HGC ENGINEERING

Howe Gastmeier Chapnik Limited
2000 Argentia Road, Plaza One, Suite 203
Mississauga, Ontario, Canada L5N 1P7
t: 905.826.4044

Noise Feasibility Study
Proposed Seniors Residential Development
7211 and 7233 Airport Road
Mississauga, Ontario

Prepared for:

Air Star Holdings Inc.
Attn: Sarwan Singh
7370 Bramalea Road, Suite 17
Mississauga
Ontario L5S 1N6

Prepared by

Sheeba Paul, MEng, PEng

November 15, 2022

Project Number: 01601305

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1 Introduction

HGC Engineering was retained by Air Star Holdings Inc. to conduct a noise feasibility study for a proposed seniors' residential development to be located on the east side of Airport Road at the end of Collett Road, between Victory Crescent and Morning Star Drive, in Mississauga Ontario. The development will include one 6-storey apartment building with 1 level of underground parking. The study is required by the City of Mississauga as part of the planning and approvals process.

This study has been updated to reflect the latest site plan prepared by Chintan Virani Architect Inc. dated September 9, 2022. The study also incorporates the comments from the City dated 2022.07.20, provided in Appendix A along with HGC Engineering's responses.

Traffic noise on Airport Road and air traffic noise from the Lester B. Pearson International Airport were confirmed to be the dominant noise sources. Road traffic data for Airport Road was obtained from the Region of Peel. Road traffic noise levels were predicted at the location of the proposed building facades and in the rooftop outdoor amenity area. These data were used to predict and assess the future sound levels impacting the proposed residences with respect to Ministry of the Environment, Conservation and Parks (MECP) guidelines.

The results of this study indicate that with suitable noise control measures integrated into the design of the building, it is feasible to achieve the indoor MECP guidelines sound levels from road and air traffic. Since the site is located between Noise Exposure Forecast (NEF) 35 and 40 (approximately at NEF 36), central air conditioning is required for the residential building. Upgraded building constructions (windows, doors, walls and ceiling/roof constructions) are also required for the proposed building. Associated acoustical requirements are specified in this report. Warning clauses are recommended to inform future residents of the road and air traffic noise impacts and the neighbouring commercial uses.

2 Site Description and Noise Sources

The proposed seniors' residential development is situated on the east side of Airport Road in Mississauga, Ontario, as shown in Figure 1. A site plan prepared by Chintan Virani Architect Inc. dated September 9, 2022 is provided as Figure 2. The proposed development will consist of a 6-storey apartment building with a commercial unit on the ground floor and one level of underground parking. Appendix B includes the floor plans and building elevations.

HGC Engineering personnel visited the site to observe the acoustic environment near the proposed site and to identify the significant noise sources in the vicinity. The acoustical environment surrounding the site is urban in nature. The subject site is currently vacant. The site is situated on a 124 metre long, 71 metre wide property in a residential and light commercial area. There is an existing acoustic wall approximately 2.2 m in height along the rear lot line for the residences to the north and south of the subject property. Existing residential developments surround the proposed development to the north and south. Victory Park and existing residences are east of the site. To the west of the site and on the west side of Airport Road, there are some residences and an apartment complex, flanked by light commercial uses. Further to the southwest is a railway line, however due to its distance from the site (approximately 440 meters) and the numerous intervening uses, it was not considered as a significant noise source in this study. Refer to Figure 1 for the location of the proposed development in relation to existing structures.

The dominant noise sources that will impact the proposed development are road traffic on Airport Road and air traffic from Lester B. Pearson International Airport. The subject site is located near Pearson International Airport, and lies between the 35 and 40 (approximately at NEF 36) Noise Exposure Forecast/Noise Exposure Projection (NEF/NEP) contour (see Figure 3). Air traffic is expected to have some impact on the site and is also considered in the following analysis. There were no other major sources of significant noise evident within 500 metres of the site.

3 Sound Level Criteria

3.1 Road Traffic Noise

Guidelines for acceptable levels of road noise impacting residential developments are given in the MECP publication NPC-300, "Environmental Noise Guidelines – Stationary and Transportation Sources – Approval and Planning", Part C release date October 21, 2013 and are listed in Table I below. The values in Table I are energy equivalent (average) sound levels [L_{EQ}] in units of A weighted decibels [dBA].

Table I: Road Traffic Noise Criteria

Area	Daytime L_{EQ} (16 hour) Road	Night-time L_{EQ} (8 hour) Road
Outdoor Living Area	55 dBA	--
Inside Living/Dining Room	45 dBA	45 dBA
Inside Bedroom	45 dBA	40 dBA

The MECP defines daytime hours as the period between 07:00 and 23:00, and nighttime hours between 23:00 and 07:00. The term "Outdoor Living Area" (OLA) is used in reference to an outdoor patio, backyard, terrace, children's playground or other area where passive recreation is expected to occur. A 7.5 m minimum setback from the property line required by the City of Mississauga and is indicated on the site plan.

The MECP guidelines allow the daytime sound levels in OLA to be exceeded by up to 5 dBA, without mitigation, if warning clauses are placed in the purchase and rental agreements to the property. Where OLA sound levels exceed 60 dBA, physical mitigation is recommended to reduce the OLA sound level to below 60 dBA and as close to 55 dBA as technically, economically and administratively feasible. Balconies and elevated terraces (e.g. rooftops) with a depth of less than 4 meters (measured perpendicular to the building façade) are not considered OLAs under MECP guidelines, and accordingly the noise criteria are not applicable there. Larger private terraces require consideration only if they are the only OLA for the occupant; in general, common outdoor amenity terraces associated with high-rise buildings are the only OLA that require consideration.

A central air conditioning system as an alternative means of ventilation to open windows is required for dwellings where nighttime sound levels outside bedroom/living/dining room windows exceed 60 dBA, or where the daytime sound levels outside bedroom/living/dining room windows exceeds 65 dBA. Forced-air ventilation with ducts sized to accommodate the future installation of central air conditioning is required when nighttime noise levels at bedroom/living/dining room windows are in the range of 51 to 60 dBA, or where the daytime sound levels outside bedroom/living/dining room windows are in the range of 56 to 65 dBA.

Building components such as walls, windows and doors must be designed to achieve indoor sound level criteria when the plane of window nighttime sound level is greater than 60 dBA or the daytime sound level is greater than 65 dBA due to road traffic noise.

Warning clauses to notify future residents of possible noise excesses are also required when nighttime sound levels exceed 50 dBA at the plane of the bedroom or living/dining room window and daytime sound levels exceed 55 dBA in the outdoor living area and at the plane of the bedroom or living/dining room window due to road traffic.

3.2 Air Traffic Noise

Indoor sound limits due to air traffic are also defined in the MECP in publication NPC -300. The maximum allowable Noise Exposure Forecast (NEF) limits are summarized in Table II.

Table II: Air Traffic Noise Criterion

Area	Indoor NEF/NEP
Living/Dining Room (indoor)	5
Bedroom (indoor)	0

The living/dining rooms, dens and bedrooms of the proposed dwelling units are the sensitive receptor locations. Typically, washrooms and kitchens are considered noise insensitive areas. There are no outdoor noise criteria for aircraft noise because there is no effective means of mitigation.

The guidelines indicate that warning clauses and mandatory central air conditioning is required for

any dwellings located above NEF/NEP contours of 30. In addition, building components including windows, doors, walls and ceiling/roof must be designed to achieve the indoor sound level criteria.

4 Traffic Noise Predictions

Traffic data for Airport Road was obtained from the Region of Peel in the form of ultimate Annual Average Daily Traffic (AADT) data, and is provided in Appendix C. Commercial percentages were provided for daytime and nighttime separately. An average of the percentages were used in the analysis. A commercial vehicle percentage was split into 1.6% medium trucks and 9.1% heavy trucks. A day night split of 84%/16% was used in the analysis along with a posted speed limit of 50 kph for the roadway in the area of the proposed development. Table III summarizes the traffic volume data used in this study.

Table III: Ultimate Road Traffic Data

Road Name		Cars	Medium Trucks	Heavy Trucks	Total
Airport Road	Daytime	36 456	653	3 715	40 824
	Nighttime	6 944	124	708	7 776
	Total	**43 400**	**778**	**4 423**	**48 600**

4.1 Road Traffic Noise Predictions

To assess the levels of road traffic noise which will impact the site in the future, predictions were made using STAMSON version 5.04, a computer algorithm developed by the MECP. All STAMSON outputs are included in Appendix D.

Prediction locations were chosen around the residential site to obtain a good representation of the future sound levels at the dwelling units with exposure to the Airport Road. Future daytime sound in the outdoor amenity areas (ground level, lower and upper terraces) to determine whether noise barriers will be necessary. Sound levels were predicted at the plane of the top storey bedroom and/or living/dining room windows during daytime and nighttime hours to investigate ventilation requirements. The results of these predictions are summarized in Table IV. The distance setback of the building indicated on the site plan was used in the analysis, along with an aerial photo to

determine the distance to the major roadway. As per MECP guidelines, the six lane roadway was split into two segments, northbound and southbound. The acoustic requirements may be subject to modifications if the site plan is changed significantly.

Table IV: Future Predicted Traffic Sound Levels, [dBA]

Prediction Location	Description	Daytime – at Façade $L_{EQ(16)}$	Nighttime - at Façade $L_{EQ(8)}$
[A]	West Façade	73	68
[B]	North/South Façade	67	63
[C]	East Façade	<55	<50
[D]	Lower Terrace at East, Level 6.6 m*	<55	--
[E]	Lower Terrace at West, Level 6.6 m*	62	--
[F]	Upper Terrace at West, Level 9.6 m*	59	--
[G]	Lower Terrace at East, Level 6.6 m*	55	--
[H]	Ground Floor Outdoor Amenity Area at East	<55	--

Note: *Assuming 1.07 m high parapet wall

4.2 Air Traffic

The 2005 Composite Noise Contour Map for the Lester B. Pearson International Airport was obtained. This Map indicated that the proposed site is located between the 35 and 40 NEF/NEP contour, approximately at NEF 36.

The NEF contour map was used to determine the Acoustical Insulation Factors (AIF) required for the building components for the proposed building. The MECP indoor noise criteria for aircraft traffic noise was used as a guideline.

5 Discussion and Recommendations

The predictions indicate that traffic sound levels exceed MECP plane-of-window criteria at all locations. The following recommendations are provided.

5.1 Outdoor Living Areas

The dwelling units in the retirement building have balconies that are less than 4 m in depth. These balconies are not considered to be outdoor living areas under MECP guidelines, and therefore are exempt from traffic noise assessment.

There are multiple outdoor amenity spaces (four lower terraces, four upper terraces on the north and south sides of the building and a ground level outdoor amenity located to the east well shielded by the building itself. The majority of terraces and outdoor amenity areas have sound levels that are 60 dBA or less with a minimum 1.07 m high solid parapet wall, except the two lower terraces at the northwest and southwest of the buildings.

As required by the municipality in their comments, a Table of Barrier heights is provided below to show barrier heights required to achieve sound levels ranging from 55 dBA to 60 dBA.

Table V: Required Barrier Heights to Achieve Various Sound Levels

	Prediction Location	Sound Level in OLA [dBA]					
		55	56	57	58	59	60
Barrier Height [m]	[D]	--	--	--	--	--	--
	[E]	3.1	2.7	2.3	2.0	1.7	1.5
	[F]	2.4	2.0	1.5	1.2	1.07	--
	[G]	--	--	--	--	--	--
	[H]	--	--	--	--	--	--

Larger private terraces require consideration only if they are the only OLA for the occupant; in general, common outdoor amenity terraces associated with high-rise buildings are the only OLA that require consideration. Since there is a ground level outdoor amenity area well shielded from road traffic by the building itself, the municipality may not require noise mitigation for the terraces at the northwest and southwest of the building.

An acoustic barrier height of 1.5 m is recommended for the northwest and southwest lower terraces, designated by prediction location [E], to reduce the sound level to 60 dBA, which is within the 5 dBA allowable exceedance range over the 55 dBA guideline level as per MECP guidelines.

All noise barriers must return back to the dwelling units so that the amenity areas are entirely shielded from the roadway. The wall component of the barrier should be of a solid construction with a surface density of no less than 20 kg/m^2. The walls may be constructed from a variety of materials such as wood, glass, pre-cast concrete or other concrete/wood composite systems provided that it is free of gaps or cracks within or below its extent.

5.2 Indoor Living Areas and Ventilation Requirements

Inclusion of Central Air Conditioning

The predicted sound levels at the plane of the window of the proposed retirement building is greater than 65 during the daytime and greater than 60 during the nighttime. Additionally, since the building is located between the 35 to 40 NEF contours for Lester B. Pearson International Airport, central air conditioning is required for all the residential units or the entire building so that windows may remain closed. The guidelines also recommend warning clauses for the building. Window or through-the-wall air conditioning units, similar to motel-style units, are not recommended for any residential units because of the noise they produce and because the units penetrate through the exterior wall which degrades the overall noise insulating properties of the envelope, unless they are housed in their own closet with an access door for maintenance. The location, installation and sound ratings of the outdoor air conditioning devices should minimize noise impacts and comply with criteria of MECP publication NPC-300, as applicable.

5.3 Minimum Building Facade Constructions

Since the building is located between the 35 and 40 NEF/NEP contours for the Lester B. Pearson International Airport, air traffic noise must be considered in the building designs over the site. The site is located at approximately NEF 36.

Due to the high sound levels along the Airport Road façade combined with air traffic sound levels, MECP guidelines recommend that building components including windows, walls, ceilings and

roofs, where applicable, must be designed so that the indoor sound levels comply with MECP noise criteria. The acoustical performance of the building components (windows, doors, and walls) must also be specified.

The acoustic insulation factors (AIF) required for road traffic and air traffic must be combined to obtain an overall AIF for the building. The required building components are selected based on the overall AIF value.

To do so, calculations were performed to determine the acoustical insulation factors to maintain indoor sound levels within MECP guidelines. The calculation methods were developed by the National Research Council (NRC). They are based on the predicted future sound levels at the building facades, and the area ratios of the facade components (walls, windows, ceiling/roof and doors) and the floor area of the adjacent room.

5.3.1 Exterior Wall Constructions

It is recommended that all exterior walls of the building be of a brick construction, which will provide sufficient acoustical insulation for the interior spaces. As noted on the elevation drawings, the exterior façade of the building is proposed to be a combination of brick or stone veneer.

5.3.2 Exterior Doors

There are glazed exterior doors (sliding or swing) for entry onto the balconies from living/dining rooms. All exterior doors should be composed of steel with a total thickness of at least 45 mm with foam or glass fibre insulation provided with integral frames and magnetic weather-stripping. The sliding patio doors have been considered as contributing to the total window area.

5.3.3 Ceiling/Roof System

As indicated on the elevation drawings, there is a metal deck with a built up roof. This construction would provide adequate sound insulation for the dwelling units below.

5.3.4 Acoustical Requirements for Glazing

Floor plans and building elevations prepared by Chintan Virani Architect Inc. dated September 9, 2022 were reviewed to determine acoustical requirements for glazing. In general, the living rooms

have window to floor area ratios of 17%. The bedrooms have window to floor area ratios of 14%.

Based upon these ratios, it was determined that the glazing exposed to Airport Road must achieve a sound transmission class (STC) rating of at least 37 for bedrooms and STC of at least 34 for living/dining rooms in order to achieve the target indoor sound level criteria due to road and air traffic. For the dwellings units at the east side facing away from road traffic noise, glazing must achieve a sound transmission class (STC) rating of at least 36 for bedrooms and STC of at least 31 for living/dining rooms in order to achieve the target indoor sound level criteria due to road and air traffic. Awning windows, and swing or sliding doors to balconies should have tight seals sufficient to achieve similar acoustical performance ratings.

Sample window assemblies which may achieve the STC requirements are summarized in Table VI below. Note that acoustic performance varies with manufacturer's construction details, and these are only guidelines to provide some indication of the type of glazing likely to be required. Acoustical test data for the selected assemblies should be requested from the supplier, to ensure that the stated acoustic performance levels will be achieved by their assemblies.

Table VI: Glazing Constructions Satisfying STC Requirements

STC Requirement	Glazing Configuration (STC)
28 – 29	Any double glazed unit
30 – 31	3(13)3
32 – 33	4(10)4
34	4(19)4
35 – 36	6(10)4, 5(16)4
37	6(13)6, 6(20)5, 5(25)6
38	6(25)5, 6L(13)6

In Table VI, the numbers outside the parentheses indicate minimum pane thicknesses in millimetres and the number in parentheses indicates the minimum inter-pane gap in millimetres. "L" indicates a laminated pane. OBC indicates any glazing construction meeting the minimum requirements of the Ontario Building Code.

If the exterior wall construction, floor plans and window areas are changed significantly, an acoustical consultant should provide revised recommendations for the glazing constructions.

5.4 Warning Clauses

The MECP guidelines recommend that appropriate warning clauses be used in the Development Agreements and in purchase, sale and lease agreements (typically by reference to the Development Agreements), to inform future owners and occupants about noise concerns from transportation sources in the area. The following clauses are recommended.

(a) Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road and air traffic may occasionally interfere with some activities of the dwelling unit occupants as the sound levels exceed the Municipality's and the Ministry of the Environment, Conservation and Parks noise criteria.

(b) This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the Municipality's and the Ministry of the Environment's noise criteria.

(c) Purchasers/tenants are advised that due to the proximity of the adjacent commercial uses, noise from the uses may at times be audible.

These sample clauses are provided by the MECP as examples and can be modified by the Municipality as required.

6 Impact of the Development on the Environment

Sound levels from stationary (non-traffic) sources of noise such as rooftop air-conditioners, cooling towers, exhaust fans, etc. should not exceed the minimum one-hour L_{EQ} ambient (background) sound level from road traffic, at any potentially impacted residential point of reception (on or off site). Typical minimum ambient sound levels in the area are expected to be up to 50-55 dBA during the day and about 5 dB less at night, at nearby residential receptors. Thus, any electro-mechanical equipment associated with this development (e.g. cooling towers, fresh-air handling equipment, etc.) should be designed such that they do not result in noise impact beyond these ranges. It is noted that

each individual suite includes its own HVAC unit, housed it its own closet, which are to be vented to the outside. There are no rooftop units expected on the building. At the time of this study, the design of the proposed building was in its initial stages, and the mechanical systems, including ventilation (intake and exhaust vents) for the parking garage, had not yet been developed. Mechanical equipment noise levels will be verified during the detailed design phase of the project and appropriate mitigation will be provided, as necessary.

7 Impact of the Development on Itself

Section 5.8.1.1 of the Ontario Building Code (OBC), released on January 1, 2020, specifies the minimum required sound insulation characteristics for demising partitions of dwelling units, in terms of Sound Transmission Class (STC) or Apparent Sound Transmission Class (ASTC) values. In order to maintain adequate acoustical privacy between separate suites in a multi-tenant building, inter-suite walls must meet or exceed STC-50 or ASTC-47. Suite separation from a refuse chute, or elevator shaft, must meet or exceed STC-55. In addition, it is recommended that the floor/ceiling constructions separating suites from any amenity, commercial or other mechanical spaces also meet or exceed STC-55. Tables 1 and 2 in Section SB-3 of the Supplementary Guideline to the OBC provide a comprehensive list of constructions that will meet the above requirements.

Tarion's Builder Bulletin B19R requires the internal design of condominium projects to integrate suitable acoustic features to insulate the suites from noise from each other and amenities in accordance with the OBC, and limit the potential intrusions of mechanical and electrical services in the development on its residents. If B19R certification is needed, an acoustical consultant is required to review the mechanical and electrical drawings and details of demising constructions and mechanical/electrical equipment, when available, to help ensure that the noise impact of the development on itself is maintained within acceptable levels.

8 Summary of Recommendations

The following list and table summarizes the recommendations made in this report.

1. Central air conditioning systems are recommended for all residential units or the entire building.
2. Certain minimum building and glazing constructions are recommended, as indicated in Section

5.3.

3. Warning clauses should be used to inform future residents of the road traffic and air traffic noise issues.

Table VII: Summary of Noise Control Requirements and Noise Warning Clauses

Units	Acoustic Barrier	Ventilation Requirements *	Type of Warning Clause	Building Façade Constructions**
Seniors Building	✓+	Central A/C	a, b, c	West façade: LR/DR: STC - 34 BR: STC - 37 East façade: LR/DR: STC - 31 BR: STC - 36

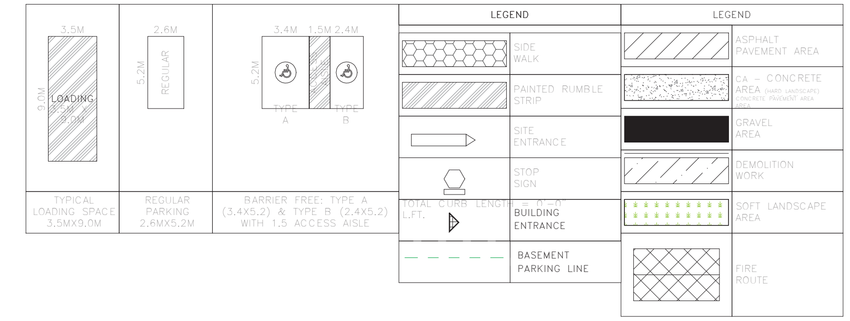
Notes:
+ Minimum 1.07 m high parapet wall or acoustic barriers as noted in Table V.
* The location, installation and sound rating of the air conditioning condensers must be compliant with MECP Guideline NPC-216.
OBC – meeting the minimum requirements of the Ontario Building Code.

6.1 Implementation

To ensure that the noise control recommendations outlined above are fully implemented, it is recommended that:

1) Prior to the issuance of occupancy permits for this development, the Municipality's building inspector or a Professional Engineer qualified to perform acoustical engineer services in the Province of Ontario should certify that the noise control measures have been properly incorporated, installed and constructed.

Figure 1 - Key Plan



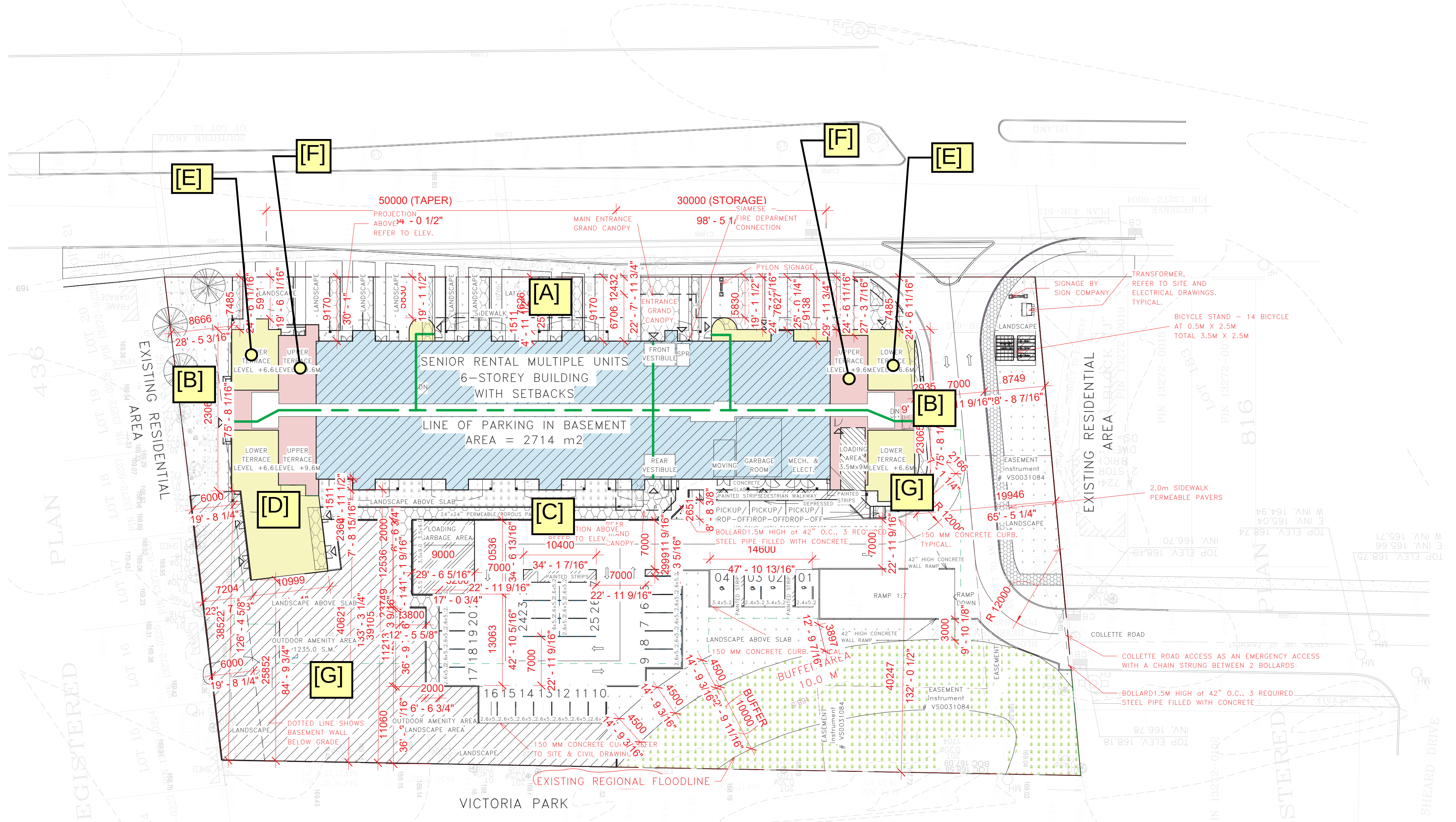


Figure 2: Proposed Site Plan

1 SITE PLAN
1 : 350

BUILT-UP AREA STATISTICS	AREA (Sq.m)	EXISTING AREA (Sq.m)	DEMOLISH AREA (Sq.m)	TOTAL EXISTING TO REMAIN (Sq.m)	PROPOSED AREA (Sq.m)	TOTAL AREA (Sq.m)
SITE AREA	8,656.00	-	-	-	-	
BASEMENT (BELOW FIRST FLOOR)					1,184.28	
BASEMENT PARKING (BELOW GRADE)					3,323.13	
BASEMENT AREA -TOTAL					4,507.41	
FIRST FLOOR AREA					2,171.00	
SECOND FLOOR AREA					2,085.00	
THIRD FLOOR AREA					1,840.00	
FOURTH FLOOR AREA					1,498.18	
FIFTH FLOOR AREA					1,498.18	
SIXTH FLOOR AREA					1,498.18	
TOTAL GROSS BUILDING AREA					15,457.09	
TOTAL LOT COVERAGE					2,171.00	2,171.00
ASPHALT PAVEMENT AREA					1,965.10	1,965.10
LANDSCAPE AREA STATISTICS						
SOFT LANDSCAPE AREA					3,757.15	
HARD LANDSCAPE CONCRETE AREA					0,762.75	
POROUS PAVEMENT AREA					0,000.00	
TOTAL LANDSCAPE AREA					4,519.90	4,519.90
CONCRETE CURB = 377.00 L.M.						

SINGLE BEDROOM UNITS = 1.18 SPACES FOR RESIDENTS -TOTAL UNITS = 118 = 16 + 26 + 22 + 18 + 18 + 18
TWO BED ROOM UNITS = 1.36 SPACES FOR RESIDENTS -TOTAL UNITS = 10
TOTAL UNITS = 128 UNITS
PERSONAL SERVICE SHOPS/ RETAIL = 5.4 SPACES PER $100M^2$ GFA. COMMERCIAL AREA = 228.70 S.M.

PARKING SPACES REQUIRED FOR RESIDENTIAL- 1 BED ROOM UNITS = 118 X 1.18 = 139 SPACES - 1 BED UNIT
- 2 BED ROOM UNITS = 10 X 1.36 = 14 SPACES - 2 BED UNIT
VISITOR PARKING SPACES - 0.20 PER UNIT = 128 X .20 = 26 SPACES - FOR VISITORS
PARKING SPACES REQUIRED FOR SHOPS/RETAIL = $228.70\ M^2 \div 100$
= 2.287 X 5.4 =12.34 = 13 SPACES FOR COMMERCIAL AREA
TOTAL REQUIRED SPACES = 192 SPACES

REQUIRED REGULAR PARKING = 188 SPACES
REQUIRED HANDICAPPED PARKING = 7 SPACES
REQUIRED TOTAL PARKING = 192 SPACES

PROVIDED HANDICAPPED PARKING = 07 SPACES (BASEMENT 3 + 4 ON GRADE)
PROVIDED REGULAR PARKING = 111 SPACES (BASEMENT 88 + 23 ON GRADE)
PROVIDED TOTAL PARKING = 118 SPACES

- LOADING SPACES REQUIRED = 1 - LOADING SPACES PROVIDED = 3

PARKING DEFICIENCY = 202-118 = 84 SPACES - VARIANCE REQUIRED OR NOT, TO DEPEND ON NEW ZONING BY-LAWS;
REFER TO NEW ZONING BY-LAWS PREPARED BY WESTON CONSULTING;

UNITS:

FIRST FLOOR = 15 UNITS - ALL 1 BED ROOM + 15 UNITS OF 1 BED ROOM
SECOND FLOOR = 28 UNITS - 2 UNITS OF 2 BED ROOM + 26 UNITS OF 1 BED ROOM
THIRD FLOOR = 24 UNITS - 2 UNITS OF 2 BED ROOM + 22 UNITS OF 1 BED ROOM
FORTH FLOOR = 20 UNITS - 2 UNITS OF 2 BED ROOM + 18 UNITS OF 1 BED ROOM
FIFTH FLOOR = 20 UNITS - 2 UNITS OF 2 BED ROOM + 18 UNITS OF 1 BED ROOM
SIXTH FLOOR = 20 UNITS - 2 UNITS OF 2 BED ROOM + 18 UNITS OF 1 BED ROOM
TOTAL = 125 UNITS - 8 UNITS OF 2 BED ROOM + 117 UNITS OF 1 BED ROOM

BARRIER FREE UNITS REQUIRED AS PER O.B.C. 3.8.2.1.(5)
15% OF 125 UNITS = 19 UNITS
5 UNITS OF 2 BED ROOM + 14 UNITS OF 1 BED ROOM

CHINTAN VIRANI ARCHITECT INC.
CHINTAN J. VIRANI
B. ARCH. | OAA, MRAIC, | AIA | COAI
9898 HOLY CRESCENT.
WINDSOR, ONTARIO,
CANADA N8R 1Z3
PHONE: (519) 979-9017
CELL: (519) 567-1800
FAX: (519) 979-4909
EMAIL: chintan@chintan.ca
WWW.CHINTAN.CA

10	REVISED SUBMISSION	SEP. 09/2022
9	REVISED - AS PER WESTON COMMENTS	JAN. 21/2021
8	REVISED - AS PER COMMENTS	DEC. 07/2020
7	REVISED - AS PER WESTON COMMENTS	SEP. 23/2019
6	REVISED	AUG. 14/2019
5	REVISED AS PER WESTON - FENCE REMOVED	JAN. 08/2019
4	REVISED - AS PER WESTON COMMENTS	DEC. 19/2018
3	REVISED - AS PER WESTON COMMENTS	DEC. 16/2018
2	REVISED - AS PER CITY & WESTON COMMENTS	NOV. 13/2018
1	REVISED	OCT. 17/2018

PROJECT

PROPOSED SENIOR RENTAL BUILDING

7211 & 7233 AIRPORT ROAD
PARTS # 1, 2 & 3
MISSISSAUGA, ONTARIO

DRAWING TITLE

SITE PLAN

NOTE:
- DO NOT SCALE DRAWINGS.
- ALL DIMENSIONS TO BE CHECKED AND VERIFIED ON THE JOB SITE.
- ANY AND ALL DISCREPANCIES TO BE REPORTED TO THE ARCHITECT
- ALL DRAWINGS REMAIN THE PROPERTY OF THE ARCHITECT.

A. DETAIL NO.
B. LOCATION SHEET
C. DETAILED ON

PROJECT NUMBER	1625	DRAWN BY	A.V.
DATE	June 2016	CHECKED BY	CJV

DRAWING NO.

A-100

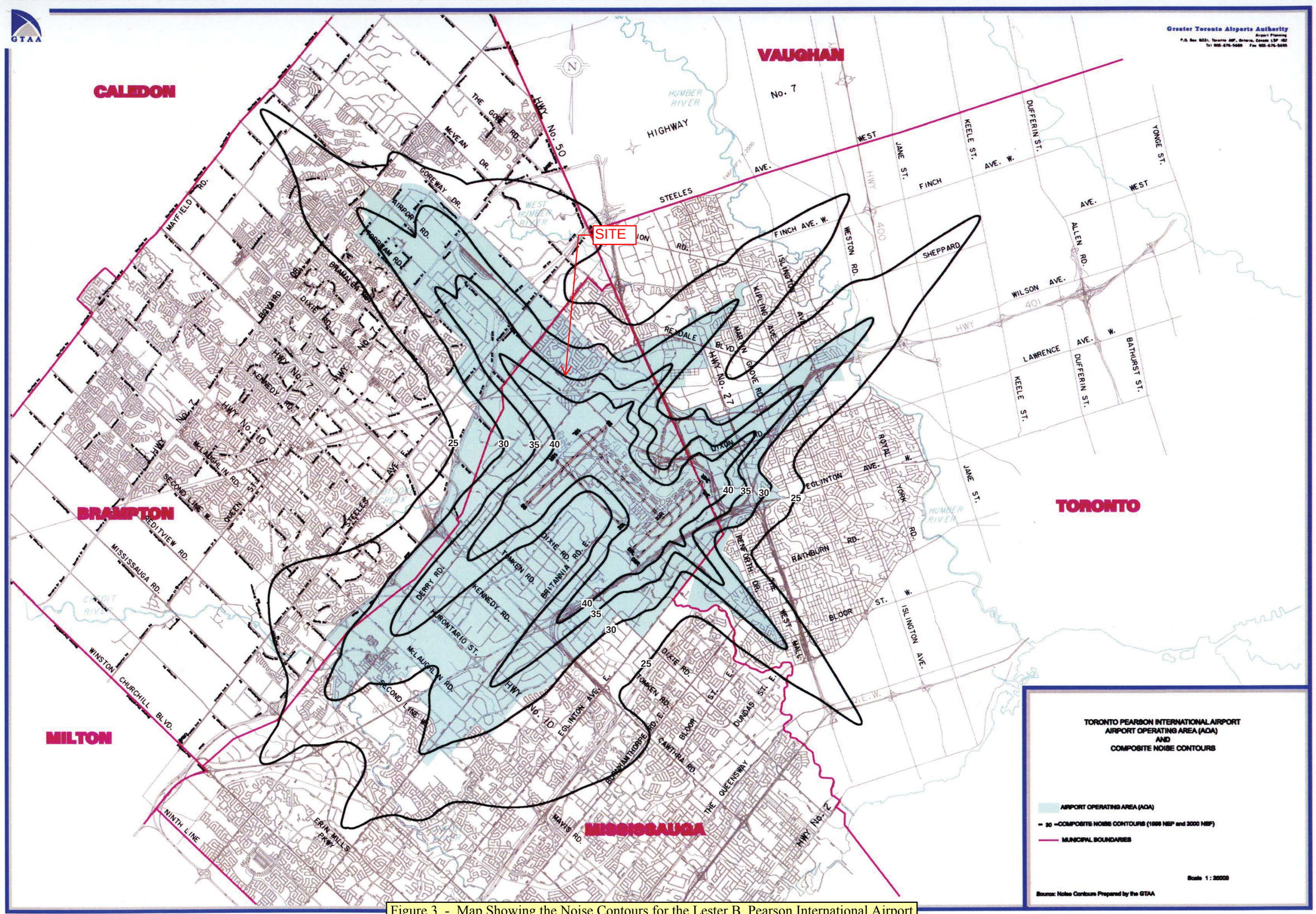


Figure 3 - Map Showing the Noise Contours for the Lester B. Pearson International Airport

APPENDIX A

Comments from City and HGC Engineering's Responses

Fourth Submission Comments Response Matrix

Zoning By-law Amendment Application

OZ/OPA 18 8

7211-7233 Airport Road

City of Mississauga

Weston File: 7383

Date: July 2022

Vaughan Office 201 Millway Avenue, Suite 19, Vaughan, Ontario L4K 5K8 T. 905.738.8080
Toronto Office 268 Berkeley Street, Toronto, Ontario M5A 2A8 T. 416.640.9917

westonconsulting.com
1-800-363-3558 F. 905.738.6637

Comments Response Matrix
7211-7233 Airport Road, City of Mississauga
Weston File: 7383
July 2022

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PLANNING AND BUILDING

Saj Sangha, Project Coordinator, Tel : (905) 615-3200 x5543	
Comment	**Response**
1. SERVICING AND/OR DEV AGREEMENT **Milestone description** Required prior to finalization of development and/or servicing agreement **Condition** The applicant may be required to enter into a Development Agreement if warning clauses and/or conditions of building permit are required to be registered on title. If a development agreement is required, prior to the submission of 8 fully executed hard copies, the applicant is to email an electronic copy of the draft development agreement to the Development Applications Coordinator for circulation and review purposes. Prior to the consideration of the rezoning by-law by Council, the applicant is required to submit 8 fully executed copies of the development agreement to Development and Design	Airstar Weston
2. SERVCING AND/OR DEV AGREEMENT **Milestone description** Required prior to finalization of development and/or servicing agreement **Condition** A clearance is required from Legal Services in connection with all legal matters, including required documentation. The applicant will be required to pay the Legal Services processing fee as set out in the City's current Fees and Charges By-law, in connection with the rezoning Development Agreement, if applicable.	Airstar

Comments Response Matrix
7211-7233 Airport Road, City of Mississauga
Weston File: 7383
July 2022

PLANNER – DEV DESIGN **Caleigh McInnes, Tel : (905) 615-3200 x5598**	
Comment	**Response**
PLANNER – DEV DESIGN **2. RECOMMENDATION REPORT:** **Milestone description** Required prior to planner preparing Recommendation Report to PDC **Condition** The Planning Justification completed by Weston Consulting and dated March 2018 has been received and is under review.	Weston
4. INFO REPORT **Milestone description** Required prior to planner preparing Information Report to PDC **Condition** The site is located in the Malton Neighbourhood. It appears to be located between 35 and 40 NEF/NEC based on Schedule 10 of the OP. Policy 6.10.1.5 of the OP indicates that development with a residential component such as dwellings, or any development that includes bedrooms, sleeping quarters or reading rooms and other noise sensitive uses that will be subject to high levels of noise from a stationary noise source, will only be permitted if noise mitigation measures are implemented at the source of the noise or if the development contains mitigative measures which will result in noise levels that comply with the limits specified by the applicable Provincial Government environmental noise guideline 6.10.2.1 of the Op indicates that land uses located at or above the	Weston HGC Engineering has prepared a noise feasibility study for the development dated October 29, 2021. That report considers both road traffic noise and air traffic noise. The study includes a number of recommendations for air conditioning of the building, along with upgraded glazing for the entire building and noise warning clauses to address both road and air traffic.

corresponding 1996 noise exposure projection (NEP)/2000 noise exposure forecast (NEF)composite noise contour as determined by the Federal Government, will require a noise study as a condition of development. The noise study is to be undertaken by a licensed professional engineer with acoustical expertise in accordance with the applicable Provincial Government environmental noise guideline to the satisfaction of the City prior to development approval to determine appropriate acoustic design criteria. 6.10.2.2 of the OP indicates that Mississauga will require tenants and purchasers to be notified when a proposed development is located at the noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour of 25 and above. 6.10.2.3 of the OP indicates that a noise warning clause will be included in agreements that are registered on title, including condominium disclosure statements and declarations	
5. RECOMMENDATION REPORT **Milestone description** Required prior to planner preparing Recommendation Report to PDC **Condition** Have you considered the RA2- Exception zone? Let's discuss. This may be more appropriate.	Weston
6. RECOMMENDATION REPORT **Milestone description** Required prior to planner preparing Recommendation Report to PDC **Condition** Updated comments may be received from: - Fire and Emergency Services – Canadian National Railway – Alectra Utilities	Weston

7. RECOMMENDATION REPORT **Milestone description** Required prior to planner preparing Recommendation Report to PDC **Condition** Please update your site plan to include: 1. Setbacks as indicated by the Landscape Architect 2. Parking Numbers - including visitor, commercial, residential proposed 3. Statistics - Amenity Area, Lot Coverage in Percent (25%), Floor Space Index (1.78), Landscape Area in percent (52.22%), Height of Building 18.60 m, Minimum contiguous landscape area (4519.90 m2), frontage, depth of lot	Chintan Virani
10. RECOMMENDATION REPORT **Milestone description** Required prior to planner preparing Recommendation Report to PDC **Condition** The cost of each newspaper ad is $1,881.25	Client Weston

LANDSCAPE ARCH – DEV DESIGN **Cameron Maybee, Tel : (905) 615-3200 x4041**	
Comment	**Response**

Comments Response Matrix
7211-7233 Airport Road, City of Mississauga
Weston File: 7383
July 2022

1. SERVICING AND/OR DEV AGREEMENT **Milestone description** Required prior to finalization of development and/or servicing agreement **Condition** Updated December 15/2021: Comment remains, Schedule 'C' - Planning & Building Department is to include the following clause: "Prior to Site Plan Approval the Owner agrees to consider Low Impact Development techniques in any development which shall include techniques maximizing natural infiltration, such as but not limited to, retention of rainwater, permeable pavement, rainwater harvesting, bio retention systems, infiltration swales and green roofs." Updated February 28/2020: Comment remains, the Development Agreement has not been received for review to date. Refer to previous comment for more details. Original Comment: The Development Agreement is to include a clause indicating that the proposed development will include low impact development techniques to address the Green Development Strategies and Guidelines approved by City Council. Additional details will be required as part of the Site Plan Application.	Design Fine
3. RECOMMENDATION REPORT **Milestone description** Required prior to planner preparing Recommendation Report to PDC **Condition** Updated December 15/2021: Comment remains, the setback of the proposed underground parking structure encroaches within the recommended 3.0m setback requirement. Revise the Concept Plan accordingly with the next formal submission. Updated February 28/2020: Comment remains, the proposed setback to the underground parking structure adjacent to the 10m development buffer is unacceptable. The underground parking structure is to maintain a minimum 3m setback to the 10m development buffer to facilitate the construction and and excavation of the underground parking structure without impacting the proposed 10m development buffer with grading works or construction activities. Revise the Concept Plan accordingly with the next formal submission. Original Comment: Please note the underground parking structure is to be setback a minimum of 3.0m from any lot lines. The applicant is also advised that the required landscape buffers on-site are to be unencumbered from any	Chintan VIrani

underground structures, storage tanks, vents/shafts, etc. Please refer to comment #4 regarding required landscape buffers.	
4. RECOMMENDATION REPORT **Milestone description** Required prior to planner preparing Recommendation Report to PDC **Condition** Updated December 15/2021: Comment remains, the proposed parking lot location, layout, and organization is to be revised and shifted further south in an effort to maintain a 4.5m Landscaped Buffer to the 10m Development Buffer where feasible. Revise the Concept Plan accordingly with the next formal submission. Updated February 28/2020: Comment remains, in an effort to eliminate the amount of encroachments within the required 4.5m landscaped buffer, the proposed surfacing parking area is to be shifted further south to eliminate the proposed pinch points currently illustrated. Revise the Concept Plan accordingly with the next formal submission. Original Comment: The required landscape buffers set out in the zoning bylaw are to be met on-site to provide sufficient landscape areas along the perimeter of the site and to buffer the proposed development from adjacent residential zones and the open space and greenbelt blocks at the rear of the property. The applicant is advised that a 4.5m landscape buffer will be required where the proposed development abuts a residential zone. Also, a 4.5m landscape buffer will be required from the limit of development which will be determined by Community Services and the Conservation Authority through a detailed review of the submitted Environmental Impact Study prepared by Dillion Consulting dated January 2018. Please refer to the comments from the Community Services Department and TRCA for more details.	Chintan Virani
6. RECOMMENDATION REPORT **Milestone description** Required prior to planner preparing Recommendation Report to PDC **Condition**	Chintan Virani

Updated December 15/2021: Comment remains, the submitted Site Statistics have not included required calculations required to Amenity Area (Indoor / Outdoor). Revise the submitted Site Statistics accordingly with the next formal submission. Please be advised 5.6 sq.m/unit is required for Amenity Area. Additional design details will be required through the associated Site Plan Application process. Updated February 28/2020: Comment remains, required statistics have not been included for review as previously indicated. The Concept Plan is to clearly denote the size and location of the proposed Outdoor Amenity Area. Refer to previous comment for details. Original Comment: The Project Site Statistics must include 'Landscape Area' and 'Outdoor Amenity Area' - required and proposed. The project should comply with the by-law requirements for landscape areas and amenity areas. Please refer to the City of Mississauga Outdoor Amenity Area Design Reference Note for more details. The Urban Design Reference Note can be found at: http://www7.mississauga.ca/documents/pb/main/2015/Amenity_Space_Reference.pdf.	

URBAN DESIGNER **Michael Votruba, Tel : (905) 615-3200 x5759**	
Comment	**Response**
19. SERVICING AND/OR DEV AGREEMENT: **Milestone description** Required prior to finalization of development and/or servicing agreement **Condition** Updated 2020/11/22 - No further comments Milestone changed to Development Agreement please provide the Development Agreement with required warnings prior to final approval. Note a detailed noise study will be required during the Site Plan Process confirming the recommendations. Acoustical Studies - As part of the processing of the above noted site plan application a noise concern was identified by the Development and Design Division due to noise levels from Airport Road and air traffic noise from Lester B. Pearson Airport. A Noise	HGC Engineering has prepared a noise feasibility study for the development dated October 29, 2021. That report considers both road traffic noise and air traffic noise. The study includes a number of recommendations for air conditioning of the building, along with upgraded glazing for the entire building and noise warning clauses to address both road and air traffic.

Report was prepared by HGC Engineering dated December 15, 2017. We require that, as a condition of site plan approval, an Acoustical Consultant certify that all site design and acoustical screening requirements are in conformity with the recommendations of this Report. The warning clauses recommended in report section `5.4 Warning Clauses' must be added to the Development Agreement.	

TRANSPORTATION AND WORKS

DEVELOPMENT ENGINEERING REVIEW **Tara Sinden, Tel : (905) 615-3200 x5070**	
Comment	**Response**
1. RECOMMENDATION REPORT **Milestone description** Required prior to planner preparing Recommendation Report to PDC **Condition** [REVISE NOISE STUDY] An updated Noise Feasibility Study dated October 29, 2021 was received by this section for review. Items (ii, iii, iv, vi, vii, viii) from the previous comment below have been adequately addressed. Items (i) and (v) remain outstanding and are to be addressed as follows: (i) Clarify whether all STAMSON outputs were provided in Appendix D as requested by last cycle comments, and as noted in Section 4.1 of the noise report. If so, rename Appendix D to eliminate 'Sample' from the title. (v) The location markers for	HGC, we clarify the following: (i) All stamson outputs were provided in Appendix D of the report dated October 29, 2021. The title page of Appendix D has been renamed as requested. The date of the report remains the same. (v) Yes that is correct. The points are duplicated since they have the same exposure of sound from road/air traffic. The locations B, E and F are at the same floor but on the north and south of the building. The previous

assessment points in Figure 2 appear to be duplicated for points B,E and F. Please clarify; or identify the actual locations at which noise levels were assessed and label accordingly. PREVIOUS COMMENT: A letter from HGC Engineering dated January 28, 2020 was received, however none of the original Noise Study (dated Dec 15, 2017) comments were addressed. Please provide an updated Noise Study with the next circulation. Further comments may be pending upon review of the updated report. The owner is to submit an updated Noise Study which is to include the following: (i) Show all STAMSON outputs in the Appendix. (ii) Assess the noise levels for all the amenity areas as per the latest site design. Include a table showing the unmitigated noise levels for all OLAs. (iii) Include a table showing mitigated sounds levels from 55 to 60dBA versus barrier heights for road traffic noise. (iv) As this development is located within the NEF/NEP 36 aircraft noise contour, the owner will be required to enter into an agreement with the City and GTAA. See comment #8 for further details. (v) Include a plan in the Appendix showing the location of all noise assessment points. (vi) The report states under section 2 that apart from road and air traffic, there are no other major sources of significant noise evident within 500 metres of the site. However, a warning clause is recommended for commercial facilities under Section 5.4. Please clarify. (vii) Confirm that the Ultimate Traffic data for Airport Road is still valid, given that the data provided in the Appendix is from 2014. (viii) The report is to include a description of impacts of noise generated by a proposed development on the surrounding environment, as well as the impact of noise from the proposed development on itself.	comment was ***Include a plan in the Appendix showing the location of all noise assessment points.*** This was completed.
2. RECOMMENDATION REPORT **Milestone description** Required prior to planner preparing Recommendation Report to PDC Condition [Feb 2022 - Items (iii) and (iv) from the previous comment below have been adequately addressed. Iems (i, ii, v, vi, viii) remain outstanding. Please revise as follows: (i) Refer to previous comment below. (ii) Refer to previous comment below. (v) Include additional line types in the legend (ex. dashed line near trees at SE corner of site, property lines - future/existing, etc.). (vi) Refer to previous comment below. (vii) The underground parking limits (and setbacks) are still unclear at the west side of the property. PREVIOUS COMMENT: [REVISE ALL DRAWINGS] All drawings in support of this proposal are to be revised as follows: (i) The applicant is to update ALL drawings supporting this application to show the extension/terminus of Collett Rd. and the required land dedication. Refer also to Traffic comment #5. (ii) Clearly show and label existing and ultimate property line (ultimate property line is the result of any land dedications, buffers and others). (iii) Provide a Key plan showing the location of the site, at a scale of approximately 1:10,000. (iv) Ensure drawing has a Metric scale. (v) Provide a	Chintan Virani

Legend identifying existing and proposed grading information, top and bottom elevations of retaining walls, catchbasins, manholes, swales, property lines, etc. as applicable for each drawing. (vi) Show the location and details of all existing man-made or natural features on or adjacent to the site, including but not limited to natural features such as trees and watercourses, easements or public utilities, embankments and catch basins, curbs, hydro poles, light standards and fire hydrants. (vii) Show the limits of the underground parking and the setbacks to existing and ultimate property lines.	
3. RECOMMENDATION REPORT **Milestone description** Required prior to planner preparing Recommendation Report to PDC **Condition** Feb 2022 - Item (vi) has been adequately addressed. Items (i, ii, iii, iv, v, vii) remain outstanding. Please refer to the previous comment below and revise as follows: (i) Refer to previous comment below. Provide grades/elevations within the boulevard and up to the centreline of the municipal road. (ii) The Grading Plan is to be signed and stamped by the responsible Professional Engineer, licensed in the Province of Ontario. (iii) The benchmark note is incomplete. Refer to http://www.mississauga.ca/BMHCM/Benchmarks/172.pdf for more info. (iv) See comment (i) above. (v) Refer to previous comment below. (vii) Refer to previous comment below. PREVIOUS COMMENT: [REVISE GRADING PLAN] The Grading Plan is to be revised as follows: (i) Indicate the existing and proposed grades around the perimeter and within the site. Additional existing grades are required beyond the property limits at a sufficient distance to clearly define the existing drainage pattern. (ii) Clarify which plan will be used (A-100A from Chintan Virani Architect Inc. vs A1 from Design Fine Ltd.). The Grading Plan is to be certified by a P. Eng. (iii) Provide City benchmark. The owner is to relate all elevations to a current and existing published City of Mississauga benchmark value without applying any shift. Any submissions that show elevation values related to a datum other than the 1928 Canadian Geodetic Datum (i.e. the Mississauga Datum) will not be accepted. The engineering plans are to include a note referencing an existing (not destroyed) City of Mississauga Bench Mark number, elevation and location/ description used to establish the elevations on the plan as follows: "Elevations are referred to the City of Mississauga Benchmark No. ____, Located (insert description on benchmark sheet), having a published elevation of _____metres." (iv) Indicate how the additional drainage	Design Fine

as a result of the new construction will be self contained to ensure the adjacent properties are not adversely affected. In addition to showing the required grading, clearly delineate and label the limits of the remaining area in which the existing drainage pattern will be maintained. (v) Show the road centreline elevations for the private road, as well as Airport Road and Collett Road. (vi) Show the overland flow route. (vii) Incorporate all other items requested under comment #2.	
4. RECOMMENDATION REPORT **Milestone description** Required prior to planner preparing Recommendation Report to PDC **Condition** [Feb 2022 - It is understood that a combination Grading & Servicing Plan (C100) was submitted for review with this circulation. Please revise the Grading and Servicing Plan as per the applicable items from the previous comment below.] PREVIOUS COMMENT: [REVISE SERVICING PLAN] The Servicing Plan is to be revised as follows: (i) Show all existing and proposed services within the site and in the vicinity of the site. Show diametres and flow direction of storm, sanitary and water services, as well as top and invert elevations for catchbasins and manholes. (ii) Clarify where is the proposed storm outlet, as the Region of Peel indicated in their comment #6 that connections to Airport Road will not be permitted. (iii) Provide City benchmark. The owner is to relate all elevations to a current and existing published City of Mississauga benchmark value without applying any shift. Any submissions that show elevation values related to a datum other than the 1928 Canadian Geodetic Datum (i.e. the Mississauga Datum) will not be accepted. The engineering plans are to include a note referencing an existing (not destroyed) City of Mississauga Bench Mark number, elevation and location/ description used to establish the elevations on the plan as follows: "Elevations are referred to the City of Mississauga Benchmark No. ____, Located (insert description on benchmark sheet), having a published elevation of _____metres." (iv) Show the road centreline elevations for the private road, as well as Airport Road and Collett Road. (v) Show any proposed LID features. (vi) Incorporate all other items requested under comment #2.	Design Fine
5. RECOMMENDATION REPORT **Milestone description**	Chintan Virani

Required prior to planner preparing Recommendation Report to PDC Con [Feb 2022 - The previous comment below remains outstanding. It is not clear based on the drawing, where the limits of the underground are in relation to the surrounding elements (property lines, roads, other infrastructure). Please provide more information for reference and label property lines accordingly.] [REVISE UG PLAN] The Basement Plan A-200 is to be revised to show the limits of the underground parking and basement level in relation to the property limits. Show the setback distance to the property lines in metres. Note that the extension of Collett Road and associated land dedication will affect the property limits and that no above or below ground encroachments will be allowed within the existing and ultimate R.O.W.	
6. BYLAW ENACTMENT **Milestone description** Required prior to enactment of a re-zoning bylaw. **Condition** Feb 2022 - Comment remains. [MUNICIPAL INFRASTRUCTURE REQUIRED] Municipal Infrastructure works, including but not limited to the extension of Collett Road and related municipal infrastructure, are necessary to support this proposed development. Planning and Building will be requested to include an 'H' condition in the implementing Zoning By-law to capture these requirements.	Weston – no extension of Collette road is proposed.
7. SERVICING AND/OR DEV AGREEMENT **Milestone description** Required prior to finalization of development and/or servicing agreement **Condition** Feb 2022 - Comment remains. [PROVIDE GEOTECHNICAL REPORT] As municipal infrastructure is required as part of this development proposal, the owner is to submit a Geotechnical Report to the satisfaction of this department as part of the future engineering submission. The Geotechnical Feasibility Study is to be submitted by a qualified expert to analyse and include but not be limited to the sub-surface soil composition to determine its	Toronto Inspection

structural stability and feasibility for any infiltration of groundwater, as well as road pavement recommendation as per City standards.	
8. SERVICING AND/OR DEV AGREEMENT **Milestone description** Required prior to finalization of development and/or servicing agreement **Condition** NEP/NEF 35 and NEP/NEF 40 contour lines of the Toronto Pearson International Airport, comments/conditions and final approval from the Greater Toronto Airport Authority regarding aircraft noise is required. The owner shall enter into an Aircraft Noise Warning Agreement to be registered on title, addressing various GTAA warning clauses and provisions, including: (i) "Despite the inclusion of noise control features within the building units, aircraft noise from operations at Toronto Pearson International Airport may interfere with some indoor and outdoor activities". (ii) "Purchasers/tenants are advised that parts of this development are between the NEF 35 to 40 aircraft noise contours for Lester B. Pearson International Airport and are subject to potential noise impact from aircraft using the Airport. Noise from aircraft will continue to exist, potentially interfering with normal activities of occupants, particularly outdoors. In the future, the Airport and the operations related thereto may be altered or expanded and the noise levels may be affected or increased." (iii) "The purchaser/tenant acknowledges and agrees that he or she has been informed that the dwelling is subject to noise impact from aircraft using Lester B. Pearson International Airport, and the Purchaser/Tenant hereby waives any claim for damages, losses, or any other claims or appeals, including costs, due to or resulting from such aircraft noise, either now or in the future, against any or all of the City, the Greater Toronto Airports Authority or any air carrier using the Airport."	HGC – Noted. These warning clauses are in addition to those included in our latest noise report in Section 5.4.
9. SERVICING AND/OR DEV AGREEMENT **Milestone description** Required prior to finalization of development and/or servicing agreement **Condition**	Airstar

The owner is to include the following clause on Schedule B of the Development Agreement: The City of Mississauga does not require off-site snow removal. However, in the case of heavy snow falls the limited snow storage space available on the property may make it necessary to truck the snow off the site with all associated costs being borne by the registered property owner.	
10. SERVICING AND/OR DEV AGREEMENT **Milestone description** Required prior to finalization of development and/or servicing agreement **Condition** The owner is to include the following clause on Schedule B of the Development Agreement: Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road and air traffic may on occasions interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment and Climate Change.	HGC – noted. This noise warning clause (a) is the same included in our latest noise report.
11. SERVICING AND/OR DEV AGREEMENT **Milestone description** Required prior to finalization of development and/or servicing agreement **Condition** The owner is to include the following clause on Schedule B of the Development Agreement: This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment and Climate Change.	HGC – noted. This noise warning clause (b) is the same included in our latest noise report.

ENVIRONMENTAL ENG REV STORM **Samer Elhallak, Tel : (905) 615-3200 x3192**	
Comment	**Response**
1. RECOMMENDATION REPORT **Milestone description** Required prior to planner preparing Recommendation Report to PDC **Condition** As per the Region of Peel's comment #6, no stormwater flows will be accepted into the Region of Peel's ROW (Airport Road) nor will a stormwater connection be permitted to the Airport Road Storm Sewer. Therefore a drainage proposal is required to confirm the storm sewer outlet and sewer capacity. In order to minimize the impact to existing drainage systems, it will be necessary to implement on-site storm water management techniques into the design and construction of the site works and services as necessary, to limit the post development storm water discharge to the pre-development levels for the two year storm event through to the 100 year storm event.	Design Fine
2. RECOMMENDATION REPORT **Milestone description** Required prior to planner preparing Recommendation Report to PDC **Condition** Updated December 8, 2021: New/Updated Comments Provided. Comment 1 of 2 (See additional comment) Based on the Functional Servicing & Stormwater Management Report dated November 2019 prepared by Design Fine Consulting Engineers, the following comments are provided below. i)Please note that based on the City of Mississauga Development Requirement Manual, maximum runoff coefficient can be used for the pre development condition is 0.5, and for undeveloped land 0.25 should be used. This site is described as undeveloped greenfield	Design Fine

therefore 0.25 is to be used; ii)The runoff coefficient should be calculated by totalling the AxC column not averaging it; iii)The runoff coefficient for Multiple & Institutional should be 0.90 (not 0.75) in accordance with the City's Development Requirements Manual; iv)Please note that this site is within the Mimico Creek subwatershed which requires to control post development flow to the pre development level for all storm events (2 through 100 years). The report will have to demonstrate this control being provided for all storm events and showing that the orifice control selected can control the post to pre release rates; v)Provide a grading and servicing plan; vi)Please show the post development overland flow route on the grading plan; vii)Pre-development and post -development drainage plans are required; viii)Region of Peel's approval may be required (currently the site's outlet has not been determined as a drainage proposal has not been provided); ix)Please note that no structures will be allowed within the City easement. Identify any existing or required easements. Please show all on-site easements so this can be confirmed; x)More detail is required with regards to the proposed 165mm Orifice plate (including location). Please consider using an orifice pipe/tube instead of a plate;	
3. RECOMMENDATION REPORT **Milestone description** Required prior to planner preparing Recommendation Report to PDC **Condition** Updated December 8, 2021: New/Updated Comments Provided Comment 2 of 2 (Continuing regarding the FSR) xi)Please verify how the low impact development techniques will be applied for this site; xii)As per the T&W Development Requirements Manual, the first 5mm of runoff shall be retained on-site and managed by way of infiltration, evapotranspiration or re-use. Please demonstrate how this is being achieved through detailed calculations and note that no initial abstraction is allowed; xiii)Please verify if this site is required to accommodate any external drainage areas; xiv)Ponding in parking areas is not to exceed 250mm but is listed as 0.30m in section 4.2.; xv)The total storage in Section 4.3 versus Section 10.0 is different. Please confirm; xvi)Please confirm how the basement/underground parking garage foundation will drain as well as the ramp to the underground parking garage. What is the seasonal groundwater level at the site? Will the foundation drain encounter groundwater that will ultimately be discharged to the City's stormwater infrastructure? If so the quantity of groundwater released to the stormwater system will have to be subtracted from the allowable release rate. Also any groundwater discharged to the City's stormwater infrastructure must meet the water quality objectives in the City of	Design Fine

Mississauga's Storm Sewer By Law 259-05, as amended; xvii)The SWM Servicing and Grading Plan should have legible pipe lengths, slope, type of material as well as size of all pipes located on it. The depth of the ponding areas should also be included on the drawing; xviii)Please include a storm sewer design sheet that will match the site servicing drawing; xix)Confirm if there are any uncontrolled drainage areas. Uncontrolled drainage areas need to have their post-development flow subtracted from the pre-development release rate so as to over control for them; xx) Confirm how the roof will drain and that it will be below the maximum 42L/s/ha of roof; xi)Please provide a response matrix that detailing how each of the above points has been addressed in the next submission. xii) Based on a review of the Environmental Impact Study by Dillon Consulting, dated February 2020, the Regional Storm Flood Limits may be located on the property. This needs to be confirmed by the applicant with the Toronto and Region Conservation Authority (TRCA). An easement may be required for lands below this line. Additional comments/requirements may be added provided once the above has been confirmed. The drawings should be reflected to show this line. xiii) More comments may be provided based upon the review of the requested information.	
4. RECOMMENDATION REPORT **Milestone description** Required prior to planner preparing Recommendation Report to PDC **Condition** Based on the Functional Servicing & Stormwater Management Report dated September 2021 prepared by Design Fine Consulting Engineers, the following comments are provided below. i. Green Roof runoff coefficient is generally between 0.45 and 0.55. ii. The 5 mm requirement is only required for impervious areas. iii. The overall runoff coefficient should be the sum of Area x C divided by the total area. iv. Calculations for each storm event (2, 5, 10, 25, 50, and 100 year) should be provided in the appendix as well as a summary table of all events showing storage required & anticipated flow. v. The total storage in Section 4.3 versus Section 10.0 is different. Quantity control storage should not include the 5 mm storage that is for reuse/infiltration on site. vi. Please verify how the low impact development techniques will be applied for this site; vii. As per the T&W Development Requirements Manual, the first 5mm of runoff shall be retained on-site and managed by way of infiltration, evapotranspiration or re-use. Please discuss how this will be met in the report. viii. Please confirm how the basement/underground parking garage foundation will drain as well as the ramp to the underground parking	Design Fine

garage. What is the seasonal groundwater level at the site? Will the foundation drain encounter groundwater that will ultimately be discharged to the City's stormwater infrastructure? If so the quantity of groundwater released to the stormwater system will have to be subtracted from the allowable release rate. Also any groundwater discharged to the City's stormwater infrastructure must meet the water quality objectives in the City of Mississauga's Storm Sewer By Law 259-05, as amended; ix. Please provide a response matrix that detailing how each of the above points has been addressed in the next submission.	
6. SERVICING AND/OR DEV AGREEMENT **Milestone description** Required prior to finalization of development and/or servicing agreement. **Condition** The following clause is to be included on Schedule B of the Development Agreement: The owner acknowledges that The Corporation of the City of Mississauga has implemented stormwater management policies intended to minimize the impact of development; and that it will be necessary to implement on-site stormwater management techniques in the design and construction of the site works and services, including but not limited to, rooftop storage and detention ponding in car parked and/or landscaped areas. The owner acknowledges that they will maintain the on-site stormwater management facilities and that they will not alter or remove these facilities without the prior written consent of The Corporation of the City of Mississauga. The owner hereby agrees to indemnify and save harmless The Corporation of the City of Mississauga from any and all claims, demands, suits, actions or causes of action as a result of, arising out of, or connected with any flooding of the lands subject to this agreement, with respect to the implementation of on-site stormwater management techniques incorporated into the design and construction of the site works and services. This indemnification and save harmless undertaking shall be binding upon the owner's successors and assigns. The owner acknowledges and agrees that all future purchase and sale agreements and all future lease agreements in connection with the subject lands, or any lot, part lot or other segment of the subject lands or of any residential development constructed on the subject lands, shall contain notice of the constraints on development of these lands described in this agreement, as well as notice of the indemnification and save harmless clause.	Design Fine

7. SERVICING AND/OR DEV AGREEMENT **Milestone description** Required prior to finalization of development and/or servicing agreement **Condition** The following clause is to be included on Schedule C of the Development Agreement: Prior to Site Plan approval, the Owner's consulting engineer shall certify, to the satisfaction of the Transportation and Works Department, that the lowest floor elevation and/or any catch basin(s) within a loading dock area are situated at least 1.0 m above the obvert of the adjacent municipal storm sewer system Should the above criteria not be met, then sump pumps will be required to drain the weeping tiles. These systems are private and are the sole responsibility of the respective property owner to maintain and repair.	Design Fine
8. SERVICING AND/OR DEV AGREEMENT **Milestone description** Required prior to finalization of development and/or servicing agreement **Condition** The following clause is to be included on Schedule C of the Development Agreement: Prior to the Site Plan approval, the Owner's Consulting Engineer shall certify, to the satisfaction of the Transportation and Works Department, that roof discharge is controlled to 42 L/s per hectare of roof.	Design Fine
9. BYLAW ENACTMENT **Milestone description** Required prior to enactment of a re-zoning bylaw. **Condition** Updated December 8, 2021: Still outstanding. This application will require the approval of the TRCA regarding any stormwater management requirements.	Weston – The TRCA has provided clearance on this application.

ENVIRONMENTAL ENG REViewer **Valeria Danylova, Tel : (905) 615-3200 x5930**	
Comment	**Response**
2. RECOMMENDATION REPORT **Milestone description** Required prior to planner preparing Recommendation Report to PDC **Condition** November 17, 2021: Comments response, updated September 30, 2021, indicates that an updated Phase I ESA is underway. The report will be submitted at a later date. The updated report must be submitted along with a reliance letter. The wording of the reliance must meet the City's sole and unfettered satisfaction. The template is provided on the last page of the following document: https://www.mississauga.ca/wp-content/uploads/2020/08/26144135/Section-5-Environmental-Requirements-1.pdf. Environmental reports that are not accompanied with reliance to the City shall be deemed as an incomplete application. March 23, 2020: This comment remains unchanged Previous: The Phase I ESA (file # 3675-16-EA), dated January 11, 2018 and prepared by TIL, must include a clause, or be accompanied by a letter signed by the author of the report or a	Toronto Inspection

Principal of the Consulting Firm, which allows the City of Mississauga to make reliance on the findings and conclusions presented in the report.	
3. RECOMMENDATION REPORT **Milestone description** Required prior to planner preparing Recommendation Report to PDC **Condition** November 17, 2021: Comments response, updated September 30, 2021, indicates that an updated Phase II ESA is underway. The report will be submitted at a later date. The Phase II ESA report must be submitted along with a reliance letter. The wording of the reliance must meet the City's sole and unfettered satisfaction. The template is provided on the last page of the following document: https://www.mississauga.ca/wp-content/uploads/2020/08/26144135/Section-5-Environmental-Requirements-1.pdf. Environmental reports that are not accompanied with reliance to the City shall be deemed as an incomplete application. March 23, 2020: This comment remains unchanged Previous: The consultant has indicated that Areas of Potential Environmental Concern were identified on the site during the Environmental Site Assessment due to onsite and offsite Potentially Contaminating Activities. Investigation of subsoil and groundwater will be required at the site. Therefore, in accordance with City Policy 09-08-02, a Phase II ESA must be submitted to the Transportation and Works Department for review. The report must be signed and dated by a Qualified Person as specified in Section 5 of Ontario Regulation 153/04 as amended. The report must include a clause, or be accompanied by a letter signed by the author of the report or a Principal of the Consulting Firm, which allows the City of Mississauga to make reliance on the findings and conclusions presented in the report. The wording of the reliance must meet the City's sole and unfettered satisfaction. The template is provided on the last page of the following document: https://www.mississauga.ca/wp-content/uploads/2020/08/26144135/Section-5-Environmental-Requirements-1.pdf. Environmental reports that are not accompanied with reliance to the City shall be deemed as an incomplete application	Toronto Inspection
4. RECOMMENDATION REPORT	Weston: No conveyances are proposed as part of this application.

Milestone description Required prior to planner preparing Recommendation Report to PDC **Condition** November 17, 2021: Comments response, updated September 30, 2021, indicates that no conveyances are proposed at this time. This statement will be confirmed internally. March 23, 2020: As lands to be dedicated to the City,all environmental reports submitted to the City must: a) specifically reference the lands to be dedicated to the City; b) the boundaries of conveyance lands must be overlaid on top of a legal survey to scale in order to represent the legal boundaries of these lands; c) be completed in accordance with O. Reg. 153/04 ; d) be signed and dated by a Qualified Person (as defined by section 5 and 6 under O. Reg. 153/04, as applicable); e) be accompanied by a letter signed by the author of the report or a Principal of the Consulting Firm, which allows the City of Mississauga to make reliance on the findings and conclusions presented in the reports to the same extent as to the property owner. The wording of the reliance must meet the City's sole and unfettered satisfaction. The template is provided on the City's website under Terms of Reference: http://www.mississauga.ca/portal/residents/terms-of-reference Please note if a Record of Site Condition (RSC) is required to be filed for the property or for the lands to be dedicated, the RSC filing must be completed prior to land dedication. Previous: Please be advised that as lands will be dedicated to the City, they will be in a condition acceptable to the City in its sole and unfettered discretion that such land is environmentally suitable for the proposed use, as determined by the City, and shall be certified as such by a Qualified Person, as defined in Ontario Regulation 153/04 (as amended). Any ESA reports submitted to the City must specifically reference the lands to be dedicated.	
5. RECOMMENDATION REPORT **Milestone description** Required prior to planner preparing Recommendation Report to PDC **Condition** November 17, 2021: The proposed development may require the discharge of groundwater or accumulated rainwater/snowmelt to the City’s storm sewer system. Therefore, please provide the Temporary Discharge to Storm Sewer Commitment Letter to the Transportation and Works Department to ensure compliance with the	Design FIne

City's Storm Sewer By-law. A copy of the letter template can be acquired from the Environmental Reviewer. When the Temporary Discharge Approval is required, please contact the Environment Coordinator, Storm Sewers, at Env.Inquiries@mississauga.ca for the applicable requirements.	

TRAFFIC REVIEW **Michael Turco, Tel : (905) 615-3200 x3597**	
Comment	**Response**
1. RECOMMENDATION REPORT **Milestone description** Required prior to planner preparing Recommendation Report to PDC **Condition** [TRAFFIC IMPACT STUDY] January 2022: A Traffic Impact Study Addendum prepared by Crozier dated October 2021 was submitted in support of the proposed development. Based on the information provided to date, staff have the following comments: (i) The report must be stamped, dated, and signed by a Licensed Professional Engineer in the Province of Ontario (P.Eng.) (ii) The Vehicle Turning Plans illustrate multiple instances of the design vehicles encroaching over parking stalls and striking curbs. The site layout / design must be revised accordingly to ensure that it can safely accommodate the design vehicles (fire/waste trucks) without manouevering over parking stalls or striking curbs. (iii) The TIS shall be revised to reflect the required changes to the site plan. Should any additional community concerns arise, these shall be addressed in the TIS. March 2020: This section is in receipt of the Traffic Impact Study dated January 2020 prepared by Crozier Consulting Engineers. Having	Crozier

reviewed the study, staff have no further comments at this time. However, should any changes be made to the site (removal of RIRO), changes to site statistics or any additional community concerns the applicant will be required to revise the TIS accordingly. Further comments may be provided by the Region of Peel. Condition will be cleared upon TIS approval from the Region of Peel. Previous: -Travel Demand Management The owner is to provide accessible, secure, and weather protected long-term bicycle parking spaces, as well as accessible short-term bicycle parking spaces located adjacent to the main entrances Note: As per Peel's comments, the proposed Airport Road access is not justified given the site access via the Collett Road extension. As such, an updated TIS is required to reflect the access change, subject to Peel.	
2. RECOMMENDATION REPORT **Milestone description** Required prior to planner preparing Recommendation Report to PDC **Condition** [DRAFT REFERENCE PLAN] January 2022: Remains outstanding. Prior to any Land Dedication, the Owner shall prepare and submit draft reference plans detailing the required land dedication to this section for review and approval (See Traffic Comment #5). Following this approval, the Owner's surveyor should deposit the accepted draft reference plan and forward a copy of the registered plan to the City's Legal Services Section to finalize the required land dedication. This condition will be cleared once the Draft R-Plan has been approved in principle by this section. March 2020: Outstanding, as mentioned in previous DARCs and the letter sent by Chris Rouse dated July 20, 2018 the proposed site requires a include cul-de-sac design and land dedication required Previous: The applicant is to prepare and submit two draft reference plans (detailing the required land dedications) to this section for review and approval. Note: -Land dedication is required as per Comment #5. -The dimensions related to to the dedication are to be verified by the City's O.L.S., Al Jeraj at 905-615-3200 ext. 5789.	Client
3. RECOMMENDATION REPORT **Milestone description** Required prior to planner preparing Recommendation Report to PDC	Chintan Virani – Please provide sidewalk connections to Collette Rd. Weston: No cul-de-sac is proposed as part of this application.

Condition [OZ PLAN REVISIONS] January 2022: Remains outstanding. (i) The plans are to be revised to illustrate the required Land Dedication (cul-de-sac at the terminus of Collett Road) including the Lot/Block or Part numbers. (ii) The plans are to be revised to remove the proposed Collett Road site access unless deemed as essential by Mississauga Fire and Emergency Services. (iii) The plans shall be revised to provide pedestrian connectivity to/from the building entrances from/to the municipal sidewalk on Collett Road. March 2020: Outstanding, site plan required to have a cul-de-sac for the terminus of Collett Road. Previous: -All plans should be revised to show the required land dedication and the bulb design for the terminus of Collett Road. -The site plan (dated November 19, 2017) shall be revised to illustrate the Fire Access Route and dimension the centre turning radius along the route. -Subject to the review of revised plans, detailed turning movement diagrams will be required for ingress and egress through the access point(s) for the site and the internal site circulation in order to demonstrate how the combined function and feasibility of the emergency access and waste collection activities will occur. Note: Peel's Waste Collection Management requires 13m centre turning radius along the waste collection route.	
4. RECOMMENDATION REPORT **Milestone description** Required prior to planner preparing Recommendation Report to PDC **Condition** [INTERNAL SITE CIRCULATION] January 2022: Remains outstanding. (a) Revised turning movement diagrams are required to depict the internal site circulation. The design of the site must not necessitate the design vehicles (fire/waste trucks) to encroach parking spaces or strike/mount curbs. (b) Additional provisions to aid in the safety and operation of these features may be required. (c) Detailed turning movements are to be provided for ingress and egress through the access point(s) for the site. (d) Confirmation from Fire and Emergency Services that the internal road is acceptable from an emergency response perspective. (e) Confirmation from the Region of Peel that the internal road is acceptable from a waste collection perspective. (f) A turn around facility may be required as a result of the above in addition to providing sufficient snow storage for the proposed development. March 2020: Outstanding Clearance from Fire and Peel's Waste Collection Management is required.	Chintan Virani & Crozier

5. BYLAW ENACTMENT **Milestone description** Required prior to enactment of a re-zoning bylaw. **Condition** [LAND DEDICATION] January 2022: Outstanding. The Owner will be required to gratuitously dedicate the following to the City of Mississauga: (A) CUL-DE-SAC (i) The Owner will be required to provide a cul-de-sac at the terminus of Collett Road to ensure vehicles, garbage collection, fire & emergency services can be accommodated. The bulb design shall be in accordance with C.O.M. Standard 2211.240 for residential cul-de-sacs. The dimensions related to right-of-way widths and required widenings are to be verified by the City's O.L.S., Al Jeraj at 905-615-3200 ext. 5789. The Owner is to contact Valeriya Danylova, Environmental Technologist (valeriya.danylova@mississauga.ca, 905-615-3200 ext. 5930) to ensure the required land dedication has no environmental conflicts. This condition will be cleared upon receipt of confirmation from Legal Services identifying that the transfer has taken place and associated fees have been paid. March 2020: Outstanding The owner is to gratuitously dedicate to the City of Mississauga: - a cul-de-sac at the terminus of Collett Road. The Bulb design shall be in accordance with C.O.M. Standard 2211.240 for residential cul-de-sacs. Note: The applicant's surveyor should deposit the accepted draft reference plan and forward a copy of the registered plan to the City's Legal Services Section to finalize the execution of the required land dedication. This condition will be cleared upon receipt of confirmation from Legal Services identifying that the transfer has taken place and associated fees have been paid.	Weston – No land dedications are proposed.
6. BYLAW ENACTMENT **Milestone description** Require prior to enactment of a re-zoning bylaw. **Condition** [LIFTING 0.3m RESERVE] January 2022: Remains outstanding. This condition shall be cleared once the Collett Road site access is removed from the plans. Should the Collett Road site access be required by Fire and Emergency Services, this condition will be cleared upon receipt of confirmation in form of by-law amendment or official letter from the City's OLS identifying that the deposited plan has been received and associated fees have been paid. It is the applicant responsibility to provide the confirmation	Weston – This comment is inconsistent with the comment above.

to Traffic section for review and approval. A copy of the application form can be found online as follows: https://www.mississauga.ca/publication/lift-1-foot-reserveapplication-form/ March 2020: Outstanding The applicant is to make appropriate arrangements for lifting the 0.3 meter reserve from across the width of the proposed access to Collett Road. The site plan shall be revised to depict the reserves to be lifted as part of the future "H" application. Note: -The applicant is to prepare and submit two draft reference plans (detailing the reserves to be lifted) to this section for review and approval. -A copy of the application form can be found online as follows: http://www7.mississauga.ca/documents/tw/pdfs/Application%20to%20Lift%201%20foot%20reserve.pdf This condition will be cleared upon receipt of confirmation from the City's OLS identifying their requirements have been satisfied, including payment of associated fees.	
7. BYLAW ENACTMENT **Milestone description** Required prior to enactment of a re-zoning bylaw. **Condition** [HOLDING PROVISION] Planning and Building will include an "H" Holding Zone condition in the implementing Zoning By-law to capture municipal infrastructure and/ or land dedications in support of this proposed development. Works shall include but not be limited to land dedications, traffic control measures/ pavement markings, design and construction of roads and boulevards, existing road and boulevard improvements/ reinstatements, and other municipal works towards a cul-de-sac at the terminus of Collett Road.	Chintan Virani Weston – As mentioned in the previous submission, no land dedications are proposed as part of this application.

COMMUNITY SERVICES

PUBLIC ART COORDINATOR **Michael Tunney, Tel : (905) 615-3200 x4602**

Comment	Response
4. SERVICING AND/OR DEV AGREEMENT **Milestone description** Required prior to finalization of development and/or servicing agreement. **Condition** No change in comment - December 6, 2021 No change in comment - June 30, 2020 CASH-IN-LIEU CLAUSES The following clause shall be entered into the Development/Servicing Agreement - Schedule D: 1. Community Services a) Prior to the issuance of building permits for all lots and blocks, satisfactory arrangements shall have been made with the Park Planning Section of the Community Services Department with respect to the payment of cash-in-lieu for park or other public recreational purposes. The owner is advised that the City will require the payment of cash-in-lieu for park or other public recreational purposes as a condition of development prior to the issuance of building permits, and valued as of the day before the day of building permit issuance pursuant to Section 42(6) of the Planning Act and City of Mississauga by-laws and policies.	Airstar
5. SERVICING AND/OR DEV AGREEMENT **Milestone description** Required prior to finalization of development and/or servicing agreement **Condition** No change in comment - December 6, 2021 No change in comment - June 30, 2020 WARNING CLAUSE - SCHEDULE B The following clause shall be entered into the Servicing/Development Agreement - Schedule B: Purchasers are advised that any encroachments of the municipally-owned public lands including parkland, greenbelts and woodlands, is illegal under Encroachment By-law 0057-2004, which states: "No person shall erect, place or maintain, or cause to be erected, an encroachment of any kind on public lands, or on any right-of-way or easement in favour of the City". The By-law defines encroachment as "any type of vegetation, man-made object or item of personal property of a person which exists wholly upon, or extends from a person's premises onto public lands and shall include any aerial, surface or subsurface encroachments	Airstar

7. SERVICING AND/OR DEV AGREEMENT **Milestone description** Required prior to finalization of development and/or servicing agreement **Condition** New comments - December 10, 2021 - The EIS recommended a 10 metre buffer be dedicated to the City be applied to the Natural heritage System directly adjacent to the subject property. It is recommended that lands belwo the Regional Floodplain be deeded grtuitously to the City as a greenbelt and should be appropriately zoned. In the event of dedication of Greenlands to the City, a reference plan describing the lands to be dedicated shall be submitted to Park Planning for review. Furthermore, legal description for lands to be dedicated shall be listed under Schedule D-4 of hte Development Agreement. Lands dedicated for greenbelt purposes will not be credited towards the requirements for parkland dedication and/or cash-in-Lieu for park or other public rereational purposes. No change in the comment - June 30, 2020 Lands below the staked dripline 10m buffer is recommended to be deeded gratioutously to the City as Greenlands - Natural Hazards (G1).	Weston – no land dedications are proposed as part of this application.
10. SERVICING AND/OR DEV AGREEMENT **Milestone description** Required prior to finalization of development and/or servicing agreement **Condition** New Comment - December 6, 2021 Prior to the greenbelt open space being dedicated to the City, the applicant is to provide written confirmation that Transportation and Works has received and approved the Phase 1 and Phase 2 (if required) Environmental Site Assessment Report (ESA), together with a Record of Site Condition (RSC) for these dedicated lands. Both sets of documents are to be prepared, signed, dated and sealed by a Professional Engineer (P.Eng.) Please note that the final ESA report is to include a statement confirming the suitability of the conveyed lands for the intended parkland use. Also, note that the reports are to include a clause, or be accompanied by a signed letter from the author of the report, or a Principal of the Consulting Firm, which allows the City of Mississauga to make reliance on the findings and conclusions presented in the report	Weston – no land dedications are proposed as part of this application.

12. SERVICING AND/OR DEV AGREEMENT **Milestone description** Required prior to finalization of development and/or servicing agreement **Condition** The following clause shall be entered into the Servicing/Development Agreement - Schedule B: Purchasers are advised that any encroachments of the municipally-owned public lands including parkland, greenbelts and woodlands, is illegal under Encroachment By-law 0057-2004, which states: "No person shall erect, place or maintain, or cause to be erected, an encroachment of any kind on public lands, or on any right-of-way or easement in favour of the City". The By-law defines encroachment as "any type of vegetation, man-made object or item of personal property of a person which exists wholly upon, or extends from a person's premises onto public lands and shall include any aerial, surface or subsurface encroachments".	Airstar
13. SERVICING AND/OR DEV AGREEMENT **Milestone description** Require prior to finalization of development and/or servicing agreement. **Condition** Please add the following warning clauses to Schedule B of the Development Agreement: Shoring and Tie-Backs. No shoring or Tie-backs will be permitted within the abutting "G-1" zone or lands to be dedicated to the City.	Weston – no land dedications are proposed as part of this application.
15. BYLAW ENACTMENT **Milestone description** Required prior to enactment of a re-zoning bylaw. **Condition** New Comment - December 10, 2021 Prior to by-law enactment the conveyed parkland is to be zoned G1 - Greenbelt to match the abutting greenbelt with Victory Park - Community Services will review the zoning by-law to assure that the area is zoned G1.	Weston – no land dedications are proposed as part of this application. No Parkland Dedication is proposed. Staff have requested provision of Cash in lieu of parkland dedication.

LANDSCAPE ARCH – COMMS SERVICES **Katie Henley, Tel : (905) 615-3200 x3748**	
Comment	**Response**
4. INFO REPORT **Milestone description** Required prior to planner preparing Information Report to PDC **Condition** ENVIRONMENTAL IMPACT STATEMENT Dec 2021: Comments updated. Please see items with updates notes. The client has submitted a revised EIS prepared by Dillion Consulting dated October 2021, and has been reviewed by Community Services, Forestry and Park Planning. Community Services and have prepared the following comments: 1. Dec 2021: Comment addressed. Figure No.2, p.8 - Clarify the source of the "Woodland" (MNRF) lidentification. 2. Dec 2021: Comment addressed. Table No.1, p.9 - The City of Mississauga Natural Areas Survey Factsheet MA1 should be included in the background information review. 3. Dec 2021: Comment addressed. Section 2.7, p.11 - The results of the breeding bird survey are necessary to assess impacts. Please provide the results of these surveys, as well as an analysis of impacts and mitigation measures. 4. Dec 2021: Not addressed. Response: It is our understanding that the consultant has applied the ELC second approximation version to the classifications which are not supported by the city. Please revise the EC mapping and descriptions to be consistent with the ELC First approximation standards so that analysis and interpretation of the city's NHS components can be made. Original comment (2018): Table 2 and Figure No. 3, p.13 & p.14 - Section 2.2 states that ELC was applied using Lee et al. 1998, however codes and classifications identified in this Table and Figures are not consistent from this source. Apply the Ecological Land Classification (ELC) using the properly dentified source, as the current classifications provided are not the approved standard. 5. Dec 2021: Comment addressed. Section 3.3, p.13 - A singular field visit was conducted in August 2016 which documents 18 plant species within the study area. It is certainly unlikely that there are only 18 plant species relevant to the analysis of impacts on the site. Please further the analysis of vegetative impacts through the review of background resources including the City's Natural Area Survey Factsheet MA1. 6. Dec 2021: Comment addressed. Section 3.7 and Section 3.8, p.17, p.19 - Clarify why the NHIC data is not available. Please contact the Ministry of Natural Resources for	Dillon Consulting

information regarding NHIC records. PLease revise and provide all relevant information pertaining to the study area. 7. Dec 2021: Partially addressed. Response: There remain deficiencies in the interpretation of woodland (and significant woodland) boundaries in light of the use of a non-standard ELC community classification (see comment 4 above) from which it was not possible to determine specific community boundaries or a clear understanding of the city's Natural Heritage System. Given that the City's mapping for site MA1 identifies a large cultural woodland within the adjacent parkland along the entire property boundary more information must be provided in the EIS to justify the limits of development. The EIS indicates that the staked dripline is the limit of the woodland on the subject property, but provides no indication of where the woodland edge is within the city parkland or if it is in fact along the property edge to the south of the staked portion. It is therefore unclear whether the feature is being protect and whether the noted buffers are sufficient. These boundaries must be shown in the EIS and clearly labelled and justification provided on how they were determined. A meeting with the technical experts to discuss this issue is advised. Original comment (2018): Section 3.7, p.18 - A woodland community is referenced to being present in Victory Park (P-001), but this is not reflected in the ELC descriptions in Table No. 2 and mapped on Figure No.3. Please revise to provide consistency in the EIS Report	
5. INFO REPORT **Milestone description** Required prior to planner preparing Information Report to PDC **Condition** EIS Continued Dec 2021: Comments updated. Please see items with updates notes. 8. Dec 2021: Partially addressed. Response: Although we support the changes made to the EIS in the form recommendations for information being provided to residents on their potential impact, since this may have no appreciable effect at deterrence and avoidance of impacts in the long term, a more robust analysis of mitigation options is required to address potential future and long term human impacts. Some strongly recommended items to explore in the EIS include: wildlife friendly lighting, fencing of the NHS and buffer, incorporating a robust planting plan for the buffer and dedication into public ownership. Original comment (2018): Section 5.0, p.24 - The section does not include an analysis of the mitigation measures to prevent future impacts to the natural heritage feature from human activity (i.e. dumping, encroachment, trails, pets). Include an analysis of the following impacts and how they will be mitigated. 9. Dec 2021: Partially addressed. Response: Figure 4 still clearly makes no distinction of a limit of	Dillon Consulting

development. Please revise. May 2020: Figure 4 is meant to show the limit of development, including activities such as grading but this information is missing or not labelled on the plan. This figure requires updating. Original comment (2018): Section 5.1, p.24 - The buffer distances that are shown act as an measure between the Natural Feature and the edge of the pavement. Buffers are considered a "no touch" zone, therefore it is important to distinquish buffer widths as the distance between the feature and the Limit of Development (i.e. grading related to development activity) including the construction of the underground parking. Please revise accordingly, in addition please include details as to the demarcation of the Limit of Development during on-site activity. 10. Dec 2021: Partially addressed. Response: A meeting to discuss the deficiencies and concerns is recommended. Original comment (May 2020): The EIS must be updated to provide clarity on the exact location of the Significant Woodland feature referenced on page 21 of the EIS. This feature is not mapped in the EIS or otherwise described via ELC mapping or the constraints mapping on Figure 4. The buffer to the significant woodland must also be assessed and clearly delineated in the EIS (figure 4). 11. Dec 2021: This remains a requirement for detailed design. Original comment (May 2020): A landscape/restoration plan is required at detailed design stage to depict the treatment of areas within the NHS buffers s as well as areas adjacent to the NHS. While we acknowledge the intent to provide native species plantings within the entire development site to mitigate impacts to the urban tree canopy, we would encourage the proponent to strategically plant up the NHS buffer area and along the property line with Victory Park to achieve these functions and progress toward an enhancement of the NHS. 12. Dec 2021:Partially addressed. Response: The report is signed, however no name is provide. Please revise. Original comment (May 2020): The final EIS must be signed by the author. 13. Dec 2021: This remains a recommendation for detailed design. Original comment (May 2020): Forestry echoes the recommendations of the TRCA that the natural heritage system, including buffers should be placed in public ownership and dedicated to the city. The natural heritage system and its buffers should be fenced.	
6. SERVICING AND/OR DEV AGREEMENT **Milestone description** Required prior to finalization of development and/or servicing agreement **Condition** GREENBELT PROCESSING FEE Dec 2021: Comment outstanding. TBD once cost estimate and securities for all buffer and greenbelt works are approved. A greenbelt processing fee is required by Community Services prior	Weston: Greenbelt works have not been requested.

to Site Plan Approval. The greenbelt processing fee is calculated as a percentage of the gross Greenbelt Works costs as listed within the Development Agreement, as follows: Less than $100,000 - 10% $100,000 to $250,000 - 8% $250,000 to $500,000 - 6% Over $500,000 - 5% The Securities are to be secured prior to Site Plan Approval.	
8. SERVICING AND/OR DEV AGREEMENT **Milestone description** Required prior to finalization of development and/or servicing agreement **Condition** RESTORATION/ BUFFER PLANTING PLANS Dec 2021: Comment updated. All plans are to show and label the required 10m setback from the greenbelt lands to the limit of development. The 10m setback is considered a "no touch" zone to prevent negative impacts to the natural heritage feature. Restoration planting plans for the 10m buffer shall be submitted to and approved by the Community Services Department - Forestry & Park Planning Section. The Restoration Planting Plan shall be based on the revised EIS, and any additional comments the Conservation Authorities may have on the following application. Securities will be taken for all works associated with the greenbelt and buffer planting/works under Schedule 'G' of the Development agreement. All proposed sanitary, storm and / or utility easements (Hydro, Gas, Water, Bell, Cable, etc.) shall be indicated on the planting plans and approved by the Park Planning Section of the Community Services Department, in order that such easements do not compromise the buffer planting plans. If any of the above noted restrictions are not identified on the approved planting plan, their installation will not be permitted.	Chintan Virani Dillon 7Oaks Weston – No works have been proposed within the feature or buffer zone.
10. SERVICING AND/OR DEV AGREEMENT **Milestone description** Required prior to finalization of development and/or servicing agreement **Condition** GREENBELT FENCING Dec 2021: Comment outstanding. Location of hoarding to be determined once EIS comments are addressed. Indicate on all drawings the location and conditions associated with the 1.5 metre high, black vinyl chain-link fence to be built to current municipal standards, between the greenbelt/woodland and subject property. The fencing is to be located entirely on municipal property, 0.15 metres inside the greenbelt. This fence is to be shown on the Tree Preservation and Landscape Plans for this development. Securities for the	Dillon Consulting Chintan Virani 7Oaks Weston – To be addressed at the site plan stage.

fencing will also be required. The fencing will be erected and maintained to the satisfaction of the Community Services Department - Park Planning. Gates will not be permitted in the fence. Securities are to be secured prior to Site Plan Approval.	
12. SERVICING AND/OR DEV AGREEMENT **Milestone description** Require prior to finalization of development and/or servicing agreement. **Condition** GREENBELT FENCING CLAUSE Dec 2021: New comment. The following clause shall be entered into the Development Agreement - Schedule C: "Prior to issuance of Site Plan Approval, fencing is required across the rear or side flankage of all lots and/or blocks adjacent to all dedicated and/or existing parkland and greenbelt blocks. The fencing is to be installed in accordance with municipal standards. The developer is responsible for the supply and installation of the fencing."	Weston – to be addressed at site plan stage
13. SERVICING AND/OR DEV AGREEMENT **Milestone description** Required prior to finalization of development and/or servicing agreement **Condition** HOARDING Dec 2021: Comment outstanding. Location of hoarding to be determined once EIS comments are addressed. The Protective Hoarding is to be located on private property inside the property line along the greenbelt/ woodland boundary, at or beyond the drip line of any vegetation indicated for preservation. Indicate on all plans Tree Protection Hoarding to be Solid Wood with Sediment Control, due to the close proximity of the building structure. The Hoarding is to be as per the Community Services Detail No. 02830-4, unless otherwise determined. The hoarding is to be supplied, erected and maintained in good condition by the developer at his own cost prior to topsoil stripping, preservicing of, or any construction on the site and shall be maintained in good repair throughout all phases of servicing and construction on the site. The hoarding will be erected to the satisfaction of the Community Services Department - Park Planning Section prior to the issuance of Site Plan Approval. Securities are to be secured prior to Site Plan Approval.	Chintan Virani Dillon Weston
14. SERVICING AND/OR DEV AGREEMENT **Milestone description** Required prior to finalization of development and/or servicing agreement **Condition**	Weston – to be addressed at site plan stage.

HOARDING CLAUSE Dec 2021: Comment updated. The following clause shall be entered in the Development Agreement, Schedule 'C': 1. "Prior to the issuance of building permits for Blocks / Lots _____, the adjoining greenbelt must be protected with hoarding as per the Community Services Standard Detail No. 02830-4, along the common property line." Approval of the hoarding is required from the Community Services Department - Park Planning. After construction is complete, confirmation must be submitted to the Community Services Department indicating that no trees designated for preservation were either damaged or removed without the approval of the Community Services Department.	
15. SERVICING AND/OR DEV AGREEMENT **Milestone description** Required prior to finalization of development and/or servicing agreement **Condition** NO DISTURBANCE ON GREENBELT CLAUSE Dec 2021: New comment. The following clause shall be entered into the Development Agreement - Schedule D Additional Terms, Provisions, Conditions and Notes: "Open space Block TBD is subject to greenbelt zoning. No grading, structures, retaining walls, or construction is permitted in lands with this designation."	Weston – to be addressed at site plan stage.
16. SERVICING AND/OR DEV AGREEMENT **Milestone description** Required prior to finialization of development and/or servicing agreement. **Condition** SECURITIES & COST ESTIMATE Dec 2021: Comment updated. Cost estimate required for all works associated with buffer and greenbelt planting/works. To be finalized once EIS comments are addressed. The following securities will be required as part of this Development Agreement. The exact amount of securities will be determined when more information becomes available for review. 1. Protective Hoarding & Sediment Control along Greenbelt 2. Landscape Buffer Planting/ Restoration Planting 3. Greenbelt Fencing 4. Protection of Trees, Greenbelt Integrity, & Clean Up The above are to be secured prior to Site Plan Approval	Weston – to be addressed at site plan stage

DUFFERIN PEEL CD SCHOOL BOARD

Joanne Rogers, Tel : (905) 890-0708 x4299

Comment	Response
3. PASSAGE OF BY-LAW (SCHEDULE B) **Milestone description** Clause to be included in Schedule 'B' of the Development Agreement **Condition** The Board requests that the following conditions be fulfilled prior to the final approval of the zoning by-law: 1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots until the permanent school for the area has been completed. (a) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."	Weston – The proposed development is not anticipated to generate school pupils, does not propose any subdivision of lands, or the sale of units.

METRO TOR CONSERVATION AUTH **Letter dated July 4, 2018 from Adam Miller/ TRCA**	
Comment	**Response**
3. INFO REPORT **Milestone description** Required prior to planner preparing Information Report to PDC **Condition** March 15, 2022 - All TRCA comments have been addresesd. UPDATED COMMENTS - OCTOBER 2020 Based on our review of the engineering addendum materials, we note that the following 2 comments remain outstanding from our March 9, 2020 letter: #4. July 2018 Original Comment: It is	Weston: acknowledged.

noted that a stormceptor STC-4000 oil/grit separator (OGS) is proposed to provide quality control. Please note that TRCA credits OGS units as a standalone to provide 50% TSS removal only. As such, the applicant needs to provide additional measures to meet the enhanced level of water quality control required for this site. Please advise the applicant to revise the FSR accordingly. October 2020: Not Addressed. The revised engineering materials did not include any new details relating to the OGS units. The FSR must also be updated accordingly. #5. July 2018 Original Comment: Please note that TRCA requires 5mm of runoff from the additional impervious areas to be retained on-site using Low Impact Development (LID) measures. Please advise the applicant to revise the FSR incorporating LID techniques to achieve the water balance criteria. October 2020: Not Addressed. The November 2019 FSR does not contain the requested revisions to incorporate these runoff requirements. Comments 6, 7 and 8 have been addressed to TRCA's satisfaction. If the revised FSR can be provided to address these items, TRCA staff will be in a position to support approval of OZ 18-008 W5. Please let me know if you require anything further. Anthony Syhlonyk, MPlan Planner Development Planning and Permits | Development and Engineering Services T: 416-661-6600 ext. 5272 E: Anthony.Syhlonyk@trca.ca A: 101 Exchange Avenue, Vaughan ON L4K 5R6	

PEEL DISTRICT SCHOOL BOARD **Amar Singh, Tel: (905) 890-1010 x 2217**	
Comment	**Response**
3. SERVICING AND/OR DEV AGREEMENT **Milestone description** Required prior to finalization of development and/or servicing agreement **Condition** The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, within a period of five years from the date of	Weston – The proposed development is not anticipated to generate school pupils, does not propose any subdivision of lands, or the sale of units.

registration of the development agreement: (a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools." (b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Board."	

REGION OF PEEL **Diana Guida, Tel: (905) 791-7800 x 8243**	
Comment	**Response**
7. RECOMMENDATION REPORT **Milestone description** Required prior to planner preparing Recommendation Report to PDC **Condition** Updated Jan 2022: The submitted FSR , last revised April 5, 2021 is not satisfactory. The FSR must be revised to connect to water and sanitary infrastructure on Airport Road. For further discussion, please contact Iwona Frandsen at iwona.frandsen@peelregion.ca Previous Comments: The Region reviewed the Functional Servicing Report prepared by Designfine Consulting Engineers, dated November 2019, and offer the following comments: -Please revise the Functional Servicing Report to clearly indicate the proposed population for this development. - For the design flow calculations, please use your site specific estimated population or the most current Ontario Building Code Occupant Load determination - For the design flow calculations, please consider the following PPU's, which are found in the Region of Peel 2015 DC Background Study average persons per unit (Table 3-3): - Apartment (2 or more bedrooms) - 2.54 - Apartment (One bedroom) - 1.68 - Please include the hydrant flow test with the revised Functional Servicing Report -Please revised the Functional Servicing Report to clearly show the	Design Fine

sanitary demand calculation for the proposed population for the development. As part of the FSR, the consultant is required to complete and submit the Multi-Use Demand table for the Region to fulfil our modelling requirements and determine the proposal's impact to the existing system. The demand table shall be in digital format and accompanied by the supporting graphs for the hydrant flow tests and shall be stamped and signed by the Professional Consulting Engineer. For the design flow calculations, please use the following PPU?s: Apartment (2+ bedrooms) ? 2.54 Apartment (1 bedroom) ? 1.68 A revised Functional Servicing Report will be required. Please submit a digital copy for review. Please refer to the Region's Functional Servicing Report Criteria found at the following link: http://www.peelregion.ca/pw/other/standards/linear/reports/pdfs/swm-fsr-final-july2009.pdf	
9. RECOMMENDATION REPORT **Milestone description** Required prior to planner preparing Recommendation Report to PDC **Condition** **Updated Jan 2022: The Report Fee remains outstanding. Please contact** siteplanservicing@peelregion.ca for payment of the report fee. Previous Comment: Please forward the non-refundable Report Fee of $500 as per current fee by-law 55-2017 to: Development Services , Site Plan Servicing Public Works, Region of Peel 10 Peel Centre Drive, Suite B, 4th Floor Brampton, On L6T 4B9 Payment shall be in the form of a certified cheque, money order or bank draft and made payable to the Region of Peel. All fees may be subject to change on annual basis pending Council approval. Please be advised that we will not be able to accept or process the payment without the following information: - Person or company name that providing the funds - The full registered municipal address of the person or company providing the funds - The phone number of the person or the company providing the funds. - The associated Planning (ex. Site Plan) or Regional Servicing (C-number) application number	Airstar
15. RECOMMENDATION REPORT **Milestone description** Required prior to planner preparing Recommendation Report to PDC **Condition** Updated Jan 2022: Regional staff have reviewed the waste submission and find it to be unsatisfactory for OZ stage. The site plan drawing, as revised, does not contain all of our requirements and a significant	Chintan Virani

number of waste requirements are outstanding. It appears that the only revisions made include labelling the dimensions of the collection point with numbers, and the turning radii on the turns, however no turning radius is shown from the entrance and exit of the site. These requirements must be demonstrated on a plan prior to OZ approval. It is strongly recommended that the requirements be shown on a separate Waste management plan for clarity. In the next submission, please provide a waste management plan that demonstrates all previous outstanding comments have been met. Previous Comment: For retail units >500m2: Commercial waste must be set out separate from residential waste. Biomedical waste or hazardous materials shall not be placed out for collection. Placing such waste out may result in the suspension of collection services. For residential waste: Region of Peel will provide Front-End waste collection of Garbage and Recyclable Materials subject to the following conditions being met and labelled on a Waste Management Plan: ---Vehicle Access and Egress Routes--- (1) Access and Egress Routes of the Waste Collection Vehicle, including turning movements into and out of the Collection Point, must be demonstrated on the Waste Management Plan. (2) The turning radius from the center line must be a minimum of 13 meters on all turns. This includes the turning radii on the entrance and exit of the site. (3) A minimum 18 metre straight head-on approach to the collection point is required to be labelled on the Waste Management Plan. (4) Where the Waste Collection Vehicle must reverse out of the Collection Point, the maximum back-up distance is 15 meters. ---Collection Point--- (5) The Collection Point must be provided with a solid level (+/- 2%) concrete pad. The concrete pad should extend a minimum of 1.5 metres in length outside the opening of the Collection Point to accommodate the front wheels of the waste collection vehicle. (6) The Collection Point must be of sufficient space for the storage of all bins of a single stream, whichever is larger. The number, size, and type of receptacles must be clearly labelled. The collection vehicle must be able to wholly enter the collection point and without blocking any active traffic during collection. Please see table 1 and 2 (4.1.1) of the Waste Collection Design Standards Manual as a guideline when calculating the number of front end garbage and recycling bin required. (7) An additional 10 square meters for the set-out of Bulky Items must be shown in the Collection Point.	
16. INFO REPORT **Milestone description** Required prior to planner preparing Information Report to PDC **Condition**	Chintan Virani

Updated Jan 2022: Regional staff have reviewed the waste submission and find it to be unsatisfactory for OZ clearance. The site plan drawing, as revised, does not contain all of our requirements and a significant number of waste requirements are outstanding. It appears that the only revisions made include labelling the dimensions of the collection point with numbers, and the turning radii on the turns, however no turning radius is shown from the entrance and exit of the site. These requirements must be demonstrated on a plan prior to OZ approval. It is strongly recommended that the requirements be shown on a separate Waste management plan for clarity. In the next submission, please provide a waste management plan that demonstrates all previous outstanding comments have been met.---Waste Storage Room--- (8) The Waste Storage Room must be of sufficient space for the storage of all bins of both streams. The number, size, and type of receptacles must be clearly labelled. (9) An additional 10 square meters for the storage of Bulky Items must be shown in the Waste Storage Room. (10) At the site plan stage: An enclosure with lockable gates are required at the Collection Point. The gates on the Concealed Collection Point must swing open to a minimum of 135 degrees and must be capable of being secured in an open position. Please see Appendix 5 for examples. (11) The waste collection vehicle is show to drive onto or over a supported structure (such as an air grate, transformer cover, or underground parking garage) therefore, the Region must be provided with a letter from a professional engineer (licensed by Professional Engineers Ontario) certifying that the structure can safely support a fully loaded Waste Collection Vehicle weighing 35 tonnes. (12) The developer will need to identify the chute system to be used (if applicable). The following methods may be used: (I) A single Garbage chute with an automated mechanical separation system to divert Garbage and Recyclable Materials into separate Front-End Bins; (II) Two separate chutes for Garbage and Recyclable Materials; or (III) Central room or facility provided there is no chute(s) and Waste is brought by Occupiers to the same facility, subject to approval by the Region. (IV) For more information see Appendices 13, 15, and 16 of the Waste Collection Design Standards Manual for more information. --For commercial waste-- The Region of Peel will provide Front-End waste collection of Garbage and Recyclable Materials subject to the following conditions being met and labelled on a Waste Management Plan: (1) Commercial waste must be set out separate from residential waste. (2) Biomedical waste or hazardous materials shall not be placed out for collection. Placing such waste out may result in the suspension of collection services. For more information, please consult the Waste Collection Design Standards Manual available at: https://www.peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.pdf	

Comments Response Matrix
7211-7233 Airport Road, City of Mississauga
Weston File: 7383
July 2022

7211 – 7233 Airport Road, Mississauga
Staff Comment Response Matrix
Updated: October 5th, 2020

Weston File# 7383
Mississauga File# OZ/OPA 18 8

HGC Engineering Responses to Comments – provided in RED

Acoustical Studies - As part of the processing of the above noted site plan application a noise concern was identified by the Development and Design Division due to noise levels from Airport Road and air traffic noise from Lester B. Pearson Airport. A Noise Report was prepared by HGC Engineering dated December 15, 2017. We require that, as a condition of site plan approval, an Acoustical Consultant certify that all site design and acoustical screening requirements are in conformity with the recommendations of this Report. The warning clauses recommended in report section `5.4 Warning Clauses' must be added to the Development Agreement.

Created : 2018-05-16 04:39:46 Last Modified : 2020-03-10 10:44:29

Noted.

[REVISE NOISE STUDY]

A letter from HGC Engineering dated January 28, 2020 was received, however none of the original Noise Study (dated Dec 15, 2017) comments were addressed. Please provide an updated Noise Study with the next circulation. Further comments may be pending upon review of the updated report.

HGC Engineering did not received the comments referenced above.

The owner is to submit an updated Noise Study which is to include the following: (i) Show all STAMSON outputs in the Appendix.

Noted.

(ii) Assess the noise levels for all the amenity areas as per the latest site design. Include a table showing the unmitigated noise levels for all OLAs.

Unmitigated sound levels in all of the amenity spaces are provided in Table IV.

(iii) Include a table showing mitigated sounds levels from 55 to 60dBA versus barrier heights for road traffic noise.

Mitigated sound levels in all of the amenity spaces from 55 to 60 dBA are provided in Table V.

(iv) As this development is located within the NEF/NEP 36 aircraft noise contour, the owner will be required to enter into an agreement with the City and GTAA. See comment #8 for further details.

Noted.

(v) Include a plan in the Appendix showing the location of all noise assessment points.

Figure 2 identifies the noise assessment points.

(vi) The report states under section 2 that apart from road and air traffic, there are no other major sources of significant noise evident within 500 metres of the site. However, a warning clause is recommended for commercial facilities under Section 5.4. Please clarify.

It is our normal practice to include a noise warning clause for nearby commercial uses since they may at times be audible during periods of low traffic noise and not necessarily above the MECP noise limits.

(vii) Confirm that the Ultimate Traffic data for Airport Road is still valid, given that the data provided in the Appendix is from 2014.

The latest ultimate traffic data has been updated from the Region of Peel. The ultimate data is essentially the same, but the commercial percentages and day/night split has changed.

(viii) The report is to include a description of impacts of noise generated by a proposed development on the surrounding environment, as well as the impact of noise from the proposed development on itself.

Noted. This has been included in the latest updated noise report.

Created : 2018-06-18 03:09:23 Last Modified : 2020-04-22 01:20:03

Noise Impacts (continued):

Mississauga Official Plan:

City of Mississauga has recently introduced revised Official Plan Noise policies (including for airports) that are intended, in part, to promote revitalization opportunities in the Malton neighbourhood. As these policies differ from the existing Aircraft Operating Area policies in the Region of Peel Official Plan, it is our understanding that the proposed residential development at 7211 & 7233 Airport Road would require an Official Plan Amendment (OPA) with Region of Peel. Until such time as an OPA is incorporated by Region of Peel, the GTAA will withhold further comment as it pertains to noise sensitive land uses in the Airport Operating Area.

However, if authorization of the Official Plan Amendment and Rezoning Applications are granted by City of Mississauga the GTAA requests, as conditions of approval, the following;

? completion of a noise impact study from a qualified noise engineer certifying that the design drawings submitted for the proposed residential units are in compliance with all applicable Ministry of the Environment (MOE) noise guidelines (Publication NPC-300). In addition, the GTAA requests an acoustical certification from a qualified noise engineer that the townhouses are in compliance with all applicable MOE noise guidelines and the noise study referred to above. Should the City of Mississauga proceed with approval to permit residential development on the subject property, it should only do so once it has been established that the conditions stated above will be met (as the result of a detailed noise analysis being undertaken and acoustic design features being incorporated into the building components).

Noted.

? establishment of a tripartite Aircraft Noise Warning Agreement (including the developer, the City of Mississauga and the GTAA) for the subject property. This is due to the proximity of the proposed development to the Airport and its location within the 35-40 NEF/NEP and the Toronto Pearson Airport

Operating Area (AOA). The Aircraft Noise Warning Agreement would stipulate that as a condition of subdivision approval, the Developer must enter into a Development Agreement, registerable on title, which contains among other things, construction conditions and warning clauses for development on the site.

Noted.

GTAA, 416-776-3635, Greg.Straatsma@GTAA.com

Created: 2018-06-19 12:10:57 Last Modified :

APPENDIX B

Supporting Drawings

PROPOSED SENIOR RENTAL BUILDING

7211 & 7233 AIRPORT ROAD,
PARTS # 1, 2 & 3,
MISSISSAUGA, ONTARIO

	CHINTAN VIRANI - OAA MEMBERSHIP SEAL # 6382			CHINTAN VIRANI - OAA CERTIFICATE OF PRACTICE # 4931		
ITEM	ONTARIO BUILDING CODE DATA MATRIX PARTS 3 & 9				ONTARIO BUILDING CODE REFERENCE	
1.	PROJECT DESCRIPTION		☒ NEW		☒ PART 3	☐ PART 9
			☐ ADDITION		1.1.2. [A]	1.1.2. [A] & 9.10.1.3.
		☐ CHANGE OF USE	☐ ALTERATION			
2.	MAJOR OCCUPANCY(S)	GROUP – C, RESIDENTIAL			3.1.2.1.(1)	9.10.2
3.	BUILDING AREA (s.m.)				1.4.1.2. [A]	1.4.1.2. [A]
	FIRST FLOOR AREA (s.m.)	EXISTING = 0.00 s.m.	NEW = 2,171.00 s.m.	NEW = 2,171.00 s.m.	1.4.1.2. [A]	1.4.1.2. [A]
	SECOND FLOOR AREA (s.m.)	EXISTING = 0.00 s.m.	NEW = 2,085.00 s.m.	NEW = 2,085.00 s.m.		
	THIRD FLOOR AREA (s.m.)	EXISTING = 0.00 s.m.	NEW = 1,840.00 s.m.	NEW = 1,840.00 s.m.	1.4.1.2. [A]	
	FORTH FLOOR AREA (s.m.)	EXISTING = 0.00 s.m.	NEW = 1,498.18 s.m.	NEW = 1,498.18 s.m.		
	FIFTH FLOOR AREA (s.m.)	EXISTING = 0.00 s.m.	NEW = 1,498.18 s.m.	NEW = 1,498.18 s.m.		
	SIXTH FLOOR AREA (s.m.)	EXISTING = 0.00 s.m.	NEW = 1,498.18 s.m.	NEW = 1,498.18 s.m.		
	BASEMENT FLOOR AREA (s.m.)	EXISTING = 0.00 s.m.	NEW = 4,866.55 s.m.	NEW = 4,866.55 s.m.		
	TOTAL AREA (s.m.)	EXISTING = 0.00 s.m.	NEW = 15,457.09 s.m.	NEW = 15,457.09 s.m.		
4.	GROSS AREA	EXISTING = 0.00 s.m.	NEW = 2,171.00 s.m.	NEW = 2,171.00 s.m.	1.4.1.2. [A]	
5.	NUMBER OF STOREYS	ABOVE GRADE 6	BELOW GRADE = 1		1.4.1.2. [A] & 3.2.1.1.	1.4.1.2[A] & 9.10.4
6.	HEIGHT OF BUILDING (m)	NOT A HIGH BUILDING PER 3.2.6.1.(1)(d) LESS THAN 18M TO TOP FLOOR			3.2.6. – 3.2.6.1.(1)(d)	2.1.1.3
7.	NUMBER OF STREETS / FIRE FIGHTER ACCESS ROUTES	– 1 STREET			3.2.2.10 & 3.2.5.	9.10.20.
8.	BUILDING CLASSIFICATION	3.2.2.43. GROUP C, UP TO 6 STOREYS, SPRINKLERED, NONCOMBUSTIBLE CONSTRUCTION – DOES NOT QUALIFY FOR COMBUSTIBLE CONSTRUCTION BECAUSE OF (3.2.2.43A.(1)(D)(VI) 1,500 S.M. IF 6 STOREYS IN BUILDING HEIGHT			3.2.2.20 TO 3.2.2.83	9.10.2
9.	SPRINKLER SYSTEM (EXISTING)	☒ ENTIRE BUILDING			3.2.2.20 TO 3.2.2.83	9.10.8.2
		☐ SELECTED COMPARTMENT			3.2.1.5	
		☐ SELECTED FLOOR AREA			3.2.2.17	
		☐ BASEMENT ONLY			INDEX	
		☐ IN LIEU OF ROOF RATING			INDEX	
		☐ NOT REQUIRED				
10.	STANDPIPE REQUIRED	☒ YES	☐ NO	3.2.5.16. SIAMESE (fdc) TO HYDRANT NOT MORE THAN 45M, UNOBSTRUCTED	3.2.9. – 3.2.9.1.(a)	N. A.
11.	FIRE ALARM REQUIRED	☒ YES.	☐ NO	3.2.4.3.(1)(e) SINGLE OR TWO STAGE	3.2.4	9.10.18
12.	WATER SERVICE / SUPPLY IS ADEQUATE	☒ YES	☐ NO		3.2.5.7	N. A.
13.	HIGH BUILDING	☐ YES	☒ NO		3.2.6	N. A.
14.	PERMITTED CONSTRUCTION	☐ COMBUSTIBLE	☒ NON–COMBUSTIBLE	☐ BOTH	3.2.2.20 – .83	9.10.6
	ACTUAL CONSTRUCTION	☐ COMBUSTIBLE	☒ NON–COMBUSTIBLE	☒ BOTH		
15.	MEZZANINE(S) AREA (s.m.)	NOT APPLICABLE	NEW = ... sq.mts.	TOTAL = ... sq.mts.	3.2.1.1.(3)–(8)	9.10.4.1
16.	OCCUPANT LOAD BASED ON	☐ DESIGN OF BUILDING	08 UNITS = 08 BED X 2 RM. = 016 PERSONS 99 UNITS = 99 BED X 1 RM. = 099 PERSONS		3.1.17 Table 3.1.17.1	9.9.1.3
		☒ AREA DESIGNED	TOTAL MAX. OCCUPANCY = 115 PERSONS		3.1.17.1(2)	
	OCCUPANT LOAD – DESIGNED AS PER 3.1.17.1.(1)(b) – FOR WHICH THE AREA IS DESIGNED; – 3.1.17.1.(2): IF THE FLOOR AREA IS DESIGNED FOR AN OCCUPANT LOAD OTHER THAN THAT DETERMINED FROM TABLE 3.1.17.1., A PERMANENT SIGN INDICATING THAT OCCUPANT LOAD SHALL BE POSTED IN A CONSPICUOUS LOCATION.				3.1.17.1(2)	
17.	BARRIER FREE DESIGN	☒ YES	☐ NO.	3.8. – 3.8.1.2.(2)ENTRANCE	3.8 – 3.8.2.2.(1)	9.5.2
18.	HAZARDOUS SUBSTANCES	☐ YES	☒ NO		3.3.1.2. & 3.3.1.19	9.10.1.3
19.	REQUIRED FIRE RESISTANCE RATING (FRR)	HORIZONTAL ASSEMBLIES		LISTED DESIGN NO. OR DESCRIPTION (SG–2)	3.2.2.20–.83 & 3.2.1.4	9.10.8
		FLOORS = 2 HOURS				9.10.9
		ROOF = 1 HOURS			3.2.2.42.	
		MEZZANINE = NOT APPLICABLE				
		FIRE RESISTANCE RATING OF SUPPORTING MEMBERS		LISTED DESIGN NO. OR DESCRIPTION (SG–2)		
		FLOORS = 2 HOURS				
		ROOF = 2 HOURS			3.2.2.42.	
		MEZZANINE = NOT APPLICABLE				

CHINTAN VIRANI ARCHITECT INC.

CHINTAN J. VIRANI

B. ARCH. | OAA, MRAIC, | AIA | COAI

9898 HOLY CRESCENT,
WINDSOR, ONTARIO,
CANADA N8R 1Z3

PHONE: (519) 979-9017
CELL: (519) 567-1800
FAX: (519) 979-4909

EMAIL: chintan@chintan.ca

WWW.CHINTAN.CA

10	REVISED SUBMISSION	SEP. 09/2022
9	REVISED – AS PER WESTON COMMENTS	JAN. 21/2021
8	REVISED – AS PER COMMENTS	DEC. 07/2020
7	REVISED – AS PER WESTON COMMENTS	SEP. 23/2019
6	REVISED	AUG. 14/2019
5	REVISED AS PER WESTON – FENCE REMOVED	JAN. 08/2019
4	REVISED – AS PER WESTON COMMENTS	DEC. 19/2018
3	REVISED – AS PER WESTON COMMENTS	DEC. 16/2018
2	REVISED – AS PER CITY & WESTON COMMENTS	NOV. 13/2018
1	REVISED	OCT. 17/2018

PROJECT

PROPOSED SENIOR RENTAL BUILDING

7211 & 7233 AIRPORT ROAD
PARTS # 1, 2 & 3
MISSISSAUGA, ONTARIO

DRAWING TITLE

TITLE SHEET

NOTE:
- DO NOT SCALE DRAWINGS.
- ALL DIMENSIONS TO BE CHECKED AND VERIFIED ON THE JOB SITE.
- ANY AND ALL DISCREPANCIES TO BE REPORTED TO THE ARCHITECT.
- ALL DRAWINGS REMAIN THE PROPERTY OF THE ARCHITECT.

A / B C — A. DETAIL NO. B. LOCATION SHEET C. DETAILED ON

PROJECT NUMBER	1625	DRAWN BY	A.V.
DATE	June 2016	CHECKED BY	CJV

DRAWING NO.

A-00

CHINTAN VIRANI
ARCHITECT INC.
CHINTAN J. VIRANI
B. ARCH. | RAA, MRAIC | AIA | LEED AP
9898 HOLY CRESCENT,
WINDSOR, ONTARIO,
CANADA N8R 1Z3
PHONE: (519) 979-9017
CELL: (519) 567-1909
FAX: (519) 979-4909
EMAIL: chintan@chintan.ca
WWW.CHINTAN.CA

10	REVISED SUBMISSION	SEP. 09/2022
9	REVISED – AS PER WESTON COMMENTS	JAN. 21/2021
8	REVISED – AS PER COMMENTS	DEC. 07/2020
7	REVISED – AS PER WESTON COMMENTS	SEP. 23/2019
6	REVISED	AUG. 14/2019
5	REVISED AS PER WESTON – FENCE REMOVED	JAN. 08/2019
4	REVISED – AS PER WESTON COMMENTS	DEC. 19/2018
3	REVISED – AS PER WESTON COMMENTS	DEC. 16/2018
2	REVISED – AS PER CITY & WESTON COMMENTS	NOV. 13/2018
1	REVISED	OCT. 17/2018

PROJECT

PROPOSED SENIOR RENTAL BUILDING

7211 & 7233 AIRPORT ROAD
PARTS # 1, 2 & 3
MISSISSAUGA, ONTARIO

DRAWING TITLE

RENDERS

NOTE:
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- ALL DRAWINGS REMAIN THE PROPERTY OF THE ARCHITECT.

A – DETAIL NO.
B – LOCATION SHEET
C – DETAILED ON

PROJECT NUMBER	1625	DRAWN BY	A.V.
DATE	June 2016	CHECKED BY	CJV

DRAWING NO.

A-01

CHINTAN VIRANI
ARCHITECT INC.

CHINTAN J. VIRANI
B. ARCH. | OAA, MRAIC, | AIA | COAI

9898 HOLY CRESCENT.
WINDSOR, ONTARIO,
CANADA N8R 1Z3

PHONE: (519) 979-9017
CELL: (519) 567-1800
FAX: (519) 979-4909

EMAIL: chintan@chintan.ca

WWW.CHINTAN.CA

No.	Revision	Date
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PROJECT

PROPOSED SENIOR RENTAL BUILDING

7211 & 7233 AIRPORT ROAD
PARTS # 1, 2 & 3
MISSISSAUGA, ONTARIO

DRAWING TITLE

RENDERS-2

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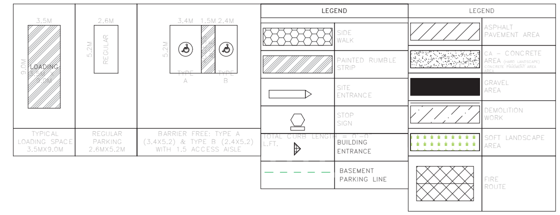
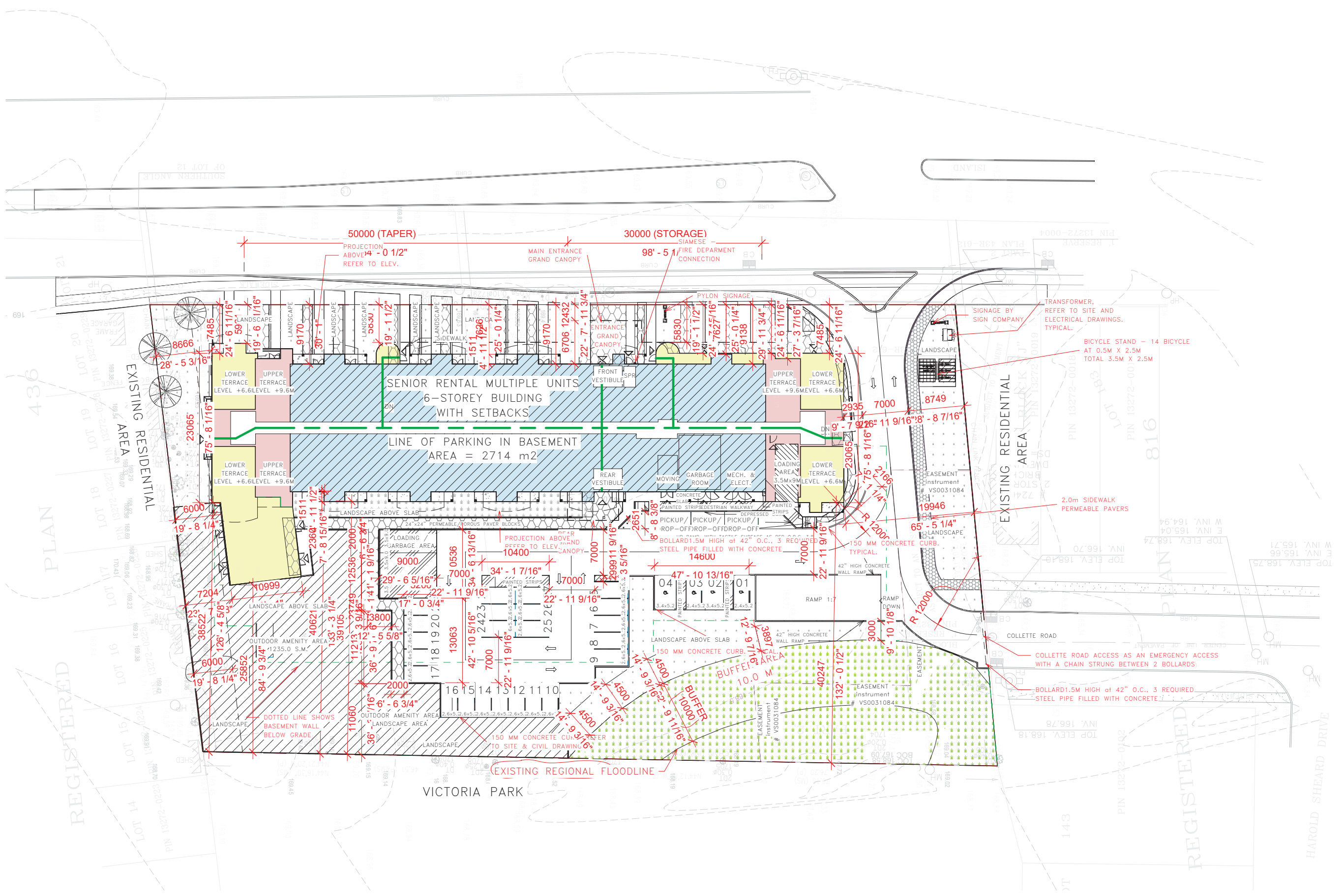
A. DETAIL NO.
B. LOCATION SHEET
C. DETAILED ON

PROJECT NUMBER	1625	DRAWN BY	Author
DATE	June 2016	CHECKED BY	Checker

DRAWING NO.

A-02





1 SITE PLAN

1 : 350

BUILT-UP AREA STATISTICS	AREA (Sq.m)	EXISTING AREA (Sq.m)	DEMOLISH AREA (Sq.m)	TOTAL EXISTING TO REMAIN (Sq.m)	PROPOSED AREA (Sq.m)	TOTAL AREA (Sq.m)
SITE AREA	8,656.00	-	-	-	-	
BASEMENT (BELOW FIRST FLOOR)					1,184.28	
BASEMENT PARKING (BELOW GRADE)					3,323.13	
BASEMENT AREA -TOTAL					4,507.41	
FIRST FLOOR AREA					2,171.00	
SECOND FLOOR AREA					2,085.00	
THIRD FLOOR AREA					1,840.00	
FOURTH FLOOR AREA					1,498.18	
FIFTH FLOOR AREA					1,498.18	
SIXTH FLOOR AREA					1,498.18	
TOTAL GROSS BUILDING AREA					15,457.09	
TOTAL LOT COVERAGE					2,171.00	2,171.00
ASPHALT PAVEMENT AREA					1,965.10	1,965.10
LANDSCAPE AREA STATISTICS						
SOFT LANDSCAPE AREA					3,757.15	
HARD LANDSCAPE CONCRETE AREA					0,762.75	
POROUS PAVEMENT AREA					0,000.00	
TOTAL LANDSCAPE AREA					4,519.90	4,519.90
CONCRETE CURB = 377.00 L.M.						

SINGLE BEDROOM UNITS = 1.18 SPACES FOR RESIDENTS -TOTAL UNITS = 118 = 16 + 26 + 22 + 18 + 18 + 18
TWO BED ROOM UNITS = 1.36 SPACES FOR RESIDENTS -TOTAL UNITS = 10
TOTAL UNITS = 128 UNITS
PERSONAL SERVICE SHOPS/ RETAIL = 5.4 SPACES PER 100M² GFA. COMMERCIAL AREA = 228.70 S.M.

PARKING SPACES REQUIRED FOR RESIDENTIAL- 1 BED ROOM UNITS = 118 X 1.18 = 139 SPACES - 1 BED UNIT
- 2 BED ROOM UNITS = 10 X 1.36 = 14 SPACES - 2 BED UNIT
VISITOR PARKING SPACES - 0.20 PER UNIT = 128 X .20 = 26 SPACES - FOR VISITORS
PARKING SPACES REQUIRED FOR SHOPS/RETAIL = 228.70 M² ÷ 100
= 2.287 X 5.4 =12.34 = 13 SPACES FOR COMMERCIAL AREA
TOTAL REQUIRED SPACES = 192 SPACES

REQUIRED REGULAR PARKING = 188 SPACES
REQUIRED HANDICAPPED PARKING = 7 SPACES
REQUIRED TOTAL PARKING = 192 SPACES

PROVIDED HANDICAPPED PARKING = 07 SPACES (BASEMENT 3 + 4 ON GRADE)
PROVIDED REGULAR PARKING = 111 SPACES (BASEMENT 88 + 23 ON GRADE)
PROVIDED TOTAL PARKING = 118 SPACES

- LOADING SPACES REQUIRED = 1 - LOADING SPACES PROVIDED = 3

PARKING DEFICIENCY = 202-118 = 84 SPACES - VARIANCE REQUIRED OR NOT, TO DEPEND ON NEW ZONING BY-LAWS;
REFER TO NEW ZONING BY-LAWS PREPARED BY WESTON CONSULTING;

UNITS:

FIRST FLOOR = 15 UNITS - ALL 1 BED ROOM + 15 UNITS OF 1 BED ROOM
SECOND FLOOR = 28 UNITS - 2 UNITS OF 2 BED ROOM + 26 UNITS OF 1 BED ROOM
THIRD FLOOR = 24 UNITS - 2 UNITS OF 2 BED ROOM + 22 UNITS OF 1 BED ROOM
FORTH FLOOR = 20 UNITS - 2 UNITS OF 2 BED ROOM + 18 UNITS OF 1 BED ROOM
FIFTH FLOOR = 20 UNITS - 2 UNITS OF 2 BED ROOM + 18 UNITS OF 1 BED ROOM
SIXTH FLOOR = 20 UNITS - 2 UNITS OF 2 BED ROOM + 18 UNITS OF 1 BED ROOM
TOTAL = 125 UNITS - 8 UNITS OF 2 BED ROOM + 117 UNITS OF 1 BED ROOM

BARRIER FREE UNITS REQUIRED AS PER O.B.C. 3.8.2.1.(5)
15% OF 125 UNITS = 19 UNITS
5 UNITS OF 2 BED ROOM + 14 UNITS OF 1 BED ROOM

CHINTAN VIRANI ARCHITECT INC.
CHINTAN J. VIRANI
B. ARCH. | OAA, MRAIC, | AIA | COAI
9898 HOLY CRESCENT.
WINDSOR, ONTARIO,
CANADA N8R 1Z3
PHONE: (519) 979-9017
CELL: (519) 567-1800
FAX: (519) 979-4909
EMAIL: chintan@chintan.ca
WWW.CHINTAN.CA

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PROJECT

PROPOSED SENIOR RENTAL BUILDING

7211 & 7233 AIRPORT ROAD
PARTS # 1, 2 & 3
MISSISSAUGA, ONTARIO

DRAWING TITLE

SITE PLAN

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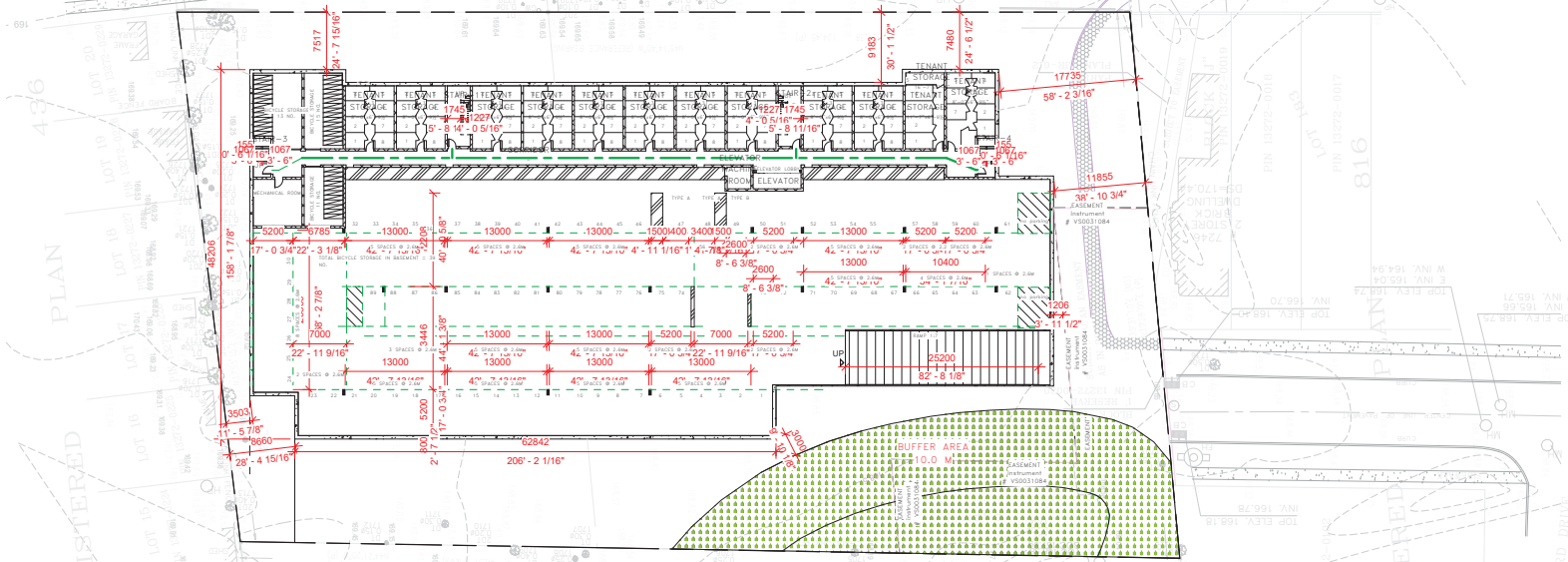
DRAWING NO.

A-100



1 BASEMENT SITE PLAN
1 : 300

CHINTAN VIRANI
ARCHITECT INC.
CHINTAN J. VIRANI
B. ARCH. | RAIA, MRAIC | AIA | NCARB
9898 HOLY CRESCENT,
WINDSOR, ONTARIO,
CANADA N8R 1Z3
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CELL: (519) 567-1909
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BASEMENT SITE PLAN

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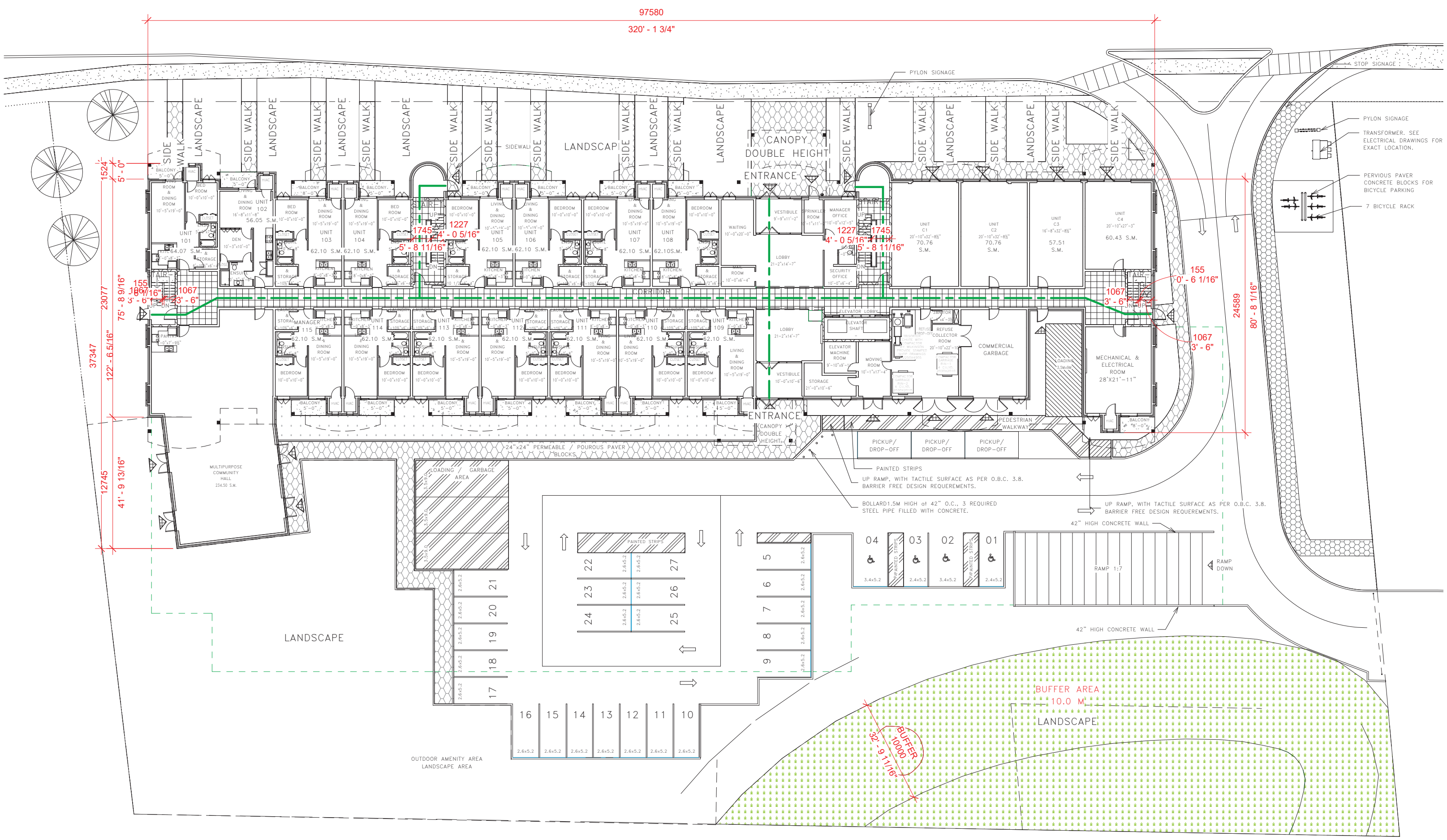
Drawing No.

A-201



1 FIRST FLOOR PLAN
1 : 200

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CHINTAN J. VIRANI
B. ARCH. | OAA, MRAIC, | AIA | COAI

9898 HOLY CRESCENT.
WINDSOR, ONTARIO,
CANADA N8R 1Z3

PHONE: (519) 979-9017
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EMAIL: chintan@chintan.ca

WWW.CHINTAN.CA

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7211 & 7233 AIRPORT ROAD
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MISSISSAUGA, ONTARIO

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FIRST FLOOR PLAN

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A / B | C
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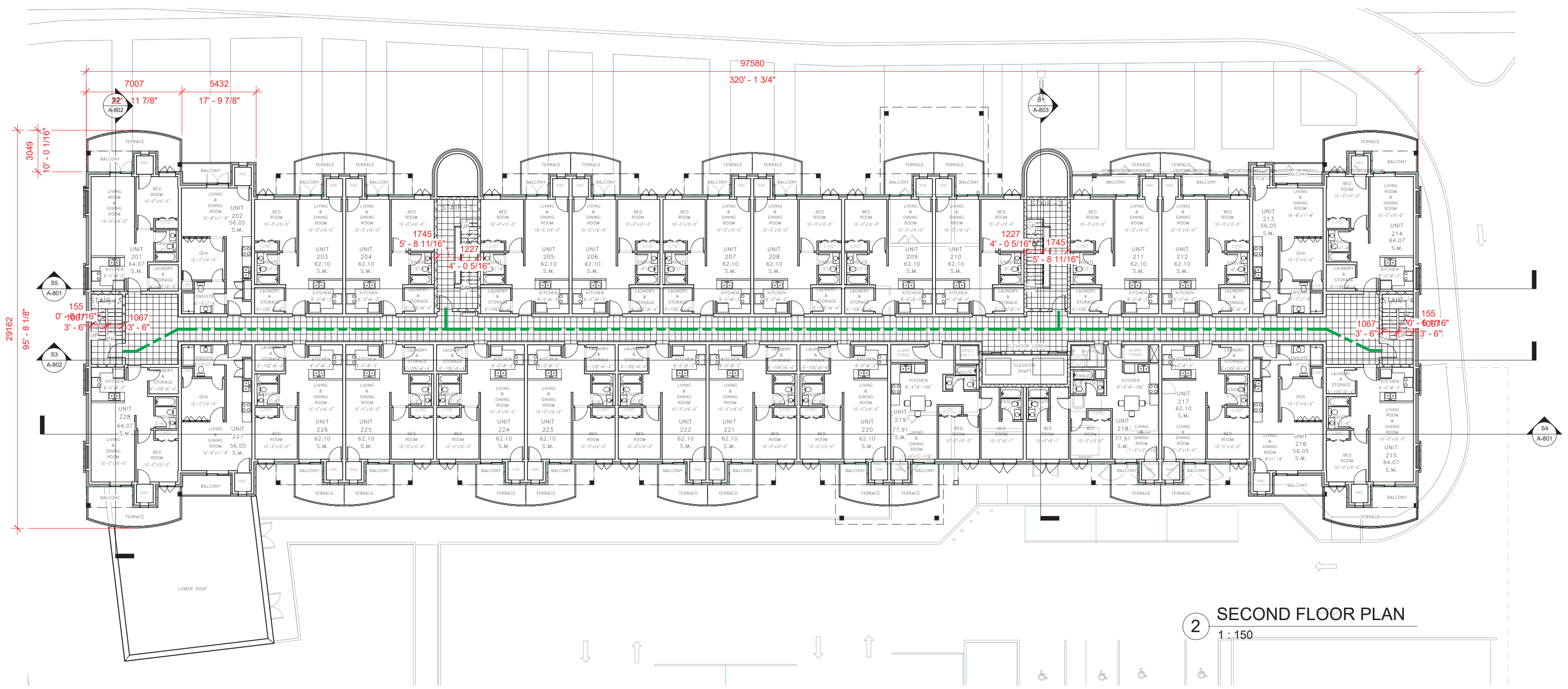
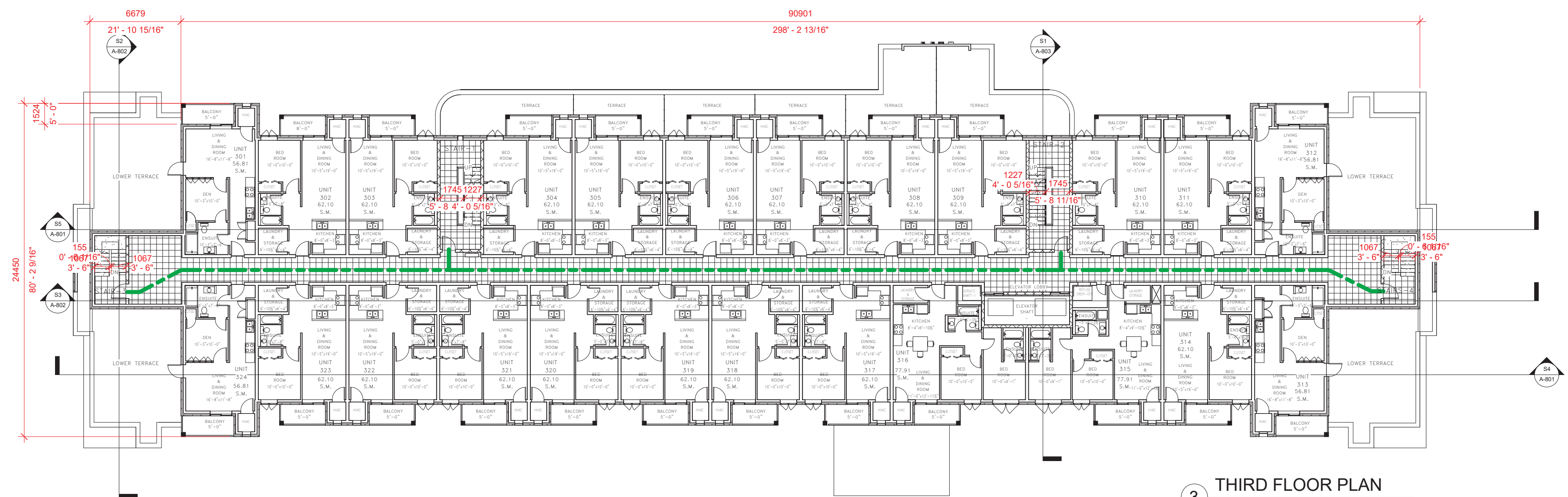
DRAWING NO.

A-300



SECOND FLOOR PLAN
1 : 150



THIRD FLOOR PLAN
1 : 150

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B. ARCH. | OAA, MRAIC, | AIA | COAI

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WINDSOR, ONTARIO,
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SECOND & THIRD FLOOR PLANS

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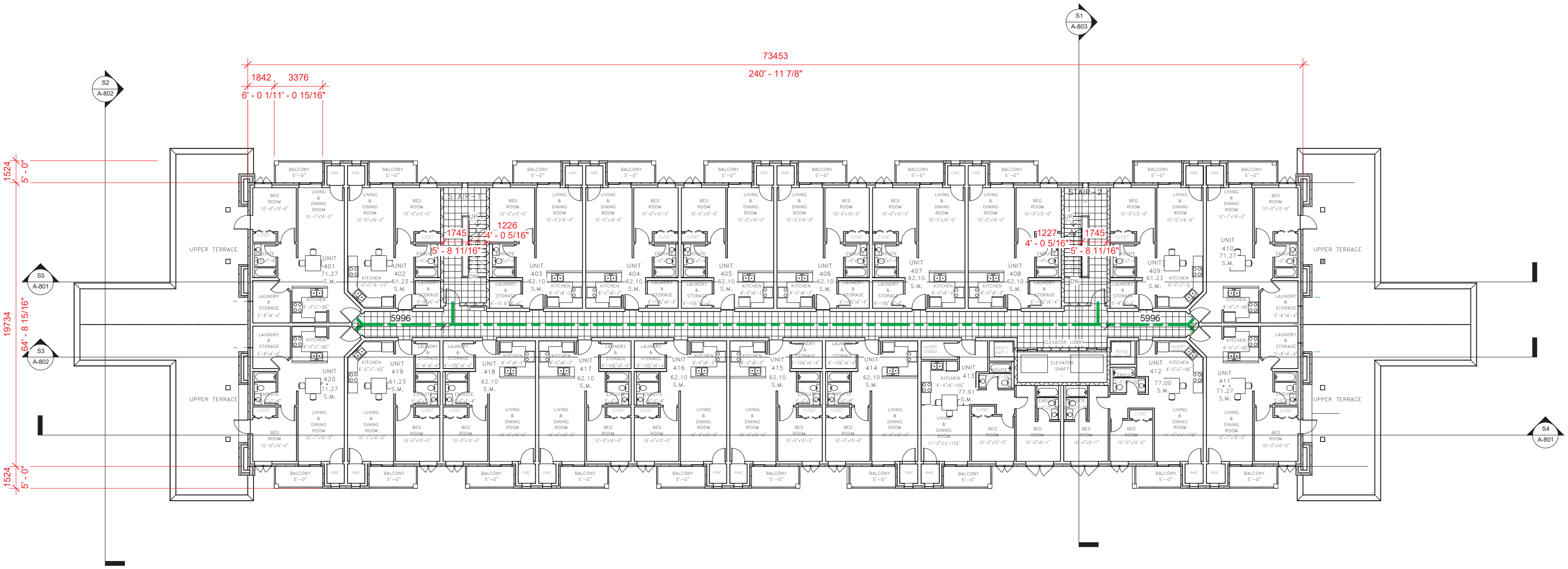
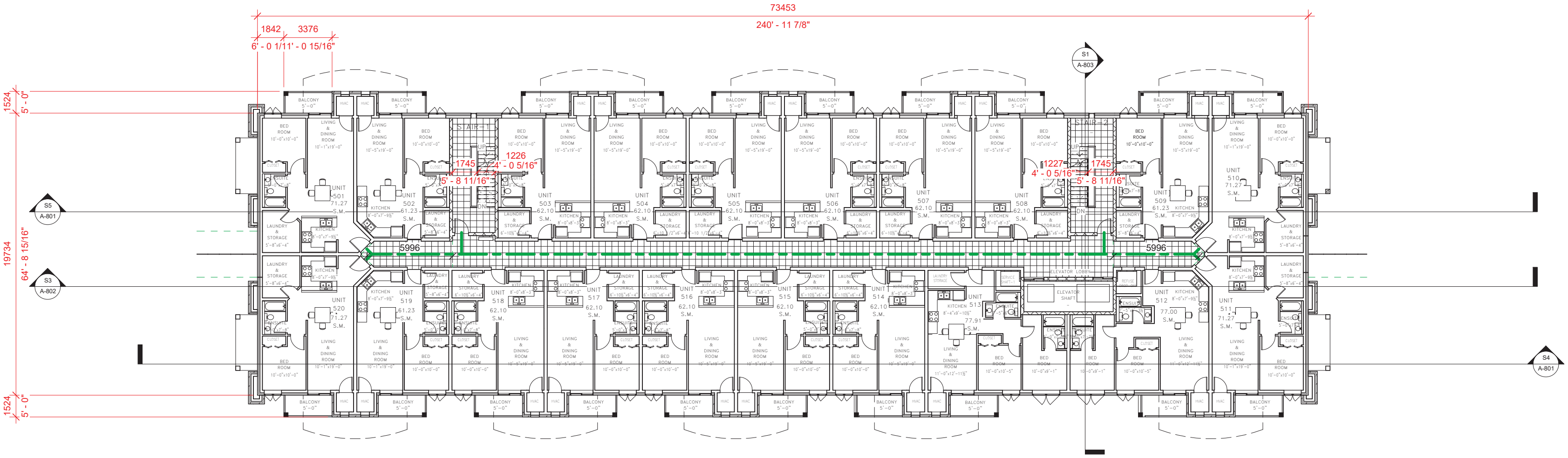
DRAWING NO.

A-400



4 FOURTH FLOOR PLAN
1 : 150



5 FIFTH FLOOR PLAN
1 : 150

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FOURTH & FIFTH FLOORPLANS

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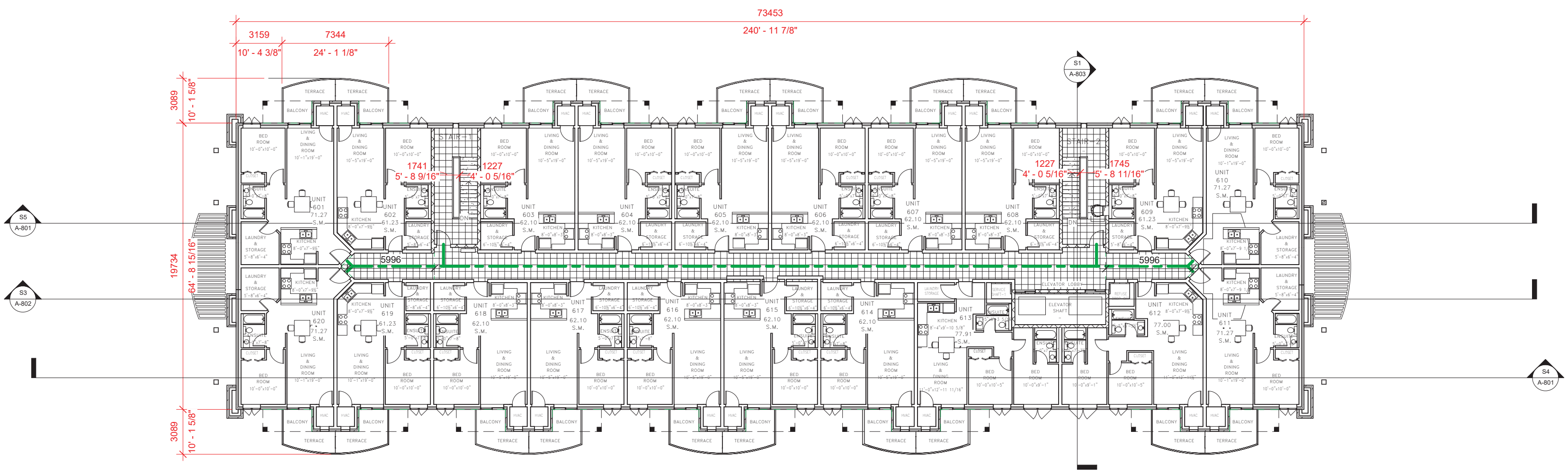
A-500



6 SIXTH FLOOR PLAN
1 : 150

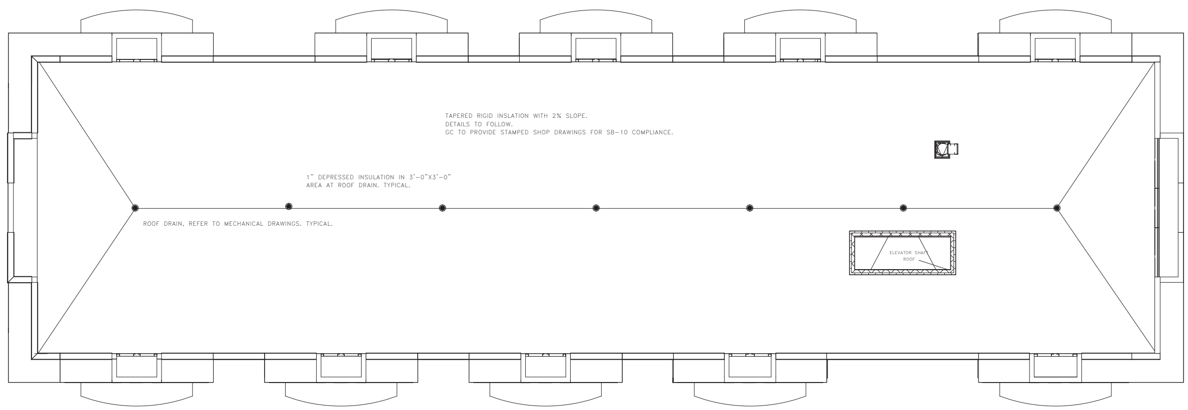
TYPICAL ROOF – ALL WORK AS PER MANUFACTURER'S SPECIFICATION AND WARRANTY. MANUFACTURER TO PROVIDE OBC SB–10 COMPLIANCE CERTIFICATE FOR THE ASSEMBLY.

METAL DECK ON STRUCTURAL STEEL, SEE STRUCTURAL DRAWINGS.
OPTION: 1
3/4" DENS GLASS GOLD SHEATHING,
6 MIL. POLY VAPOUR BARRIER WITH R–38 Ci AS PER LATEST O.B.C. WITH TAPERING RIGID INSULATION AS REQUIRED,
TPO ROOFING MEMBRANE, FIRESTONE OR EQUAL

OPTION: 2
TWO PLY MODIFIED BITUMEN ROOF CONSTRUCTION:
- GRANULATED TOP SHEET TORCH APPLIED,
- BASE SHEET HOT MOPPED OVER 1/2" FIBERBOARD,
- R–38 Ci POLY ISO RIGID INSULATION ON ARMOURGARD VAPOUR RETARDER BY IKO,
- ON 11/2" DEEP METAL ROOF DECK,
- INSULATION SHALL BE MECHANICALLY SECURED TO ROOF DECK AT THE RATE OF ONE FASTENER PER 4 SQ. FT.

NOTE:

1) ROOFING CONTRACTOR SHALL PROVIDE A WRITTEN MANUFACTURER'S MATERIAL AND LABOUR WARRANTY IN THE NAME OF THE OWNER AGAINST DEFECTIVE MATERIAL FOR THE PERIOD OF 15 YEARS.
2) ROOF CONTRACTOR SHALL PROVIDE A WRITTEN WARRANTY IN THE NAME OF THE OWNER AGAINST DEFECTIVE INSTALLATION FOR THE PERIOD OF TWO YEARS.
3) WARRANTY PERIOD SHALL START FROM THE DATE OF SUBSTANTIAL COMPLETION OF THE BUILDING.



7 ROOF PLAN
1 : 150

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CHINTAN J. VIRANI
B. ARCH. | OAA, MRAIC, | AIA | COAI
9898 HOLY CRESCENT.
WINDSOR, ONTARIO,
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6TH FLOOR & ROOF PLAN

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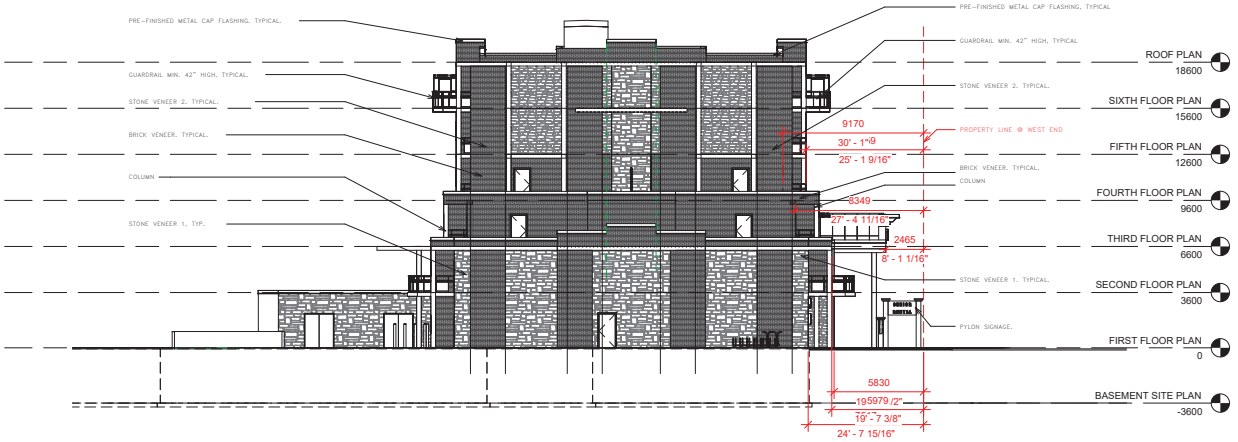
DRAWING NO.

A-600

1 WEST ELEVATION
1 : 150



2 NORTH ELEVATION
1 : 150

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CHINTAN J. VIRANI
B. ARCH. | MAA, MRAIC, AIA | OAA
9898 HOLY CRESCENT, WINDSOR, ONTARIO, CANADA N8R 1Z3
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ELEVATION–1
WEST & NORTH SIDE ELEVATION

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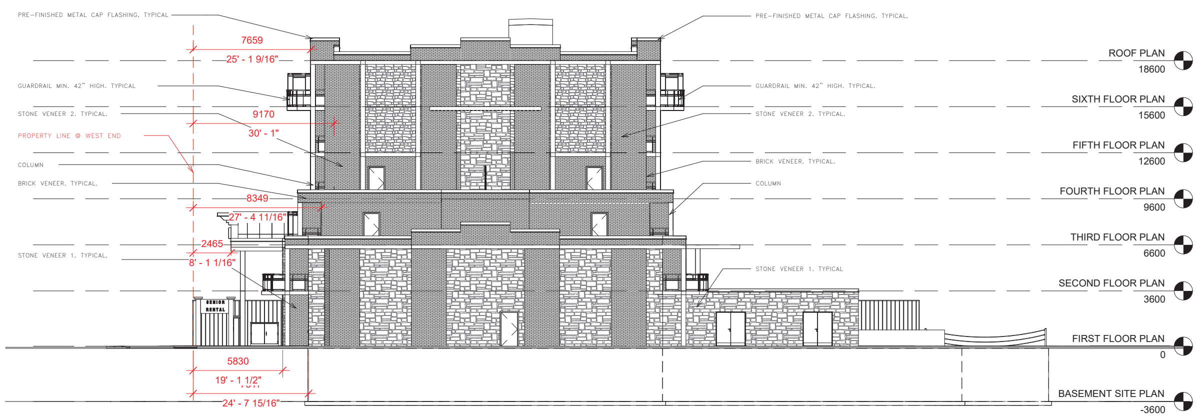
DRAWING NO.

A-701

3 EAST ELEVATION
1 : 150



4 SOUTH ELEVATION
1 : 150

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CHINTAN J. VIRANI
B. ARCH. | OAA, MRAIC, | AIA | COAI

9898 HOLY CRESCENT.
WINDSOR, ONTARIO,
CANADA N8R 1Z3

PHONE: (519) 979-9017
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ELEVATION-2
EAST & SOUTH SIDE
ELEVATION

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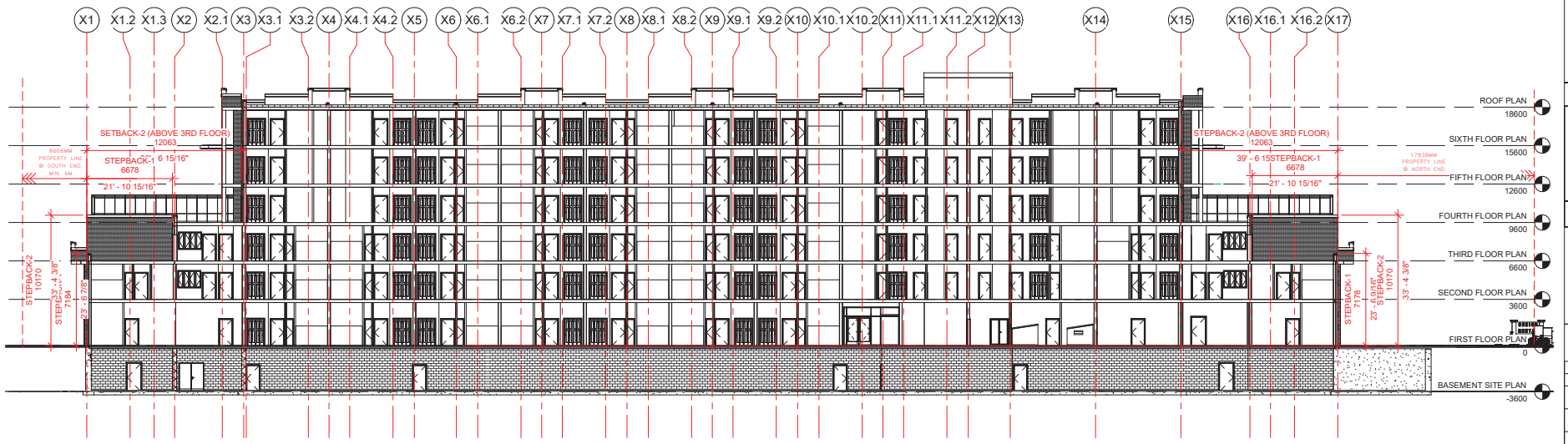
A-702



S4 Section 1
1 : 150

S5 Section 2
1 : 150

CHINTAN VIRANI ARCHITECT INC.
CHINTAN J. VIRANI
B. ARCH. | MAA, MRAIC | AAA | OAA
9898 HOLY CRESCENT,
WINDSOR, ONTARIO,
CANADA N8R 123
PHONE: (519) 979-9017
CELL: (519) 967-1909
FAX: (519) 979-4909
EMAIL: chintan@chintan.ca
WWW.CHINTAN.CA

10	REVISED SUBMISSION	SEP. 09/2022
9	REVISED – AS PER WESTON COMMENTS	JAN. 21/2021
8	REVISED – AS PER COMMENTS	DEC. 07/2020
7	REVISED – AS PER WESTON COMMENTS	SEP. 23/2019
6	REVISED	AUG. 14/2019
5	REVISED AS PER WESTON – FENCE REMOVED	JAN. 08/2019
4	REVISED – AS PER WESTON COMMENTS	DEC. 19/2018
3	REVISED – AS PER WESTON COMMENTS	DEC. 16/2018
2	REVISED – AS PER CITY & WESTON COMMENTS	NOV. 13/2018
1	REVISED	OCT. 17/2018

PROJECT

PROPOSED SENIOR RENTAL BUILDING

7211 & 7233 AIRPORT ROAD
PARTS # 1, 2 & 3
MISSISSAUGA, ONTARIO

DRAWING TITLE

SECTIONS-1

NOTE:
- DO NOT SCALE DRAWINGS.
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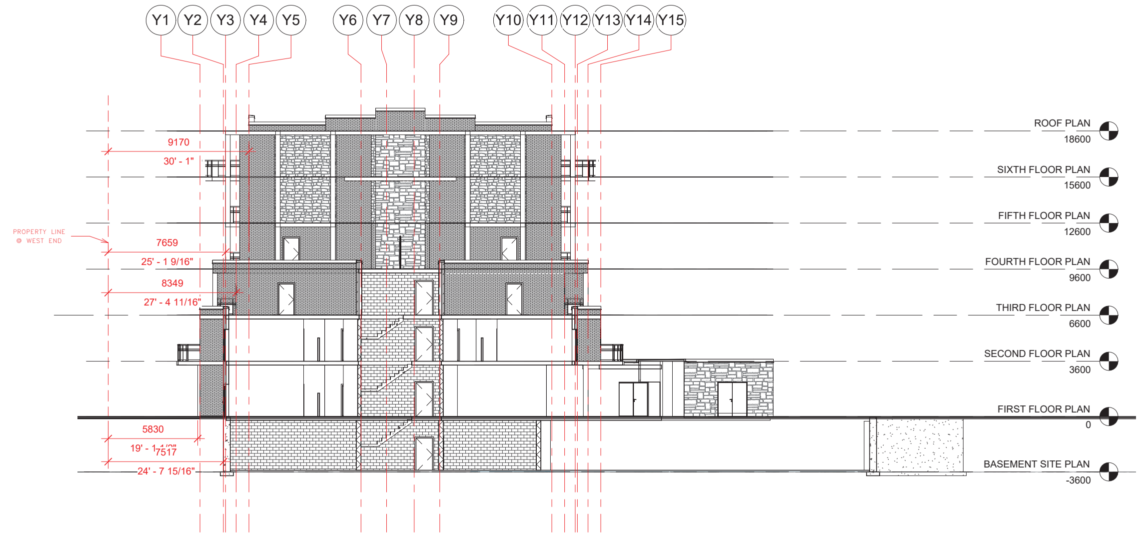
- ANY AND ALL DISCREPANCIES TO BE REPORTED TO THE ARCHITECT.
- ALL DRAWINGS REMAIN THE PROPERTY OF THE ARCHITECT.

A
B|C
A. DETAIL NO.
B. LOCATION SHEET
C. DETAILED ON

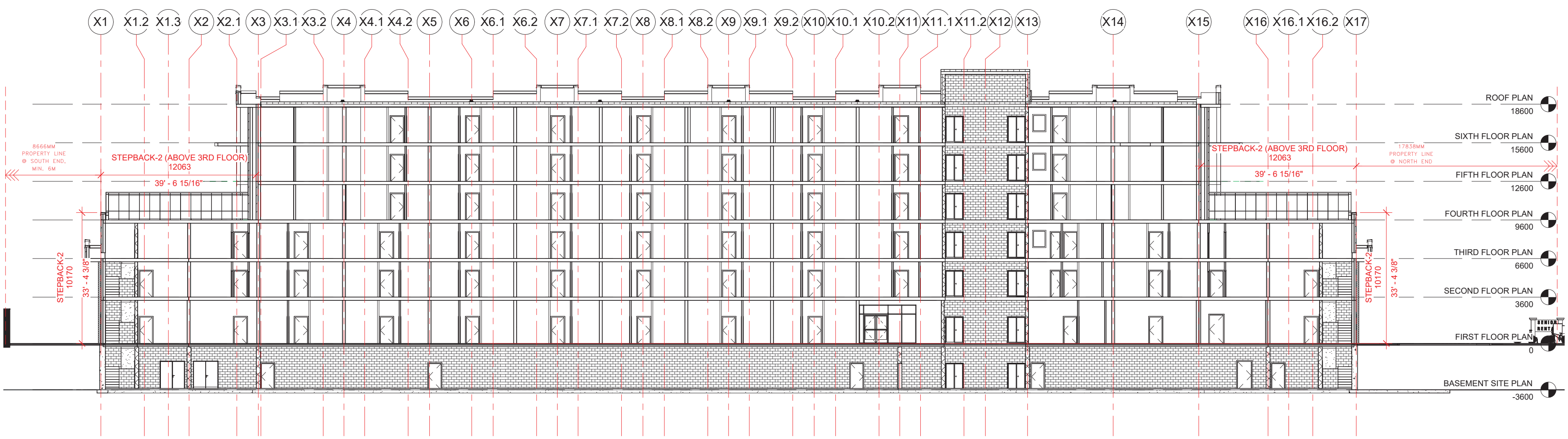
PROJECT NUMBER	1625	DRAWN BY	A.V.
DATE	June 2016	CHECKED BY	CJV

DRAWING NO.

A-801



S2 Section 3
1 : 150



S3 Section 4
1 : 150

CHINTAN VIRANI ARCHITECT INC.
CHINTAN J. VIRANI
B. ARCH. | OAA, MRAIC, | AIA | COAI
9898 HOLY CRESCENT.
WINDSOR, ONTARIO,
CANADA N8R 1Z3
PHONE: (519) 979-9017
CELL: (519) 567-1800
FAX: (519) 979-4909
EMAIL: chintan@chintan.ca
WWW.CHINTAN.CA

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2	REVISED – AS PER CITY & WESTON COMMENTS	NOV. 13/2018
1	REVISED	OCT. 17/2018

PROJECT

PROPOSED SENIOR RENTAL BUILDING

7211 & 7233 AIRPORT ROAD
PARTS # 1, 2 & 3
MISSISSAUGA, ONTARIO

DRAWING TITLE

SECTIONS-2

NOTE:
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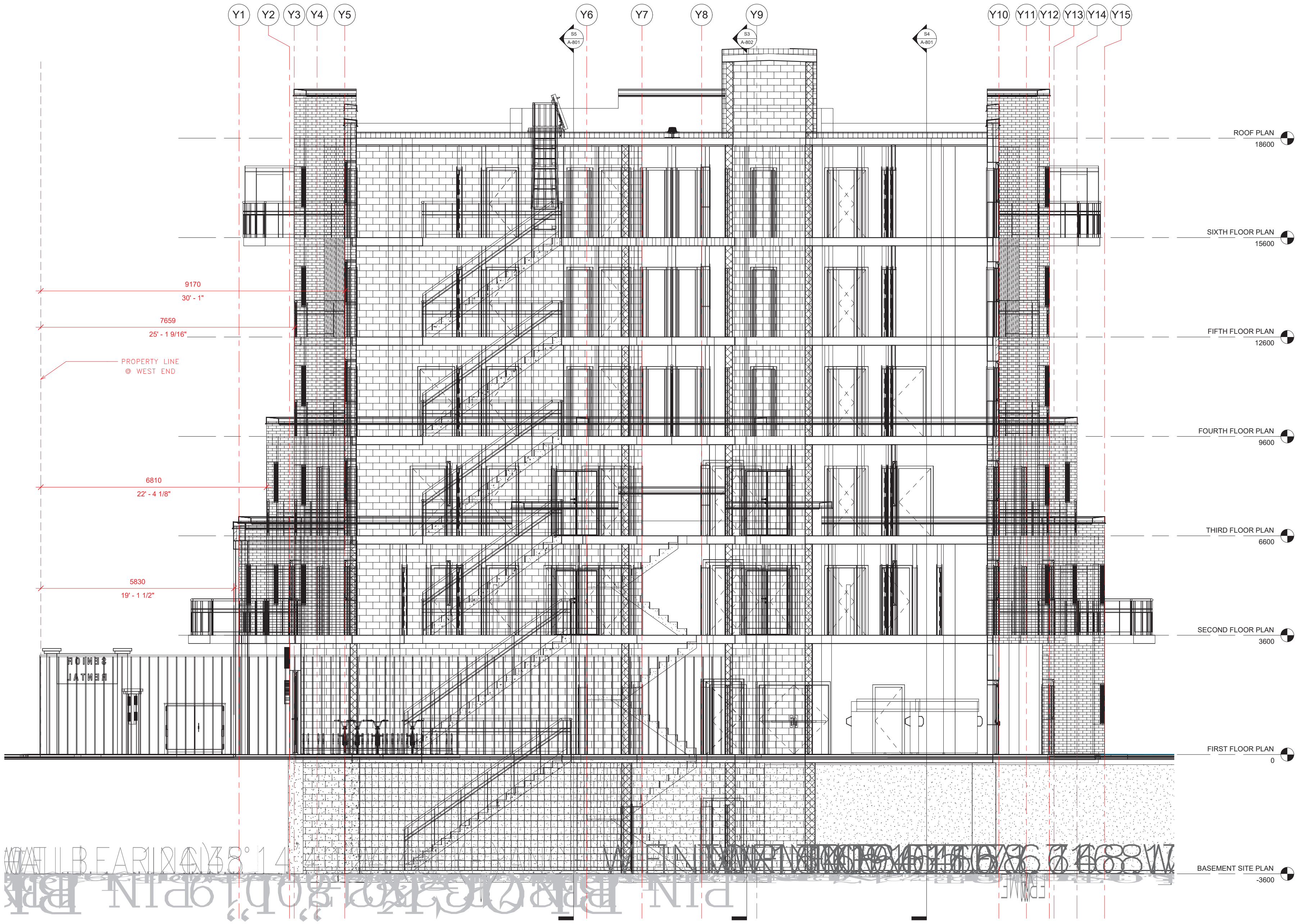
A. DETAIL NO.
B. LOCATION SHEET
C. DETAILED ON

PROJECT NUMBER	1625	DRAWN BY	A.V.
DATE	June 2016	CHECKED BY	CJV

DRAWING NO.

A-802



S1 Section 5
1 : 50

CHINTAN VIRANI
ARCHITECT INC.
CHINTAN J. VIRANI
B. ARCH. | OAA, MRAIC, | AIA | COAI
9898 HOLY CRESCENT,
WINDSOR, ONTARIO,
CANADA N8R 1Z3
PHONE: (519) 979-9017
CELL: (519) 567-1800
FAX: (519) 979-4909
EMAIL: chintan@chintan.ca
WWW.CHINTAN.CA

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4	REVISED - AS PER WESTON COMMENTS	DEC. 19/2018
3	REVISED - AS PER WESTON COMMENTS	DEC. 16/2018
2	REVISED - AS PER CITY & WESTON COMMENTS	NOV. 13/2018
1	REVISED	OCT. 17/2018

PROJECT

PROPOSED SENIOR RENTAL BUILDING

7211 & 7233 AIRPORT ROAD
PARTS # 1, 2 & 3
MISSISSAUGA, ONTARIO

DRAWING TITLE

SECTIONS-3

NOTE:
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A. DETAIL NO.
B. LOCATION SHEET
C. DETAILED ON

PROJECT NUMBER	1625	DRAWN BY	A.V.
DATE	June 2016	CHECKED BY	CJV

DRAWING NO.

A-803

1 Front - Center view

2 Front - Top view

CHINTAN VIRANI ARCHITECT INC.
CHINTAN J. VIRANI
B. ARCH. | RAA, MRAIC | AIA | LEED AP
9898 HOLY CRESCENT,
WINDSOR, ONTARIO,
CANADA N8R 1Z3
PHONE: (519) 979-9017
CELL: (519) 567-1909
FAX: (519) 979-4909
EMAIL: chintan@chintan.ca
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3	REVISED – AS PER WESTON COMMENTS	DEC. 16/2018
2	REVISED – AS PER CITY & WESTON COMMENTS	NOV. 13/2018
1	REVISED	OCT. 17/2018

PROJECT

PROPOSED SENIOR RENTAL BUILDING

7211 & 7233 AIRPORT ROAD
PARTS # 1, 2 & 3
MISSISSAUGA, ONTARIO

DRAWING TITLE

FRONT PERSPECTIVE

NOTE:
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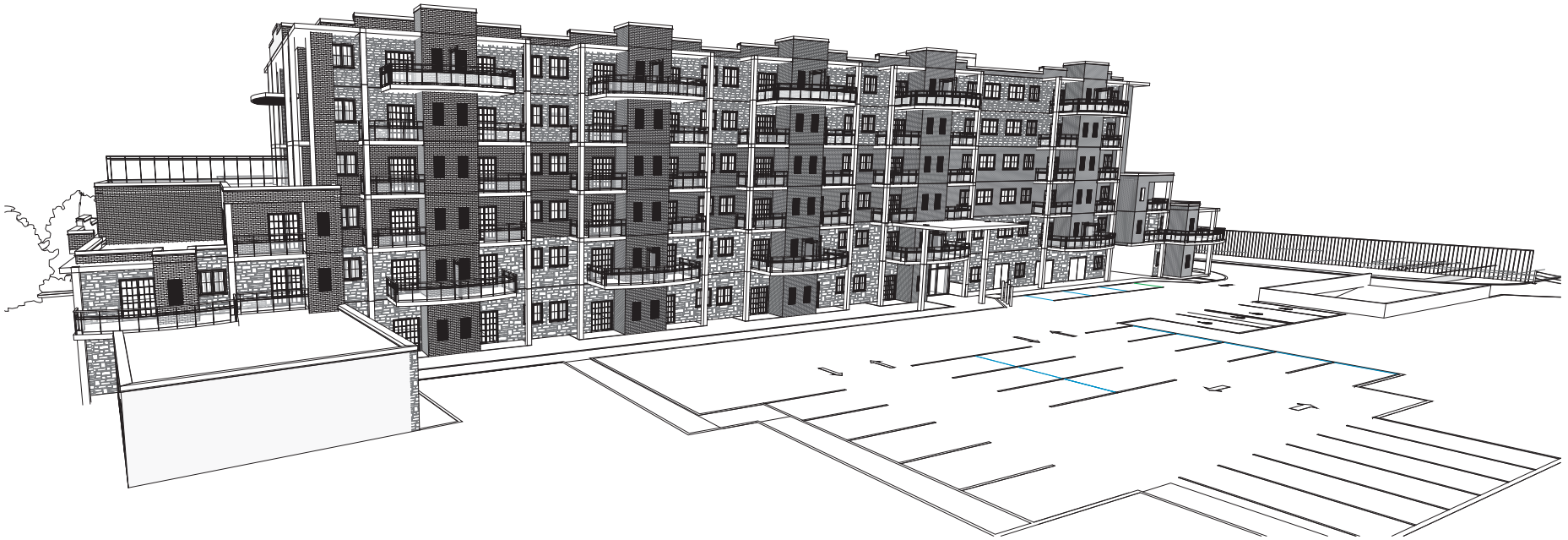
A – DETAIL NO.
B – LOCATION SHEET
C – DETAILED ON

PROJECT NUMBER	1625	DRAWN BY	A.V.
DATE	June 2016	CHECKED BY	CJV

Drawing No.

A-901



1 Back - Top view

2 Back - Bottom view

CHINTAN VIRANI
ARCHITECT INC.

CHINTAN J. VIRANI
B. ARCH. | RAIA, MRAIC | AIA, NCARB

9898 HOLY CRESCENT,
WINDSOR, ONTARIO,
CANADA N8R 1Z3

PHONE: (519) 979-9017
CELL: (519) 567-1909
FAX: (519) 979-4909

EMAIL: chintan@chintan.ca

WWW.CHINTAN.CA

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8	REVISED – AS PER COMMENTS	DEC. 07/2020
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3	REVISED – AS PER WESTON COMMENTS	DEC. 16/2018
2	REVISED – AS PER CITY & WESTON COMMENTS	NOV. 13/2018
1	REVISED	OCT. 17/2018

PROJECT

PROPOSED SENIOR RENTAL BUILDING

7211 & 7233 AIRPORT ROAD
PARTS # 1, 2 & 3
MISSISSAUGA, ONTARIO

DRAWING TITLE

REAR PERSPECTIVE

NOTE:
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- ALL DRAWINGS REMAIN THE PROPERTY OF THE ARCHITECT.

A - DETAIL NO.
B - LOCATION SHEET
C - DETAILED ON

PROJECT NUMBER	1625	DRAWN BY	A.V.
DATE	June 2016	CHECKED BY	CJV

Drawing No.

A-902

APPENDIX C

Road Traffic Data

Date: October 25, 2021
From: Sheeba Paul, HGC Engineering
Re: Traffic Data Request – Airport Road (700 m north of Derry Road)

Sheeba,
As per your request, we are providing the following 2019 traffic data:

	Existing	Ultimate
24 Hour Traffic Volume	35,330	48,600
# of Lanes	6	6
Day/Night Split	84/16	84/16
Day Trucks (% of Total Volume)	1.6% Medium 8.7% Heavy	1.6% Medium 8.7% Heavy
Night Trucks (% of Total Volume)	0.7% Medium 9.1% Heavy	0.7% Medium 9.1% Heavy
Right-of-Way Width	45 meters	
Posted Speed Limit	50 km/h	

Please note:

1. The current volume is not the Annual Average Daily Traffic, but the averaged raw volumes over three data collection days. If you need the Annual Average Traffic Volume, please visit the Peel Open Data website below: http://opendata.peelregion.ca/data-categories/transportation/traffic-count-stations.aspx
2. The ultimate volume is the planned volume during a level of service 'D' where a 2 second vehicle headway and a volume to capacity ratio of 0.9 is assumed. Traffic signals and hourly variations in traffic are also incorporated into the ultimate volume.

If you require further assistance, please contact me at jade.huangfu@peelregion.ca.

Regards,

Jade Huangfu
Transportation Analyst, Transportation System Planning
Transportation Division, Public Works, Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor, Brampton, ON, L6T 4B9
E: jade.huangfu@peelregion.ca

APPENDIX D

STAMSON Output

```
STAMSON 5.0        NORMAL REPORT        Date: 29-10-2021 09:22:44
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: a.te                 Time Period: Day/Night 16/8 hours
Description:  Daytime and nighttime sound levels at the West Façade,
prediction location [A]

Road data, segment # 1: airport NB (day/night)
----------------------------------------------
Car traffic volume  : 18228/3472  veh/TimePeriod  *
Medium truck volume :   327/62    veh/TimePeriod  *
Heavy truck volume  :  1857/354   veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

    24 hr Traffic Volume (AADT or SADT):  24300
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :  10.00
    Medium Truck % of Total Volume     :   1.60
    Heavy Truck  % of Total Volume     :   9.10
    Day (16 hrs) % of Total Volume     :  84.00

Data for Segment # 1: airport NB (day/night)
--------------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  17.40 / 17.40  m
Receiver height           :  17.10 / 17.10  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 2: airport SB (day/night)
----------------------------------------------
Car traffic volume  : 18228/3472  veh/TimePeriod  *
Medium truck volume :   327/62    veh/TimePeriod  *
Heavy truck volume  :  1857/354   veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

    24 hr Traffic Volume (AADT or SADT):  24300
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :  10.00
    Medium Truck % of Total Volume     :   1.60
    Heavy Truck  % of Total Volume     :   9.10
    Day (16 hrs) % of Total Volume     :  84.00
```

```
Data for Segment # 2: airport SB (day/night)
--------------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  33.40 / 33.40  m
Receiver height           :  17.10 / 17.10  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Results segment # 1: airport NB (day)
-------------------------------------

Source height = 1.74 m

ROAD (0.00 + 70.85 + 0.00) = 70.85 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -90     90   0.00  71.50   0.00  -0.64   0.00   0.00   0.00   0.00
70.85
-------------------------------------------------------------------------
---

Segment Leq : 70.85 dBA

Results segment # 2: airport SB (day)
-------------------------------------

Source height = 1.74 m

ROAD (0.00 + 68.02 + 0.00) = 68.02 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -90     90   0.00  71.50   0.00  -3.48   0.00   0.00   0.00   0.00
68.02
-------------------------------------------------------------------------
---

Segment Leq : 68.02 dBA

Total Leq All Segments: 72.67 dBA

Results segment # 1: airport NB (night)
---------------------------------------

Source height = 1.74 m

ROAD (0.00 + 66.66 + 0.00) = 66.66 dBA
```

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -90     90   0.00  67.31   0.00  -0.64   0.00   0.00   0.00   0.00
66.66
-------------------------------------------------------------------------
---

Segment Leq : 66.66 dBA

Results segment # 2: airport SB (night)
---------------------------------------

Source height = 1.74 m

ROAD (0.00 + 63.83 + 0.00) = 63.83 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -90     90   0.00  67.31   0.00  -3.48   0.00   0.00   0.00   0.00
63.83
-------------------------------------------------------------------------
---

Segment Leq : 63.83 dBA

Total Leq All Segments: 68.48 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 72.67
                           (NIGHT): 68.48
```

```
STAMSON 5.0        NORMAL REPORT        Date: 29-10-2021 09:23:03
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b.te                 Time Period: Day/Night 16/8 hours
Description:   Daytime and nighttime sound levels at the North/South
Façade, prediction location [B]

Road data, segment # 1: airport NB (day/night)
----------------------------------------------
Car traffic volume  : 18228/3472  veh/TimePeriod  *
Medium truck volume :   327/62    veh/TimePeriod  *
Heavy truck volume  :  1857/354   veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

    24 hr Traffic Volume (AADT or SADT):  24300
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :  10.00
    Medium Truck % of Total Volume     :   1.60
    Heavy Truck  % of Total Volume     :   9.10
    Day (16 hrs) % of Total Volume     :  84.00

Data for Segment # 1: airport NB (day/night)
--------------------------------------------
Angle1   Angle2           : -90.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  26.90 / 26.90  m
Receiver height           :  17.10 / 17.10  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Road data, segment # 2: airport SB (day/night)
----------------------------------------------
Car traffic volume  : 18228/3472  veh/TimePeriod  *
Medium truck volume :   327/62    veh/TimePeriod  *
Heavy truck volume  :  1857/354   veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

    24 hr Traffic Volume (AADT or SADT):  24300
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :  10.00
    Medium Truck % of Total Volume     :   1.60
    Heavy Truck  % of Total Volume     :   9.10
    Day (16 hrs) % of Total Volume     :  84.00
```

```
Data for Segment # 2: airport SB (day/night)
--------------------------------------------
Angle1   Angle2           : -90.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  42.90 / 42.90  m
Receiver height           :  17.10 / 17.10  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Results segment # 1: airport NB (day)
-------------------------------------

Source height = 1.74 m

ROAD (0.00 + 64.98 + 0.00) = 64.98 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -90      0   0.18  71.50   0.00  -3.01  -3.51   0.00   0.00   0.00
64.98
-------------------------------------------------------------------------
---

Segment Leq : 64.98 dBA

Results segment # 2: airport SB (day)
-------------------------------------

Source height = 1.74 m

ROAD (0.00 + 62.58 + 0.00) = 62.58 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -90      0   0.18  71.50   0.00  -5.41  -3.51   0.00   0.00   0.00
62.58
-------------------------------------------------------------------------
---

Segment Leq : 62.58 dBA

Total Leq All Segments: 66.95 dBA

Results segment # 1: airport NB (night)
---------------------------------------

Source height = 1.74 m

ROAD (0.00 + 60.79 + 0.00) = 60.79 dBA
```

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -90      0   0.18  67.31   0.00  -3.01  -3.51   0.00   0.00   0.00
60.79
-------------------------------------------------------------------------
---

Segment Leq : 60.79 dBA

Results segment # 2: airport SB (night)
---------------------------------------

Source height = 1.74 m

ROAD (0.00 + 58.39 + 0.00) = 58.39 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -90      0   0.18  67.31   0.00  -5.41  -3.51   0.00   0.00   0.00
58.39
-------------------------------------------------------------------------
---

Segment Leq : 58.39 dBA

Total Leq All Segments: 62.76 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.95
                           (NIGHT): 62.76
```

```
STAMSON 5.0        NORMAL REPORT        Date: 29-10-2021 09:23:19
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: c.te                 Time Period: Day/Night 16/8 hours
Description:   Daytime and nighttime sound levels at the East Façade,
prediction location [C]

Road data, segment # 1: airport NB (day/night)
----------------------------------------------
Car traffic volume  : 18228/3472  veh/TimePeriod  *
Medium truck volume :   327/62    veh/TimePeriod  *
Heavy truck volume  :  1857/354   veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

    24 hr Traffic Volume (AADT or SADT):  24300
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :  10.00
    Medium Truck % of Total Volume     :   1.60
    Heavy Truck  % of Total Volume     :   9.10
    Day (16 hrs) % of Total Volume     :  84.00

Data for Segment # 1: airport NB (day/night)
--------------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  40.40 / 40.40  m
Receiver height           :  17.10 / 17.10  m
Topography                :      2       (Flat/gentle slope; with
barrier)
Barrier angle1            : -90.00 deg   Angle2 : 90.00 deg
Barrier height            :  20.00 m
Barrier receiver distance :   0.50 / 0.50   m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00

Road data, segment # 2: airport SB (day/night)
----------------------------------------------
Car traffic volume  : 18228/3472  veh/TimePeriod  *
Medium truck volume :   327/62    veh/TimePeriod  *
Heavy truck volume  :  1857/354   veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:
```

```
    24 hr Traffic Volume (AADT or SADT):  24300
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :  10.00
    Medium Truck % of Total Volume     :   1.60
    Heavy Truck  % of Total Volume     :   9.10
    Day (16 hrs) % of Total Volume     :  84.00

Data for Segment # 2: airport SB (day/night)
------------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  56.40 / 56.40  m
Receiver height           :  17.10 / 17.10  m
Topography                :      2       (Flat/gentle slope; with
barrier)
Barrier angle1            : -90.00 deg   Angle2 : 90.00 deg
Barrier height            :  20.00 m
Barrier receiver distance :   0.50 / 0.50   m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00

Results segment # 1: airport NB (day)
-----------------------------------

Source height = 1.74 m

Barrier height for grazing incidence
-----------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.74 !       17.10 !       16.91 !        16.91

ROAD (0.00 + 49.94 + 0.00) = 49.94 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -90     90   0.00  71.50   0.00  -4.30   0.00   0.00   0.00 -17.26
49.94
-------------------------------------------------------------------------
---

Segment Leq : 49.94 dBA
```

```
Results segment # 2: airport SB (day)
-------------------------------------

Source height = 1.74 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.74 !       17.10 !       16.96 !        16.96

ROAD (0.00 + 48.68 + 0.00) = 48.68 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
---
   -90     90   0.00  71.50   0.00  -5.75   0.00   0.00   0.00 -17.07
48.68
-------------------------------------------------------------------------------
---

Segment Leq : 48.68 dBA

Total Leq All Segments: 52.37 dBA

Results segment # 1: airport NB (night)
---------------------------------------

Source height = 1.74 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.74 !       17.10 !       16.91 !        16.91

ROAD (0.00 + 45.75 + 0.00) = 45.75 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
---
   -90     90   0.00  67.31   0.00  -4.30   0.00   0.00   0.00 -17.26
45.75
-------------------------------------------------------------------------------
---

Segment Leq : 45.75 dBA
```

```
Results segment # 2: airport SB (night)
---------------------------------------

Source height = 1.74 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.74 !       17.10 !       16.96 !        16.96

ROAD (0.00 + 44.49 + 0.00) = 44.49 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
---
   -90     90   0.00  67.31   0.00  -5.75   0.00   0.00   0.00 -17.07
44.49
-------------------------------------------------------------------------------
---

Segment Leq : 44.49 dBA

Total Leq All Segments: 48.18 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 52.37
                           (NIGHT): 48.18
```

```
STAMSON 5.0        NORMAL REPORT        Date: 29-10-2021 09:23:36
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: dola.te              Time Period: 16 hours
Description:   Daytime sound levels at Lower Terrace at East, Level 6.6 m
with a minimum 1.07 m high solid parapet, prediction location [D]

Road data, segment # 1: airport NB
----------------------------------
Car traffic volume  : 18228 veh/TimePeriod  *
Medium truck volume :   327 veh/TimePeriod  *
Heavy truck volume  :  1857 veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

Data for Segment # 1: airport NB
--------------------------------
Angle1   Angle2           : -90.00 deg   -45.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  42.40 m
Receiver height           :   1.50 m
Topography                :      4       (Elevated; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -45.00 deg
Barrier height            :   1.07 m
Elevation                 :   6.60 m
Barrier receiver distance :   5.00 m
Source elevation          :   0.00 m
Receiver elevation        :   6.60 m
Barrier elevation         :   6.60 m
Reference angle           :   0.00

Road data, segment # 2: airport SB
----------------------------------
Car traffic volume  : 18228 veh/TimePeriod  *
Medium truck volume :   327 veh/TimePeriod  *
Heavy truck volume  :  1857 veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

Data for Segment # 2: airport SB
--------------------------------
Angle1   Angle2           : -90.00 deg   -45.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  58.40 m
Receiver height           :   1.50 m
Topography                :      4       (Elevated; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -45.00 deg
Barrier height            :   1.07 m
```

```
Elevation                 :   6.60 m
Barrier receiver distance :   5.00 m
Source elevation          :   0.00 m
Receiver elevation        :   6.60 m
Barrier elevation         :   6.60 m
Reference angle           :   0.00

Results segment # 1: airport NB
------------------------------

Source height = 1.74 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.74 !        1.50 !        0.75 !         7.35

ROAD (0.00 + 52.07 + 0.00) = 52.07 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
---
   -90    -45   0.39  71.50   0.00  -6.28  -7.93   0.00   0.00  -5.22
52.07
-------------------------------------------------------------------------------

Segment Leq : 52.07 dBA

Results segment # 2: airport SB
------------------------------

Source height = 1.74 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.74 !        1.50 !        0.96 !         7.56

ROAD (0.00 + 50.33 + 0.00) = 50.33 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
---
   -90    -45   0.39  71.50   0.00  -8.21  -7.93   0.00   0.00  -5.03
50.33
-------------------------------------------------------------------------------

Segment Leq : 50.33 dBA
```

```
Total Leq All Segments: 54.30 dBA

TOTAL Leq FROM ALL SOURCES:       54.30
```

STAMSON 5.0 NORMAL REPORT Date: 29-10-2021 09:24:41
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: eola.te Time Period: 16 hours
Description: ***Daytime sound levels at Lower Terrace at West, Level 6.6 m with a minimum 1.07 m high solid parapet, prediction location [D]***

Road data, segment # 1: airport NB

Car traffic volume : 18228 veh/TimePeriod *
Medium truck volume : 327 veh/TimePeriod *
Heavy truck volume : 1857 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: airport NB

Angle1 Angle2 : -90.00 deg 45.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 20.90 m
Receiver height : 1.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 45.00 deg
Barrier height : 1.07 m
Elevation : 6.60 m
Barrier receiver distance : 5.00 m
Source elevation : 0.00 m
Receiver elevation : 6.60 m
Barrier elevation : 6.60 m
Reference angle : 0.00

Road data, segment # 2: airport SB

Car traffic volume : 18228 veh/TimePeriod *
Medium truck volume : 327 veh/TimePeriod *
Heavy truck volume : 1857 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: airport SB

Angle1 Angle2 : -90.00 deg 45.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 36.90 m
Receiver height : 1.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 45.00 deg
Barrier height : 1.07 m

```
Elevation                 :   6.60 m
Barrier receiver distance :   5.00 m
Source elevation          :   0.00 m
Receiver elevation        :   6.60 m
Barrier elevation         :   6.60 m
Reference angle           :   0.00

Results segment # 1: airport NB
------------------------------

Source height = 1.74 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.74 !        1.50 !       -0.02 !         6.58

ROAD (0.00 + 59.03 + 0.00) = 59.03 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -90     45   0.39  71.50   0.00  -2.00  -1.94   0.00   0.00  -8.53
59.03
-------------------------------------------------------------------------
---

Segment Leq : 59.03 dBA

Results segment # 2: airport SB
------------------------------

Source height = 1.74 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.74 !        1.50 !        0.64 !         7.24

ROAD (0.00 + 58.39 + 0.00) = 58.39 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -90     45   0.39  71.50   0.00  -5.44  -1.94   0.00   0.00  -5.74
58.39
-------------------------------------------------------------------------
---

Segment Leq : 58.39 dBA
```

```
Total Leq All Segments: 61.73 dBA

TOTAL Leq FROM ALL SOURCES:       61.73
```

STAMSON 5.0 NORMAL REPORT Date: 29-10-2021 09:24:10
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: eola.te Time Period: 16 hours
Description: ***Daytime sound levels at Lower Terrace at West, Level 6.6 m with additional mitigation (2.3 m high barrier height), prediction location [E]***

Road data, segment # 1: airport NB

Car traffic volume : 18228 veh/TimePeriod *
Medium truck volume : 327 veh/TimePeriod *
Heavy truck volume : 1857 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: airport NB

Angle1 Angle2 : -90.00 deg 45.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 20.90 m
Receiver height : 1.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 45.00 deg
Barrier height : 2.30 m
Elevation : 6.60 m
Barrier receiver distance : 5.00 m
Source elevation : 0.00 m
Receiver elevation : 6.60 m
Barrier elevation : 6.60 m
Reference angle : 0.00

Road data, segment # 2: airport SB

Car traffic volume : 18228 veh/TimePeriod *
Medium truck volume : 327 veh/TimePeriod *
Heavy truck volume : 1857 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: airport SB

Angle1 Angle2 : -90.00 deg 45.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 36.90 m
Receiver height : 1.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 45.00 deg

```
Barrier height            :   2.30 m
Elevation                 :   6.60 m
Barrier receiver distance :   5.00 m
Source elevation          :   0.00 m
Receiver elevation        :   6.60 m
Barrier elevation         :   6.60 m
Reference angle           :   0.00

Results segment # 1: airport NB
------------------------------

Source height = 1.74 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.74 !        1.50 !       -0.02 !         6.58

ROAD (0.00 + 54.75 + 0.00) = 54.75 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -90     45   0.32  71.50   0.00  -1.90  -1.83   0.00   0.00 -13.02
54.75
-------------------------------------------------------------------------
---

Segment Leq : 54.75 dBA

Results segment # 2: airport SB
------------------------------

Source height = 1.74 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.74 !        1.50 !        0.64 !         7.24

ROAD (0.00 + 53.86 + 0.00) = 53.86 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -90     45   0.32  71.50   0.00  -5.15  -1.83   0.00   0.00 -10.67
53.86
-------------------------------------------------------------------------
---
```

```
Segment Leq : 53.86 dBA

Total Leq All Segments: 57.34 dBA

TOTAL Leq FROM ALL SOURCES:       57.34
```

```
STAMSON 5.0        NORMAL REPORT        Date: 29-10-2021 09:24:58
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: fola.te              Time Period: 16 hours
Description: Daytime sound levels at Upper Terrace at West, Level 9.6 m
with a minimum 1.07 m high solid parapet, prediction location [F]

Road data, segment # 1: airport NB
----------------------------------
Car traffic volume  : 18228 veh/TimePeriod  *
Medium truck volume :   327 veh/TimePeriod  *
Heavy truck volume  :  1857 veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

Data for Segment # 1: airport NB
--------------------------------
Angle1   Angle2          : -90.00 deg   45.00 deg
Wood depth               :      0       (No woods.)
No of house rows         :      0
Surface                  :      1       (Absorptive ground surface)
Receiver source distance :  23.60 m
Receiver height          :   1.50 m
Topography               :      4       (Elevated; with barrier)
Barrier angle1           : -90.00 deg   Angle2 : 45.00 deg
Barrier height           :   1.07 m
Elevation                :   9.60 m
Barrier receiver distance :   7.00 m
Source elevation         :   0.00 m
Receiver elevation       :   9.60 m
Barrier elevation        :   9.60 m
Reference angle          :   0.00

Road data, segment # 2: airport SB
----------------------------------
Car traffic volume  : 18228 veh/TimePeriod  *
Medium truck volume :   327 veh/TimePeriod  *
Heavy truck volume  :  1857 veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

Data for Segment # 2: airport SB
--------------------------------
Angle1   Angle2          : -90.00 deg   45.00 deg
Wood depth               :      0       (No woods.)
No of house rows         :      0
Surface                  :      1       (Absorptive ground surface)
Receiver source distance :  39.60 m
Receiver height          :   1.50 m
Topography               :      4       (Elevated; with barrier)
Barrier angle1           : -90.00 deg   Angle2 : 45.00 deg
Barrier height           :   1.07 m
```

```
Elevation                 :   9.60 m
Barrier receiver distance :   7.00 m
Source elevation          :   0.00 m
Receiver elevation        :   9.60 m
Barrier elevation         :   9.60 m
Reference angle           :   0.00

Results segment # 1: airport NB
------------------------------

Source height = 1.74 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.74 !        1.50 !       -1.28 !         8.32

ROAD (0.00 + 55.18 + 0.00) = 55.18 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -90     45   0.30  71.50   0.00  -2.56  -1.80   0.00   0.00 -11.96
55.18
-------------------------------------------------------------------------
---

Segment Leq : 55.18 dBA

Results segment # 2: airport SB
------------------------------

Source height = 1.74 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.74 !        1.50 !       -0.16 !         9.44

ROAD (0.00 + 56.02 + 0.00) = 56.02 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------
---
   -90     45   0.30  71.50   0.00  -5.48  -1.80   0.00   0.00  -8.20
56.02
-------------------------------------------------------------------------
---

Segment Leq : 56.02 dBA
```

```
Total Leq All Segments: 58.63 dBA

TOTAL Leq FROM ALL SOURCES:       58.63
```

STAMSON 5.0 NORMAL REPORT Date: 29-10-2021 09:25:13
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: gola.te Time Period: 16 hours
Description: ***Daytime sound levels at Lower Terrace at East, Level 6.6 m with minimum 1.07 m high solid barrier, prediction location [G]***

Road data, segment # 1: airport NB

Car traffic volume : 18228 veh/TimePeriod *
Medium truck volume : 327 veh/TimePeriod *
Heavy truck volume : 1857 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: airport NB

Angle1 Angle2 : 45.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 34.90 m
Receiver height : 1.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : 45.00 deg Angle2 : 90.00 deg
Barrier height : 1.07 m
Elevation : 6.60 m
Barrier receiver distance : 5.00 m
Source elevation : 0.00 m
Receiver elevation : 6.60 m
Barrier elevation : 6.60 m
Reference angle : 0.00

Road data, segment # 2: airport SB

Car traffic volume : 18228 veh/TimePeriod *
Medium truck volume : 327 veh/TimePeriod *
Heavy truck volume : 1857 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: airport SB

Angle1 Angle2 : 45.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 50.90 m
Receiver height : 1.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : 45.00 deg Angle2 : 90.00 deg
Barrier height : 1.07 m

```
Elevation                 :   6.60 m
Barrier receiver distance :   5.00 m
Source elevation          :   0.00 m
Receiver elevation        :   6.60 m
Barrier elevation         :   6.60 m
Reference angle           :   0.00

Results segment # 1: airport NB
------------------------------

Source height = 1.74 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.74 !        1.50 !        0.59 !         7.19

ROAD (0.00 + 52.98 + 0.00) = 52.98 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
---
    45     90   0.39  71.50   0.00  -5.10  -7.93   0.00   0.00  -5.48
52.98
-------------------------------------------------------------------------------
---

Segment Leq : 52.98 dBA

Results segment # 2: airport SB
------------------------------

Source height = 1.74 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.74 !        1.50 !        0.87 !         7.47

ROAD (0.00 + 51.10 + 0.00) = 51.10 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
---
    45     90   0.39  71.50   0.00  -7.38  -7.93   0.00   0.00  -5.08
51.10
-------------------------------------------------------------------------------
---

Segment Leq : 51.10 dBA
```

```
Total Leq All Segments: 55.15 dBA

TOTAL Leq FROM ALL SOURCES:       55.15
```

```
STAMSON 5.0        NORMAL REPORT        Date: 29-10-2021 09:25:32
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: hola.te              Time Period: 16 hours
Description:   Daytime sound level at Ground Floor Outdoor Amenity Area
at East, prediction location [H]

Road data, segment # 1: airport NB
----------------------------------
Car traffic volume  : 18228 veh/TimePeriod  *
Medium truck volume :   327 veh/TimePeriod  *
Heavy truck volume  :  1857 veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

Data for Segment # 1: airport NB
--------------------------------
Angle1   Angle2           :  45.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  65.40 m
Receiver height           :   1.50 m
Topography                :      2       (Flat/gentle slope; with
barrier)
Barrier angle1            :  45.00 deg   Angle2 : 90.00 deg
Barrier height            :  20.00 m
Barrier receiver distance :  26.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00

Road data, segment # 2: airport SB
----------------------------------
Car traffic volume  : 18228 veh/TimePeriod  *
Medium truck volume :   327 veh/TimePeriod  *
Heavy truck volume  :  1857 veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

Data for Segment # 2: airport SB
--------------------------------
Angle1   Angle2           :  45.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  81.40 m
Receiver height           :   1.50 m
Topography                :      2       (Flat/gentle slope; with
barrier)
Barrier angle1            :  45.00 deg   Angle2 : 90.00 deg
```

```
Barrier height            :  20.00 m
Barrier receiver distance :  26.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00

Results segment # 1: airport NB
------------------------------

Source height = 1.74 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.74 !        1.50 !        1.59 !         1.59

ROAD (0.00 + 41.22 + 0.00) = 41.22 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
---
    45     90   0.00  71.50   0.00  -6.39  -6.02   0.00   0.00 -17.86
41.22
-------------------------------------------------------------------------------
---

Segment Leq : 41.22 dBA

Results segment # 2: airport SB
------------------------------

Source height = 1.74 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.74 !        1.50 !        1.58 !         1.58

ROAD (0.00 + 40.47 + 0.00) = 40.47 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj
SubLeq
-------------------------------------------------------------------------------
---
    45     90   0.00  71.50   0.00  -7.35  -6.02   0.00   0.00 -17.66
40.47
-------------------------------------------------------------------------------
---

Segment Leq : 40.47 dBA
```

```
Total Leq All Segments: 43.87 dBA

TOTAL Leq FROM ALL SOURCES:       43.87
```