

August 16, 2013

Dan Nicholson
City Planning
Toronto City Hall, 18th Floor
100 Queen Street West
Toronto, ON M5H 2N2

Re: Zoning By-law Amendment Application No. 11 317675 STE 14 OZ
Site Plan Control Application No. 13 184877STE 14 SA
OMB File No. PL 12 12 87

WITHOUT PREJUDICE

Urban Strategies Inc. is acting on behalf of Dun West Properties Ltd. in submitting the enclosed revised drawings for the Site Plan Control Application (No. 13 184877 STE 14 SA) for the lands municipally known as 2376-2388 Dundas Street West.

Dun West Properties Ltd. submitted a rezoning application (Application No. 11 317675 STE 14 OZ) to permit the development of the subject property on November 29, 2011. Dun West Properties Ltd. has appealed the rezoning application to the Ontario Municipal Board (OMB) - File No. PL 12 12 87. A hearing is scheduled regarding the application from September 23rd to October 11th, 2013.

Dun West Properties Ltd. submitted the Site Plan Control application on June 10th, 2013 (No. 13 184877STE 14 SA). On July 12, 2013, the City of Toronto issued a letter that the Site Plan Control Application was considered complete as per the City's requirements. On July 17, 2013, Dun West Properties appealed the application for Site Plan Approval pursuant to subsection 41(12) of the *Planning Act*, R.S.O., 1990, c. P. 13, and requested that the applications be consolidated for the purposes of a hearing at the Board.

The enclosed revised drawings and updated study and report respond to the comments regarding the Site Plan Control application to date:

- Comments from Community Planning regarding the Toronto Green Development Standards, dated and circulated on August 13th, 2013;
- Comments from Transportation Planning, dated and circulated on August 13th, 2013;
- Letter from Community Planning, dated August 9th 2013, circulated on August 9th 2013;
- Comments from Urban Design staff, provided to Jane Pepino by City legal staff on July 22nd, 2013;
- Memorandum from Development Engineering staff dated August 7th 2013, circulated on August 9th 2013;
- Comments from Development Engineering staff regarding Functional Servicing, Stormwater Management, Site Servicing and Grading Review, dated July 3rd, 2013, and circulated to Cole Engineering on July 8.
- Memorandum from Urban Forestry, dated July 10th 2013, circulated on July 17th 2013.

To expedite Staff's review of the revised plans, the following attachment provides a comprehensive review and discussion of how each of the comments has been addressed to date.

Should you have any questions, please free to contact us for further discussion and review

Yours truly,

Pino Di Mascio
Partner, MCIP, RPP

Andrea Friedman
Planner

cc: John Taglieri and Elvio De Meneghi, Dun West Properties Ltd.
Jane Pepino, Aird & Berlis LLP.

Response to Planning & Urban Design Comments, Letter from Community Planning, dated August 9th 2013, circulated on August 9th 2013 and Comments from Urban Design staff, provided to Jane Pepino by City legal staff on July 22nd, 2013.

Metrolinx Pedestrian Pick-Up and Drop-off Facility

The Dun West Properties Ltd. proposal provides lands for the PPUDO facility. All detailed design and functional plans will be prepared by Metrolinx. Access to the drop-off facility and all phasing plans will be secured and determined by Metrolinx, and Metrolinx will prepare all detailed designs and functional plans for the facility.

PPUDO Access & Location: The vehicular access to the Metrolinx PPUDO via 2400-2444 Dundas Street West is entirely separate from the Dun West Properties Ltd. proposal, and should not be considered part of this application. Metrolinx is responsible for securing the lands to the north.

Similarly, Metrolinx is responsible for all detailed design regarding the drop-off facility including the turnabout location. This site plan accommodates the appropriate lands for the Metrolinx PPUDO, as requested by Metrolinx. All detailed design and functional plans will be prepared by Metrolinx.

To address the concern that there should be standing room between the pedestrian walkway and the curb, the site plan has been revised to accommodate additional space for standing. *Revised Drawing: SPA-101.*

Metrolinx Turnabout Grading: The grading on the site plan has been revised to address the comments from Urban Design Staff regarding the grading issues at the southern edge of the Metrolinx turnabout. *Revised Drawing: SPA-101 -Site Grading Plan - SG-01.*

Metrolinx Pick-Up and Drop off Area - Waiting Areas & TTC/GO Stair Building: The TTC has requested dedicated lands through an easement at the P1 and ground level, and the Dun West Properties Ltd. proposal satisfies this request. The TTC and Metrolinx have not requested any additional requirements regarding a TTC stair and entry.

Driveway: Metrolinx and Dun West Properties Ltd. are both of the position that the driveway and access to the PPUDO and the proposed development should be entirely separate. All issues regarding access and operations of the PPUDO will be determined by Metrolinx. Additionally, left turns from the Dun West Properties Ltd. site will be permitted and therefore the additional access to the PPUDO from the proposed development is unnecessary. As per the Memorandum dated August 7th and August 13th 2013, Transportation Planning and Development Engineering has confirmed that the driveway access and circulation plans for the proposed development and PPUDO facility are acceptable.

Easements: It is proposed that the PPUDO lands be provided to Metrolinx through an easement agreement. As stated above, the TTC has also requested a permanent easement agreement for the provision of 160 m² at the P1 level and approximately 280 m² at the ground level. The 280 m² at the ground level will be required to be a mutual easement agreement to both the TTC and Metrolinx.

Phasing Plan: To address the concern identified by Urban Design that the Metrolinx PPUDO may not be secured and the Interim Condition could exist for the long-term, Dun West Properties Ltd. has prepared 3 landscape phasing plans: Interim Condition; Alternate Landscape Plan; PPUDO Plan.

Interim Condition –Landscape Plan1- SPL-3: In the event that Metrolinx has not formalized plans for the design, construction and provision of the PPUDO facility at the time of final completion of building

construction (Certificate of Completion), Dun West Properties Ltd. will construct this landscape plan as a short-term interim measure. *Revised Drawing: Planting Plan, Interim Design 1/SPL-3*

Alternate Landscape Plan (No Metrolinx PPUDO) Landscape Plan 2-SPL-3: In the event that Metrolinx has not formalized plans for the design, construction and provision of the PPUDO facility following two years after first occupancy, Dun West Properties Ltd. will develop and maintain this landscape plan.

Revised Drawing: Planting Plan, Alternate Plan (NO PPUDO) 2/SPL-3

PPUDO Condition – Hard Landscape Plan SPL-1: When Metrolinx ultimately formalizes plans for the design, construction and provision of the PPUDO facility, Metrolinx will secure final landscaping conditions and plans for the PPUDO lands. The PPUDO condition includes trees and a landscape berm along the eastern portion of the PPUDO. All detailed design regarding the PPUDO will be prepared by Metrolinx. *Revised Drawing: Hard Landscape Plan 1/SPL-1 and Planting Plan, Ground Floor 1/SPL-2*

Street Trees & Pedestrian Clearway along Dundas Street West

The Landscape Plan has been updated to include street tree planting within the 2.1 metres clear of the pedestrian realm to the curb side. Given the location of the gas line and Bell utilities, it is not possible to locate street trees along Dundas Avenue West entirely in the public right-of-way. Dun West Properties Ltd. has revised the site plan to accommodate street trees and shifted the planting bed towards the building to avoid the underground utilities. This achieves the required 2.1 clearance for a pedestrian walkway. A small portion of the tree canopy is over the Dun West Properties Ltd. property. SPL-2 Planting Plan includes a detailed section of the street tree planting proposal. *Revised Drawing - Landscape Drawings SPL-1, SPI-2, SPL3, SPL-4*

Pedestrian Walkway

Aird & Berlis LLP has provided a legal opinion regarding the shared right-of-way agreement with the Crossways in a letter dated May 16th 2013, addressed to Elvio De Meneghi and copied to Dan Nicholson and Stephen Bradley. We have reviewed this letter, and understand that the existing easement agreement protects for pedestrian access. The current plan respects the existing easement, and as such, no further approval of the adjacent landowner is required.

The site plan has been revised to include upgraded paving materials. To deal with the slight grade changes, the site plan has been revised to accommodate a 1.1 metres high metal guard rail along the southern portion of the walkway, located entirely on the Dun West Properties Ltd. lands. *Revised Drawing: SPA-101, SPA-301.*

Uses at Grade

Comments from Urban Design staff note that there is a lack of animated uses at grade facing the Metrolinx drop-off area. It is not the intention that the Metrolinx drop-off facility function as the highly-animated public face of the development. It is a vehicular facility, and will not function as a public street. The appropriate lighting for this area will be addressed in the future detailed design prepared by Metrolinx.

We agree that a safe and active pedestrian entrance is important. The southern walkway and active uses along the walkway from Dundas Street West to the station will serve that purpose. To further animate the southeastern edge of the building and enhance residents' access to the Metrolinx station, a secondary lobby has been located at the eastern end of the building, which will provide connection to the pedestrian walkway and the Metrolinx station. *Revised Drawing: SPA-101, SPA-301.*

Fences Adjacent to Pedestrian Walkway

To enhance the public and civic sense of the walkway, the fence along the outdoor amenity area has been replaced with a raised planter and glass railing. This will provide security and privacy between the outdoor amenity space and the public walkway, while also providing a sense of openness and animation.

Gradient Wind has confirmed that the combination of a raised planter and glass railing will provide adequate wind protection, and wind levels within the amenity area are expected to be calm and suitable for sitting during the spring, summer and fall. Gradient Wind has prepared an Addendum letter to their report, which is enclosed with this resubmission. *Revised Study: Pedestrian Level Wind Study Addendum Letter.*

Crash Wall and Metrolinx Clearance

Go Transit's letter (a division of Metrolinx) dated July 10th, 2013 addressed to Dan Nicholson notes that a crash wall is an appropriate safety mitigation measure to allow for the PPUDO area, and that the crash wall will need to meet the established rail safety standards. The design of the crash wall will be reviewed by AECOM, GO Transit's Third Party Consultant.

Noise and Vibration Control Study

A letter from HGC Engineering is enclosed, stating that the recommendations of the study have been incorporated into the site plan drawings. Following construction, HGS will confirm that the buildings as constructed reflect the recommendations of the studies. *Revised Study: Noise and Vibration Control Study Addendum Letter.*

Additional Urban Design Comments and Revisions

Drawing Clarification - Landscape Drawings SPL-1 and SPL-3: All landscape drawings are 1:200 and noted as such. *Revised drawing: Landscape Drawing SPL-1, SPL-3-, SPL-4.*

Private Trees: The soil volumes are noted on *Hard Landscape Plan 1/SPL-1.*

Curb: A rolled curb detail is included on the site plan drawings. *Revised Drawing: SPA-101.*

Bicycle Rings – Bicycle Rings in Front of Retail Corner: The bicycle rings at the southwest corner have been removed and relocated to the west building face. *Revised Drawing: SPA-101.*

Elevations-West Elevation drawing: This drawing has been updated for the sake of clarity. Rendered Elevations – 1:50 Elevations are provided for the east, west and south facades of the building. *Revised Drawing: SPA-404.*

Materials: The elevation drawings (SPA-404) indicate compliance with the Toronto Green Development Standards. Fritted glass on balconies is not a typical requirement of the City. It is our position that clear balconies are more appropriate given the design of the buildings. With respect to “clutter on balconies,” we believe the condominium documents will address this concern, as restrictions on clutter will be imposed.

Response to Comments provided from Development Engineering in Memorandum dated August 7th 2013, circulated on August 9th 2013;

A. Revisions and Additional Information Required for Plans, Studies and Drawings

Transportation

1. The drawings have been updated to comply with the parking space dimension requirements of the Zoning By-law by showing the applicable dimension requirements for all parking spaces, including spaces marked as V20, R9, R20, and R33 on parking level P1 and R1, R33, R39 and R40 on parking level P2). *Revised drawing: SPA 201 & 202.*

Engineering & Construction Services

2. Cole Engineering has updated the Functional Servicing and Stormwater Management Report and revised the drawings to address the comments under the heading 'Zoning By-law Amendment Application related comments'. Cole Engineering has prepared a separate letter addressing the comments received directly from Development Engineering in the letter dated July 4, 2013.

Solid Waste Management

3. The drawings have been updated to indicate that the entire path of the collection vehicle will have a vertical clearance of at least 4.4 metres including the clearance under the overhead door. *Revised drawing: SPA 301.*
4. The required radii for the collection vehicle have been provided. *Revised Drawing: SPA 301.*

Part II – Site Plan Application

A. Revisions and Additional Information Required for Plans, Studies and Drawings

Transportation Services

1. The visitor parking spaces has been reduced by 1 to comply with the minimum requirements of Zoning By-law No. 1222-2009 and the Toronto Green Development Standards. *SPA 201 & 202 and updated Toronto Green Development Statistics.*
2. The drawings have been revised to show convex mirrors at all turns within the parking garages and at the top and bottom of all ramps leading to various parking levels. *Revised drawing: SPA 101, 201 & 202.*
3. The control gates have been relocated on the P1 Parking Level to allow vehicles parked in the adjacent visitor spaces to exit the site in a forward motion. *Revised drawing: SPA 202.*
4. A notation has been provided indicating that the driveway complies with City Standard No. T310-050-01 for the combined curb and sidewalk vehicular entrance. *Revised drawing: SPA 101 & 301.*
5. The turning radii at the PPUDO drop-off facility have been identified on the site plan drawings and the conceptual functional plan. *Revised drawing: SPA 101, 301 & Traffic & Parking Impact Study Drawing 9-1.*
6. The drawings have been updated to have regard for the City's Vibrant Street Guidelines. *Revised drawing: SPA 101, 301 and Landscape Drawings.*

Engineering & Construction Services

7. Dun West Properties is proposing that the east-west pedestrian sidewalk be conveyed to the City through a strata-title agreement, and that the Metrolinx PPUDO be provided to Metrolinx through an easement agreement.
8. The boulevard treatment follows the requirements for this segment along Dundas Street West. *Revised drawing: SPA 101, 301 and Landscape Drawings.*
9. The landscape drawings have been revised to comply with the City's updated standard drawings. *Revised drawing: Landscape Drawings SPL-1, SPL-2, SPL-3.*
10. The landscape drawings indicate the proposed boulevard treatments and landscaping treatments. *Revised Drawings: Landscape Drawings SPI-1, SPL-2, SPL-3.*
11. Cole Engineering has updated the Functional Servicing and Stormwater Management Report and revised the drawings to address the comments under the heading 'Site Plan Control Application related comments'. Cole Engineering has prepared a separate letter addressing the comments received directly from Development Engineering in the letter dated July 4, 2013.

Residential Component

12. The westerly chute system has been deleted, and all residential waste chute systems will terminate in the residential waste room. *Revised drawing: SPA-302-SPA-307.*
13. The drawings have been revised to indicate that the type G loading space and staging pad is constructed of at least 200 mm thick reinforced concrete. *Revised drawing: SPA 301.*

Commercial Component

14. The revised drawings indicate that the bins will be used for the retail waste will be labelled separately from the bins for the residential waste. *Revised drawing: SPA-101, 301.*
15. The revised drawings indicate that the planned retail component will not share the type G loading space with the residential component. *Revised drawing: SPA 301.*

Fire Services

16. The drawings has been revised to indicate that the Fire Access Route will have sufficient load support to support the expected loads to support the expected loads imposed by fire -fighting equipment, meet the requirements of the Canadian Highway Bridge Design Code, CAN/CSA-S6, and shall be surfaced in order to be accessible under all climactic conditions. *Revised drawing: SPA 301.*
17. The drawing has been revised to indicate that hydrant(s) will be located no more than 90 metres horizontally from all points along the perimeter of the building face(s) required to face a street. *Revised drawing: SPA 301.*
18. The drawing has been revised to indicate that a sign will be provided at the principal entrance indicating the location of a fire department connection. *Revised drawing: SPA 301.*
19. To the best of our knowledge, the PPUDO facility is not intended to be the fire access route for the Metrolinx/GO Transit Air Rail Link Station. *Revised drawing: N/A*

20. As stated above, to the best of our knowledge, the PPUDO facility is not intended to be the fire access route for the Metrolinx/GO Transit Rail Station. All details regarding the PPUDO facility will be planned and confirmed by Metrolinx. *Revised drawing: N/A*

Response to Urban Forestry, Tree Protection & Plan Review, Memorandum, dated July 10th, 2013, circulated on July 17th, 2013.

The landscape drawings have been updated to include street tree planting within the 2.1 metres clear of the pedestrian realm to the curb side. Given the location of the gas line and Bell utilities, it is not possible to locate street trees along Dundas Avenue West entirely in the public right-of-way. Dun West Properties Ltd. has revised the site plan to accommodate street trees and shifted the planting bed towards the building to avoid the underground utilities. This achieves the required 2.1 metres clearance for a pedestrian walkway. A small portion of the tree canopy is over the Dun West Properties Ltd. property.

The Planting Plan – SPL-2 include a cross-section of the proposed tree planting, indicating the location of the existing and proposed utilities in relation to the proposed tree planting, and includes a cross-section of the continuous soil trench between the proposed trees and the existing and proposed below-grade utilities and services.

Revised Drawings - Landscape Drawings SPL1, SPL-2- Planting Plan. SPL3, SPL-4.

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Response to Comments from Community Planning regarding the Toronto Green Development Standards, dated August 13th, 2013, circulated on August 13th, 2013.

AQ1.1 Automobile Infrastructure:

The parking requirement has been revised to a total of 233 parking spaces to meet the minimum required under the Zoning By-law. *Revised drawing: SPA 201 & 202.*

EC 2.1/2.2/2.3 Urban Forest- Encourage Tree Growth:

The checklist and TGS Statistics have been updated for the sake of consistency. The minimum soil volume for trees is indicated on Hard Landscape Plan 1/SPL-1, as well as the irrigation plan.

EC 3.1 – Native Species:

The checklist and statistics template have been revised and updated. SPL-2 Plant List breaks down native and water efficient plant material and totals.

EC 5.1-5.3 Glass and other Design Features for Migratory Birds:

The elevations include specific notations indicating the proposed treatment for the first 10-12 metres of the building and 12 metres above the green room. The elevation drawings include detailed notations, indicating compliance with the standard. *Revised Drawings: TGS statistics and checklist update and SPL-401.*

Complete Resubmission List			
Drawing Number	Title of Plan	Prepared By	Revision Date
SPA 101	Site Plan	Richmond Architects Ltd.	August 15, 2013
SPA 201	Parking Level 2	Richmond Architects Ltd.	August 15, 2013
SPA 202	Parking Level	Richmond Architects Ltd.	August 15, 2013
SPA 301	Ground Floor Plan	Richmond Architects Ltd.	August 15, 2013
SPA 302	2 nd Floor Plan	Richmond Architects Ltd.	August 15, 2013
SPA 303	3 rd -4 th Floor Plan	Richmond Architects Ltd.	August 15, 2013
SPA 304	5 th Floor Plan	Richmond Architects Ltd.	August 15, 2013
SPA 305	6 th Floor Plan	Richmond Architects Ltd.	August 15, 2013
SPA 306	7 th Floor Plan	Richmond Architects Ltd.	August 15, 2013
SPA 307	8 th Floor Plan	Richmond Architects Ltd.	August 15, 2013
SPA 308	9 th Floor Plan	Richmond Architects Ltd.	August 15, 2013
SPA 309	10 th -23 rd Floor Plan	Richmond Architects Ltd.	August 15, 2013
SPA 310	MP Plan	Richmond Architects Ltd.	August 15, 2013
SPA 311	Roof Plan	Richmond Architects Ltd.	August 15, 2013
SPA 401	Elevations	Richmond Architects Ltd.	August 15, 2013
SPA 402	Elevations	Richmond Architects Ltd.	August 15, 2013
SPA 403	Elevations	Richmond Architects Ltd.	August 15, 2013
SPA 404-407	Detailed Colour Elevations	Richmond Architects Ltd.	August 15, 2013
SPA 501	Section	Richmond Architects Ltd.	August 15, 2013
SPL-1	Hard Landscape Plan	Richmond Architects Ltd.	August 15, 2013
SPL-2	Planting Plan Ground and Roof	Richmond Architects Ltd.	August 15, 2013
SPL-3	Interim Design 1 & Alternate Plan (No Metrolinx PPUDO)	Richmond Architects Ltd.	August 15, 2013
SPL-4	Landscape Plan Details		
EC-1	Erosion Control	Cole Engineering	August 15, 2013
SG-01	Site Grading Plan	Cole Engineering	August 15, 2013
SS-01	Site Servicing Plan	Cole Engineering	August 15, 2013
DD-01	Drawing Details	Cole Engineering	August 15, 2013
Figure 9 from Traffic Impact and Parking Study	Conceptual Functional Design PPUDO	Cole Engineering	August 2013
Information/ Study		Prepared By	Date
Pedestrian Level Wind Study Letter		Gradient Wind GmE	August 14, 2013
Noise and Vibration Study Letter		HGS	August 13, 2013
Functional Servicing and Storm Water Management Report Update & Addendum Letter		Cole Engineering	Dated August 15, 2013
Toronto Green Development Checklist		Ferris & Associates & El Richmond	August 2013