ensure adequate soil volume for trees is provided. Refer to Landscape Sections L400.
26	Mitigate noise, vibration and odour from loading / underground garage entrances adjacent to residential units and demonstrate that there is adequate fencing / screening. This can be further explored through Site Plan Control.	Noted. As suggested, this will be considered during the Site Plan Approval application process.
Landscaping		
27	All utilities (light standards, hydrants, overhead wires, vents, transformers, hydro vaults, cable boxes, meters, grates, etc.) should be indicated on appropriate plans and elevations.	Noted. All such utilities are shown on civil Drawing No. CV-101 (Functional Servicing Plan) and CV-501 (Composite Utility Plan)
28	Show the switchgear and pad mounted transformer in the landscaping plans and demonstrate that there is adequate screening and separation from the residential lots.	Transformer and screening have been added to the layout plan. Please refer to Landscape Plans L100-L300 and Architectural Drawing Plan A100 and A103. The ultimate design will be finalized during the Site Plan Approval process.
29	Provide street section for Westlake Street. Ensure the underground garage is lowered and/or setback to accommodate sufficient soil volume for trees.	Landscape section (9/L400) has been provided for Westlake St. Following discussion with Staff, the planting has been revised to a multi-stem shrub. Sufficient soil volume is provided.
30	At the Site Plan stage, please include pedestrian amenities such as benches within the streetscape design.	Noted. Additional detail will be provided during Site Plan.
31	Refer to the Streetscape Manual for all streetscape plans. Reach out to the local Danforth Village BIA and confirm if there are local streetscape requirements. Cross sections will need to demonstrate tree locations without utilities conflicts, and adequate setbacks and dimensions. Further details can be finalized through Site Plan Control.	The Danforth Mosaic BIA details of the Streetscape Manual were referenced for the streetscape design as was new adjacent developments (2301 Danforth Ave) to ensure continuity and consistency. Refer to L400 for sections to demonstrate no conflict between trees and utilities.
32	Please clarify if the underground garage projecting into the public boulevard.	The below grade plans show a 700mm buffer for shoring around the entire perimeter of the garage. The NW corner of the garage previously had the shoring encroaching within the corner rounding, however, this has been pulled back clear of the conveyance (refer to sheets A101 and A102).
33	Provide landscape layout with the ground floor as base as opposed to the roof plan, as specified in the terms of reference, to better illustrate the relationship between the ground floor uses and the landscape.	Ground floor plan has been used as base in landscape layout plan. Refer to updated Landscape Drawing Set
34	Provide landscape plan for the POPS and the outdoor amenity. Provide the locations for trees and general location of soft landscaping and high-level programming. Greater a greater level of detail will be required through Site Plan Control.	A high-level POPS desgin has been added to layout plan. Further design of the POPS will be coordinated during Site Plan. Refer to L100-L300 for conceptual plan.
35	The preservation of several of the trees on the south as requested is appreciated. Explore retaining Tree No. H, J, I, 55, 56 and J as well	Refer to updated Arborist report and TIPP. Trees No. 55, 56 will be preserved. Refer to Landscape Plan L100-L300
36	In accordance with Transportation Services comments reduce the width of the driveway (see Engineering Review memo dated January 6, 2025) and increase soft landscaping.	The proposed driveway width of 12.4 m is annotated on the updated architectural plans. The proposed width of 12.4 m is required to accommodate all necessary truck manoeuvres. The existing curb cut, serving the adjacent 47 Westlake Avenue driveway (south of the proposed Site driveway), will be maintained. Refer to Drawings Nos A100 and A103.
37	Is the area required below necessary for vehicle movement? Explore reclaiming as landscaped area. 	Refer to BA Group VMD within Transportation Addendum Letter. The provided area is required for the truck turning movements. Refer to L100 to review turning movements.

38	Ensure the overall grades of the site are integrated with the adjacent developments. Work with the existing grades as much as possible to limit the need for extensive retaining walls to provide a gradual transition.	Acknowledged. Refer to the Functional Grading Plan (Drawing CV-201); Both proposed spot elevations and existing spot elevations are shown around the perimeter of the Site, and where the grading matches-to existing along the bordering Streets. It is thus evident that the proposed grading/elevations match-to existing. Note that a proposed retaining wall is required at the south frontage in-order to match-to existing grade at the rear of the Site. As a high-level grading comment: given that a Grocery Store is proposed, a loading area is required at the rear of the site, with a depressed-area such that trucks can make deliveries to the grocery-store loading area, which is necessarily flush with the elevation at the building's frontage-to Danforth Ave. This results in the unavoidable need for the retaining wall at the site's perimeter. Also refer to Landscape Plan L100.
39	Provide spot elevations and sections to illustrate the grading relationship between the site and the adjacent properties on the south. Include grading, retaining walls, fencing, plant material and any other landscape or architectural element.	Refer to the Functional Grading Plan (Drawing CV-201) for proposed spot elevations and cross-sections. Also refer to Landscape Plan L100.
Non-Residential Uses		
40	The subject lands are located within a Priority Office Area (Map 1 – OPA 420). Please consider providing non-residential uses above grade within the podium. This can include expanded retail space and / or community services and facilities such as a childcare facility.	While the subject site is located within a Priority Office Area, the City of Toronto has acknowledged office vacancies around large cities across North America the turn of the decade, including Toronto, together with the ongoing housing crisis that has elevated pressures for residential intensification in the City. The City has recently completed an Office Needs Study to analyze the current office market conditions, understand the benefits and risks of converting office space to alternative uses and to explore policy options that would balance office needs in the short and long-term while ensuring the City's economic role remains competitive and resilient. Some of the key findings of the study note that while higher-quality, well-located office spaces continue to perform relatively well during periods of reduced demand, this trend is generally limited to areas such as Toronto's Financial Core and the broader Downtown. The subject site, however, is located outside of these areas. Finally, the reports emphasize that office uses should not be considered in isolation from broader macroeconomic factors and municipal objectives. This includes equal consideration of the housing crisis and the need to expand the supply of residential uses. With respect to the provision of other non-residential uses, we explored providing non-residential uses above grade, however, we note that the proposal contemplates a range of non-residential uses, including a potential grocery store. Furthermore, during discussions with City Staff, it was determined that it would not be feasible to provide a childcare facility above grade. Based on the foregoing, it was concluded that the at grade retail uses, combined with the potential grocery store are satisfactory.
41	Consider providing affordable and adaptable non-residential spaces at-grade to support small art, culture, and business uses.	The proposed development contemplates retail areas of various sizes that can accomodate a range of non-residential uses. Furthermore, the size(s) of the areas can also be further refined during the Site Plan Approval application.
Shared Amenity		
42	As per the ZBL, a maximum of 25% of the outdoor amenity area can be provided as a green roof. The green roof can be designed as a walkable surface with a groundcover like clover.	A small area of green roof (140.6sm) is provided within the designated level 3 outdoor amenity space, which equates to 10.8% of the total outdoor amenity space (140.6/1300.4=10.8%), within the 25% maximum.
43	Provide pet amenities. Refer to Pet-Friendly Guidelines and Best Practices for New Multi-Unit Buildings.	Noted - pet amenities will be provided and further detailed at the Site Plan stage.
44	Provide pet wash station together with a wet room that can be used for washing strollers or bicycles.	Noted - a pet wash station and wet room will be provided and further detailed at the Site Plan stage.
Housing		
1	If you have any questions related to the below Housing comments or wish to discuss, please do not hesitate to contact Drew Anderson-Ramsaroop, Planner, SIPA at Drew.Ramsaroop@toronto.ca or 416-396-4324	Noted.
2	Application materials provided by the applicant state the proposed vision for the site would include 13 affordable housing units as part an in-kind Community Benefit Charge contribution as part of this development application to support the City's and Growth Plan's housing policy objectives to provide a full range of housing (tenure and affordability) within new developments.	Given that the City's Inclusionary Zoning Policies are now in force and effect, the owner will work with City Staff to provide affordable housing in accordance with the applicable policies.
3	Please provide additional information so Housing Policy staff may sufficiently evaluate the affordable housing proposal. This may be in the form of a letter with the next submission or directly emailed to the Housing Planner at Drew.Ramsaroop@toronto.ca. The requested information includes the following: a. Additional details related to the type and tenure of affordable housing proposed; b. Defined affordability period and length of secured tenure; c. Location of the affordable housing in the proposed building; d. Number, unit type, and size of affordable housing units; and e. Depth of affordability compared to the in-force definitions of affordable housing. f. A letter from the applicant that includes the affordable housing proposal.	Based on correspondence with the SIPA on Sepetmber 2, 2025, it was confirmed that these requirements can be addressed in the Planning and Urban Design Rationale Addendum. The enclosed addendum speaks to housing and outlines that the applicant will work with City Staff to provide affordable housing in accordance with the applicable policies. Moreover, the applicant will consider the Inclusionary Zoning Implementing Guidelines when providing the affordable housing units.
4	PPS 2024 recognizes the importance of planning for a range and mix of uses on lands near existing and planned frequent transit, including second units and affordable housing to support existing and planned transit service levels. Given the site's location near an existing major transit investment or a priority transit corridor, there is a significant public interest for including affordable housing units within this new development.	As noted above, the applicant will provide affordable housing units in accordance with the applicable policies. Refer to the enclosed Planning and Urban Design Rationale Addendum dated September 10, 2025, prepared by Bousfields Inc.
5	The City has launched its new Rental Housing Supply Program to provide incentives for the creation of new affordable housing, purpose-built rental homes, rent-geared-to-income and affordable rental homes, and community housing-led rent-controlled homes beyond those required by the Official Plan, subject to certain terms and conditions. We encourage the applicant to reach out to the Housing Secretariat for more information and to consider the new Rental Housing Supply program.	See above response.
6	Staff request the applicant connect with Planning and Housing Secretariat staff to pursue ongoing discussions regarding the provision of an in-kind affordable housing benefit on this site.	See above response.
7	The provision of 152 (24%) two-bedroom units and 63 (10.2%) three-bedroom units supports the unit mix objectives of the Growing Up Study and Guidelines, Official Plan housing policies, and the PPS' growth management and housing policies to accommodate within new development a broad range of households, including families with children.	In accordance with Policy 9.2 of the Main Street Planning Study (OPA 478) and the Growing Up Guidlines, the enclosed Revised Proposal provides 151 (24%) two-bedroom units and 61 (10%) three-bedroom units.
8	None of the two-bedroom units proposed are larger than 87 square meters, and only 1 three bedroom unit is larger than 100 square metres. These thresholds are meant to support the unit size objectives of the Growing Up guidelines to accommodate within new development a broad range of households, including families with children.	Noted. Detailed information on unit mix and sizes to be provided through the Site Plan Application process.

9	As the detailed design of the site progresses, the applicant should provide additional information on the proposed unit mix and unit sizes, including a table outlining unit sizes and size ranges by bedroom type, to evaluate the application in the context of the Growing Up guidelines.	Noted. Detailed information on unit mix and sizes to be provided through the Site Plan Application process.
10	Locate larger units on lower levels and grade-related units, ideally overlooking outdoor areas.	Noted. Detailed information on unit mix and sizes to be provided through the Site Plan Application process.
11	All bedrooms should have exterior windows and be approximately 11square meters.	The unit layouts will be addressed during the Site Plan Application process.
12	Relocate the larger units to areas that have larger terraces. See sketch below: 	Noted. This level of detail will be reviewed during the Site Plan Application process.

Planning for Children

13	Staff continue to encourage the incorporation of childcare facility to fulfill the non-residential component.	Noted. This level of detail will be reviewed during the Site Plan Application process.
14	Provide a minimum of 25% of the indoor amenity spaces as "multi-purpose" space, and secure this in the site specific zoning by-law. This space should function for all building residents and include flexible space that can be used for communal gathering; homework room with Wi-Fi for teens located in a visible area; spaces for toddler play that can be used by adults for fitness or crafts in the evening, etc. These rooms should include generous storage space for moveable furniture. Consider providing a cooktop to allow groups of children to learn about food preparation.	The detailed design of the amenity spaces is to be discussed and provided at the Site Plan Approval application. The enclosed proposal meets the City's requirements for indoor amenity space. A total of 1,240.1 square metres of indoor amenity space is provided, resulting in a rate of 2.0 square metres per dwelling unit.
15	Include a washroom in the lobby. Consider a storage room for strollers to be locked or a shared (wheeled) toy library.	Barrier free washrooms have been added to each of the residential lobbies. Refer to ground floor plan on sheet A.103.
16	Ensure unit entries are generous and include stroller storage.	The unit layouts will be addressed during the Site Plan Application process.

Sustainability & Resilience

17	In accordance with the policies of OPA 478, the applicant is encouraged to: a) incorporate low-carbon/renewable thermal energy technologies such as geo-exchange, solar thermal systems, and heat recovery; b) integrate on-site renewable energy and electricity production to reduce electricity demand; c) provide backup power for resilience to area-wide power outages informed by guidelines developed by the City; and d) limit the loss of embodied energy and emissions contained within the proposed building.	Noted. The details of the energy systems will be studied and considered at the time of the Site Plan Approval application.
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Toronto Green Standards

18	The proposal is required to meet the Tier 1 requirement and is encouraged to pursue higher Tier standards of the TGS.	Noted. The proposed development will meet the applicable Toronto Green Standard version at the time of the Site Plan Approval application.
19	The TGS Development Charge Refund Program offers a partial refund on development charges paid, for verified Tier 2 or higher sustainable and high-performance development projects. If the application is targeting Tier 2 or higher of the TGS, we recommend that the applicant consider enrolling in the TGS Development Charge Refund Program.	Noted.
20	The following Tier 1 standards are required to be satisfied to receive Zoning By-law Amendment approval: a) <u>AQ 1.1 Single-Occupant Vehicle Trip</u> : Further revisions to the plans and additional documentation are required to demonstrate compliance. See Section D of the comment memo from Development Engineering dated January 6, 2025 for further details. b) <u>AQ 2.4 Electric Bike Infrastructure</u> : Clearly label the location of the electric vehicle parking spaces on the plans. c) <u>AQ 2.5 Shower & Change Facilities</u> : 1 shower and change facility is required to meet the requirements of Zoning By-law 569-2013 (Clause 230.5.1.10(7)(B)). The plans must be revised accordingly. d) <u>AQ 2.6 Publicly Accessible Bike Parking</u> : The bicycle parking should be weather protected. Please revised the plans accordingly. e) <u>WQ 1.1 Water Balance, Quality Control & Quantity Control</u> : It has not been demonstrated that this standard has been satisfied. Please see comments from Attachments 1-5 to the memo from Development Engineering dated January 6, 2025 for further details. f) <u>EC 1.1 Tree Planting Areas and Soil Volume & EC 1.2 Trees Along Street Frontages</u> : Satisfactory soil volumes have not been clearly shown on plans to meet these standards. Please see the memo from Urban Forestry dated January 15, 2025 for further details.	Re: AQ 1.1 - Refer to BA Groups Response to Comments Letter for detailed responses. Re: AQ2.4 - Refer to Plan A102 Re: AQ 2.5 - Refer to Floor Plan A.102 Re: AQ 2.6 - 5 bike rings at Danforth are located below arch canopy. Re: EC 1.1 & 1.2 - soil volumes have been revised in L101. Re: WQ1.1 - refer to separate response memo by civilGo and revised Functional Servicing & Stormwater Management Report. Re: EC 1.1 - Please see updated soil volume calculation on Plan L101
-	Please submit a complete resubmission package to Toronto Building, including both a summary of your revisions and a Detailed Revision List. Materials should have new revision dates and be provided electronically. Where possible, please include redlines indicating changes made to the previously reviewed version. Contact Kyle Strik, Planning Consultant, Toronto Building at Kyle.Strik@toronto.ca to submit your revised application.	Noted.
-	If you have questions about this memorandum, please contact Alexa Legge, Planner, at Alexa.Legge@toronto.ca. In all correspondence, please quote the application number and the municipal address of the subject property. We look forward to continued collaboration with you on this proposal.	Noted.

DEVELOPMENT ENGINEERING (Dated: January 6, 2025)

A. REVISIONS AND ADDITIONAL INFORMATION REQUIRED FOR PLANS, STUDIES, AND DRAWINGS

-	With the next submission, the Applicant shall provide a Response Summary Letter (or Table). The letter shall: • 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.	Noted. This comment matrix has been prepared in response to this comment. Where necessary, this matrix refer to detailed response letters prepared by CivilGo and BA Group.
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-	<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.</p> <p>The Applicant may combine the two letters above into a single document.</p>	<p>Noted. This comment matrix has been prepared in response to this comment.</p> <p>Where necessary, this matrix refer to detailed response letters prepared by CivilGo and BA Group.</p>
1. Transportation Services		
1.1	<p>Clarify/revise the required right-of-way widening along Danforth Avenue as follows:</p> <p>(a) Provide a dimension for the width of the conveyance (0.4 metres required).</p> <p>(b) Revise the labels on the landscape and any other plans to provide a free simple conveyance (i.e. not stratified).</p> <p>(c) Remove the underground parking garage encroachment from the corner rounding conveyance.</p>	<p>To ensure that a consistent 27.0 metre right-of-way width is provided along the Danforth Avenue site frontage, the proposed conveyance ranges in width from approximately 0.5 m to 0.55 m (as shown on the architectural plans). The conveyance will be further reviewed as part of the Site Plan Approval phase of this application. Adjustments have been made to the underground parking garage to avoid encroachment from the corner rounding conveyance. Refer to Plans A101, A102, L100.</p>
1.2	<p>Provide a minimum of one (1) shower and change facility for each gender to meet the requirements of Zoning By-law 569-2013, Chapter 230.</p>	<p>Two (2) shower change rooms have been added to the P1 level, adjacent to the east bike room. Refer to sheet A.102</p>
1.3	<p>Revise all applicable plans to clarify and reduce the width of the driveway access, which should be as narrow as possible while accommodating the necessary truck manoeuvres.</p>	<p>The proposed driveway width of 12.4 m is annotated on the updated architectural plans. The proposed width of 12.4 m is required to accommodate all necessary truck manoeuvres. The existing curb cut, serving the adjacent 47 Westlake Avenue driveway (south of the proposed Site driveway), will be maintained. Refer to Plans A100, A103</p>
1.4	<p>Confirm whether changes to parking regulations on Westlake Avenue are required to accommodate inbound and outbound truck movements.</p>	<p>No changes to parking regulations on Westlake Avenue are required to accommodate inbound and outbound truck movements. Under existing conditions, curb cuts / driveways and no parking regulations limit the ability to park on Westlake Avenue (on either side of the street) for most of the site frontage.</p> <p>Figure 3 in BA Group's Response to Comments memo demonstrates the location of existing curb cuts and no parking regulations in proximity to the site and that the proposed vehicle manoeuvres do not impact any existing on street parking.</p>
2. Solid Waste Services		
2.1	<p>Revised drawings must indicate and annotate that the staging pad is located at the front of the Type G loading space will be at least 62 square metres. Currently when measured under scale, only 33.66 square metres is provided.</p>	<p>Staging area has been updated to provide required clearance in front of truck and to meet minimum area of 62sm, as annotated. Refer to ground floor plan on sheet A.103</p>
2.2	<p>Revised drawings must indicate an oversized storage area of minimum floor area of at least 10 square metres. It is encouraged that the oversized storage area be located within or with direct access to the loading area.</p>	<p>10.02sm of Bulky Waste has been added within the loading area. Refer to ground floor plan on sheet A.103</p>
2.3	<p>Revised drawings must show an additional 3.79 square metre, at a minimum for the storage of household hazardous waste.</p>	<p>6.37sm of Hazardous Waste storage has been added within the loading area. Refer to ground floor plan on sheet A.103</p>
2.4	<p>Revised drawings must indicate an oversized storage area of minimum floor area of at least 10 square metres. It is encouraged that the oversized storage area be located within or with direct access to the loading area.</p>	<p>The oversized storage area for the development is provided in a consolidated room in Building A. This provides direct access to the Type G loading space. Refer to Plan A103.</p>
2.5	<p>Revised drawings must show an additional 2.41 square metre, at a minimum for the storage of household hazardous waste.</p>	<p>6.37sm of Hazardous Waste storage has been added within the loading area. Refer to ground floor plan on sheet A.103</p>
3. Engineering & Construction Services		
3.1	<p>Revise the Functional Servicing & Stormwater Management Report to address the comments provided on the attached marked up document, appended to this memorandum as Attachment 1 – Functional Servicing & SWM Comments.</p>	<p>Revised accordingly. Refer to separate response memo by civilGo Engineering.</p>
3.2	<p>Revise the Hydrogeological Report to address the comments provided on the attached marked up document, appended to this memorandum as Attachment 2 – Hydrogeological Report Comments.</p>	<p>Revised accordingly. Refer to Hydrogeological Report</p>
3.3	<p>Revise the Hydrogeological Review Summary to address the comments provided on the attached marked up document, appended to this memorandum as Attachment 3 – Hydrogeological Review Summary Comments.</p>	<p>Revised accordingly. Refer to Hydrogeological Review Summary Form</p>
3.4	<p>Revise Servicing Report Groundwater Summary to address the comments provided on the attached marked up document, appended to this memorandum as Attachment 4 – Servicing Report Groundwater Summary.</p>	<p>Revised accordingly - Refer to separate response memo by civilGo Engineering.</p>
3.5	<p>Provide Foundation Drainage Summary Form as per template, appended to this memorandum as Attachment 5 – Foundation Drainage Summary Form.</p>	<p>Provided. Refer to FOundation Drainage Summary Form</p>
B. (PRELIMINARY) ZONING BY-LAW AMENDMENT CONDITIONS		
1. Transportation Services		
1.1	<p>Provide and maintain vehicular parking spaces in accordance with the requirements of Zoning By-law No. 569-2013, as amended by By-law No. 89-2022.</p>	<p>A total supply of 254 vehicle parking spaces are proposed, including 177 for residents and 75 spaces for residential visitors and commercial uses. The proposed parking supply satisfies the requirements of Zoning By-law 569-2013, as amended by By-law 89-2022 (minimum requirement of 0 resident and 8 non-residential spaces).</p>
1.2	<p>Provide and maintain accessible parking spaces in accordance with the requirements of Zoning By-law No. 569-2013, as amended by By-law Nos. 1048-2022 and 579-2017.</p>	<p>A total accessible parking supply of 13 is proposed, including 9 spaces for residents and 4 spaces for residential visitors and commercial uses. The proposed accessible parking supply satisfies the requirements of Zoning By-law 569-2013.</p>
1.3	<p>Provide and maintain bicycle parking spaces and facilities in accordance with the requirements of Zoning By-law No. 569-2013, as amended by By-law No. 839-2022.</p>	<p>A total of 714 bicycle parking spaces are proposed, inclusive of 124 short-term residential, 560 long-term residential, 23 short-term non-residential and 7 long-term non-residential. The proposed bicycle parking supply satisfies the requirements of Zoning By-law 569-2013.</p>
1.4	<p>Provide and maintain electric vehicle infrastructure in accordance with the requirements of Zoning By-law No. 569-2013, Chapter 200.5.1.10(14).</p>	<p>A total of 187 parking spaces are EV ready, inclusive of 177 resident parking spaces and 20 shared between residential visitors and retail. The proposed EV equipped parking spaces satisfies the requirements of Zoning By-law 569-2013.</p>
1.5	<p>Include the following definitions in the Site-Specific By-law for this project:</p> <p>(a) Car-share or car-sharing 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;</p> <p>(b) Car-share parking means a parking space that is reserved and actively used for car-sharing.</p>	<p>Please refer to the enclosed revised Draft Zoning By-law Amendment prepared by Bousfields Inc. dated September 10, 2025.</p>

1.6	Provide and maintain loading spaces in accordance with the following minimums: <ul style="list-style-type: none">• One (1) Type A space• One (1) Type B space• One (1) Type C space; and• One (1) Type G space.	All four (4) required loading spaces have been provided. Refer to the ground floor plan on sheet A.103. They have also been added to the revised Draft Zoning By-law Amendment prepared by Bousfields Inc. dated September 10, 2025.
2. Engineering & Construction Services		
2.1	The zoning by-law for the lands include a holding provision and that an amending by-law to remove the holding symbol be enacted when the following are fulfilled:	The Functional Servicing & Stormwater Management Report by civilGo Engineering concludes that the existing municipal sewer and watermain infrastructure has adequate capacity available to service the Proposed Development. Thus, it follows that there is no need for any holding provision pertaining to the sewer and watermain infrastructure. The previously-recieved comments from Development Engineering pertaining to the Functional Servicing & SWM Report have been addressed as discussed herein.
2.1 a)	The owner or applicant, at their sole cost and expense has submitted a revised Functional Servicing and Stormwater Management Report to demonstrate that the existing sanitary sewer system and watermain and any required improvements to them, have adequate capacity and supply to accommodate the development of the lands to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services; and	This was a preliminary zoning bylaw amendment holding provision, which would not apply given that the conclusion of the Functional Servicing & SWM Report is that there is adequate sewer and watermain infrastructure exists.
2.1 b)	If the Functional Servicing and Stormwater Management Report accepted and satisfactory from (a) above require any new municipal infrastructure or upgrades to existing municipal infrastructure to support the development, then either: i. The owner or applicant has secured the design, construction, and provision of financial securities for any new municipal infrastructure, or any upgrades or required improvements to the existing municipal infrastructure identified in the accepted Functional Servicing and Stormwater Management Report, to support the development, in a financial secured agreement, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services; or, ii. The required new municipal infrastructure or upgrades to existing municipal infrastructure to support the development in the accepted and satisfactory Functional Servicing and Stormwater Management Report in (i) above are constructed and operational, all to the satisfaction to the Chief Engineer and Executive Director, Engineering and Construction Services; and	This was a preliminary zoning bylaw amendment holding provision, which would not apply given that the conclusion of the Functional Servicing & SWM Report is that there is adequate sewer and watermain infrastructure exists.
2.1 c)	All necessary approvals or permits arising from (1)(b)(i) or (1)(b)(ii) above are obtained, where required all to the satisfaction to the Chief Engineer and Executive Director, Engineering and Construction Services.	This was a preliminary zoning bylaw amendment holding provision, which would not apply given that the conclusion of the Functional Servicing & SWM Report is that there is adequate sewer and watermain infrastructure exists.
TORONTO TRANSIT COMMISION (Dated: January 13, 2025)		
-	While a pick-up / drop-off wi the a 10-metre radius is preferred to accommodate Wheel -Trans service, we recognize that this is not practical on all sites. Operators are discouraged from reversing their vehicle due to safety concerns. However, we are satisfied if a Wheel -Trans vehicle can enter and exit the site with a 6 foot (~1.8m) correction (reverse movement). If Wheel -Trans access is to be accommodated on-site, a vehicle maneuvering diagram should be provided for a 7-metre Promaster vehicle.	Wheel-Trans service can be accommodated on site to serve residents of the western building (Building B), without the need to reverse the vehicle. See updated vehicle manoeuvring diagram for the TTC Promaster 7, provided in Appendix D of BA Group's Response to Comments, dated September 2025. The eastern side of the site does not provide sufficient space for Wheel-Trans vehicles to turn around. Additionally, there is no rear access to the proposed grocery store. As a result, a designated Wheel-Trans lay-by is proposed on Danforth Avenue, approximately 18 metres from the main residential entrance to Building A and approximately 26 metres from the proposed grocery store entrance. This lay-by will be situated approximately where the existing site driveway—scheduled for removal—is currently located. Therefore, it is not anticipated that existing on-street parking spaces will need to be removed.
-	Where it is not possible to accommodate this vehicle on-site, the applicant can accommodate service on-street, provided that the on-street pick-up / drop-off location: - is not on an arterial roadway (unless i t is in a layby); - includes a hard surface 2.1 metres wide and 2.4 metres deep connected to (or part of) the sidewalk to accommodate side-door loading; - is within 70 metres of an accessible building entrance; and - has a clear l ine of sight to the accessible building entrance (this is to ensure that operators do not leave thei r vehicle and passengers unattended).	See answer above.
URBAN FORESTRY (Dated: January 15, 2025)		
-	Matters Required Prior to Enactment to the Zoning By-Law	
1	An application to remove or injure the trees (both City and private) must be submitted to Urban Forestry prior to any Zoning Amendment report or any other clearance being issued.	To be discussed. Given that we have a long-term commercial lease at this property and no established redevelopment timelines, the submission of forestry permits at this stage seems premature. In our experience, it is unusual to make the adoption of a site-specific ZBL contingent on the submission of forestry permits. This is normally done during the SPA as the resulting conditions make their way into the NOAC.
2	Where it is not possible to retain a tree on City property that qualifies for protection under the City of Toronto’s City Tree By-law or where construction activity will encroach upon a protected tree’s minimum tree protection zone, it will be necessary for the applicant to submit an application requesting permission to injure or destroy the trees in question to Urban Forestry. There is a fee of \$425.75 (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 . o Currently it appears that there are City trees proposed for removal that will require applications. An updated replanting plan (with proposed species) will be required with the application. o Currently it appears that there are City trees that will require a permit to injure due to 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 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. The necessary permit applications will be submitted at the appropriate time.

3	<p>Where it is not possible to retain a tree on private property that qualifies for protection under the City of Toronto's Private 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 \$425.75 (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> <p>o There are private trees that will require a permit to destroy. An updated replanting plan (with proposed species) will be required with the application.</p> <p>o There are private trees that will require a permit to injure depending due to 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.</p> <p>o For adjacent trees, Urban Forestry recommends that the owner of the tree fill out the application form and designate an agent. For shared trees, Urban Forestry recommends that both owners of the tree fill out owner information on the application form and provide signatures, and designate a common agent. If not possible, then the owner of the site may fill in the owner (shared) of the trees and provide the contact information of the other shared owners. Boundary line tree application fees are \$891.30 (subject to change) for each tree.</p>	<p>Noted. The necessary permit applications will be submitted at the appropriate time.</p>
	Revisions and Additional Information Required	
4	<p>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.</p>	<p>Soil volumes have been revised for tree planting. Refer to soil volume calculations on Plan L101</p>
5	<p>Where the Landscape Plans propose large-growing shade tree planting over an underground structure, the Plans must specify:</p> <p>o A minimum soil depth of 1000 mm (not including drainage layers, protective board, or insulation for the underground structure),</p> <p>o An engineered drainage system below the required soil depth to prevent soil saturation, and</p> <p>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.</p>	<p>1000mm soil depth has been provided for tree planting at POPS. Refer to Landscape Set on sheets L101 and L400.</p>
6	<p>The owner may be required to provide a tree protection security deposit to cover the appraised tree value, removal and replacement costs of City owned trees. This deposit shall be drawn upon to cover all costs incurred by the City of Toronto if the City owned trees require maintenance or removal and replacement as a result of construction activities associated with this project.</p>	<p>Acknowledged</p>
7	<p>The owner may be required to provide a tree planting security deposit to cover all costs incurred by the City of Toronto in enforcing and ensuring that the trees are planted and kept in a healthy and vigorous state during the two-year guarantee period.</p>	<p>Acknowledged</p>
	Information for Toronto Green Standard	
8	<p>The soil volumes related to the Green Standards tree planting requirement must be clearly indicated on the appropriate landscape plan(s). The minimum soil volume requirement under the provisions of the 'Toronto Green Standard' is 30 m3 of soil per tree. Additionally, as per the requirements of the 'Toronto Green Standard', a total soil volume of 1404 m3 for this site must be provided for tree planting in order to meet the requirements for Tier 1 of the Toronto Green Standards.</p>	<p>Refer to soil volume calculation on Plan L101</p>
PARKS (Dated December 30, 2024)		
-	<p>In accordance with Section 42 of the Planning Act, the Owner is required to satisfy the parkland dedication requirement through cash-in-lieu. As per Toronto Municipal Code Chapter 415-29, the appraisal of the cash-in-lieu will be determined under the direction of the Executive Director, Corporate Real Estate Management. Additionally, the Toronto Municipal Code Chapter 415-28, requires that the payment be made prior to the issuance of the first above-ground building permit for the land to be developed.</p>	<p>Acknowledged. Parkland dedication requirements to be satisfied though Cash-on-Lieu.</p>