

7085 GOREWAY DRIVE DEVELOPMENT

FLOOD HAZARD ASSESSMENT

PROJECT 18-528



Last Revised March 14, 2023

June 2, 2022

August 30th, 2019

November 2, 2018

PREPARED BY

Greck and Associates Limited

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M2N 5R5



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Prepared by



SIGNATURE



Scott Sexton, P. Eng

Reviewed and Approved by



SIGNATURE

Eric Greck, P. Eng

Limitations

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7085 GOREWAY DRIVE DEVELOPMENT FLOOD HAZARD ASSESSMENT

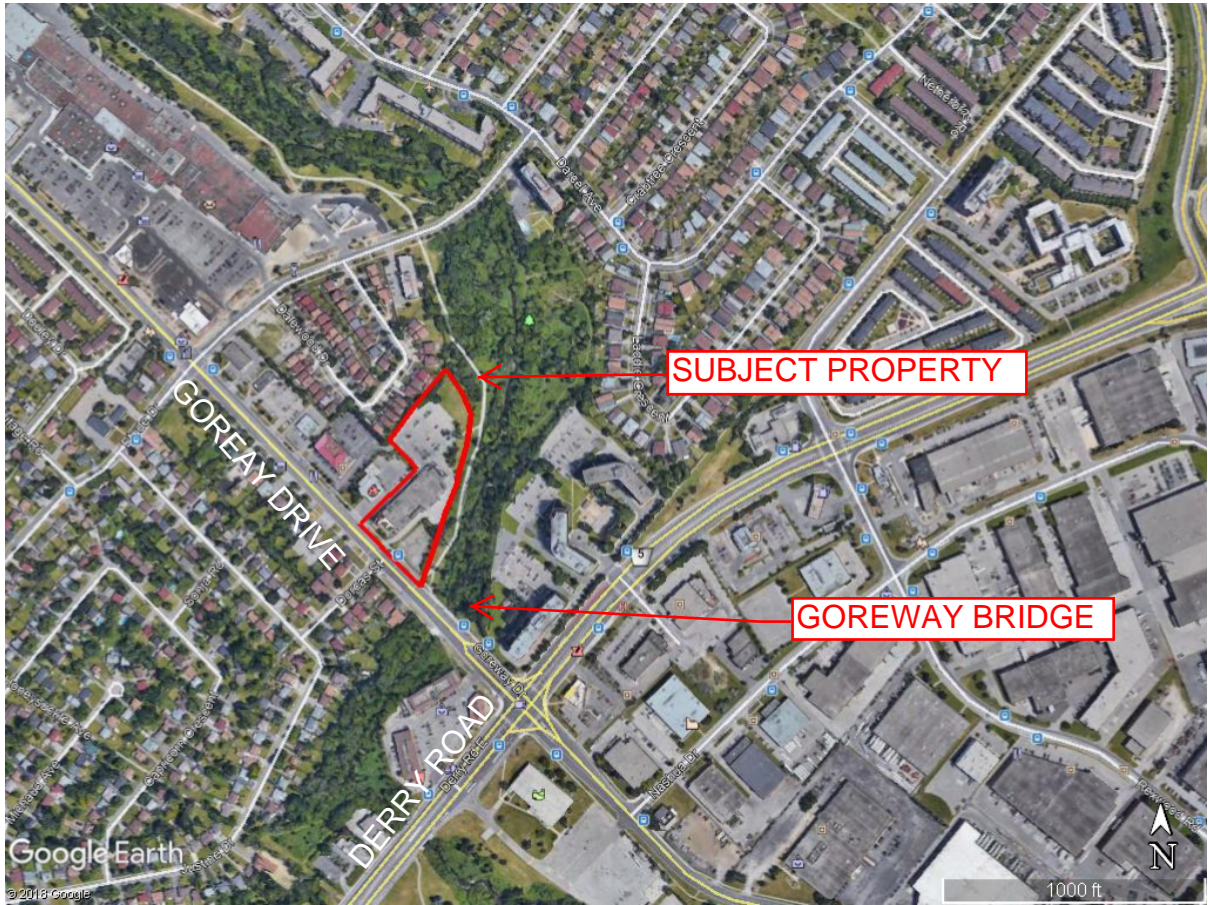
1.0 INTRODUCTION

Fieldgate Developments Inc. (Client) in association with Redwood Properties is proposing the re-development of an existing commercial property located at 7085 Goreway Drive within the City of Mississauga, Ontario (**Figure 1**). The Client proposes to redevelop the property with a high-rise residential condominiums and a townhouse complex, and their associated roadways and underground parking. The property is bounded by Goreway drive to the west, Mimico Creek to the south/east and a City of Mississauga Firehall to the north. A vacant lot, previously a gas station, exists directly south-east of the property limit. This gas station was demolished in approximately 2002.

Based on preliminary floodplain mapping information provided by the Toronto and Region Conservation Authority (TRCA), the regulatory floodplain encroaches on the existing property limits.

Under Ontario Regulation 166/06, Toronto and Region Conservation Authority: Regulation of Development, Interference with Wetlands and Alternations to Shorelines and Watercourses the TRCA regulates development taking place within valley and stream corridors. Development includes the “construction, reconstruction, erection or placing of a building or structure of any kind.” Regulation 166/06 3. (1) states that “The Authority may grant permission for the development in or on the areas described in subsection 2 (1) if, in its opinion, the control of flooding, erosion, dynamic beaches pollution or the conservation of land will not be affected by the development”.

The Client has retained Greck and Associates Limited (Greck) to facilitate development within a regulated area. Specifically, this report confirms the existing regulatory floodplain limit on the subject property through an assessment and update of TRCA’s existing Mimico Creek regulatory hydraulic modeling using recent topographic information. In addition, an assessment and analysis has been undertaken with consideration of proposed development conditions, regulatory impacts and TRCA policy. This includes an engineered design concept supported by hydraulic, floodproofing and a cut-fill analysis founded on engineering/scientific principles in accordance with TRCA policy and ministry guidelines.



1.1 PROJECT SITE AND BACKGROUND INFORMATION

The primary source of potential flood hazard to the property originates from Mimico Creek, located along the eastern property limits. Mimico Creek flows in a southwesterly direction where it is conveyed through a bridge crossing located at Goreway Drive. The Goreway Bridge crossing is an approximate 9.25m span structure with a rise of 2.70m and a length of approximately 32.60m.

A concrete/asphalt trail is located along the property limits, providing pedestrian access to a trail network throughout Mimico Creek.

A topographic survey of the property was completed on June 20, 2017, by KRCMAR Surveyors Ltd. A copy of the topographic survey and proposed building layout is provided in **Appendix A**.

1.2 SCOPE OF WORK

The Client has requested the services of Greck to perform a hydraulic assessment and to establish the following:

- Update the existing TRCA Regulatory Hydraulic Model for Mimico Creek using up to date topographic information;
- Update hydraulic model to incorporate the proposed conceptual development;
- Undertake a cut-fill analysis as required to offset flood hazard related development impacts;
- Prepare updated floodplain mapping
- Provide design recommendations for flood protection and flood hazard mitigation
- Technical report outlining supporting methodology, data, calculations and recommendations.

2.0 FLOOD HAZARD ASSESSMENT

To assess and confirm the existing flood hazard limit within the property, an update to the existing HEC-RAS hydraulic model was required. Greck was responsible for completing the hydraulic modelling throughout Mimico Creek in 2009 and since then the model has received minor revisions. Official floodplain mapping was updated in April 2020 by the TRCA for the Mimico Creek Watershed. The modelling and corresponding floodplain mapping was completed using Light Detection and Ranging (LIDAR) topographic information. Upon receiving a detailed topographic survey of the subject property, and updated Goreway Drive bridge crossing information, an update to the existing hydraulic

model was undertaken to more accurately define flood hazard conditions (characteristics).

2.1 HYDRAULIC MODEL UPDATE

The most recent Mimico Creek regulatory HEC-RAS hydraulic model (TRCA Model) was acquired from the TRCA in January 2021 for the Mimico Creek Watershed. The TRCA model was then updated to reflect existing conditions using the topographic survey to confirm the bridge structure dimensions and road profile information.

2.1.1 Existing Hydraulic Model

The Goreway Drive bridge is located within the Mimico Creek watershed, more specifically, within the “East Mim Creek” River, Reach “East 1”, with the bridge being labeled as structure 483.91. The bridge is modelled as a 9.25 m span bridge with a rise of 2.55 m from the soffit to the bottom of the channel. The bridge deck has a width of 25 m within the model.

Five (5) HEC-RAS river stations are located within the property limits and existing development (River Stations 671.78, 615.05, 566.92, 511.74 and 490.61). The existing TRCA Model indicates a backwater effect due to the presence of the bridge crossing at Derry Road approximately 280 m downstream of the Goreway Bridge. This Derry Road Bridge is severely undersized creating a backwater effect that creates a cascading effect upstream towards the Goreway Bridge.

2.1.2 Updated Existing Model

The existing hydraulic model was then updated to reflect the existing conditions. This model is referred to as the “Greck Existing Condition model” (EC Model). Specific items that were revised include the following:

- Goreway Drive road profile;
- Goreway Bridge opening dimensions (span, rise);
- Goreway Bridge Length;
- Internal bridge cross sections; and
- River Stations 490.61, 511.74, 566.92, 615.05, 671.78, and 734.23.

It should be noted that the extents of the topographic survey did not capture the entire extent of the existing river stations. Therefore, only a portion of the river station was updated (from the right bank northwards within the subject property).

The Goreway Bridge contains barricades directly above the bridge opening. The barricade is a concrete structure with metal rails at the top of the structure. In the model it is assumed that the rails are fully blocked to be consistent with the previous modelling and conservative procedures.

All results presented for the updated regulatory flood elevation and proposed regulatory flood elevations using HEC-RAS 6.3.1

Table 1 presents the Regulatory water surface elevations of the TRCA Model and EC Model.

TABLE 1 – UPDATED EXISTING REGULATORY FLOOD ELEVATIONS

HEC-RAS Cross Section ID	TRCA Existing Regulatory Flood Elevation (m)	Greck Updated Regulatory Flood Elevation (m)	Change in Water Surface Elevation from Existing Condition (m)
734.23	165.16	165.15	-0.01
671.78	165.07	165.06	-0.01
615.05	165.01	164.99	-0.02
566.92	164.94	164.93	-0.01
511.74	164.94	164.93	-0.01
490.61	164.95	164.94	-0.01
483.91	Goreway Drive		
446.07	164.82	164.84	+0.02
411.67	164.73	164.73	0

It is common for the regulatory floodplain elevation to change upon updating a hydraulic model with more accurate topographic survey information, opposed to LIDAR information, or refined watercourse crossing information due to updated topographic survey.

The increase in flood elevation extends approximately 200 m upstream from the Goreway Bridge. Results of the HEC-RAS model and profile plot are provided in **Appendix B**.

2.1.3 Proposed Development

A hydraulic assessment was completed based on conceptual design plans to assess the impacts of encroachment into the regulatory floodplain as well as considerations for flood protection and flood hazard mitigation opportunities. The latest architectural design plans can be found in **Appendix D**.

The preferred option includes the following key features:

- Maintain existing primary point of ingress/egress
- Safe pedestrian ingress and egress via pedestrian walkways towards sidewalk along Goreway Drive
- Provides safe ingress/egress for emergency vehicles during a flooded scenario
- Dry flood protection with freeboard,
- Balanced cut/fill earthworks utilizing 3:1 side slopes, and
- No significant hydraulic impacts to Mimico Creek.

The conceptual option includes a primary roadway access (day to day) from Goreway Drive via the south-west limit of the site, with a centreline of road elevation is approximately 164.15m at Goreway Drive. The gutter elevation along the north-eastern travel line is noted to be 164.28m.

Pedestrian access can be made via the north-eastern sidewalk associated with Goreway drive, which is noted to be outside of the Regulatory floodplain and as such, provides safe ingress/egress.

Several criteria for pedestrian and vehicular ingress/egress were considered and are provided below in **Table 2** below. These criteria are as per the Ministry of Natural Resources and Forestry (MNR) Technical Guide – River & Stream Systems: Flood Hazard Limit, 2002.

TABLE 2: INGRESS/EGRESS REQUIREMENTS- REGULAR ACCESS

Criteria	MNR Requirement	Criteria
Pedestrian Access	"...depths in excess of about 0.98 m (3.2 ft). would be sufficient to float young children)"	<= 0.98 m
Emergency Vehicular Access	"...Diesel fire vehicles with top exhausts appear best suited for flood conditions. Their road clearance is high and is suggested that 0.9m - 1.2m of flood depth would not present a problem"	<= 0.9 m
Private Vehicular Access	"...for most family automobiles something in the range of about 0.3 m – 0.4 m would be the maximum flooding before potential egress problems would result"	<= 0.3 m
Depth-Velocity Product	"people would be at risk of the product (multiple) of the velocity and depth exceeded 0.8 m ² /s"	<= 0.8 m ² /s

As per the updated existing hydraulic model, the primary access, provides approximately 79cm of flood depth at the centreline of the road, and 66cm at the gutter line on Goreway Drive during the Regulatory storm event.

It should be noted that flows overtopping Goreway would be concentrated at the low point along the road, located 110m southwest of the proposed access. As such flow velocities are significantly reduced at the proposed access, this is demonstrated in the HEC-RAS model where the right bank velocity is 0.6m/s in comparison to the channel velocity of 1.43m/s immediately at the Goreway Bridge (at HEC-RAS Cross Section 483.91 BR U).

This equates to a depth velocity product at the proposed access of 0.47m²/s and 0.36m²/s at Goreway Drive Centreline and gutterline, respectively. As such, the proposed access provides safe emergency vehicular ingress/egress.

The proposed access does not provide safe ingress/egress for private vehicles during the Regulatory storm event, however, is noted to provide safe ingress/egress for all other storm events (100-year and less). As such, the risks associated with private vehicles are low. Greck is of the opinion that the fact that safe pedestrian and emergency access are a priority during flooded events, and as such, safe access to the proposed site is provided.

The preferred option includes fill within the floodplain, while providing a vegetated, 3:1 (H:V) slope along the south-east limit of the site. The proposed works is to be graded such that the regulatory flood does not encroach within the proposed development, including private access road and building. The proposed grading works are to provide a minimum 0.3m of freeboard from the determined regulatory flood elevation. The adjacent vacant, gravel lot would be replaced with the 3:1 vegetated slope, providing more naturalized valley land as opposed to a gravel lot.

The conceptual design includes proposed cut within the north-eastern property limits to ensure an overall cut-fill balance is achieved. This grading works would include some minor grading within the City owned valley lands. It is proposed to cut at a 3:1 (H:V) slope along with extended grading works to a maximum of 13 m within the city lands. This option would provide a net increase in flood storage (cut) of 218 m³, see proposed cut-fill grading plan **Drawing FPM**. This option results in an insignificant change to local hydraulics including flood conveyance and attenuation as seen in **Table 3**. Detailed incremental cut-fill calculations are provided in **Appendix C**.

It should be noted that no grading works within the valley lands are proposed at or below the 100-year flood elevation, and therefore flood storage volumes would remain unaffected for up to the 100-year storm event. During the Regulatory event, an incremental cut/fill balance was not achieved due to site limitations. However, impacts are deemed insignificant considering only the Regional event is impacted and a net cut is achieved. Under these conditions there will be an overall net benefit to the valley lands flood storage capacity.

The preferred concept will require permission to grade from the City as well as the partial removal of the asphalt pathway associated with an adjacent trail network.

Table 3 presents the regulatory water surface elevations of the conceptual design. No increases in the regulatory flood elevation throughout the property will occur. Minor variance in flood elevations can be associated with model instability and calculation tolerances.

TABLE 3 – UPDATED EXISTING REGULATORY FLOOD ELEVATIONS

HEC-RAS Cross Section ID	Greck Updated Regulatory Flood Elevation (m)	Proposed Conceptual Regulatory Flood Elevation (m)	Delta (m)
734.23	165.15	165.14	-0.01
671.78	165.06	165.06	0
615.05	164.99	164.98	-0.01
566.92	164.94*	164.94*	0
	164.93	164.93	
511.74	164.94*	164.94*	0
	164.93	164.93	
490.61	164.94	164.94	0
483.91	Goreway Drive		
446.07	164.84	164.84	0
411.67	164.73	164.73	0

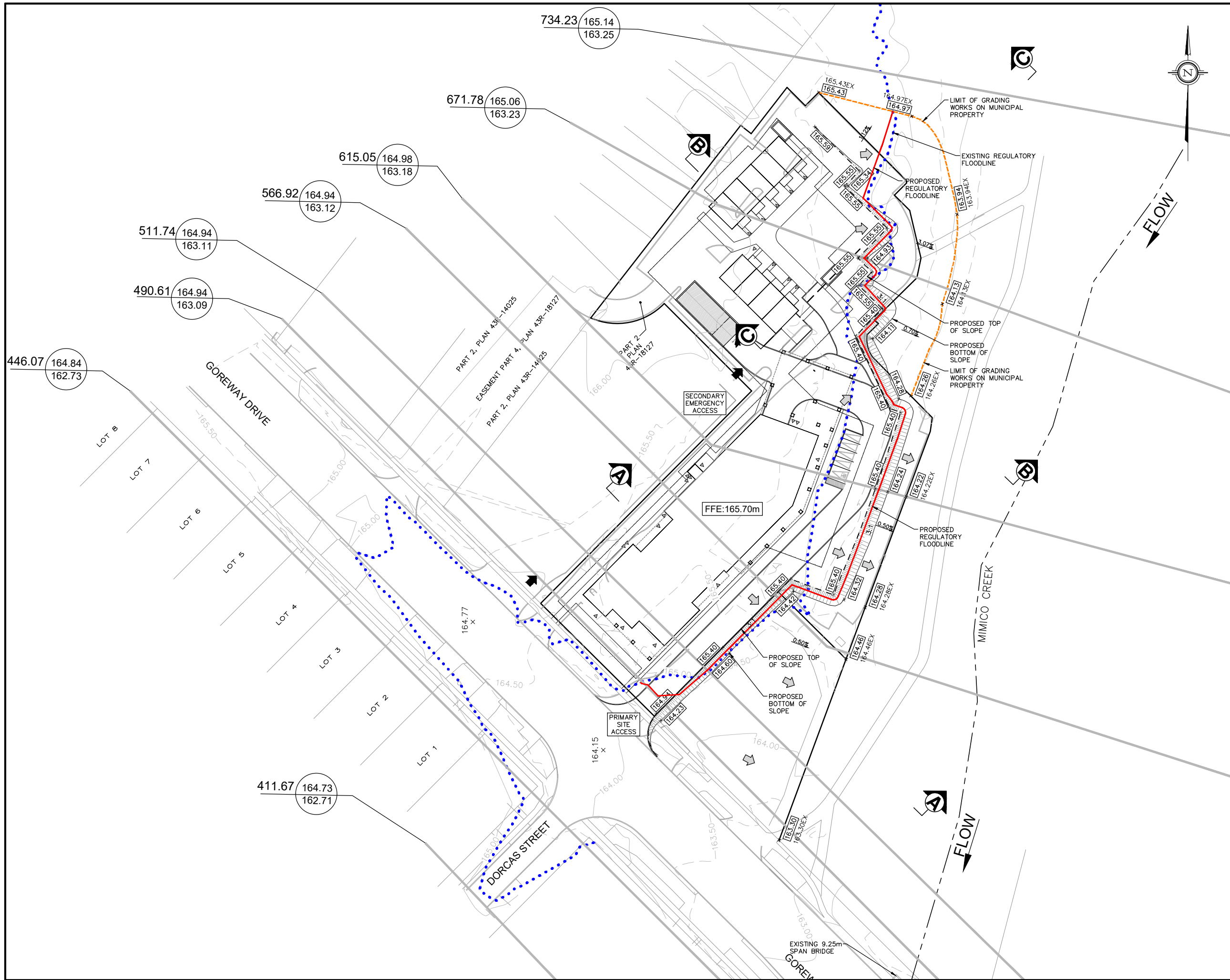
*Flood elevation adjusted to downstream flood elevation

2.2 FLOODPLAIN MAPPING

The resulting existing (revised) and proposed floodplain has been plotted on **Drawing FPM**. During the proposed condition, it is demonstrated that the extents of the floodplain have decreased in comparison to the existing condition due to the revised grading, with no adverse effects to the regulatory flood elevation.

As indicated, the proposed building, parking garage lie entirely outside of the proposed floodline.

All buildings are to be a minimum 0.3m above the Regulatory flood elevation to provide necessary freeboard / factor of safety, as indicated in **Drawing FPM**.



KEY PLAN
N.T.S.

- LEGEND**
- PROPERTY LINE
 - - - EXISTING RIVER
 - - - EX. MAJOR CONTOUR
 - - - EX. MINOR CONTOUR
 - GRECK EXISTING CONDITIONS REGULATORY FLOODLINE
 - PROPOSED REGULATORY FLOODLINE
 - PROPOSED REGULATORY FLOODLINE-10m SETBACK
 - - - PROPOSED BOTTOM OF SLOPE
 - - - PROPOSED TOP OF SLOPE
 - OVERLAND FLOW
 - x [165.55] PRELIMINARY PROPOSED GRADES (TO BE CONFIRMED DURING DETAILED DESIGN)

GRECK REGULATORY FLOODLINE
HEC-RAS ID
165.06 671.78
163.23
100yr FLOODLINE
SECTION LINE

BENCHMARK(S)
BENCHMARK No. BM448
ELEVATION = 162.55m
LOCATION: MISSISSAUGA, ON
DESCRIPTION:

COMPLETED BY: 1137 CENTRE ST.
KIRKHAM 1137 CENTRE ST.
ONTARIO LAND SURVEYORS TORONTO, ONTARIO
COMPLETED: JUNE 25, 2017 (905) 738-0565

NO.	REVISION	DATE	BY	APPROVED



5770 Highway 7, Woodbridge, Ontario, L4L 1T8

CLIENT NAME:
7085 GOREWAY DEVELOPMENTS LIMITED

7085 GOREWAY DRIVE
MISSISSAUGA, ONTARIO

FLOODLINE HAZARD ASSESSMENT
PROPOSED CONCEPTUAL DESIGN

DESIGNED BY: S.S.	SCALES:	PROJECT No. 18-528
CHECKED BY: E.G.	HORIZONTAL: 1:1000	DRAWING No. FPM
DRAWN BY: J.N.	VERTICAL: N/A	SHEET No. 01
DATE: JULY 20, 2018		

3.0 TRCA CONSULTATION

In January 2019, the development team met with TRCA planning and engineering staff to discuss the results of this report (revision: November 2, 2018). Like this report, the proposed development plan included a conceptual lot layout utilizing cut/fill in the floodplain and development buffers. TRCA provided comments and general feedback at the meeting which was incorporated into future deliverables.

In fall 2019, Greck provided TRCA with an updated report, revision: August 30th, 2019. This report was reviewed by TRCA staff and comments were provided to The City of Mississauga following a DARC meeting with the project team in October, 2019, see **Appendix E**. These comments were later submitted to the development team.

On February 5th, 2020, TRCA staff and the retained geotechnical engineer, Grounded Engineering Inc. along with Greck undertook a site visit and assessment to confirm the limits of natural features and hazards on the property. After which, TRCA provided a letter dated February 10, 2020 responding to the meeting and review of our report, see **Appendix E**.

A response to TRCA's February 10, 2020 letter and October, 2019 comments has been provided with this report.

4.0 CONCLUSIONS / RECOMMENDATIONS

This technical study details our flood hazard assessment for 7085 Goreway Drive, within the City of Mississauga and regulatory area of TRCA. Founded on engineering/scientific principles, in accordance with TRCA policy and ministry guidelines, the hydraulic, floodproofing and cut-fill analysis completed presents no negative impacts to the existing regulated area. Proposed conditions demonstrate that there will be a net improvement to the flood storage available within the channel corridor and that there will be sufficient flood hazard protection, including safe access from Goreway Drive and dry floodproofing for all development structures above a minimum 0.3m freeboard.

APPENDIX A

TOPOGRAPHIC SURVEY

PLAN OF SURVEY
SHOWING TOPOGRAPHICAL INFORMATION OF
PART OF LOT 11, CONCESSION 8
EAST OF HURONTARIO STREET
(FORMERLY IN THE TOWNSHIP OF TORONTO GORE, COUNTY OF PEEL)
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

SCALE 1:250
KRCMAR SURVEYORS LTD. 2017

METRIC: DISTANCES AND COORDINATES SHOWN HEREON ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

BEARING
BEARINGS SHOWN HEREON ARE GRID BEARINGS DERIVED FROM GPS OBSERVATIONS OF SPECIFIED CONTROL POINTS 'A' AND 'B', USING THE LEICA SMARTNET NETWORK, AND ARE REFERRED TO THE 8° UTM COORDINATE SYSTEM, ZONE 17, CENTRAL MERIDIAN 81°00' WEST LONGITUDE, (NAD 83 (CGRS2011)).

INTEGRATION DATA
8° UTM ZONE 17 COORDINATES
NAD 83 (CGRS2011) CENTRAL MERIDIAN 81°00' WEST LONGITUDE
THE UTM COORDINATES LISTED BELOW ARE TO URBAN AGENCY AND COMPLY WITH SUBSECTION 14(2) OF THE SURVEY ACT (R.S.O. 1990, CHAPTER S.7) UNDER THE SURVEYORS ACT.

MONUMENT ID.	NORTHING	EASTING
(A) CP	4 841 115.20	610 106.42
(B) CP	4 841 352.48	610 140.52

ELEVATION
ELEVATIONS SHOWN HEREON ARE GEODETIC (1928) AND ARE RELATED TO CITY OF MISSISSAUGA BENCH MARK NO. BM448 HAVING PUBLISHED ELEVATION OF 162.55 METRES.

- LEGEND**
- DENOTES SURVEY MONUMENT FOUND
 - DENOTES SURVEY MONUMENT PLANTED
 - DENOTES HORIZONTAL CONTROL MONUMENT
 - SB DENOTES STANDING IRON BAR
 - SSB DENOTES SHORT STANDARD IRON BAR
 - SB DENOTES IRON BAR
 - CP DENOTES CONCRETE PIN
 - CC DENOTES CUT CROSS
 - (M) DENOTES MEASURED
 - (U) DENOTES UNKNOWN
 - (OU) DENOTES ORIGIN UNKNOWN
 - (W) DENOTES WIRE
 - (P) DENOTES PLAN 43M-806
 - (P1) DENOTES PLAN 43R-8711
 - (P2) DENOTES PLAN 43R-7037
 - (P3) DENOTES PLAN 43R-7297
 - (P4) DENOTES PLAN 43R-15667
 - (P5) DENOTES PLAN 43R-16488
 - (P6) DENOTES PLAN OF TOPOGRAPHY BY TOM CZEKERNI
 - (P6) DENOTES SURVEYING LTD. O.L.S. DATED MARCH 30, 1989
 - (P7) DENOTES PLAN 43R-18527
 - (P8) DENOTES PLAN 43R-20302
 - (760) DENOTES K. H. MCCONNELL O.L.S.
 - (1304) DENOTES TOM CZEKERNI SURVEYING LTD. O.L.S.
 - (1310) DENOTES KRCMAR SURVEYORS LTD. O.L.S.
 - (MSS) DENOTES CITY OF MISSISSAUGA ENGINEERING DEPARTMENT
 - (1364) DENOTES W. J. DANIELS O.L.S.
 - SB DENOTES INTERLOCKING BRICK
 - SLL DENOTES DOOR SILL ELEVATION
 - RV DENOTES IRRIGATION VALVE
 - CRW DENOTES CONCRETE RETAINING WALL
 - CPAD DENOTES CONCRETE PAD
 - CLF DENOTES CHAIN LINK FENCE
 - EF DENOTES EAST FACE
 - SF DENOTES SOUTH FACE
 - R DENOTES ROUND
 - (T) DENOTES TOP OF CURB
 - (B) DENOTES BOTTOM OF CURB
 - DENOTES EXISTING GRADE ELEVATION
 - DENOTES BELL PEDESTAL
 - DENOTES BOLLARD
 - DENOTES CATCH BASIN
 - DENOTES CONIFEROUS TREE WITH TRUNK DIAMETER
 - DENOTES DECIDUOUS TREE WITH TRUNK DIAMETER
 - DENOTES DOWN GUY ANCHOR
 - DENOTES FIRE HYDRANT
 - DENOTES FLAG POLE
 - DENOTES GAS METER
 - DENOTES HYDRO HAND WELL
 - DENOTES HYDRO POLE
 - DENOTES LAMP POST (PRIVATE)
 - DENOTES LAMP STAND
 - DENOTES MANHOLE
 - DENOTES PIPE
 - DENOTES TRAFFIC POLE
 - DENOTES SIAMENSE CONNECTION
 - DENOTES SIGN
 - DENOTES WATER VALVE
- TOTAL SITE AREA = 0.9868 ha

MUNICIPAL ADDRESS
No. 7085 GOREWAY DRIVE MISSISSAUGA

SURVEYOR'S CERTIFICATE
I CERTIFY THAT:
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEY ACT, THE SURVEYORS ACT AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON THE 13th DAY OF JUNE 2017

DATE JUNE 20, 2017
KRCMAR SURVEYORS LTD.
ONARIO LAND SURVEYOR

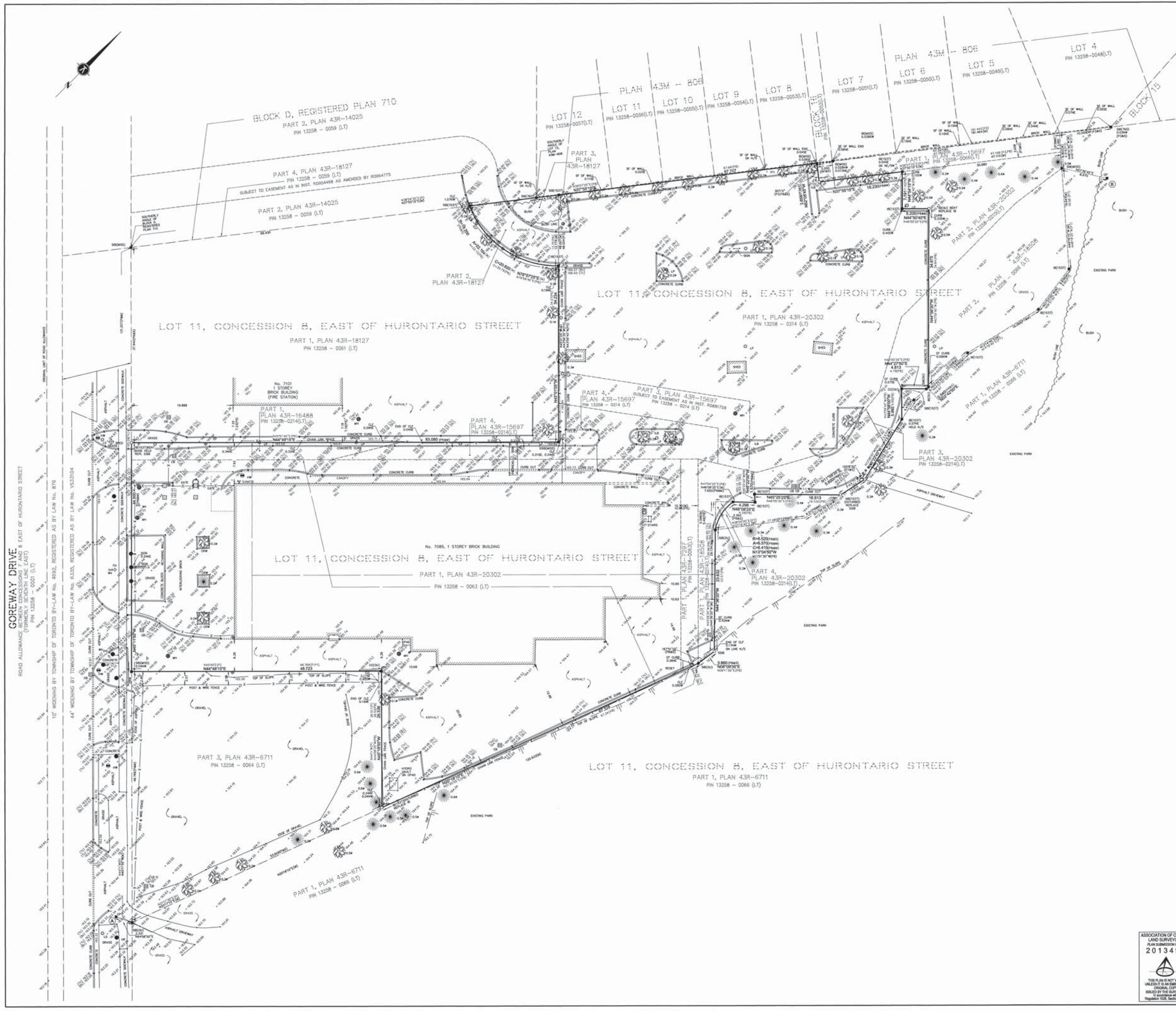
ASSOCIATION OF ONTARIO LAND SURVEYORS
REGISTRATION NO. 2013496

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FIELD:	DL	DRANK	JM	DECKED	W.L.	JOB NO.	17-153
DWG NAME:	17-153(2)1	PLT BKG	11-13-2017	WORK ORDER NO.	2086		
1127 Centre Street, Thornhill, ON L4J 1M6 905.738.0033 F 905.738.9221 www.krcmar.ca							

THIS PLAN IS NOT VALID UNLESS IT IS AN UNMODIFIED ORIGINAL COPY ISSUED BY THE SURVEYOR. Registered on 12/28/2017 under 2017.

KRCMAR



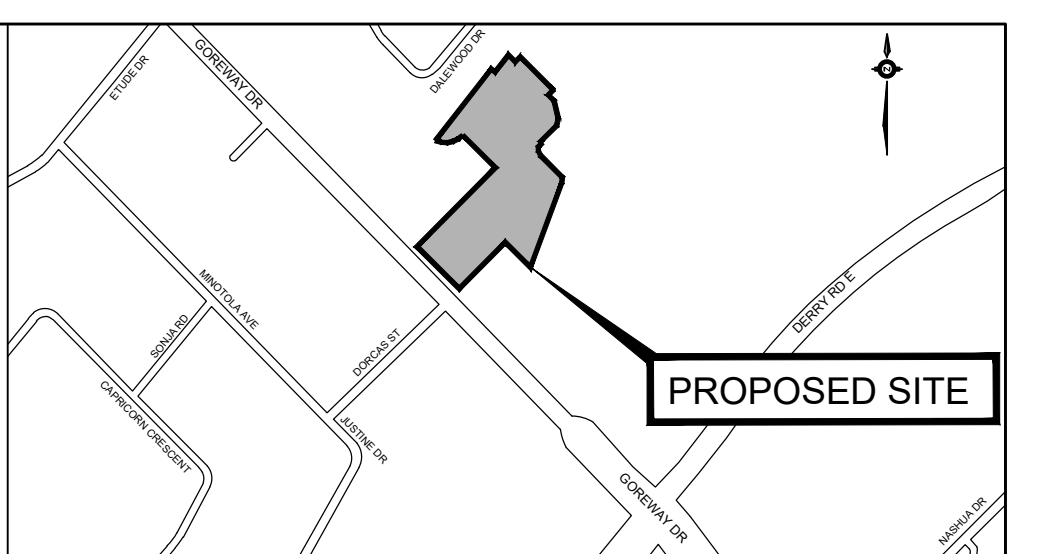
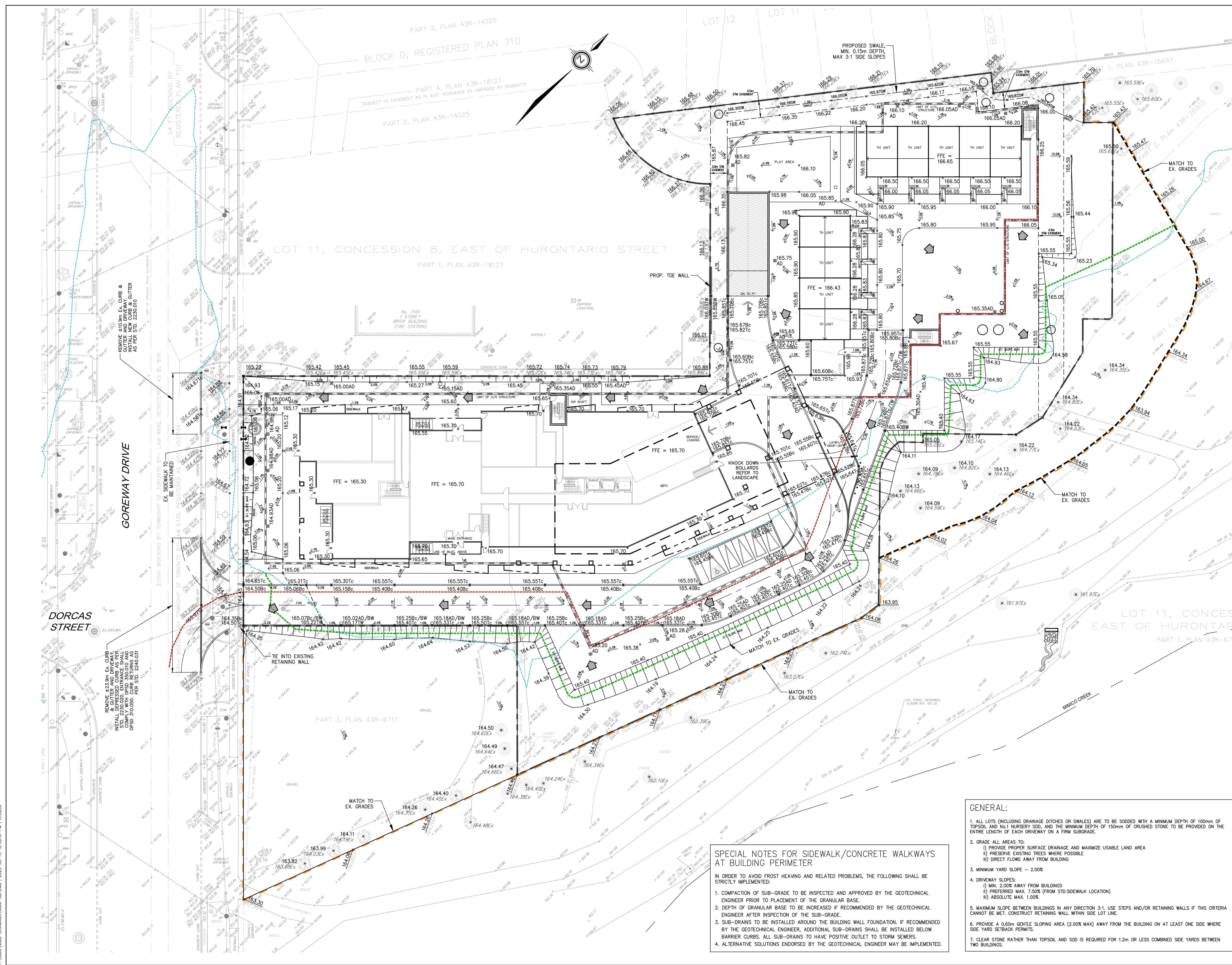
GOREWAY DRIVE
ROAD ALLOWANCE (FORMERLY SEVENTH LINE EAST)
PIN 13258 - 0001 (L1)

10' WIDENING BY TOWNSHIP OF TORONTO BY-LAW NO. 4693, REGISTERED AS BY-LAW NO. 876
PIN 13258 - 0001 (L1)

44' WIDENING BY TOWNSHIP OF TORONTO BY-LAW NO. 6333, REGISTERED AS BY-LAW NO. 953104
PIN 13258 - 0001 (L1)

APPENDIX B

HEC-RAS MODEL OUTPUT



NOTES

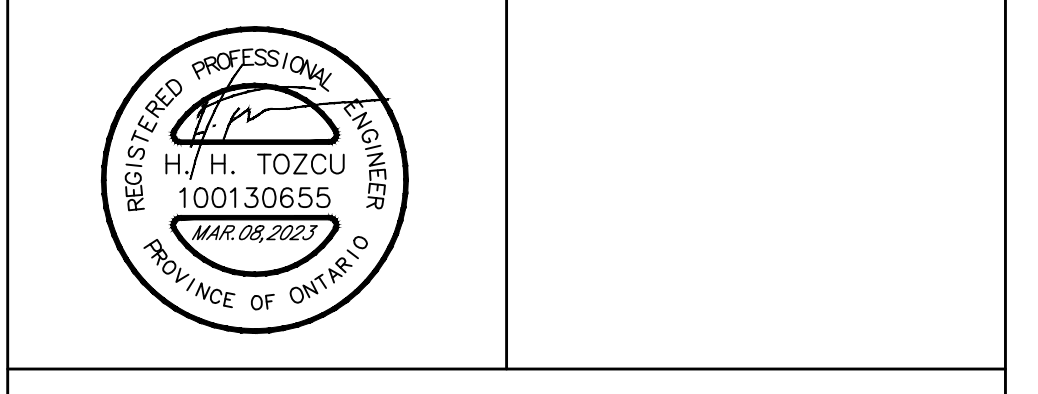
- THE LOCATION OF ALL UNDERGROUND AND ABOVE GROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON CONTRACT DRAWINGS, AND WHERE SHOWN THE ACCURACY OF THE LOCATION AND ELEVATION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. PRIOR TO COMMENCING CONSTRUCTION, THE CONTRACTOR SHALL VERIFY EXACT LOCATION AND ELEVATION OF SUCH UTILITIES AND STRUCTURES AND SHALL ASSUME ALL LIABILITIES OF DAMAGE.
- ANY CONFLICTS WITH EXISTING SERVICES AND/OR UTILITIES SHALL BE REPORTED TO THE ENGINEER FOR REVIEW AND ADVICE PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- INFORMATION REGARDING ANY EXISTING SERVICES AND/OR UTILITIES SHOWN ON THIS DRAWING ARE FURNISHED AS THE BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL INTERPRET THIS INFORMATION AS HE SEES FIT WITH THE UNDERSTANDING THAT THE OWNER, ENGINEER AND CITY DISCLAIM ALL RESPONSIBILITY FOR ITS ACCURACY AND/OR SUFFICIENCY.
- THE CONTRACTOR SHALL PROVIDE DETAILS FOR SUPPORT OF EX. SERVICES AND/OR UTILITIES FOR ENGINEER'S APPROVAL PRIOR TO START OF CONSTRUCTION.

- LEGEND**
- DENOTES HYDRANT
 - DENOTES AREA DRAIN
 - DENOTES CATCHBASIN
 - DENOTES STORM MANHOLE
 - DENOTES SANITARY MANHOLE
 - DENOTES VALVE & CHAMBER
 - DENOTES VALVE & BOX
 - DENOTES EXISTING REGULATORY FLOODPLAIN
 - DENOTES LINE OF FLOODPLAIN (REGIONAL)
 - DENOTES 6.0m SETBACK FROM PROPOSED ENGINEERED LONG TERM STABLE TOP OF SLOPE
 - DENOTES EXISTING PROPERTY LINE
 - DENOTES PROPOSED PROPERTY LINE
 - DENOTES LINE OF U/G
 - DENOTES EXISTING OVERHEAD HYDRO
 - DENOTES LIMIT OF GRADING
 - DENOTES PROPOSED ELEVATION
 - DENOTES PROPOSED TOP OF CURB
 - DENOTES PROPOSED BOTTOM OF CURB
 - DENOTES PROPOSED TOP OF WALL
 - DENOTES PROPOSED BOTTOM OF WALL
 - DENOTES PROPOSED SWALE
 - DENOTES EXISTING ELEVATION
 - DENOTES EMERGENCY OVERLAND FLOW ARROW

BENCHMARK NOTE

ELEVATIONS SHOWN HEREON ARE GEODETIC(1928) AND ARE RELATED TO CITY OF MISSISSAUGA BENCH MARK NO. BM448 HAVING PUBLISHED ELEVATION OF 162.55 METRES.

No.	Date	Issued For
3.	MAR.08.2023	ISSUED FOR ZBA SUBMISSION
2.	JUNE.06.2022	ISSUED FOR ZBA SUBMISSION
1.	APR.24.2020	ISSUED FOR ZBA SUBMISSION



REDWOOD ON GOREWAY
7085 GOREWAY DRIVE
CITY OF MISSISSAUGA



PRELIMINARY SITE GRADING PLAN

DRAWN BY: M.P.	DESIGNED BY: M.P.	CHECKED BY: H.S.
SCALE: 1:300	DATE: APR. 2020	
PROJECT No. 2019-4866	DRAWING No. SG-1	

SPECIAL NOTES FOR SIDEWALK/CONCRETE WALKWAYS AT BUILDING PERIMETER

IN ORDER TO AVOID FROST HEAVING AND RELATED PROBLEMS, THE FOLLOWING SHALL BE STRICTLY IMPLEMENTED:

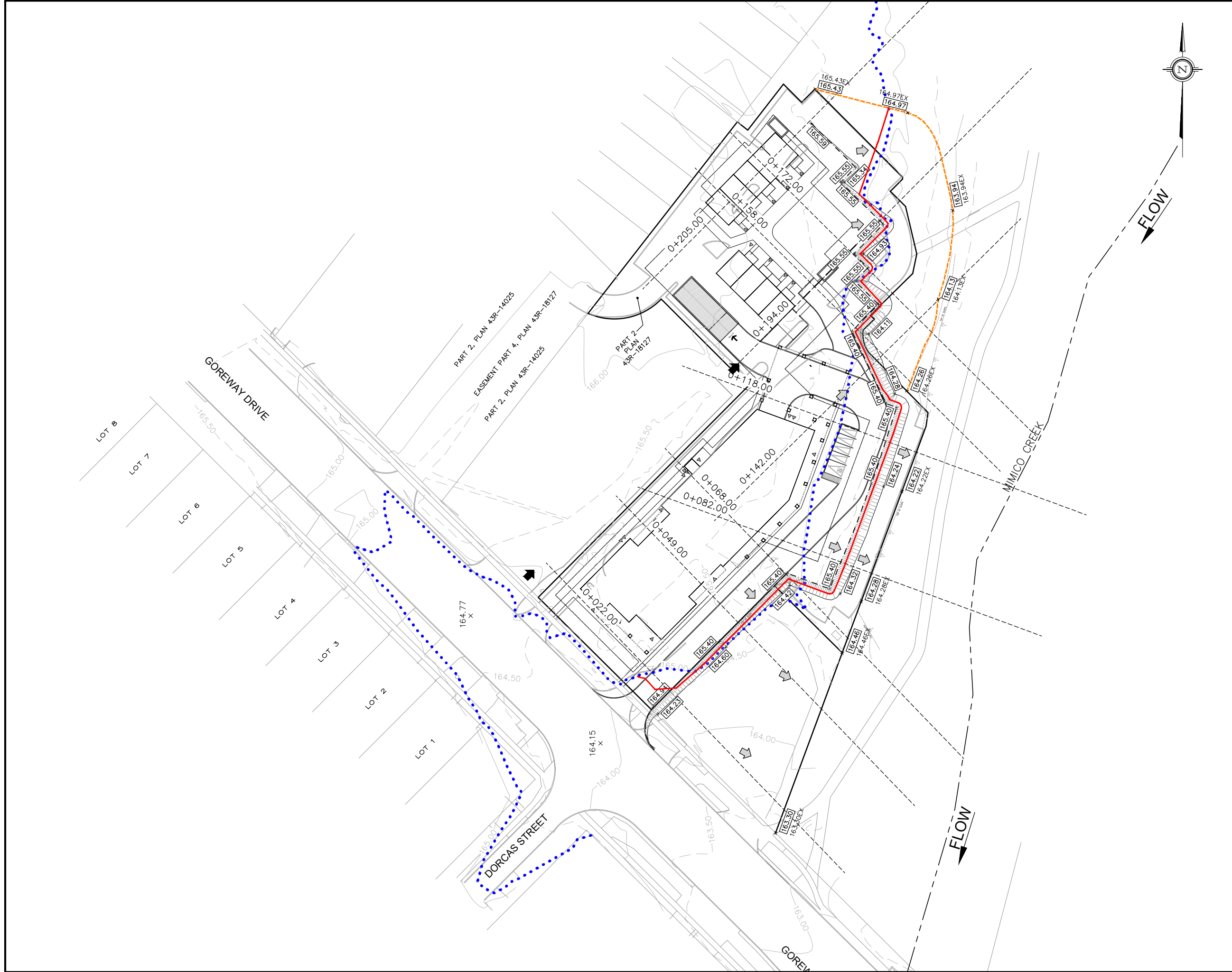
- COMPACTION OF SUB-GRADE TO BE INSPECTED AND APPROVED BY THE GEOTECHNICAL ENGINEER PRIOR TO PLACEMENT OF THE GRANULAR BASE.
- DEPTH OF GRANULAR BASE TO BE INCREASED IF RECOMMENDED BY THE GEOTECHNICAL ENGINEER AFTER INSPECTION OF THE SUB-GRADE.
- SUB-DRAINS TO BE INSTALLED AROUND THE BUILDING WALL FOUNDATION. IF RECOMMENDED BY THE GEOTECHNICAL ENGINEER, ADDITIONAL SUB-DRAINS SHALL BE INSTALLED BELOW BARRIER CURBS. ALL SUB-DRAINS TO HAVE POSITIVE OUTLET TO STORM SEWERS.
- ALTERNATIVE SOLUTIONS ENDORSED BY THE GEOTECHNICAL ENGINEER MAY BE IMPLEMENTED.

GENERAL:

- ALL LOTS (INCLUDING DRAINAGE DITCHES OR SWALES) ARE TO BE SODDED WITH A MINIMUM DEPTH OF 100mm OF TOPSOIL AND No.1 NURSERY SOD, AND THE MINIMUM DEPTH OF 150mm OF CRUSHED STONE TO BE PROVIDED ON THE ENTIRE LENGTH OF EACH DRIVEWAY ON A FIRM SUBGRADE.
- GRADE ALL AREAS TO:
 - PROVIDE PROPER SURFACE DRAINAGE AND MAXIMIZE USABLE LAND AREA
 - PRESERVE EXISTING TREES WHERE POSSIBLE
 - DIRECT FLOWS AWAY FROM BUILDING
- MINIMUM YARD SLOPE - 2.00%
- DRIVEWAY SLOPES:
 - MIN. 2.00% AWAY FROM BUILDINGS
 - PREFERRED MAX. 7.50% (FROM STD. SIDEWALK LOCATION)
 - ABSOLUTE MAX. 1.00%
- MAXIMUM SLOPE BETWEEN BUILDINGS IN ANY DIRECTION 3:1. USE STEPS AND/OR RETAINING WALLS IF THIS CRITERIA CANNOT BE MET. CONSTRUCT RETAINING WALL WITHIN SIDE LOT LINE.
- PROVIDE A 0.60m GENTLE SLOPING AREA (2.00% MAX) AWAY FROM THE BUILDING ON AT LEAST ONE SIDE WHERE SIDE YARD SETBACK PERMITS.
- CLEAR STONE RATHER THAN TOPSOIL AND SOD IS REQUIRED FOR 1.2m OR LESS COMBINED SIDE YARDS BETWEEN TWO BUILDINGS.

APPENDIX C

CUT-FILL CALCULATIONS



KEY PLAN
N.T.S.

LEGEND

- PROPERTY LINE
- - - EXISTING RIVER
- EX. MAJOR CONTOUR
- EX. MINOR CONTOUR
- GRECK EXISTING CONDITIONS REGULATORY FLOODLINE
- PROPOSED REGULATORY FLOODLINE
- PROPOSED REGULATORY FLOODLINE-10m SETBACK
- - - PROPOSED BOTTOM OF SLOPE
- - - PROPOSED TOP OF SLOPE
- ➔ OVERLAND FLOW
- × [ELEVATION] PRELIMINARY PROPOSED GRADES (TO BE CONFIRMED DURING DETAILED DESIGN)

GRECK REGULATORY FLOODLINE
HEC-RAS ID

165.06 671.78
163.23
100yr FLOODLINE

SECTION LINE

BENCHMARK(S)
BENCHMARK No. BM448
ELEVATION = 162.55m
LOCATION: MISSISSAUGA, ON
DESCRIPTION:

COMPLETED BY: 1137 CENTRE ST.
KIRKLAND LAND SURVEYORS TORONTO, ONTARIO
COMPLETED: JUNE 20, 2017 (905) 738-0565

NO.	REVISION	DATE	BY	APPROVED

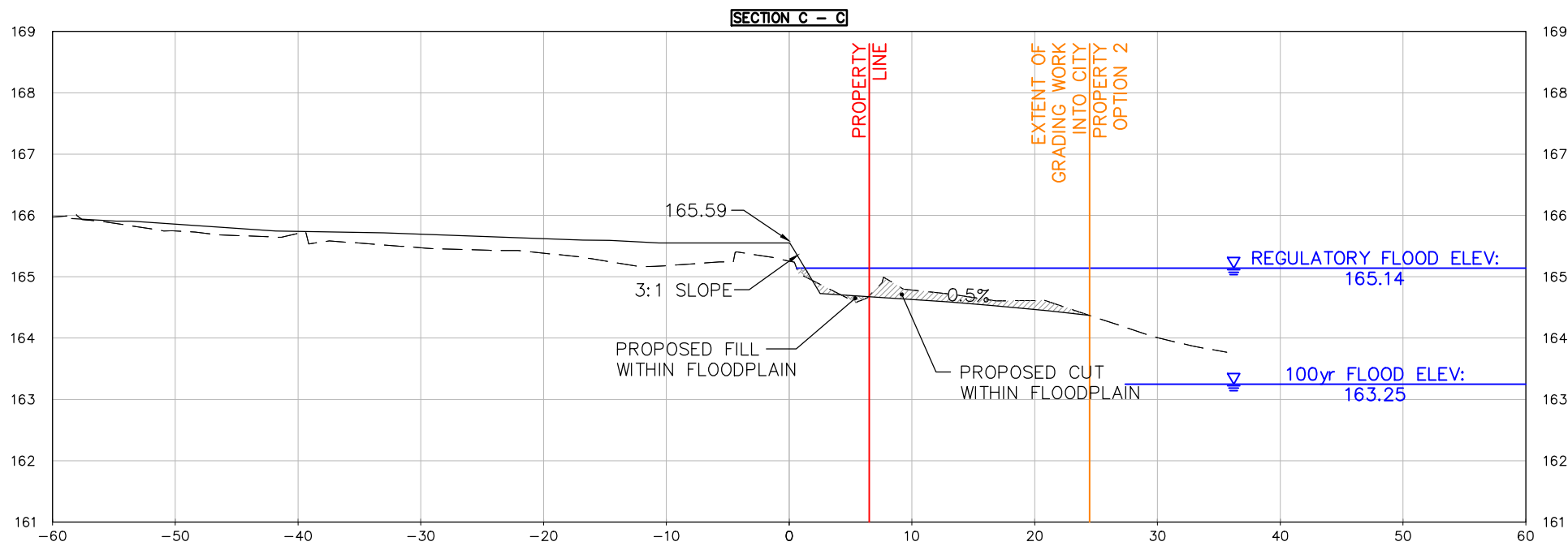
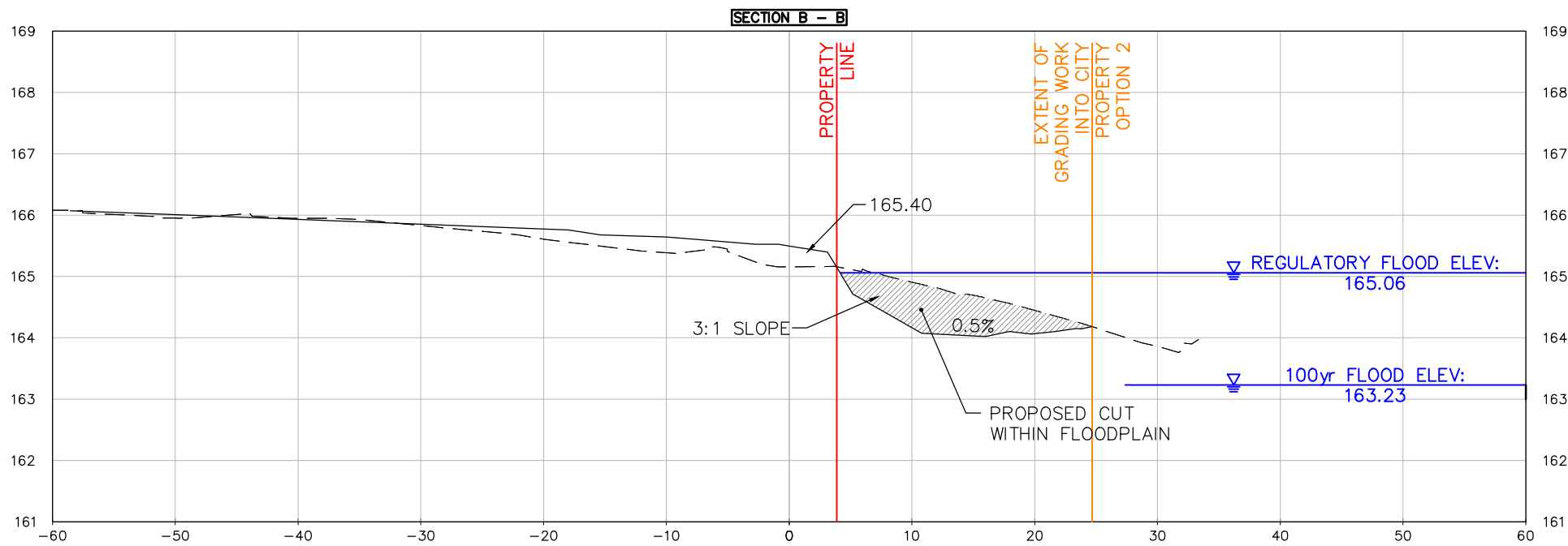
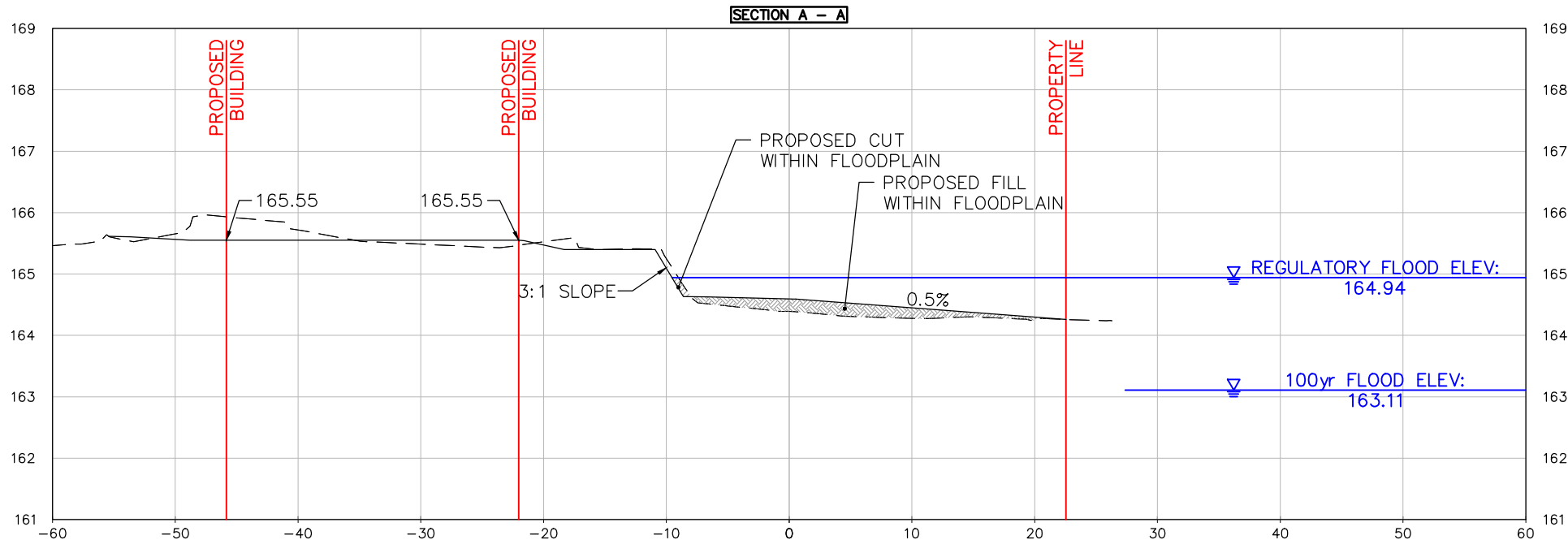


CLIENT NAME:
7085 GOREWAY DEVELOPMENTS LIMITED

7085 GOREWAY DRIVE
MISSISSAUGA, ONTARIO

FLOODLINE HAZARD ASSESSMENT
PROPOSED CONCEPTUAL DESIGN
CUT/FILL PLAN SECTIONS

DESIGNED BY: S.S.	SCALES:	PROJECT No. 18-528
CHECKED BY: E.G.	HORIZONTAL: 1:1000	DRAWING No. CF-1
DRAWN BY: J.N.	VERTICAL: N/A	SHEET No. 02
DATE: JULY 20, 2018		



KEY PLAN
N.T.S.

LEGEND

BENCHMARK(S)
BENCHMARK No. BM448
ELEVATION = 162.55m
LOCATION: MISSISSAUGA, ON
DESCRIPTION:

COMPLETED BY: 1137 CENTRE ST.
KIRKLAND
CHICAGO LAND SURVEYORS TORONTO, ONTARIO
COMPLETED: JUNE 20, 2017 (905) 738-0563

NO.	REVISION	DATE	BY	APPROVED



CLIENT NAME:
7085 GOREWAY DEVELOPMENTS LIMITED

7085 GOREWAY DRIVE
MISSISSAUGA, ONTARIO

**FLOODLINE HAZARD ASSESSMENT
PROPOSED CONCEPTUAL DESIGN
CUT/FILL SECTIONS**

DESIGNED BY: S.S.	SCALES:	PROJECT No. 18-528
CHECKED BY: E.G.	HORIZONTAL: 1:500	DRAWING No. CF-2
DRAWN BY: J.N.	VERTICAL: 1:250	SHEET No. 03
DATE: JULY 20, 2018		

Floodplain Cut and Fill Balance



PROJECT: Fieldgate Goreway Flood Hazard Assessment
 LOCATION: Mississauga, Ontario
 NOTES: Completed using the average end area method

CALCULATED BY: James Norris
 REVIEWED BY: Scott Sexton, P.Eng
 DATE: March 2023

Floodline Elevation: 165.00m (Regional)

Incremental Elevation (m)		Sections (Fill)											Total Volume (m³)		
		0+017 to 0+022	0+022 to 0+049	0+049 to 0+068	0+068 to 0+082	0+082 to 0+118	0+118 to 0+142	0+142 to 0+158	0+158 to 0+172	0+172 to 0+194	0+194 to 0+227.50	0+227.50 to 0+235			
162.90	163.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
163.20	163.50	1.48	7.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.47
163.50	163.80	12.32	66.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	78.85
163.80	164.10	14.49	78.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	92.74
164.10	164.40	3.01	60.66	31.94	11.47	35.42	4.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	147.30
164.40	164.70	0.55	70.13	47.50	28.62	133.20	40.09	0.06	0.00	2.84	4.32	0.00	0.00	0.00	327.31
164.70	165.00	7.72	41.69	0.00	36.94	225.43	131.90	29.96	0.67	1.29	0.37	0.00	0.00	0.00	475.96
Total		39.56	325.24	79.44	77.03	394.06	176.81	30.02	0.67	4.13	4.69	0.00	0.00	0.00	1131.63

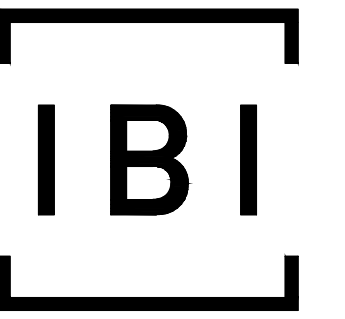
Incremental Elevation (m)		Sections (Cut)											Total Volume (m³)		
		0+017 to 0+022	0+022 to 0+049	0+049 to 0+068	0+068 to 0+082	0+082 to 0+118	0+118 to 0+142	0+142 to 0+158	0+158 to 0+172	0+172 to 0+194	0+194 to 0+227.50	0+227.50 to 0+235			
162.90	163.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
163.20	163.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
163.50	163.80	0.14	0.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88
163.80	164.10	0.00	0.00	0.00	0.00	0.00	13.72	15.74	8.91	4.94	0.00	0.00	0.00	0.00	43.30
164.10	164.40	0.43	2.32	0.00	0.27	3.67	148.22	163.15	114.86	90.50	0.44	0.00	0.00	0.00	523.86
164.40	164.70	0.41	3.36	74.76	54.50	0.00	83.48	109.15	99.51	117.99	53.57	0.00	0.00	0.00	596.72
164.70	165.00	0.00	3.54	21.64	14.11	0.00	7.13	32.30	37.56	39.82	28.44	0.00	0.00	0.00	184.53
Total		0.98	9.96	96.40	68.88	3.67	252.55	320.34	260.83	253.24	82.44	0.00	0.00	0.00	1349.29

Floodplain cut/fill balance summary			
Total Volumes			
Incremental Elevation (m)		Difference (m³)	
162.90	163.20	0.00	-
163.20	163.50	9.47	FILL
163.50	163.80	77.97	FILL
163.80	164.10	49.43	FILL
164.10	164.40	-376.56	CUT
164.40	164.70	-269.41	CUT
164.70	165.00	291.43	FILL
Total		-217.66	CUT

*100 yr Average Flood Elevation= 163.16m
 Regulatory Average Flood Elevation= 165.00m

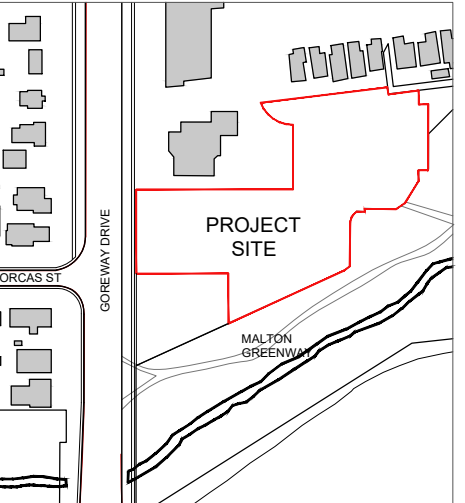
APPENDIX D

ARCHITECTURAL DESIGN PLANS



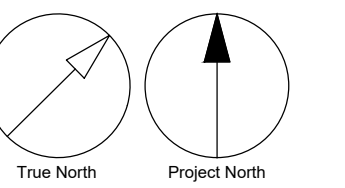
IBI GROUP
7th Floor-55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
tel 416 596 1930 fax 416 596 0644
ibigroup.com

KEY PLAN



SUBMISSION

#	Date	By	Comment
3	2023.03.08	DH	RE-ISSUED FOR OPA
2	2022.06.13	DH	RE-ISSUED FOR OPA
1	2020.08.12	DH	ISSUED FOR OPA



SEAL :



PROJECT :



REDWOOD ON GOREWAY

7085 Goreway Drive,
Mississauga, Ontario

TITLE : Context Plan

DATE : 2022-02-02

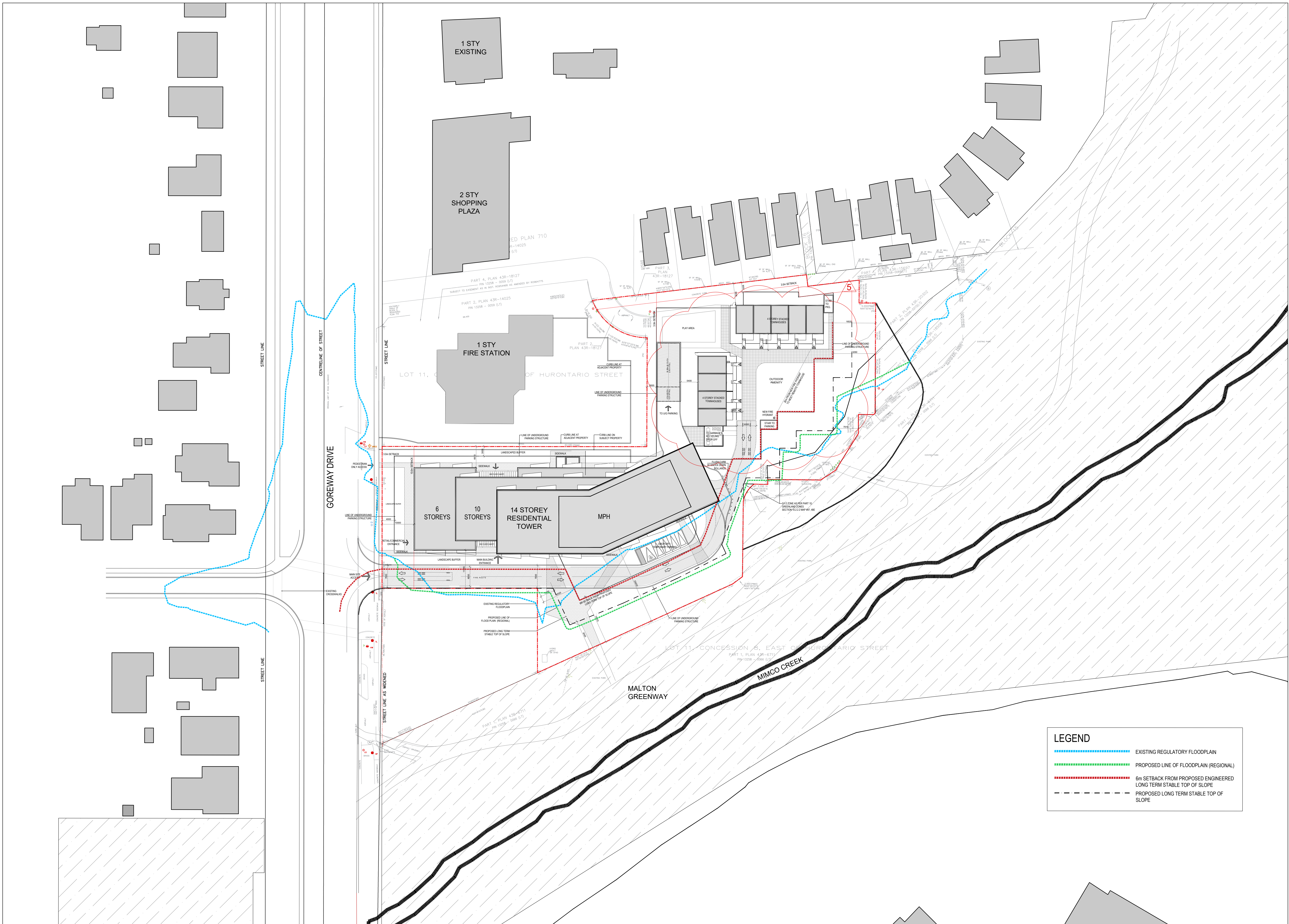
SCALE : 1:500

DRAWN : SL/DV/EK

CHECKED : DH

PROJ. NO. 120212

A-100



LEGEND

- EXISTING REGULATORY FLOODPLAIN
- PROPOSED LINE OF FLOODPLAIN (REGIONAL)
- 6m SETBACK FROM PROPOSED ENGINEERED LONG TERM STABLE TOP OF SLOPE
- - - - PROPOSED LONG TERM STABLE TOP OF SLOPE

APPENDIX E

TRCA CORRESPONDENCE



June 1, 2020

Greck No.: 18-528
TRCA CFN: 62517.01

Toronto and Region Conservation Authority (TRCA)
101 Exchange Avenue
Vaughan, ON
L4K 5R6

Attention: Anthony Syhlonyk Planner, Planning and Development, TRCA

**Reference: TRCA Concept Development Application 7085 Goreway Drive
City of Mississauga, Peel Region
Owner: 7085 Goreway Drive Developments Limited**

Dear Mr. Syhlonyk,

Thank you for reviewing Greck and Associates Limited's (Greck) application and attending our site visit in February. Greck has prepared this letter in response to the comment letter received from TRCA, dated February 10, 2020. In addition, we provide a response to applicable comments received from Shaesta Hussen at the City of Mississauga following our October 16, 2019 a DARC meeting with the City on behalf of TRCA and Adam Miller (previous planner). A copy of this email letter is appended for reference.

Please find below an itemized response to your last comments. These responses have been incorporated into an updated flood hazard assessment report appended with this letter and have been forwarded to the rest of the design team to support their recent submissions. Comments are in bold followed by our response.

1.	<p>Please submit the digital copy of the existing revised and proposed HEC-RAS models for review.</p> <p>A digital copy can be downloaded from the following link:</p> <p>https://greckassociates-my.sharepoint.com/:f:/g/personal/ssexton_greck_ca/Eo2yiLVrS4xOt8FgHqKX6BcB1xiXiND1HEHAALmu2Hb9AA?e=G7Fckh</p>
2.	<p>It is noted that underground garage is proposed. Please note that the openings leading to the garage should be located above the Regulatory Flood elevation plus 0.3m. This should be shown on all applicable plans</p> <p>Agreed. All garage openings are above the Regulatory Flood elevation plus 0.3m.</p>

3.	<p>TRCA Existing Regulatory Floodplain mapping shows that a section of the neighbouring property (7085 Goreway Drive) is outside of the flood plain, however, Sheet No 1 shows that under proposed condition the entire 7085 Goreway Drive will be under Regulatory Floodlines. This is not acceptable. Please revise the grading plan so that the existing flooding risk on the adjacent property is maintained.</p> <p>It should be recognized that TRCA mapping had to be updated to more accurately reflect existing conditions. As per the report, a detailed survey was completed and the Goreway bridge structure was recoded. This resulted in the flood risk you noted. Not proposed conditions.</p>
4.	<p>Sheet No 1 shows that grading will be undertaken on the northwest section of the neighbouring property (7085 Goreway Drive). Please note that the applicant should acquire permission from the owner of 7085 Goreway Drive and provide a record as part of future applications.</p> <p>Agreed. The City has already provided verbal approval of the proposed grading works, a record will be provided as part of future applications.</p>
5.	<p>As part of a future application, an ESC plan will be required. Please refer to TRCA's Erosion and Sediment Control Guideline for Urban Construction, which can be found here: http://www.trca.on.ca/dotAsset/40035.pdf</p> <p>Relevant ESC notes can be found here: http://www.trca.on.ca/dotAsset/93458.pdf.</p> <p>a. Please ensure the proponent has permission to erect and maintain Erosion and Sediment Controls on city property for the area they are grading. Erosion and Sediment Controls are often placed at the furthest extent of disturbance.</p> <p>To be provided under separate cover by the Civil Engineering Consultant.</p>
6.	<p>Please consider where water will be discharged to during construction and post-construction at final design. TRCA discourages additional water to be directly discharged to Mimico Creek and encourages the use of storm and sanitary sewers. For dewatering discharge please see the Erosion and Sediment Control Guidelines for Urban Construction for optimal placement and discharge locations.</p> <p>To be provided under separate cover by the Civil Engineering Consultant as per requirements by the geotechnical/hydrogeological engineer.</p>

Please find below an itemized response to Adam Miller's October 7th, 2019 comments provided to Shaesta Hussien at the City of Mississauga.

<p>1.</p>	<p>A DARC Meeting was held with the same applicant in mid-January 2019. At that meeting, we expressed our concern with a large retaining structure proposed as part of the initial plan to facilitate the development and alleviate the flood hazard.</p> <p>The originally proposed retaining wall concept has since been removed and a new 3:1 engineered vegetated slope is proposed.</p>
<p>2.</p>	<p>A subsequent meeting was held with the applicant in late January 2019. At the meeting, we identified a willingness to consider grading options/solutions that would be acceptable to TRCA, and consistent with TRCA's cut and fill balance procedures. Options discussed included the removal of the large retaining wall, re-establishing a gradual valley slope to contain the floodplain and provide greater development efficiencies for the site, incorporating the required 10 m buffer from the limit of the floodplain and valley corridor, and providing restoration and enhancement within the valley corridor to achieve an ecological net gain for this reach of the Mimico Creek Watershed.</p> <p>The latest design incorporates a cut and fill balance plan that results in a net increase in available flood storage for the regional storm event. A 0.3m freeboard is provided for all buildings to provide acceptable flood hazard protection. In addition, the retained geotechnical engineer has confirmed that the proposed 3:1 vegetated engineered slope will be stable and therefore no buffer for slope stability is required. Moreover, erosion hazards are not applicable given the distance from the development to Mimico Creek.</p> <p>As it pertains to conservation of land requirements, an ecological assessment and restoration enhancement plan was prepared by Palmer Consulting, and it has been demonstrated that the development can be compensated for and existing conditions significantly improved in support of TRCA policy to conserve and enhance the natural environment and Etobicoke Creek corridor.</p> <p>Based on engineered and scientific principals, a conservative 6m buffer has been provided for most of the development along the proposed engineered top of slope.</p>
<p>3.</p>	<p>Based on my preliminary review of the revised plan, it is unclear how these objective have been incorporated into the design. It appears that a large structure (i.e., underground parking garage foundation) is still proposed within the valley corridor and floodplain.</p> <p>A revised plan has been provided. All buildings and underground infrastructure are proposed outside of the future floodplain area including freeboard.</p>

4.	<p>Significant portions of the proposed development provide a 0 m buffer to the valley corridor and floodplain. This is not supported.</p> <p>See comment #2. The revised plan includes a 6m buffer from the proposed engineered top of slope.</p>
5.	<p>An EIS Report is required in support of the proposed development demonstrating impacts, mitigation measures and proposed environmental enhancements and restoration to achieve an ecological net gain.</p> <p>Understood, an EIS report has been prepared by Palmer and is provided under separate cover.</p>
6.	<p>An updated flood study has been submitted. We require the opportunity to review this report. Our typical review is 30 to 60 days. However, given the above noted concerns, we feel it is best to hold of on our review as the broader key objectives previously discussed do not appear to be incorporated into the design of the proposed development.</p> <p>An updated flood study report (April 2020) reflecting and updated development plan has been submitted on behalf of the Owner and development team.</p>

We trust our response meets your requirements in support of the proposed development application. Should you have questions or require further details, please feel free to contact me at (289) 657-9797 ext. 222 or egreck@greck.ca.

Sincerely,

GRECK AND ASSOCIATES LIMITED



Eric Greck, P.Eng.
Principal

February 10, 2020

CFN: 62517.01

BY E-MAIL: egreck@greck.ca

Eric Greck
5770 Highway 7
Vaughan, ON
L4L 1T8

Dear Mr. Greck:

**Re: TRCA Concept Development Application
7085 Goreway Drive
City of Mississauga, Peel Region
Owner: 7085 Goreway Drive Developments Limited**

Thank you for the opportunity to review the above application. This letter will outline how the subject property is affected by the policies and programs of the Toronto and Region Conservation Authority (TRCA), including Ontario Regulation 166/06, as amended, TRCA's Living City Policies for Planning and Development in the Watersheds of the TRCA (LCP) and relevant Provincial Policies.

This letter provides confirmation that a Site Visit exercise was completed on February 5, 2020 at 7085 Goreway Drive, in the City of Mississauga. Toronto and Region Conservation Authority (TRCA) staff including Katharine McCarter (Planning Ecology) and Anthony Syhlonyk (Planner) were in attendance. Also, in attendance was Eric Greck (Greck) and the proponent's geotechnical consultant.

Purpose of the Application

Based on our review of the conceptual plans submitted, it is our understanding that the purpose of this application is to facilitate two high rise condominiums and a townhouse block with associated roadways and underground parking.

Application-Specific Comments

TRCA staff completed the site visit at the request of the applicant to confirm the limits of natural features and hazards on the property from the adjacent watercourse. From the results of the site visit, it was determined that the valley is unconstrained without a clearly defined natural Top of Slope and as such, a Top of Slope staking was considered unnecessary. While the main slope was gentle without any signs of erosion, the channel of the watercourse itself showed signs of more extensive erosion. Given the lack of geotechnical concerns, it has been determined that the hazard of the flood plain will form the greatest constraint on the proposed development. To facilitate TRCA's continued review of the above application, we offer our detailed comments in Appendix I of this letter.

Conclusion

This letter provides information on matters that may affect the limits of the Natural System on the subject property and what must be submitted to our office as it relates to the Site Visit that occurred on February 5, 2020. This letter does not provide formal comments or clearance with respect to TRCA's position on any application relating to the subject site.

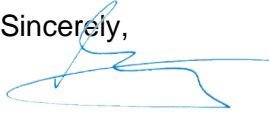
We do advise that a portion of the subject lands are regulated by TRCA pursuant to the *Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses* (Ontario Regulation 166/06). A permit will be required from our office for any development or site alteration within the regulated portion of the subject lands.

Please ensure all future proposals for works on the subject property are circulated to TRCA for our review and approval prior to commencement of the works. Our full submission requirements for planning and permit applications can be accessed by contacting the undersigned or visiting our website at: <http://www.trca.on.ca/planning-services-permits/>

This letter is based on current policy, which may change from time to time. Any future development proposal would be subject to the policies in effect at the time of application.

We thank you for the opportunity to review the subject application and provide our comments as per our commenting and regulatory role. Further, we trust these comments are of assistance. Should you have any additional questions or comments, please do not hesitate to contact the undersigned.

Sincerely,



Anthony Syhlonyk
Planner
Planning and Development
Extension 5272

Appendix I: TRCA Technical Comments

1. Please submit the digital copy of the existing revised and proposed HEC-RAS models for review.
2. It is noted that underground garage is proposed. Please note that the openings leading to the garage should be located above the Regulatory Flood elevation plus 0.3m. This should be shown on all applicable plans.
3. TRCA Existing Regulatory Floodplain mapping shows that a section of the neighbouring property (7085 Goreway Drive) is outside of the flood plain, however, Sheet No 1 shows that under proposed condition the entire 7085 Goreway Drive will be under Regulatory Floodlines. This is not acceptable. Please revise the grading plan so that the existing flooding risk on the adjacent property is maintained.
4. Sheet No 1 shows that grading will be undertaken on the northwest section of the neighbouring property (7085 Goreway Drive). Please note that the applicant should acquire permission from the owner of 7085 Goreway Drive and provide a record as part of future applications.
5. As part of a future application, an ESC plan will be required. Please refer to TRCA's Erosion and Sediment Control Guideline for Urban Construction, which can be found here: <http://www.trca.on.ca/dotAsset/40035.pdf>

Relevant ESC notes can be found here: <http://www.trca.on.ca/dotAsset/93458.pdf>.

- a. Please ensure the proponent has permission to erect and maintain Erosion and Sediment Controls on city property for the area they are grading. Erosion and Sediment Controls are often placed at the furthest extent of disturbance.
6. Please consider where water will be discharged to during construction and post-construction at final design. TRCA discourages additional water to be directly discharged to Mimico Creek and encourages the use of storm and sanitary sewers. For dewatering discharge please see the Erosion and Sediment Control Guidelines for Urban Construction for optimal placement and discharge locations.

From: [Adam Miller](#)
To: [Shaesta Hussien](#)
Cc: [Lorie Sterritt](#)
Subject: RE: DARC 19-266 W5 - 7085 Goreway Drive
Date: Monday, October 7, 2019 7:19:22 PM
Attachments: [image004.png](#)
[image001.png](#)

Hi Shaesta,

Unfortunately, I am not available to attend the DARC Meeting on October 16th. However, I provide the following high-level comments to assist in your discussions:

- A DARC Meeting was held with the same applicant in mid-January 2019. At that meeting, we expressed our concern with a large retaining structure proposed as part of the initial plan to facilitate the development and alleviate the flood hazard.
- A subsequent meeting was held with the applicant in late January 2019. At the meeting, we identified a willingness to consider grading options/solutions that would be acceptable to TRCA, and consistent with TRCA's cut and fill balance procedures. Options discussed included the removal of the large retaining wall, re-establishing a gradual valley slope to contain the floodplain and provide greater development efficiencies for the site, incorporating the required 10 m buffer from the limit of the floodplain and valley corridor, and providing restoration and enhancement within the valley corridor to achieve an ecological net gain for this reach of the Mimico Creek Watershed.
- Based on my preliminary review of the revised plan, it is unclear how these objectives have been incorporated into the design. It appears that a large structure (i.e., underground parking garage foundation) is still proposed within the valley corridor and floodplain.
- Significant portions of the proposed development provide a 0 m buffer to the valley corridor and floodplain. This is not supported.
- An EIS Report is required in support of the proposed development demonstrating impacts, mitigation measures and proposed environmental enhancements and restoration to achieve an ecological net gain.
- An updated flood study has been submitted. We require the opportunity to review this report. Our typical review is 30 to 60 days. However, given the above noted concerns, we feel it is best to hold off on our review as the broader key objectives previously discussed do not appear to be incorporated into the design of the proposed development.

Also, Leilani is no longer with TRCA.

I trust these comments are of assistance. Thank you,

Adam

Adam Miller, BES, MCIP, RPP
Senior Planner
Development Planning and Permits | Development and Engineering Services

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5244

E: adam.miller@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)



From: Shaesta Hussen <shaesta.hussen@mississauga.ca>

Sent: Friday, October 4, 2019 3:43 PM

To: Adam Miller <Adam.Miller@trca.ca>; Leilani Lee-Yates <Leilani.LeeYates@trca.ca>

Cc: Lorie Sterritt <Lorie.Sterritt@mississauga.ca>

Subject: DARC 19-266 W5 - 7085 Goreway Drive

Good afternoon Adam and Leilani,

We have received a DARC Submission from Redwood Properties for 7085 Goreway Drive (Ward 5) located in the Malton Neighbourhood. The property is located on the east side of Goreway Drive, north of Derry Road East. The proposal is for two apartment buildings (16 and 18-storeys with a shared 2-storey podium) containing 245 units and 16 2-storey at-grade townhouse dwellings and 2 levels of underground parking. This proposal will require Official Plan and Zoning By-law Amendment Applications.

I have attached the DARC Summary Sheet as well as the Applicant's Cover Letter, proposed Concept Plan, Site statistics, and the Flood Study that will be reviewed by the DARC members at the October 16th DARC Meeting. As the property is within the TRCA Screening Area, we were hoping that the TRCA could provide any comments and/or submission requirements in advance of development applications. A representative from the TRCA is also more than welcome to attend the DARC meeting.

If you have any questions or require further information, you can contact me at ext.5532 or Lorie Sterritt at ext.5403 as she has been involved in previous discussions with the applicant and the Councillor's office regarding previous iterations of this proposal.

Regards,
Shaesta



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