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COMMENT MATRIX

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
ALECTRA UTILITIES Samantha Burke Samantha.Burke@alectrautilities.com , 905.798.2971 Dated: March 28, 2023				
	36	Alectra has no objections to this zoning application. Please see all comments that have been uploaded into the External Agency Comments section	GSAI	Noted. No further action is required
		The following are System Planning comments: This development is for a 12 storey, 399 unit condominium tower with additional 20 townhouse units and some ground floor retail, the total kw, as per System Planning criteria, = 1257kw. The kw load can allow for this development to be connected to the existing 1/0 loop system infrastructure and the existing vault located on the site to be removed. NOTE the loads on the 1/0 loops will allow for the connection for a 1500kva transformer however anything over this will require a vault room as is configured within the existing schematic and a new vault room to latest Alectra standards.	Kirkor	Noted. No further action is required

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		<p>Note: The aforementioned comments are not exhaustive in nature and may change with any revisions made by the developer to the proposed development. Any subsequent revisions, by the developer, must be submitted to Alectra for review. These comments are made and prepared from material made available from the City Portal and are assumed to be the latest submission. Note that the existing hydro infrastructure is fluid in nature, may change in the future and as a result the aforementioned comments may not be valid.</p>		
		<p>We have no objection to the rezoning of these lands. Our comments are as follows:</p> <ul style="list-style-type: none"> o Initial supply could be made available subject to timing, prior use and coordination with adjacent lands. o Any electrical servicing/alterations shall be in accordance with Alectra’s requirements as noted in Alectra Standards and Conditions of Service. o The applicant is requested to contact Alectra well in advance to arrange for the design and installation of the electrical distribution system. o An “Offer to Connect” will be made for the above development that is consistent with the rules outlined in Chapter 3 of the Ontario Energy Board’s Distribution System Code. o Servicing to the proposed development can be made available through a pad-mounted transformers or vault type transformers. o For supply from a pad-mounted transformer, location of the pad must be min. 1.8m free and clear of any obstacles around the TX pad on all sides (min. 3m clearance from 	<p>Owner; Husson Kirkor;</p>	<p>Noted. A pad-mounted transformer is to be provided. The precise location of the transformer is indicated on the accompanying Site Plan. It is understood and acknowledged that an “Offer to Connect” will be pursued in the future</p>

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		<p>TX door side), min. 3m from any building doors and windows. TX pad cannot be located atop of any other structure, such as underground parking garage / underground rooms. The TX pad must have required min. clearances from any underground services. The electrical room is required at ground floor level.</p> <ul style="list-style-type: none"> o For a vault room mounted installation, the vault room is required at ground floor level and to be designed to Alectra legacy EHM Std. section 19U requirements which include, but not limited to, vault room sizes, ventilation / louvres, access door location, and size, no columns within room. TX vault room and electrical room to be adjacent due to the transition unit. o Primary service routing to be free and clear of any structures, duct bank cannot be proposed within or under any structure. Duct bank to ideally be installed in undisturbed soil with no structure(s) below. Must maintain min 1.0m cover over duct bank within lands and min 1.2m cover within road crossings. o For Alectra operational purposes, any proposed landscaping, retaining walls and/or structure near the pad-mounted hydro equipment location must meet required clearances for safe operation and maintenance by Alectra crews. o A revised plan drawing indicating the updated location of the transformer, away from the underground garage shall be provided by the applicant. Drawing submission shall be done through the City of Mississauga for proper record of information. 		

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		<ul style="list-style-type: none"> o All above grade hydro equipment that will be located within the property will require vehicle access at all times (i.e. driveway minimum 6.0 m wide). For Alectra operational purposes, any proposed landscaping, retaining walls and/or structure near the hydro equipment location must meet required clearances for safe operation and maintenance by Alectra crews. o Please note that the Alectra Field Inspector will determine if bollards for projection are also required. A minimum clearance between any hydro equipment and any openings for building doors or windows is required as per the Electrical Safety Authority guidelines and Alectra Standards. Electrical room shall be located on grade. o In order to have consistent demarcation point, we will supply and install at owner’s expense the underground secondary cables from pad-mounted transformers(s) to the main electrical room(s) located on grade inside the building adjacent to an outside wall or customer to provide transition unit into the hydro vault. o We recommend awareness and caution if working in the area where underground overhead electrical cables exist. Before any excavation, please obtain hydro locates by calling Ontario One at 1-800-400-2255. o Any extraordinary issues that arise after rezoning approval, which may have not been a concern during the review stage, will supersede any of our rezoning comments. 		

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
<p>ROGERS COMMUNICATIONS Alaa Azzam, Coordinator gtaw.newarea@rci.rogers.com Dated: March 9, 2023</p>				
		<p>Rogers Communications (“Rogers”) has reviewed the application for the above Site Plan and has determined that it intends to provide cable and telecommunications services. Accordingly, we request that municipal approval be granted subject to the following conditions:</p> <ol style="list-style-type: none"> (1) Prior to Site Plan approval, the Developer/Owner will, at its own cost, grant all necessary easements and maintenance agreements required by those CRTC-licensed telephone companies and broadcasting distribution companies intending to serve the Site Plan (collectively, the “Communications Service Providers”). Immediately following registration of the Site Plan , the Developer/Owner will cause these documents to be registered on title. (2) Prior to Site Plan approval, the Developer/Owner will, with consultation with the applicable utilities and Communications Service Providers, prepare an overall utility distribution plan that shows the locations of all utility infrastructure for the Site Plan, as well as the timing and phasing of installation. 	<p>Owner</p>	<p>Noted. No further action is required</p>

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<p>In addition, we kindly request to, where possible, receive copies of the following documents:</p> <ul style="list-style-type: none"> (1) The comments received from any of the Communications Service Providers during circulation; (2) The proposed conditions of draft approval as prepared by municipal planners prior to their consideration by Council or any of its committees; and (3) The planners' report recommending draft approval before it goes to Council or any of its committees. 	GSAI	Noted. Copies of the requested items will be provided to Rogers Communications Staff at the appropriate time

CANADIAN PACIFIC RAILWAY ('CPR')

Anonymous

Real_EstateCanada@cpr.ca

Dated: March 6, 2023

Thank you for the recent notice respecting the captioned development proposal in the vicinity of Canadian Pacific Railway Company. The safety and welfare of residents can be adversely affected by rail operations and CP is not in favour of residential uses that are not compatible with rail operations. CP freight trains operate 24/7 and schedules/volumes are subject to change. CP's approach to development in the vicinity of rail operations is encapsulated by the recommended guidelines developed through collaboration between the Railway Association of Canada and the Federation of Canadian

Owner

Noted. No further action is required

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		<p>Municipalities. The 2013 Proximity Guidelines can be found at the following website address: http://www.proximityissues.ca/.</p>		
		<p>CP recommends that the below condition be inserted in all property and tenancy agreements and offers of purchase and sale for all dwelling units in the proposed building(s):</p> <p>“Canadian Pacific Railway and/or its assigns or successors in interest has or have a railway right-of-way and/or yard located adjacent to the subject land hereof with operations conducted 24 hours a day, 7 days a week, including the shunting of trains and the idling of locomotives. There may be alterations to, or expansions of, the railway facilities and/or operations in the future, which alterations or expansions may affect the living environment of the residents in the vicinity. Notwithstanding the inclusion of any noise and/or vibration attenuating measures in the design of the development and individual dwellings, Canadian Pacific Railway will not be responsible for complaints or claims arising from the use of its facilities and/or its operations on, over, or under the aforesaid right-of-way and/or yard.”</p>	Owner	<p>Noted. The requested clause will be included in the future Agreements of Purchase and Sale or Lease</p>
		<p>Should the captioned development proposal receive approval, CP respectfully requests that the recommended guidelines be followed</p>	Owner	<p>Noted. No further action is required</p>

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
<p>TRANS-NORTHERN PIPELINES INC. Michelle Gruszecki, Property and Right of Way Administrator Landroweast@tnpi.ca Dated: March 24, 2023</p>				
		<p>Thank you for providing Trans-Northern Pipeline Inc. (TNPI) with the application for proposed development of a 12-storey residential apartment building with 399 residential units, with retail on the ground level and 20 townhouses. TNPI currently operates a high-pressure petroleum products transmission pipeline within a 60 foot right of way on the adjacent property Northeast to the proposed development relating to 805 Dundas Street East, Mississauga</p>	<p>Owner</p>	<p>As discussed with Staff, we note that there is a pipeline located within a 12 metre easement along the western property line</p>
		<p>Please note the following restrictions within the TNPI Right of way and Recommendations for the Prescribed Area (within 30 m):</p> <ul style="list-style-type: none"> • No permanent Structures are allowed within the Right-of-way (ROW) • Structures, including residences, parking lots are requested to be setback 10 m from the ROW • Multi-Unit dwellings are requested to be set-back 30 m from the pipeline. • Any access points, permanent and temporary within the ROW will require a permit which can be requested as described at the end of this letter response. 	<p>Kirkor; Husson</p>	<p>As discussed with Staff, it is our understanding that a 7.5m setback from the western pipeline and a 15 m setback from the eastern pipeline is acceptable. We further understand that TNPI Staff continue to review and will provide written confirmation of this acceptance shortly.</p> <p>TNPI has provided the planting guidelines and these have been followed. See the accompanying Landscape Plans for further detail.</p> <p>An application (crossing permit) to confirm the depth of the pipeline has been submitted with this submission.</p>

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<p>Additionally, upon review of the Site Plan we would like to request a site plan review which includes out pipeline and ROW depicted including distances from the parking lot and buildings within 30m. If Land Use designation is changed, please provide details. Please note, any development plans within the right-of-way will require a permit which can be requested by following the steps described near the end of this response</p>	<p>Kirkor; Husson</p>	<p>A revised Site Plan (Drawing A1.03) has been prepared. As further demonstrated on the Site Plan, 7.5m and >15 m setbacks are shown to each respective pipeline ROW. We can confirm the pipeline to the east is not within the western portion of the right of way.</p>
		<p>Please note that, Trans-Northern is regulated by the Canada Energy Regulator. Section 335 (1) and (2) of the Canadian Energy Regulator Act, provides that:</p> <ul style="list-style-type: none"> • <i>It is prohibited for any person to construct a facility across, on, along or under a pipeline or engage in an activity that causes a ground disturbance within the prescribed area unless the construction or activity is authorized or required by the orders made under subsection (3) or (4) or regulations made under subsections (5) or (6) and done in accordance with them.</i> • <i>Prohibition — vehicles and mobile equipment</i> <i>It is prohibited for any person to operate a vehicle or mobile equipment across a pipeline unless</i> <ul style="list-style-type: none"> ○ <i>(a) that operation is authorized or required by orders made under subsection (3) or (4) or regulations made under subsections (5) or (6) and done in accordance with them; or</i> 	<p>Owner</p>	<p>Noted. No further action is required</p>

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<ul style="list-style-type: none"> o <i>(b) the vehicle or equipment is operated within the travelled portion of a highway or public road.</i> 		
		<p>Additionally, should the applicant propose to cross the pipeline with a vehicle or construct a facility across, on, along or under the pipeline, the applicant would be required to contact TNPI prior to commencement of their work to receive the required authorization. This process can be initiated through Ontario One Call (1-800-400-2255). A representative from TNPI will attend on site mark the pipeline location, confirm safe work practices, and advise of any permit requirements</p>	Owner	<p>Noted. Should authorization be required to cross the pipeline, this authorization will be coordinated with Trans-Northern Pipeline Inc. Staff at the appropriate time</p>

ENBRIDGE GAS INC.

Jasleen Kaur, Municipal Planning Coordinator
 437.929.8083
 Dated: March 15, 2023

		<p>Enbridge Gas does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions</p>	Owner	<p>Noted. No further action is required</p>
		<p>The applicant will contact Enbridge Gas Customer Service at 1-877-362-7434 prior to any site construction activities to determine if existing piping facilities need to be relocated or abandoned.</p>	Husson	<p>Enbridge Gas Inc. will be contacted in the future, prior to site construction activities, to determine if there is a need for piping facility relocations</p>

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
METROLINX				
Farah Faroque, Intern, Third Party Projects Review Farah.Faroque@metrolinx.com Dated: May 8, 2023				
		Metrolinx has reviewed the Official Plan Amendment and Zoning By-Law Amendment Application for 805 Dundas St E, Mississauga. It is Metrolinx's understanding that the proposal consists of a new 12-storey residential apartment building with retail at-grade and 20 townhouse units	GSAI	Noted. No further action is required
		Metrolinx's comments on the Application are noted below: <ul style="list-style-type: none"> The subject property is located within 300 meters of Canadian Pacific Railway's (CP Rail) Galt Subdivision which carries Metrolinx's Milton GO Train service. The site is also adjacent to the future Dundas BRT alignment. <ul style="list-style-type: none"> As CP Rail is the owner of the railway corridor, they are the authority to provide commentary on matters related to rail safety. Metrolinx suggests that CP Rail is circulated the application for review 	GSAI	We highlight that CP Rail was circulated the application and their comments, as outlined in the section above, have been reviewed and responded to. No further action is required at this time
		GO Heavy Rail Comments: <ul style="list-style-type: none"> Metrolinx is in receipt of the Transportation Traffic Noise Assessment prepared by Gradient Wind Engineers & Scientists dated September 22, 2022. Metrolinx provides the following comments: <ul style="list-style-type: none"> Metrolinx notes that Table 2: Roadway and Railway Traffic Data reports the incorrect 	Gradient Wind	A revised Transportation Traffic Noise Assessment has been prepared and is provided in support of the application

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<p>daytime/nighttime volumes as per Metrolinx's most up to date Rail-Data forecast. Please revise the report to include Metrolinx's most up to date Rail-Data Forecast which may be obtained by submitting a request to raildatarequests@metrolinx.com. Please note, for your convenience, the current Rail Data has been attached for your reference.</p> <ul style="list-style-type: none"> • We note that the report concludes that noise levels predicted due to railway traffic exceeded the MECP guidelines and will require mitigation measures outlined within the Noise Report. In order for approval at Site Plan Phase, Metrolinx will require that the mitigation measures recommended by the Noise Consultant are adhered to. • We note that no Metrolinx warning clause has been included in the Noise Report. Please revise the report to include the following warning clause: <ul style="list-style-type: none"> ○ The Proponent shall provide confirmation to Metrolinx, that the following warning clause will be inserted into all Development Agreements, Offers to Purchase, and Agreements of Purchase and Sale or Lease of each unit within 300 metres of the Railway Corridor: <ul style="list-style-type: none"> ▪ Warning: Metrolinx and its assigns and successors in interest operate commuter transit service within 300 metres from the subject land. 		<p>Noted. The recommended noise mitigation measures will be incorporated into the future Development Agreement and will be adhered to.</p> <p>The requested warning clause will be included in the future Development Agreement.</p>

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<p>In addition to the current use of these lands, there may be alterations to or expansions of the rail and other facilities on such lands in the future including the possibility that Metrolinx or any railway entering into an agreement with Metrolinx or any railway assigns or successors as aforesaid may expand their operations, which expansion may affect the environment of the occupants in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual units. Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under these lands.</p> <ul style="list-style-type: none"> The Owner shall grant Metrolinx an environmental easement for operational emissions, which is to be registered on title for all uses within 300 metres of the rail right-of-way. Included is a copy of the form of easement for the Proponent's information. The Proponent may contact Farah.Faroque@metrolinx.com with questions and to initiate the registration process. Registration of the 		<p>An environmental easement, should it be required, will be granted prior to the future Site Plan Approval application</p>

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<p>easement will be required prior to clearance of Site Plan Approval. (It should be noted that the registration process can take up to 6 weeks).</p>		
		<p>Dundas BRT Comments:</p> <ul style="list-style-type: none"> • The Site Plan does not show any conflict with the proposed Dundas BRT. The 30% design for the BRT includes a sidewalk that will travel immediately adjacent to the property line. However, the Dundas BRT also assumes that existing grading is a concern and has included a retaining wall. The new proposal looks like there is significant regrading and that a retaining wall is no longer required. <ul style="list-style-type: none"> ○ The applicant should coordinate with the City to make sure that the need for this retaining wall is resolved. It is also unclear what the intention for site servicing is and this should also be coordinated with the City. ○ We note that this portion of the Dundas BRT is with the City of Mississauga for design and construction, and any future changes to the design lies with CoM and their consultant. We note that CoM have not yet retained a preferred consultant to complete this design and as such it would be likely later this year or next year where the design may progress. 	<p>Owner; Kirkor; Crozier</p>	<ul style="list-style-type: none"> • As further illustrated on the accompanying Architectural Plans, a revised proposal has been proposed. As such, the proposed grading design along the Dundas Street corridor will not be a concern • Noted. No further action is required at this time • Noted. No further action is required at this time <ul style="list-style-type: none"> • A revised Transportation Impact Study has been prepared and is provided in support of the application

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<ul style="list-style-type: none"> • The applicant is advised that the channelized southbound right from Haines onto Dundas will no longer be a yield movement, as the porkchop island will be removed as part of Dundas BRT. • The applicant is advised that Dundas BRT also carries new active transportation infrastructure (i.e. bike lanes) and that curbside bus service will remain at this location. • We note that in the Transportation Impact Study (prepared by C.F. Crozier & Associates Inc. dated October 2022) the Future Background and Future Total Traffic analyses are not done correctly. <ul style="list-style-type: none"> ○ Please note that westbound and eastbound left turn phases on Dundas are not permissive movements. As the median BRT will present conflicts for left turning traffic, all left turns must be done under a protected movement. Thus, the signal timings need to be updated and the associated v/c ratios are understated. This will impact the conclusions for Tomken and Dundas 		

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
CITY OF MISSISSAUGA, PARKS & FORESTRY, ARBORIST – CITY PROPERTY Michael Salemo Michael.Salemo@mississauga.ca , 905.615.3200 x 4586 Dated: March 27, 2023				
Note	21	CITY TREE INVENTORY - There are 5 Siberian Elms in Good Health/Condition within Public Right of Way on Haines Road.	Owner	Noted. No further action is required
Note	22	PUBLIC TREE INJURY/REMOVAL PERMISSION -The Applicant is advised that permission is required to injure above and below ground/remove any tree within the municipal right of way. The Applicant is to submit an application for the injury or destruction of trees on public property per the Public Tree Protection By-Law (0020-2022). If applicable, the Applicant is to submit a completed Tree Removal Application, Arborist Report, Site Plan and Base Fee to the Forestry Dept. for the proposed tree removal. The application will be reviewed in conjunction with the Site Plan Application. The approval of the application is required prior to the earliest of the Demolition Permit/ the Erosion and Settlement Control Permit / Site Plan / Building Permit approval. The application is to be submitted to the Urban Forestry Section, and will be issued when the drawings are approved, associated fees have been paid, and the protective tree hoarding has been installed, inspected and approved by Urban Forestry. Further information is available at: https://www.mississauga.ca/publication/application-to-permit-the-injury-or-destruction-of-trees-on-public-and-private-property/	Owner	Noted. The required Tree Injury / Removal permission will be advanced and obtained during the future Site Plan Approval process

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		NOTE: THIS IS APPLICABLE FOR THE REMOVAL OF TREE #5 (SIBERIAN ELM, 39 CM) AS A RESULT OF THE PROPOSED ACCESS WAY. THE TREE REMOVAL PERMIT APPLICATION IS TO BE SUBMITTED AT THE SP STAGE.		
Note	23	<p>CITY TREE REMOVAL - FEES FOR THE REMOVAL OF TREE #5 WILL BE CONDITION OF SP APPROVAL</p> <p>The applicant is advised that removal costs in accordance with the current Fees and Charges By-Law is required prior to site plan approval. Urban Forestry will permit the removal of the Siberian Elm, 39 CM (#5) located on the municipal road allowance. This tree removal will be completed by the City of Mississauga’s Urban Forestry Section, or an authorized contractor, at the applicant's expense. All Forestry Section Fees are payable to the City of Mississauga. The 2023 hourly removal rates follow: Tree up to 40 CM - \$466.17 / Tree between 41-80 CM - \$820.59 / Tree greater than 80 CM - \$875.87. For the current fees and charges, please refer to the following link: https://www.mississauga.ca/wpcontent/uploads/2023/01/Schedule-D-Parks-Forestryand-Environment-Fees-and-Charges.pdf</p>	Owner	Noted. No further action is required at this stage
Note	24	<p>CITY TREE REPLACEMENT - THE REPLACEMENT TREE FEE FOR THE REMOVAL OF TREE #5 WILL BE A CONDITION OF SP APPROVAL</p> <p>The applicant is advised that a City Tree Replacement Charge in accordance with the current Fees and Charge By-Law is</p>	Owner	Noted. No further action is required at this stage

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		required prior to Site Plan Approval. A tree replacement is required for every 15 CM of the tree(s) removed. The applicant is to pay for (Insert # of trees) Trees. The monies paid will be deposited into the Corporate Tree Fund. The selection and location of species will be to the discretion of the Street Tree Planting Team. Replacement Tree Fees must be paid by using a separate cheque, bank draft or money order. All Forestry Section Fees are payable to the City of Mississauga. For City Tree Replacements paid in 2023, the current rate is \$644.09 per tree. For the current fees and charges, please refer to the following link: https://www.mississauga.ca/wpcontent/uploads/2023/01/Schedule-D-Parks-Forestryand-Environment-Fees-and-Charges.pdf		
Note	25	FRAMED HOARDING - Framed Hoarding shall be installed on the public right of way for the protection and preservation of trees #1-4 along Haines Road. The approval of the installed hoarding will be a condition of SP approval.	Owner	Noted. No further action is required at this stage

CITY OF MISSISSAUGA, PARKS & FORESTRY, ARBORIST – PRIVATE PROPERTY

Michael Salemo

Michael.Salemo@mississauga.ca, 905.615.3200 x 4586

Dated: March 27, 2023

Note	26	PRIVATE TREE REMOVAL PERMISSION - The Applicant is advised that Tree Removal Permission is required as per the Private Tree Protection By-law (0021-2022) to remove one (1) or more trees 15cm DBH or greater per lot per calendar year. If	Owner	Noted. A Tree Removal Permit will be advanced and provided at the appropriate time in the future
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MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<p>applicable, the Applicant is to submit a completed Tree Removal Application, Arborist Report, Site Plan and Base Fee to the Forestry Dept. for the proposed tree removal. The application will be reviewed in conjunction with the Site Plan Application. The approval of the application is required prior to the earliest of the Demolition Permit/ the Erosion and Settlement Control Permit / Site Plan / Building Permit approval. The application is to be submitted to the Urban Forestry Section, and will be issued when the drawings are approved, associated fees have been paid, and the protective tree hoarding has been installed, inspected and approved by Urban Forestry. Further information is available at:</p> <p>https://www.mississauga.ca/publication/application-to-permit-the-injury-or-destruction-of-trees-on-public-and-private-property/</p>		

CITY OF MISSISSAUGA, PARKS & FORESTRY, ARBORIST – STREETScape

Monika Kokoszka

Monika.kokoszka@mississauga.ca, 905.615.3200 x 8857

Dated: April 10, 2023

Agreement	131	<p>STREETScape/LANDSCAPE PLAN - Streetscape Plans for frontages on Dundas Street are required. Plans are to be prepared at a max. 1:200 scale and include all above and below ground utilities, sidewalks and driveway locations, vegetation, easements, proposed lot lines, road and boulevard width. Cross-sections and elevations should be provided where applicable. Plans must show planting locations and a plant list. The plans are to be prepared by a certified landscape architect.</p>	Strybos Barren King ('SBK')	<p>A preliminary streetscape plan, including tree locations, offsets from existing and proposed infrastructure and a typical section have been provided. Additional details will be developed through the detailed design stage and prior to the execution of a site plan agreement</p>
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MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		The developer will be responsible for the cost and construction of the streetscape corridor and the boulevard works and shall enter into the appropriate agreements with the City outlining these works which will be detailed through comments by the Community Services, Transportation and Works, and Planning and Building Departments.		
Agreement	132	STREETSCAPE WORKS COMPLETION DATES – A schedule indicating the Streetscape Works construction completion date is required to be placed in the Agreement.	Husson; SBK	The requested schedule will be included in the future Development Agreement
Note	133	MORE COMMENTS PENDING - Additional comments may be made upon review of this and any new information.	GSAI	Noted. No further action is required at this time
Agreement	134	STREETSCAPE COST ESTIMATE - The applicant shall provide a cost estimate representing 100% of the owner's total cost for streetscape and boulevard works for the frontages on Dundas Street.	SBK	Noted. A detailed cost estimate representing 100% of the owner's total cost for streetscape and boulevard works shall be provided during the detailed design stage and prior to site plan execution once the streetscape and boulevard treatments are accepted in principle
Agreement	135	PROCESSING FEE - STREETSCAPE WORKS – A Streetscape Processing Fee is required by Community Services prior to By-law Enactment. The Fee is calculated as a percentage of the gross Streetscape Works costs as listed in the approved Cost Estimate, as follows:	Owner	Noted. The required processing fee will be provided at the appropriate time, in the future

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
BELL CANADA Anonymous Ca.circulations@wsp.com , 282.982.4363 Dated: March 31, 2023				
	46	Bell has no comment as this time	GSAI	Noted. No further action is required
CANADA POST CORPORATION Tigist Yage Tigist.yage@canadapost.ca , 416.606.8372 Dated: March 6, 2023				
	11	Canada Post has no objections regarding for this Official Plan Amendment and rezoning Applications. Please note that all mail to this new mixed-use development will be centralized as per Canada Post policy. For any building where there are more than 100 units, a secure, rear-fed mailroom must be provided. Our national Postal Delivery Standards Manual provides detailed specifications for construction that must be adhered to. The complete Canada Post Standards Manual for Builders & Developers can be downloaded at: https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf	Kirkor	Noted. No further action is required

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
CITY OF MISSISSAIGA, COMMUNITY SERVICES, HOUSING Brandon Williams brandon.williams@mississauga.ca , 905.615.3200 x 8753 Dated: March 29, 2023				
Recommendation Report	43	<p>COMMENT: Pursuant to the exemption provision outlined in Article 2.1.34.1(6)(3) of Mississauga Zoning By-law 0225-2007, a proposal is exempt from Inclusionary Zoning (IZ) if a rezoning application is filed prior to IZ coming into effect, AND a subsequent site plan application is filed within 2 years of the date of filing of the application.</p> <p>IZ came into effect on January 1, 2023. The rezoning application associated with this proposal, (OZ/OPA 23-1 W3) was filed on November 9, 2022. Provided the site plan application is filed by November 9, 2024, this proposed development is exempt from IZ. A comment will be added to the rezoning file to indicate the current exemption status. The City will determine the final exemption status at the time of the site plan application filing.</p>	GSAI	Noted. No further action is required at this time
Recommendation Report	44	<p>Housing Report Comments:</p> <p>The applicant has failed to address any additional provisions to provide for the range of housing options as contemplated by the Housing Reports TOR. The Housing Reports TOR outlines various options to ensure the proposal provides a range of housing options. These include providing middle-income affordable ownership units, affordable rental units, offsite land contributions, or financial contributions to affordable middle income housing elsewhere. While it is appreciated that the anticipated unit mix includes larger family-sized two, three and</p>	GSAI; Kirkor; Owner	As discussed in the Housing Report, it is anticipated that a selection of the proposed apartment-style units will be made available to affordable middle income households. Furthermore, the proposed development contributes to the provision of housing choice for current and future residents of the Applewood community given the diversity of unit type and unit sizing. Finally, there is no in-effect policy requirement that affordable units be provided

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		four bedroom units, the applicant is encouraged to explore opportunities to include more two bedroom and three bedroom units. Information is needed on pricing and affordability period (i.e., 25 years or more). The applicant is strongly encouraged to consider one of the above methods to contribute to the range and affordability of housing options within the proposal.		

CITY OF MISSISSAUGA, TRANSPORTATION & WORKS, DEVELOPMENT ENGINEERING REVIEW

Markus Eichenbaum

Markus.Eichenbaum@mississauga.ca, 905.615.3200

Dated: April 14, 2023

	141	[ENCROACHMENTS] - No underground or aboveground encroachments are permitted in the municipal right-of-way. Clearly indicate limit of any proposed underground structures. Shoring and associated works are to be wholly within private lands, including excavation support such as "soldier piles and lagging".	Husson; Kirkor	Noted. As further demonstrated on the accompanying Parking Plans – Levels 1 and 2, the limit of the below-grade structure is illustrated and labelled. Furthermore, no encroachments into the municipal right-of-way is contemplated
Recommendation Report	109	[PROVIDE 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 grading plan is 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	Kirkor; Husson	The elevation note has been included on all required drawings

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		referred to the City of Mississauga Benchmark No. ____ Located (insert description on benchmark sheet) having a published elevation of _____metres."		
Recommendation Report	110	[REVISE NOISE STUDY] - The owner is to submit an updated Noise Study which is to include the following: (i) Ultimate traffic data from the City's Transportation and Infrastructure Management section. Contact the Transportation and Infrastructure Technologist at (905)615-3200 ext. 3016 to provide this information. (ii) Address any on-site/off-site stationary noise impacts caused by existing and proposed developments.	Gradient	The revised noise study, dated May 24 th , 2023, includes the Ultimate Traffic Data obtained from the City of Mississauga. A section in the report has been added to discuss the on-site/off-site stationary noise impacts.
By-law Enactment	111	[REQUEST OF DEV. AGR WITH MUNICIPAL WORKS] - Municipal Infrastructure (a RoW widening toward the ultimate 42m width of Dundas St E, STM sewer easement realignment), is required 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.	GSAI	Noted. No further action is required at this time
Agreement	112	[INCLUDE IN SCHEDULE B - SNOW REMOVAL] – 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.	Husson	The requested Schedule will be included in the future Development Agreement

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
Agreement	113	[INCLUDE IN SCHEDULE B - NOISE (TYPE C)] – This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments 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 Conservation and Parks.	Husson	The requested Schedule will be included in the future Development Agreement
Agreement	114	[INCLUDE IN SCHEDULE B - NOISE (TYPE D)] – 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, Conservation and Parks.	Husson	The requested Schedule will be included in the future Development Agreement
Agreement	115	[SCHEDULES B & C CIRCULATION] - For circulation of the Development Agreement please contact the Development Application Coordinator for the applicable ward as follows: Wards 1 2 8 11 Joanne McCarthy at 905-615-3200 ext. 3947; Wards 3 4 6 7 Debbie Sheffield at 905-615-3200 ext. 3927; Wards 5 9 10 11 Saj Sangha at 905-615-3200 ext. 5543	Husson	A copy of the applicable Development Agreement template will be coordinated and received from City Staff at the appropriate time
Recommendation Report	116	[INDICATE THE DEVELOPMENT TENURE] - The owner is to indicate the tenure of the development. In the event that this development proposal contemplates a Common Element Condominium tenure additional conditions will be required.	Kirkor	As indicated on the Architectural Plans, the proposal contemplates the provision of market-based, condominium ownership units

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
Note	117	[CONDO/MULTI-FAMILY STANDARDS REFERENCE TO CITY'S STANDARDS] - As/Should these lands or any portion thereof be developed as a multi-family or condominium the owner is advised that internal roads and services are to be constructed to meet the City's minimum condominium standards (Section 6 Development Requirements Manual Transportation and Works Department City of Mississauga).	Kirkor; Husson	The proposal has been planned and designed to conform to the City's minimum condominium standards
Note	118	[CONDO REGISTRATION REQUIREMENTS] - The owner is advised that as these lands are proposed as a condominium development final grading and pavement structure certification will be required prior to condominium registration confirming that the aboveground site works as shown on the approved Site Plan has been installed to the satisfaction of the City.	Owner	Noted. No further action is required at this time
Note	119	[SHORING TIE-BACKS HOARDING REQUIREMENTS] – In the event that placement of any shoring and tiebacks systems are to be proposed the owner is to contact the Building Division and apply for a Permit for the required shoring on site. Please see the following link for more information: http://www.mississauga.ca/portal/residents/planexamination#PES7 Please note that a current certified Utility Plan will be required with the Shoring Permit Application. A Utility Plan Terms of Reference can be found at the following link on Appendix C: http://www7.mississauga.ca/Departments/Marketing/documents/tw/Section-3A-Appendices-Dec-2018.pdf	Husson	Should tie-backs be required, the requested permit will be prepared and applied for at the appropriate time

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		Prior to any work being carried out within the municipal right-of-way the owner is to have their Road Occupancy Permit in place. For further information related to the Road Occupancy Permit please contact the PUCC/Permit Technologist located at 3185 Mavis Road. The owner is further advised that an encroachment agreement may be required and that only tiebacks encroachments will be accepted (if any). No other underground encroachments are permitted in the municipal right-of-way. Shoring and associated works are to be wholly within private lands including excavation support such as 'soldier piles and lagging'.		
Note	120	[UTILITY RELOCATION COSTS TO BE BORNE BY THE OWNER] - The cost of any boulevard improvement/reinstatement sidewalk and/or utility relocations as necessary to accommodate this development shall be borne by the owner.	Owner	Noted. No further action is required at this time
Note	121	[ROAD IMPROVEMENT COSTS TO BE BORNE BY THE OWNER] - The cost for any/all road improvements required in support of this development application will be borne by the owner.	Owner	Noted. No further action is required at this time
Recommendation Report	122	[REVISE DRAWINGS] – (a) Provide a key plan on the site plan and all engineering drawings; (b) the set of existing stairs within the ROW on Dundas (west end of site) should be noted to be removed and to be consistent across all civil and landscape plans; (c) Show the "ditch inlet catchbasin" that will capture flows from the private park on all engineering drawings, and	Kirkor; Husson	(a) A key plan is now provided on the revised Site Plan (Drawing A1.03) and all Civil Plans (C100 – C105) (b) The sets of existing stairs to the west end of the site are noted to be removed on the ESC Plan (Drawing C105). (c) The DICB is shown. The design has been revised such that drainage with the TPZ which currently flows to the ditch will

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<p>clearly show how it will capture the runoff (as discussed in FSR Section 3.2);</p> <p>(d) Revise the drainage design for the paved area west of Building A and B. Drainage shall be self contained; concentrated sheet flow directed over stairs will not be accepted. ;</p> <p>(e) Provide the original survey drawing with acceptable scale (1:100 - 1:300, integer intervals no less than 50);</p> <p>(f) Provide elevations for the yards fronting the north property line. If existing drainage patterns accept flows onto the site, revise grading and stormwater design to accommodate these flows. ;</p> <p>(g) Show the existing driveway accesses to Dundas St E and Haines road on all engineering drawings and the site plan. Existing conditions shall be shown with reduced lineweight to distinguish it. ;</p> <p>(h) Show the existing and ultimate property line after the widening toward RoW width of 42m on Dundas St E.</p> <p>(i) Revise the grading design to accommodate the future connection to Cedar Creek Ln. A 2:1 (50%) slope will not be acceptable for a driveway connection. ;</p> <p>(j) Grass embankments are to be no steeper than 3:1 (33%). ;</p> <p>(k) Clearly show the Trans Canada pipeline and easement on the servicing and utility drawings. ;</p> <p>(l) Clearly indicate limit of any proposed underground structures.</p>		<p>continue to do so, and the remainder of the flows will sheet flow to the south.</p> <p>(d) Due to the locations of the TNPI and Storm easements, it is not possible to self contain the drainage over easement lands. Stairs are no longer proposed.</p> <p>(e) The original survey is provided with a 1:200 scale.</p> <p>(f) On site investigations were completed to determine if external drainage was directed towards the subject site. There is a swale along the south property line for the development to the north that conveys flows to the east and west. Therefore, there is no external drainage to the subject site.</p> <p>(g) The existing driveways and curbs are shown on Dundas St E and Haines Road on all Civil Plans (Drawing C100 – C105).</p> <p>(h) The existing and proposed property lines are shown for the 42m ROW.</p> <p>(i) The site plan and grading design has been revised. 2:1 slopes are no longer proposed.</p> <p>(j) A revised landscape design has been prepared which revises the slope of the grass embankment</p> <p>(k) The Trans Canada pipeline and easements are indicated on the Civil Plans</p>

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				(l) As further demonstrated on the Parking Plans (Drawings A2.01, A2.02) and on the Civil Plans, the extent of the below-grade structure are clearly indicated

DUFFERIN PEEL CATHOLIC DISTRICT SCHOOL BOARD ('DPCDSB')
 Joanne Rogers
joanne.rogers@dpcdsb.org, 905.890.0708 x 24299
 March 14, 2023

Note	14	ACCOMMODATION CRITERIA - Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition need not be applied.	GSAI	Noted. No further action is required at this time
Note	15	ACCOMMODATION ELEMENTARY - With respect to the schools currently accommodating students from this area, this application is located in the elementary catchment area of St. Thomas More Elementary School, and proposes a total of 429 additional units, yielding approximately 8 Junior Kindergarten to Grade 8 separate school students. has a capacity of 648 pupil places with a current enrolment of 545 students and 0 portables/temporary classrooms on site.	GSAI	Noted. No further action is required at this time

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
Note	16	ACCOMMODATION SECONDARY - The application will yield approximately 7 Grade 9 to 12 separate school students. This application is located in the secondary catchment area of Philip Pocock Catholic Secondary School, which has a capacity of 1257 pupil places with a current enrolment of 1152 students, and 0 portables/temporary classrooms on site.	GSAI	Noted. No further action is required at this time
Agreement	17	WARNING CLAUSES - That the applicant shall agree in the Development and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots: (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.", and (b) "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."	Owner; Husson	Noted. The requested clauses will be included in the future Development Agreement and in the future Agreements of Purchase and Sale or Lease

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
CITY OF MISSISSAUGA, TRANSPORTATION & WORKS, ENVIRONMENTAL ENGINEERING – STORM Walter Copping Walter.Copping@mississauga.ca , 905.615.3200 x 5831 Dated: April 13, 2023				
By-law Enactment	140	[HOLDING CONDITION] - Municipal Infrastructure, specifically the realignment of the 1500mm diameter municipal storm sewer traversing the southwest portion of the site is required to support this proposed development. Planning and Building is to include an "H" Holding Zone condition in the implementing Zoning Bylaw to capture these requirements, including entering into a Development Agreement and providing securities with the City.	Owner	Noted. No further action is required at this time
Recommendation Report	90	[STORM OUTLET & SWM] - The storm sewer outlet for these lands is the proposed existing 1650mm diameter storm sewer system located on Dundas St E. These lands are located within the Cawthra Creek watershed and, therefore, it will be necessary to implement on-site storm water management techniques into the design and construction of site works and services as necessary, to limit the storm water discharge from the 100-year post-development storm event to the 2-year predevelopment levels.	Husson	The 100-year post development release rate is controlled to the 2-year predevelopment level as per applicable standards and criteria.
Recommendation Report	91	[EASEMENTS] - The site plan is to be revised to indicate any existing/proposed easements within the site, purpose of the same and who they are in favour of. Clearly identify and label all above and below ground services, utilities and easements within the property which also includes public and private easements accompanied by their associated reference plan	Kirkor; Husson	TNPI, Storm and Sanitary easements are labeled. As further indicated on the revised Site Plan and Floor Plans, each Plan clearly identifies and labels all existing / proposed easements within the site. An Easements Diagram has also been prepared and is provided. Refer to Architectural Plans

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		number(s). A partial release of the existing storm sewer easement must be undertaken as the storm sewer will be realigned and accommodated for by a new easement to be registered on title to be facilitated by the Legal department.		(Drawings dA1.03, dA1.04 and dA2.01 to dA2.14) for further detail. We acknowledge a partial release will be required and undertaken when required.
Recommendation Report	92	<p>[FSR/SWM REPORT] - Based on the Functional Servicing and Stormwater Management Report prepared by Husson Engineering and Management, dated Nov. 2022, the following comments apply:</p> <ul style="list-style-type: none"> (a) The minimum vertical offset between storm sewers and other services should be 0.5m. Drawing C101 shows a 0.3m offset between the proposed 10.2m SAN pipe and the proposed 75.9m STM pipe. Please make efforts to meet the 0.5m vertical offset, if feasible. (b) As per Section 3.2 of the report, please illustrate the overland flow route as well as the ponding area and depth on the grading plan. (c) With regards to the stormwater storage tank, please verify that the 2.1m x 172.1m² and 0.8m x 172.1m² are individual active and retained storage volumes that accommodate for the active storage volume and retention storage volume separately. This can be labelled on the stormwater tank on the servicing and grading plans or provided via a cross-section. (d) As per Section 8.1.1 of the City's Storm Drainage Design Requirements, please apply an adjustment factor of 1.25 to the runoff coefficient in the stormwater storage volume requirement calculations in Appendix B. 	Husson	<ul style="list-style-type: none"> (a) Due to servicing and grading constraints, 0.5m is not possible unless depth of cover is reduced further. 0.3m separation is provided. (b) Flow arrows depict the overland flow route, and the maximum depth of ponding is shown for each CB. (c) The proposed cistern is 3.35m high with a revised footprint of 231m². The detention portion of the cistern is provided above an elevation of 121.05m and the retention storage is provided below. A cross section has been provided, see Drawing C103 for further detail. (d) A factor of 1.25 has been applied. (e) The servicing plan (Drawing C101) includes notes for CB connectivity.

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<p>(e) Please confirm that all catch basins within the paved areas as well as those located in the backyards of the proposed townhouses are routed to the proposed stormwater storage tank. Ensure and verify that drainage from paved areas enters the OGS system prior to entering the stormwater storage tank.</p> <p>(f) Please identify if any external overland flows enter the site which must be accommodated for.</p> <p>(g) Please verify if the uncontrolled flow onto the neighbouring property to the west currently occurs in the pre-development condition. If this flow is only occurring as a result of the post-development conditions, a written acknowledgement from the neighbouring property owner must be obtained stating that they have no objection to the increased flows to their property.</p> <p>(h) Please provide more information/details on the proposed orifice tube.</p>		<p>(f) On site investigations were completed to determine if external drainage was directed towards the subject site. There is a swale along the south property line for the development to the north that conveys flows to the east and west. Therefore, there is no external drainage to the subject site.</p> <p>(g) The grading design has been revised, the TPZ drains to the west as per existing conditions and the remainder will drain towards the Dundas St E ROW.</p> <p>(h) A detail has been provided in the cross section on Drawing C103.</p>
Recommendation Report	93	<p>[5 MM RETENTION] - 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 see the following comments:</p> <p>(a) For the proposed water reuse and irrigation, please provide details and calculations from an irrigation consultant.</p> <p>(b) Please identify and provide information on how the retained stormwater will be managed in the winter months.</p>	Husson	<p>Preliminary irrigation calculations have been prepared. At this stage irrigation and drive aisle washdown are proposed for reuse. Calculations will be refined at detailed design.</p>

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
Agreement	94	[INCLUDE IN SCHEDULE C - SWM] - The following requirement will be imposed as a condition to site plan approval: The Owner shall make satisfactory arrangements with the Transportation and Works Department for the implementation of on-site storm water management techniques into the design and construction of site works and services, as necessary to limit the 100-year post-development storm water discharge to the 2-year pre-development levels.	Husson	Noted. The requested Schedule will be included in the future Development Agreement
Agreement	96	[INCLUDE IN SCHEDULE C - WATER QUALITY] – The following requirement will be imposed as a condition to site plan approval: The Owner will be required to make satisfactory arrangements with the Transportation and Works Department for the provision of on-site storm water quality controls in accordance with the City of Mississauga’s stormwater management criteria. This condition is imposed by the City to align with the Ministry of the Environment, Conservation & Parks water quality objectives and associated Stormwater Management Planning and Design Manual (2003).	Husson	Noted. The requested Schedule will be included in the future Development Agreement
Agreement	97	[INCLUDE IN SCHEDULE C - CONNECTION APPR] – The following requirement will be imposed as a condition to site plan approval: The Owner shall make satisfactory arrangements with the Transportation and Works Department for the appropriate storm sewer connection(s) required to service this site. Please note, there is a fee required for review and approval of all storm sewer connections, payable at 3185 Mavis Rd. A copy of the receipt is to be submitted to this Section prior to the issuance of connection approval.	Husson	Noted. The requested Schedule will be included in the future Development Agreement

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
Note	100	[EROSION & SEDIMENT CONTROL] - The development of these lands will be subject to the provisions of the Erosion and Sediment Control By-law No. 512-91, adopted by Council. The applicant will be required to obtain an Erosion and Sediment Control Permit, prior to undertaking any land stripping or regarding activities within this site. Note that all applicable payments are to be submitted at 3185 Mavis Road. In accordance with the City of Mississauga's Erosion and Sediment By-law No. 512-91 as amended, the discharge of ballast/ground water to the municipal storm sewer system during construction/dewatering at the site requires approval from the City. Should you have any questions concerning this matter, please contact Trevor Swift, Environmental Technologist at 905-615-3200 ext. 8358.	Husson	
Note	101	[LOW IMPACT DEVELOPMENT] - The City of Mississauga has adopted the Green Development Strategy and the corresponding Stage One Green Development Standards. As such, Applicants are required to implement sustainable technologies to manage stormwater on-site. In this regard, for an application of this nature, suitable techniques could include rainwater harvesting or green roofs.	Husson	Noted. No action is required at this time. We highlight that rainwater harvesting for irrigation is proposed
Note	102	[SW CHARGE - MULTI RES/NON RES] - Please be advised that the Stormwater Charge has come into effect as of January 2016. Credits of up to 50% are available for on-site stormwater management on non residential and multi-residential properties. Learn more at www.stormwatercharge.ca	Owner	Noted. The applicable Stormwater Charge will be provided at the appropriate time in the future

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
Agreement	104	<p>[INCLUDE IN SCHEDULE B - SWM] - 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.</p>	Husson	Noted. The requested Schedule will be included in the future Development Agreement

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
Agreement	105	[INCLUDE IN SCHEDULE B - ROOF LEADERS] - Purchasers/tenants are advised that roof leaders shall NOT be connected to the storm sewer, now or in the future, but shall discharge to grade with the use of concrete splash pads.	Husson	Noted. The requested Schedule will be included in the future Development Agreement
Agreement	106	[INCLUDE IN SCHEDULE B - REAR LOT CB] - Purchasers/tenants are advised for the purpose of properly draining the lands, the developer has been required to install a catchbasin and associated leads in the rear yard of the lot, that is the responsibility of the lot owner to maintain the said catchbasin and leads in an operational state of repair and free of all obstructions. It is hereby acknowledged that the aforesaid catchbasin is intended to accept drainage from the lot and from the adjacent lots and the Purchasers/Owner hereby agrees that the grades on the lot shall not be altered in any manner that will adversely affect the drainage pattern with regard to the lands intended to be served by the said catchbasin.	Husson	Noted. The requested Schedule will be included in the future Development Agreement
Agreement	107	[INCLUDE IN SCHEDULE C - ROOF LEADERS] – The following requirement will be imposed as a condition to site plan approval: The Owner's consulting engineer shall certify, to the satisfaction of the Transportation and Works Department, that roof leaders are NOT connected to the storm sewer system but will discharge to grade with the use of concrete splash pads.	Husson	Noted. The requested Schedule will be included in the future Development Agreement
Recommendation Report	108	[DEWATERING] - While construction dewatering may be considered temporarily during construction to sanitary lines, the Ontario Building Code does not permit discharge of groundwater to sanitary infrastructure on a permanent basis, thus the permanent groundwater discharge must use the storm	Husson; Haddad	The proposed building will be constructed watertight without a foundation drainage system. Therefore no permanent dewatering is required. This is stated in Section 3.4 of the accompanying

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		<p>sewer as an outlet. Considering this, please be advised of the following:</p> <ul style="list-style-type: none"> (a) Please ensure the permanent dewatering discharge rate is added to the total discharge flow rate for the overall site, and that the sum does not exceed the calculated maximum allowable flow rate for the site indicated in the FSR/SWM Report. (b) The Hydrogeological Report must identify any groundwater quality contaminants that may exceed the parameters of the City's Storm Sewer Use By-Law 0046-2022. If the Hydrogeological Report findings indicate that the groundwater does not meet the quality parameters for discharge to the storm sewer, a long-term treatment mechanism must be proposed. The method of treatment is up to the applicants discrepancy, and will be approved on the basis that sufficient documentation is provided showing that any groundwater contaminants revealed in the Hydrogeological Report are adequately filtered/removed prior to discharge into the storm sewer. 		<p>Functional Servicing and Stormwater Management Report.</p> <p>Additionally, a revised Hydrogeological Assessment has been prepared and is provided. This revised Assessment includes the results of chemical analysis. Results indicate that groundwater exceeds criteria for discharge for both City of Mississauga Sewer Use bylaw for discharge sewer and Reg. Min of Peel sewer use bylaw for discharge to sanitary sewer. Measures are recommended to minimize water to be discharge including construction of perimeter continuous caisson wall, trucking of accumulated water from the site during construction, waterproofing of underlying position of the structure.</p>
Recommendation Report	27	<p>The Environmental Site Screening Questionnaire and Declaration (ESSQD) form, dated and signed on November 8, 2022, has been received. However, only the address of 805 Dundas St E has been listed. Please revise the ESSQD form to include all addresses for the proposed development (799, 801, 803 and 805 Dundas St E).</p>	GSAI	<p>A revised ESSQD Form has been prepared and is provided in support of the application</p>

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
Recommendation Report	28	<p>A Phase Two Environmental Site Assessment (ESA), dated August 31, 2022 and prepared by Haddad Geotechnical Inc. (Haddid), was received. However, the Phase One ESA, dated June 17, 2022 and prepared by Haddad was not provided for review.</p> <p>Please submit the Phase One ESA and both ESA reports must be accompanied by a letter signed by the author of the reports 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 last page of the following document: https://www.mississauga.ca/wpcontent/uploads/2020/08/03151729/Section-5-Environmental-Requirements.pdf</p>	Haddad	A copy of the Phase One Environmental Site Assessment has been provided in support of the application. A signed Reliance Letter has also been prepared and is provided in support of the application
	29	<p>It is understood from the November 2022 Comment Matrix that an Environmental Site Assessment (ESA) report will be provided for the lands to be dedicated to the City. Please refer to the specific requirements below:</p> <p>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). All environmental reports submitted to the City must:</p>	Haddad	<ol style="list-style-type: none"> a. A Draft Reference Plan (R-Plan) for to lands to be conveyed will be prepared by Ontario Land Surveyor b. Some additional exploration and testing of soils and groundwater below lands to be conveyed to the City. The finding of this exploration and testing will be included in an updated Phase Two Environmental Site Assessment report prepared and signed by Qualified Person following completion.

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<p>(a) include a specific reference of all lands to be dedicated to the City (provide a written legal description in the letter and as a separate attachment, include an overlay on a plan of survey drawn to scale and signed by a licensed Ontario Land Surveyor that clearly outlines the legal boundaries of the conveyance lands); be completed in accordance with O. Reg. 153/04;</p> <p>(b) be signed and dated by a Qualified Person (as defined by section 5 and 6 under O. Reg. 153/04, as applicable);</p> <p>(c) include a clear statement that these lands meet the applicable full depth generic site condition standards in accordance with O. Reg. 153/04 and are suitable for the intended land use;</p> <p>(d) include confirmation that there are no well(s) (monitoring/domestic) or include proof of decommissioning of all well(s) on the conveyance lands. The document must reference all applicable guidelines and regulations respecting water wells, including Ontario Regulation 903, RRO 1990, made under the Ontario Water Resources Act, and must provide details of the well(s) decommissioning;</p> <p>(e) include confirmation that there is no debris (including buried debris or waste, as defined by Reg. 347) on the lands to be dedicated to the City. If the removal of demolition or buried debris has occurred, the certification letter must include a statement that indicates all demolition debris has been removed in accordance with applicable guidelines and</p>		<p>c. A separate letter will be prepared and signed by Qualified Person including statement of that the lands to be conveyed, and will be lands meet the applicable full depth generic site condition standards in accordance with O. Reg. 153/04 and are suitable for the intended land use, following completed of additional Phase Two work.</p> <p>d. Existing monitoring wells as well as any additional monitoring wells to be installed for per additional Phase Two ESA work will be maintaining until the Record of Site Condition (RSC) for the property is filed. The wells will then be decommissioned in conformance with Ontario Regulation 903.,with separate report prepared by Qualified Person to confirm the decommissioning, prior to transfer of lands to be conveyed to the City.</p> <p>e. A separate letter will be prepared and signed by Qualified Person including confirmation of removal of any debris from the lands to be conveyed, following completed of additional Phase Two work.</p> <p>f. An updated reliance letter addressed to City of Mississauga will be property following completions of updated Phase</p>

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<p>regulations and attach copies of waste manifests and other supporting documentation;</p> <p>(f) 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 last page of the following document: https://www.mississauga.ca/wpcontent/uploads/2020/08/03151729/Section-5-Environmental-Requirements.pdf.</p> <p>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 occur prior to land dedication.</p>		<p>One and Phase Two Environmental Site Assessment reports</p>
By-law Enactment	30	<p>As the proposed land use is changing from a less sensitive (commercial) use to a more sensitive (residential) use, in accordance with Ontario Regulation 153/04 as amended, the applicant is required to submit a complete Record of Site Condition (RSC), including all supporting documents to the Transportation and Works Department. The RSC must also be posted to the Environmental Site Registry (ESR).</p>	Haddad	<p>A Record of Site Condition will be required due to the proposed change to more sensitive use of the property. Some additional work will be needed to update Phase One and Phase Two reports prior to submission of the RSC.</p>
Recommendation Report	31	<p>The proposed development may require the discharge of groundwater or accumulated rainwater/snowmelt to the City's storm sewer system. Therefore, please provide the Storm Sewer Use By-law Acknowledgement form to ensure compliance with</p>	Husson	<p>A signed Storm Sewer Use By-law Acknowledgement Form has been prepared and is provided in support of the application</p>

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		the City's Storm Sewer Use Bylaw. A copy of the letter template can be acquired from the Environmental Engineering Reviewer (Jessica.Yong@mississauga.ca). If/when the Stormwater Temporary Discharge Approval is required, please visit the following website for more information on the process: https://www.mississauga.ca/services-andprograms/home-and-yard/stormwater/stormwatertemporary-discharge-approval/		
Recommendation Report	32	The August 31, 2022 Phase Two ESA report indicated the presence of fill materials on the property. A written document, prepared by a Qualified Person as specified in Section 5 and 6 of Ontario Regulation 153/04 as amended, must be provided to the satisfaction of the Transportation and Works Department. The document must reference all applicable guidelines and regulations and provide a statement regarding the fill material located on-site is geotechnically and environmentally suitable, or will otherwise be or has been removed.	Haddad	A letter regarding geotechnical and environmental condition of fill materials in lands to conveyed will be prepared following further investigations completed for the updated Phase Two ESA.
Recommendation Report	33	The August 31, 2022 Phase Two ESA report indicated the presence of monitoring wells on the property. A written document, prepared by a Professional Engineer, must be provided to the satisfaction of the Transportation and Works Department, which includes a plan to decommission the wells or proof of decommissioning (with well records) if already completed. The document must reference all applicable guidelines and regulations, including Ontario Regulation 903, R.R.O. 1990, made under the Ontario Water Resources Act, and must provide details as to when the well(s) will be decommissioned.	Haddad	Monitoring wells are to remain in place on site until a record of site condition (RSC) is filed by Ministry of the Environment, Conservation and Parks (MECP). Once the RSC is filed, the monitoring wells will be decommissioned in conformance with all applicable guidelines and regulations, including Ontario Regulation 903, R.R.O. 1990, made under the Ontario Water Resources Act, prior to conveyance of lands to City of Mississauga. A letter addressed to City of Mississauga regarding the above-noted plan for decommissioning has been prepared and is provided in support of the application

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
Note	34	Please be advised that it is the Owners responsibility to comply with the obligations and requirements of Ontario Regulation 406/19, as amended, which applies to the management of on-site and excess soil during development (e.g., assessment, management, excavation, removal, temporary storage, transportation and reuse or disposal of excess soil), as applicable.	Owner	Noted. No further action is required at this time
	35	Further comments may be provided upon receipt and review of the requested materials.	Husson	Noted. No further action is required at this time

CITY OF MISSISSAUGA, FIRE PREVENTION

Don Casey, Fire Prevention Plan Examiner
don.casey@mississauga.ca, 905.615.3200 x 4267
 Dated: March 3, 2023

Recommendation Report	7	We're assuming that the main access lane will be designated as a fire access route (required to access the townhouse blocks). Can this be confirmed?	Kirkor	This is correct, the main access line will be designated as a fire access route
Note	8	Just a note that a Haines Road address is anticipated based on the location of the main entrance to the tower and the entrance to the fire access route.	Kirkor	Noted. No further action is required at this time
Note	9	Fire has no concerns with respect to emergency response times to the site is acceptable.	Owner	Noted. No further action is required at this time

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
Note	10	Fire hydrant locations and coverage are required to comply with Mississauga Bylaw 1036-81. This includes both municipal and private hydrants. Compliance with this bylaw will be assessed during the site plan permit review.	Kirkor	Noted. No further action is required at this time

CITY OF MISSISSAUGA, PLANNING & BUILDING, LANDSCAPE – DEVELOPMENT DESIGN

Dave Craig

dave.craig@mississauga.ca, 905.615.3200 x 5760

Dated: May 1, 2023

Recommendation Report	169	<p>CONCEPT GRADING, & DUNDAS STREET: The preliminary grading design indicates an existing grade transition through the site of up to approximately 6m+ between the north and south property boundaries.</p> <ul style="list-style-type: none"> Generally, the preliminary grading proposal results in a large grade separation along the Dundas Street frontage. Elevated commercial areas requiring stairs and ramps to connect the public realm with the commercial uses is undesirable and is not supported. Therefore revise the grading concept to more efficiently use the building to absorb grades within the site. Proposed FFE of building entrances and commercial units facing Dundas street are to be accessible directly from transit locations on Dundas Street and not require retaining walls or raised continuous planters or other barriers to contain grades and excessive slopes. 	Kirkor; Husson	Noted. A revised proposal, including a re-design of the proposed interface and treatment along the Site’s Dundas Street corridor has been prepared. Refer to the accompanying revised Site Plan (Drawing a1.03) and the revised Grading Plan (Drawing C100) for further detail
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MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<ul style="list-style-type: none"> Commercial spillout zones for commercial spaces along Dundas Street should be large enough to support retail/restaurant patio spaces and provide a row of trees and soft landscape planting between spillout areas and the property line, therefore containing the design within private property. Walkway connections between the commercial retail spaces and the municipal sidewalk within the Dundas Street corridor are to be located at grade generally with 1-2% slopes and be accessible in order to support ground level uses and connect the site with Dundas Street to facilitate convenient and efficient pedestrian movement. <p>Revise the Concept Plans and Grading Plan to demonstrate these revisions.</p>		
Note	170	<p>TREE INVENTORY/SURVEY, TREE PRESERVATION PLAN, AND ARBORIST REPORT - The Tree Inventory/Survey and Tree Preservation Plan prepared SBK dated June 15, 2022 and revised November 8th, 2022 was received. The Arborist Report also prepared by SBK and dated November 8th, 2022 was received.</p> <p>A total of 17 trees of various sizes and health are proposed for removal within the subject lands along with one tree proposed for removal within the municipal right-of-way to facilitate the driveway access from Haines Road. It is noted that all other trees are proposed for preservation. The applicant is reminded that tree preservation hoarding will be required for all trees to be preserved to the satisfaction of Development & Design (trees</p>	SBK	Noted. No further action is required at this time

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<p>within the subject private land) and Forestry (City trees) prior to SPA. A tree removal permit will be required prior to removals in accordance with the Private Tree Protection By-law #0021 2022 and replacement trees are to be located within the site boundary to the satisfaction of the Development & Design Division.</p> <p>Additional details, including the installation and inspection of tree preservation hoarding, will be required through the Site Plan Application process.</p>		
Recommendation Report	171	<p>STREETSCAPE FEASIBILITY STUDY - The Streetscape Feasibility Study prepared by Husson dated November 2022 was received.</p> <ul style="list-style-type: none"> Revise the drawings to show both existing property line and specifically the land dedications required to achieve the 42m ultimate ROW in accordance with the Official Plan and Dundas Connects Masterplan. Indicate and label the existing and ultimate property lines on the drawings. A SUE Level B investigation must also include above grade hydro and existing overhead hydro wires which are not indicated on the drawings or utility plans. Revise the plans and cross section drawings to show the extent of all above and below grade hydro. The report is to be revised to evaluate the presence of any hydro conflicts. In accordance with the Terms of Reference, a utility relocation plan must be provided that addresses the presence of utility conflicts in this regard. 	Husson	A revised Streetscape Feasibility Study has been prepared and is provided in support of the application

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<ul style="list-style-type: none"> The report and drawings indicate a 2.0m tree corridor that straddles the property line, suggesting the tree corridor will be placed in both private land and public lands which is not an accepted solution. The entire tree corridor is to be unencumbered and located entirely within the municipal ROW with setbacks that are acceptable to each utility provider. The study drawings must be revised to provide all missing dimensions and utility offsets from the property lines in accordance with the Terms of Reference. Address all comments provided from the City Arborist in regards to the design and implementation of the required streetscape works and improvements within the municipal right of way along Dundas Street. <p>Revise the Streetscape Feasibility Study accordingly and provide the utility relocation plans as required to support the proposal. Additional comments will be provided once the revisions are submitted for review to ensure the streetscape conflicts are adequately addressed.</p>		
Recommendation Report	172	<p>NOISE FEASIBILITY STUDY - The Noise Feasibility Study prepared by Gradient dated September 22, 2022 was received.</p> <p>The report indicates that a 1.1m noise barrier will be required at 8th Floor and 10th Floor Terraces and a 2.2m noise barrier will be required at the rear of buildings B & D. Detailed design of noise mitigation barriers will be reviewed through the site plan approval process.</p>	Gradient	Noted. No further action is required at this time

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		Additional comments may be provided pending further review of the Private Recreation with public access space to the west of the building.		
Recommendation Report	173	<p>PEDESTRIAN WIND COMFORT AND SAFETY STUDY - The Pedestrian Wind Comfort and Safety Study prepared by Gradient dated September 2, 2022 was received.</p> <p>A) In addition to comments provided by the Urban Designer, adjust the built form or provide mitigation that will change Level 2 Outdoor Amenity Area sensor #74 from standing to sitting.</p> <p>Where extreme wind conditions are anticipated only permanent wind mitigation features will be accepted such as architectural panels or screens, etc. Plant material will not be accepted as permanent wind mitigation although may be used to soften and visually enhance permanent mitigation features.</p> <p>Detailed design of permanent wind screens will be required through the Site Plan Application process.</p>	Gradient	A Pedestrian Wind Study Addendum has been prepared and is provided in support of the application
Recommendation Report	174	<p>SHADOW STUDY - The Sun/Shadow Study prepared by Kirkor dated September 26, 2022 was received.</p> <p>A) Revise the report to calculate the Sun Access Factor for the Outdoor Amenity Area proposed on Level 2, in accordance with the Terms of Reference.</p> <p>Revise the Shadow Study accordingly.</p>	Kirkor	Revised shadow diagrams have been prepared and are provided in support of the application. As further described below, it is our opinion that the proposed shadow study is appropriate and is in accordance with the City's Terms of Reference

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
Recommendation Report	175	<p>PARCEL REGISTER / EASEMENTS:</p> <p>A) Ramps, stairs, retaining walls and other site features are not permitted within the relocated 7.5m STM easement or the existing 10.0m wide Trans-Northern Pipeline easement to the west of the main building. Revise the plan to demonstrate how the grading transitions will be accommodated within private lands without requiring retaining walls or other infrastructure within the easements.</p> <p>Revise the Concept Plan and Grading Plan accordingly</p>	Kirkor	<p>A revised development concept has been prepared and is provided in support of the application. This revised proposal includes a revised grading design</p>
Recommendation Report	177	<p>AMENITY AREA:</p> <p>A) Remove the 11 surface parking spaces in the central arrival area and convert this space to a centrally located outdoor amenity area/soft landscaped area that can accommodate a variety of seating, lighting, and planting. Parking statistics indicate an excess of parking where the surface parking in this location is not required.</p> <p>B) On roof plan A213, provide the amenity area calculation represented in m2 for the proposed Level 2 Outdoor Amenity Area.</p> <p>C) Refer to Landscape and UD comments pertaining to Sun Shadow Analysis.</p> <p>Revise the Concept Plan and associated technical studies accordingly.</p>	Kirkor	<p>In our opinion, the proposed central landscaped area and surface parking area is appropriate and desirable to accommodate anticipated user demands. Removal of this landscaped area surrounding the surface parking island is not desired nor contemplated.</p> <p>The proposed Level 2 Outdoor Amenity Area in square metres is identified on the Site Statistics drawing</p>

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
Recommendation Report	178	<p>TRANSFORMERS/UTILITIES:</p> <p>TRANSFORMER: The proposed location of the pad mounted transformer and associated setbacks and access dimensions required by Alectra's design standards significantly impact the private amenity and outdoor living area of the adjacent townhouse. The transformer and associated primary/secondary duct bank will also occupy much of the landscape area adjacent to the public road frontage that is to be reserved for the placement of trees and shrubs. Underground parking slab also interferes with the grounding clearances required by Alectra.</p> <p>A). Therefore, place the transformer in a vault room within the building with access from the primary driveway so that it can be efficiently internalized within the building.</p> <p>GAS METERS:</p> <p>B). Relocate the gas meters to a location that is out of view from the public street frontage. Gas meter and regulating stations can be easily concealed with good access within proximity to the loading areas or similar back of house functional spaces.</p>	Kirkor	<p>As demonstrated on the accompanying Site Plan, the proposed transformer has been located and designed to comply with Alectra requirements. A pad-mounted transformer continues to be proposed.</p> <p>The gas metres will be screened from public view. Opportunities to further design this aspect will be explored during the future detailed design stage</p>
Recommendation Report	179	<p>UNDERGROUND PARKING STRUCTURE:</p> <p>A) Revise the underground parking plans to clearly show both existing property line and specifically the land dedications required to achieve the 42m ultimate ROW in accordance with the Official Plan and Dundas Connects Masterplan. Indicate and label the existing and ultimate property lines on the drawings and provide a dimension between extent of parking slab</p>	Kirkor	<p>A) As demonstrated on the accompanying Parking Plans, the current and ultimate (which reflects the ultimate 42 m Dundas ROW) property lines are indicated</p> <p>B) In our experience, a reduced setback is common for similar development scales. In our opinion, the proposed below-grade setback is appropriate and will</p>

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<p>and the ultimate property line to demonstrate a 3.0m setback.</p> <p>B) A 1.0m parking slab setback along Haines Road is insufficient. Provide a 3.0m minimum setback along the Haines Road frontage.</p> <p>C) Revise the underground parking structure setback to eliminate the pinchpoint of 1.7m offset from the existing property line at the north-east adjacent to existing residential. Consider removing the inefficient hallway layout connecting the vestibule and exist stairs which appears to be redundant.</p> <p>Revise the plans accordingly.</p>		<p>accommodate the anticipated demands of the development</p> <p>C) Due to the ultimate property limits, an increased below-grade setback cannot be accommodated</p>
<p>Recommendation Report</p>	<p>180</p>	<p>EXHAUST VENTS: Proposed intake or exhaust vents will not be accepted facing street frontages, within landscape buffers, or in proximity to residential spaces with private outdoor living areas, soft landscape area, common amenity spaces or commercial frontages.</p> <p>A). Relocate the exhaust vent in proximity to the public realm and occupying the prominent Haines Road landscape buffer. The landscape buffer is reserved for the long term growth and maintenance of trees, shrubs and ground-covers. Likewise, the intake vent occupies limited landscape area internal to the site at the west building edge. Therefore, revise the plans to strategically locate these vents in more suitable locations where they can be easily concealed such as back of house operations like the parking ramp and loading area. Alternatively, they can</p>	<p>Kirkor</p>	<p>In efforts to accommodate the balance of comments and the intent of the Dundas Connects Master Plan, a revised exhaust vent location cannot be accommodated. We highlight that the proposed vent is not located within a proposed landscape buffer nor within an amenity area</p>

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<p>be concealed as architectural features within the building façade screened by architectural louvres.</p> <p>Revise the Concept Plan with the next submission.</p>		
Agreement	181	<p>DEVELOPMENT AGREEMENT W/ MUNICIPAL INFRASTRUCTURE SCHEDULES – Municipal Infrastructure specifically an Amended Boulevard Treatment along Dundas Street East is required to support the proposed development. The Planning and Building Department will require the inclusion of an 'H' condition in the implementing Zoning By-law to capture this requirement.</p>	GSAI	Noted. No further action is required at this time
Agreement	182	<p>DUNDAS STREET STREETSCAPE - Note: An interim streetscape condition may be requested upon further</p>	Kirkor	Noted. No further action is required at this time
Note	183	<p>LANDSCAPE PLANS - Landscape Plans will be reviewed and approved as part of the Site Plan Application process. Landscape Plans are to be prepared by a full member in good standing with the Ontario Association of Landscape Architects (OALA). Please refer to the City of Mississauga's Site Plan Application: Process Guidelines (https://www.mississauga.ca/services-and-programs/building-and-renovating/developmentapplications/apply-for-site-plan-approval/) for Landscape Plan submission requirements and design standards.</p>	SBK	Noted. No further action is required at this time
Note	184	<p>ADDITIONAL COMMENTS - Additional comments may be provided upon review of this and any new information.</p>	GSAI	Noted. No further action is required at this time

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
Recommendation Report	186	<p>SOIL VOLUME & DEPTHS: In all landscape planting areas including those to be located on parking slab, soil volumes and depths are to meet or exceed the following in order to support the long term growth and maintenance of healthy tree canopy within the site:</p> <ul style="list-style-type: none"> *Large Tree = 30m³ *Large Trees in groups of two or more sharing an unobstructed continuous plant bed = 15m³ *Ornamental Tree = 15m³ -Trees: 90cm planting soil plus drainage layer. -Shrubs: 60cm planting soil plus drainage layer. -Sod: 40cm planting soil plus drainage layer. <p>A) Revise the cross sections to provide vertical dimensions between the proposed top of parking slab and proposed finished grade in landscape areas.</p>	SBK	Revised Landscape Plans have been prepared and are provided in support of the application

CITY OF MISSISSAUGA, TRANSPORTATION & WORKS, PARKING

Paulina Szmudrowska
paulina.szmudrowska2@mississauga.ca, 905.615.3200 x 2692
 Dated: April 1, 2023

Recommendation Report	82	The applicant has noted the plans for the ground-floor non-residential space are still in development and are subject to change. The applicant is advised, should the uses/GFA of the proposed change, the application will be deemed as a new proposal and therefore a new application is required to be submitted.	GSAI	Noted. No further action is required at this time
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MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
Recommendation Report	83	The applicant is advised that the stipulated/calculated visitor parking rates are incorrect within Table 11: Draft Zoning By-law Parking Review for Residential Units as may be found on page 35 of the submitted Transportation Impact Study. Condominium apartment and condominium townhouse uses vary in parking rates. Please revise the chart to reflect the provisions from the City's amended Zoning By-law 0225-2007.	Crozier	A Transportation Impact Study Update has been prepared, including a revision to the parking supply analysis, and is provided in support of the application
Recommendation Report	84	Please be advised, industry standard ITE parking data is not satisfactory and shall not be considered as part of the justification for the parking deficiency proposed onsite.	Crozier	A Transportation Impact Study Update has been prepared and is provided in support of the application
Recommendation Report	85	The applicant did not submit a satisfactory Parking Justification Letter (PJM) that complies with the City's parking Terms of Reference (ToR).	Crozier	Noted. A Transportation Impact Study Update, including a parking justification, has been prepared and is provided in support of the application
Recommendation Report	86	Staff commend the Applicant for considering the provision of TDM measures on-site. Municipal Parking Staff advise that the Applicant contact TDM Staff in the Transportation Planning section (tdm@mississauga.ca) if additional information is required in regards to TDM strategies.	Crozier	Noted. No further action is required at this time

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
PEEL DISTRICT SCHOOL BOARD ('PDSB') Zach Tessaro zach.tessaro@peelsb.com , 905.890.1010 Dated: March 28, 2023				
Agreement	37	City of Mississauga Council Resolution 152-98 applies to this application, therefore prior to final approval, the City of Mississauga shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.	Owner	Noted. Confirmation of satisfactory arrangements with the School Boards will be provided in advance of development approval
Agreement	38	ACCOMMODATION - The Peel District School Board has reviewed the above noted application based on its School Accommodation Criteria and has the following comments: The anticipated yield is as follows: K-5 = 37; 6-8 = 10; 9-12 = 6. The students generated are presently within the following attendance areas: Dixie P.S. (Enrolment = 355; Capacity = 507; # of Portables = 0); Tomken Road M.S. (Enrolment = 893; Capacity = 947; # of Portables = 1); Applewood Heights S.S. (Enrolment = 1,233; Capacity = 1,284; # of Portables = 2).	GSAI	Noted. No further action is required at this time
Agreement	39	SIGNAGE - The developer shall agree to erect and maintain signs at the entrances to the development which shall advise prospective purchasers that due to present school facilities, some of the children from the development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy.	Owner	The requested signage will be installed at the appropriate time in the future

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
Agreement	40	WARNING CLAUSE - The Peel District School Board requires that the following clause be placed in any agreement of purchase and sale and entered into with respect to any lots on this plan, within a period of five years from the date of registration of the development agreement:	Owner	The requested warning clause will be incorporated into the future Agreement of Purchase and Sale or Lease
Agreement	41	WARNING CLAUSE - (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."	Husson	The requested clause will be included in the future Development Agreement
Agreement	42	WARNING CLAUSE - (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."	Husson	The requested clause will be included in the future Development Agreement

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
CITY OF MISSISSAUGA, COMMUNITY SERVICES, PLANNING Michael Hynes, Planner michael.hynes@mississauga.ca , 905.615.3200 x 5525 Dated: March 3, 2023				
	3	CASH-IN-LIEU CLAUSES (S. 42.6) - The following clause shall be entered into the Development Agreement - Schedule C: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 and the Realty Services Section of the Corporate Services Department with respect to the payment of cash-in-lieu for park or other public recreational purposes in accordance with Section 42 of the Planning Act and City of Mississauga by-law and policies prior to the issuance of building permits.	Husson	The requested clause will be included in the future Development Agreement
	4	INFORMATION REPORT COMMENT - The Information Report wording will be provided closer to the PDC meeting.	GSAI	Noted. No further action is required at this time
	5	NOTE: Please note that the proposed Private Recreational Area will not receive parkland credits. The design of the Private Recreational will be reviewed by Development and Design	GSAI	Noted. No further action is required at this time
	6	PAYMENT OF CASH-IN-LIEU OF PARKLAND - Prior to the issuance of building permits, for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O.1990, c.P. 13, as amended) and in accordance with the City's Policies and By-laws.	Owner	Noted. No further action is required at this time

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
	88	Comment: Community Services will be requesting a park. Based on Bill 23, 10% of the land is to be dedicated to the City for a Park.	Owner; Kirkor; GSAI	While it is acknowledged that a public park is requested, an encumbered park cannot be accommodated. As illustrated on the accompanying Architectural Plans, a Publicly Accessible Privately Owned Space (POPS) area is to be provided along the western property line. Should cash-in-lieu of parkland be required, this requirement will be determined during the future detailed design stage
	89	Park Criteria: The park should be planned in keeping with the City's Park's criteria: <ul style="list-style-type: none"> o Incorporated to meet City's parkland needs; o Have adequate frontage on at least one public street; o Have a shape and size appropriate to meet park programming needs; o Have complimentary adjacent built form and uses; o Address user comfort through framed spaces, comfortable edges and desirable environment factors (such as sun and wind); and o Satisfy CPTED principles by having desirable views to, through and from the park. 	Kirkor	Noted. No further action is required at this time

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
CITY OF MISSISSAUGA, PLANNING & BUILDING, DEVELOPMENT DESIGN Andrea Dear, Planner Andrea.Dear@mississauga.ca , 905.615.3200 x 8615 Dated: April 19, 2023				
By-law Enactment	142	FEES DUE - MOBILE SIGN - A [\$200 or \$320 for private property] fee for the placement of a mobile sign to advise residents of the upcoming public meeting, is due prior to the public meeting. Contact either the Planner or Project Coordinator to discuss payment options. Note that as of January 1, 2023 cheques are no longer accepted for development application fees.	Owner	The mobile sign fee will be provided at the appropriate time in the future
By-law Enactment	143	NOTICE SIGN - ADD DATE - The applicant is responsible for updating all notice signs posted on the property with the details of the statutory Public Meeting. The signs are to be updated upon receiving confirmation from the Development Planner or Project Coordinator that the Public Meeting has been scheduled.	GSAI	Noted. The Notice Signs will be updated to indicate the statutory Public Meeting details at the appropriate time
By-law Enactment	144	NOTICE SIGN - REMOVAL - The notice sign deposit is only returned following enactment of the zoning by-law or closure of the file. In order to qualify for the return of the deposit, the applicant must remove the sign and call [Daniel Magee, ext. 4161 or Brad Jakubowski, ext. 4253] for an inspection. It will be on the basis of this inspection that this department will determine if the deposit should be returned.	GSAI	Noted. No further action is required at this time

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
By-law Enactment	145	NEWSPAPER AD FEE - The current City of Mississauga Fees and Charges By-law includes an advertising fee for costs associated with providing Public Meeting Notice by newspaper advertisement. A minimum charge of \$2,000.00 is payable at time of application submission. If costs exceed \$2,000.00, the balance is to be paid prior to the Recommendation Report being considered by Council. The cost of the newspaper advertisement for this application was \$_____, therefore, the balance payable to the City of Mississauga is \$_____. Contact the Planner or Project Coordinator to arrange payment. Note that as of January 1, 2023 cheques are no longer accepted for development application fees.	Owner	The required newspaper ad fee will be paid at the appropriate time in the future
By-law Enactment	146	AGREEMENT REQUIRED - 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. Prior to the consideration of the rezoning by-law by Council, the applicant is required to submit a fully executed electronic copy of the development agreement.	Husson	Noted. A copy of the future Development Agreement will be provided at the appropriate time
Information Report	147	COMMON ELEMENT ROAD - Ensure that the public meeting notice and all reports clearly indicate that the proposal is to develop dwellings on a common element road condominium.	Kirkor; GSAI	The provision of a common element condominium road is identified in accompanying reports, studies and plans
By-law Enactment	148	LEGAL FEE – 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. [The amount payable is \$xxxxx].	Owner	The required legal fee will be provided at the appropriate time

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
Note	149	FILE NAMING STANDARDS - File names for all drawings should include the first character of the discipline name followed by a 3-digit sheet number and drawing type (e.g. A101 - Site Plan, A201 - South Elevation, C101 - Grading Plan, L101 - Landscape Plan, etc.). Please delete the files and upload the new files with the correct file naming standards into the Drawings folder.	GSAI	The City's file naming standards have been and will continue to be followed
Note	150	MULTIPLE DRAWING SHEETS - Each drawing plan sheet must be an independent file. The files submitted with multiple drawing plan sheets can not be accepted.	GSAI	Noted. Each drawing plan sheet has been and will continue to be independent files
Note	151	EXTERNAL AGENCY COMMENTS - Comments from some review groups/agencies have been uploaded to the External Agency Comments folder. Review and address comments as applicable.	GSAI	Noted. The External Comment Letters have been received and reviewed. Responses to these comments are provided above in this Comment Matrix
Note	152	DEVELOPMENT CHARGES REQUIRED - The applicant will be required to pay development charges pursuant to the City of Mississauga's, the Region of Peel's, and the Boards of Education's development charge by-laws that are in effect at the time that a payment is required in connection with a building permit application.	Owner	Noted. The applicable Development Charges will be provided at the appropriate time in the future
Note	153	Additional comments may be provided upon review of this and any new information.	GSAI	Noted. No further action is required at this time

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
Recommendation Report	154	SETBACKS - please increase the rear yard setbacks for the townhouses to 7.5 m to match the existing conditions to the north.	Kirkor; Owner	As demonstrated on the accompanying Architectural Plans, the rear yard setback to the proposed townhouses has been increased to 7.5 metres

CITY OF MISSISSAUGA, PLANNING & BUILDING, PUBLIC ART
 Michael Tunney, Public Art Coordinator
michael.tunney@mississauga.ca, 905.615.3200 x 4602
 Dated: March 27, 2023

Agreement	20	COMMENTS: The City of Mississauga strongly encourages the inclusion of public art in developments that are greater than 10,000m ² (100,000 sq. ft.) in gross floor area, with the exception of non-profit organizations and social housing. Developers are encouraged to include public art as part of their development and/or contribute an agreed upon amount of their gross construction costs to the City's Public Art Reserve Fund for the inclusion of public art near the subject site. The dollar value of the public art contribution should be determined by the City's Planning and Building Department, together with the Public Art Program when calculating the value of construction for building permit fees on relevant projects.	Owner	Opportunities to provide public art will be further explored during the detailed design stage
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MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<ul style="list-style-type: none"> o Give consideration to preferential parking for carpool and/or carshare vehicle spaces o Explore a pedestrian connection to existing residential community to the north o Consider age friendly development design guidelines when designing spaces for multi-generational use o A minimum 2m wide walkway along the 12-storey building is recommended while a 1.5m wide walkway abutting the proposed townhouses is recommended as referenced in the Peel Health Development Assessment User Guide 		
Note	48	<p>HOUSING (1/3) – Table 4 (https://www.peelregion.ca/officialplan/download/_media/region-of-peel-official-plan-approvedfinal.pdf#page=201) of the Regional Official Plan (https://www.peelregion.ca/officialplan/download/) identifies Peel-wide new housing unit targets on rental, density, and affordability. These targets are based on need as determined through the Peel Housing and Homelessness Plan and the Regional Housing Strategy.</p> <p>In terms of AFFORDABILITY: While it is acknowledged that the applicant considered unit distribution and size to advance more affordable housing options and that there are a mix of units (predominantly junior-one and one-bedroom units) at market-based price points that allow for more affordable homeownership opportunities, the applicant is encouraged to price units of all sizes at sale prices or rents that are affordable to low or moderate income households and consistent with the definition of affordable housing outlined in the Glossary section</p>	Kirkor; Owner	<p>The ways in which the proposed development responds to the policy requirements and guidance outlined by the Region of Peel Official Plan, Peel Housing and Homeless Plan and the Housing Strategy is further described in the accompanying Housing Report.</p> <p>As further discussed in the Housing Report, the proposed development will contribute to housing choice through the provision of units of varying size, configurations and price points. Furthermore, the Housing Report identifies the opportunity for a selection of ownership units to be provided at market prices, that may be affordable to middle income households</p>

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		<p>(https://www.peelregion.ca/officialplan/download/ media/regi-on-of-peel-official-plan-approvedfinal.pdf#page=272) of the Regional Official Plan and the Provincial Policy Statement, 2020 (https://www.ontario.ca/page/provincial-olycstatement-2020). Information can be provided on affordability period (i.e., 25 years or more) of affordable units. While it is anticipated that units identified to address moderate income needs will be predominantly provided by the private sector, partnerships between the applicant, the Region of Peel, the City of Mississauga, and the non-profit sector could be explored to provide units that are affordable to low income households.</p>		
Note	49	<p>HOUSING (2/3) - In terms of DENSITY: It is appreciated that the applicant has demonstrated a strong contribution towards the density target by proposing apartment units and some townhouse units that will facilitate more housing choice. It is also appreciated that the proposed development includes two bedroom, three and four bedroom apartment units for households of various sizes. The applicant is encouraged to explore opportunities to incorporate more two, three and four bedroom units in the anticipated unit mix to provide an appropriate number and proportion of family-sized units that responds to community need. The applicant is encouraged to include units of all sizes that are affordable to moderate income households.</p> <p>In terms of RENTAL: It is appreciated that the proposed tenure of units is market-based ownership at this time and that the owner is currently contemplating the provision of purpose-built rental units as part of this proposal. The incorporation of</p>	Kirkor; Owner	<p>Opportunities to refine the unit distribution will be further explored during the detailed design stage. The proposed distribution of apartment-style and townhouse-style units is appropriate and will contribute to housing choice for current and future residents.</p> <p>Opportunities to provide additional residential units will be further explored during the detailed design stage</p>

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<p>purpose-built rental apartment units would demonstrate a contribution towards the rental housing target and the applicant is encouraged to continue to review opportunities for this tenure of units. The applicant should explore all available funding sources to support affordable rental housing, such as the Canadian Mortgage and Housing Corporation Rental Construction Financing Initiative (https://www.cmhcschl.gc.ca/en/professionals/projectfunding-and-mortgage-financing/fundingprograms/all-funding-programs/rental-constructionfinancing-initiative) and Canada Mortgage and Housing Corporation Affordable Housing Innovation Fund (https://www.cmhcschl.gc.ca/en/professionals/projectfunding-and-mortgage-financing/fundingprograms/all-funding-programs/affordable-housinginnovation-fund). The applicant is also encouraged to review other opportunities for rental by incorporating additional residential units (ARUs) in a certain number of the street-oriented townhouses proposed as part of the development, or having the option of ARU rough ins, including providing separate entrances, fire and safety requirements (such as fire separation of separate entrance), larger basement windows, and adequate ceiling heights as part of pre-construction sales. Where feasible, design elements to accommodate future safe, legal, and livable ARUs should be considered.</p>		
Note	50	<p>HOUSING (3/3) - The applicant is encouraged to explore the opportunity of co-locating a licensed childcare centre within the proposed development, such as in ground-level retail or indoor amenity spaces, where feasible. Please contact Paul Lewkowicz</p>	Kirkor; Owner	<p>Consideration was given to the provision of a licensed childcare centre. However, in accordance with Ministry standards, the facility</p>

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<p>at paul.lewkowicz@peelregion.ca who can connect the applicant with staff in the Region of Peels Human Services Early Years and Child Care Services Division.</p> <p>Regional staff can meet with applicants to clarify housing objectives and policies as needed. We look forward to working with applicants to review opportunities to contribute to Peel-wide new housing unit targets and identify options (including partnerships) that are most relevant to the proposed development.</p>		requirements for a licensed childcare centre cannot be accommodated.
Note	51	<p>There is no landfill site within the vicinity of the subject property. The owner/proponent acknowledges that the records of the Regional Municipality of Peel concerning the location and nature of waste disposal sites or hazardous wastes are incomplete and that the Regional Municipality of Peel makes no representation that records may be relied upon in determining whether or not lands have been used for the disposal of waste or hazardous wastes. However, should there be any doubt about the integrity of the listed application with respect to the possibility of a waste disposal site or hazardous wastes on or adjacent to the property, we recommend that the applicant carry out a detailed soil investigation by a qualified Geotechnical Engineer. If it is found that the subject lands have been used for the disposal of waste or hazardous waste, then approval of the Minister, for the proposed use, as per Section 46 of the Environmental Protection Act (Ontario), may be required.</p>	Owner	Noted. No further action is required at this time

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
Recommendation Report	52	<p>WASTE (1/3) - Prior to Site Plan approval, the Region of Peel will provide Front-End collection of Garbage and Recyclable Materials subject to Section 2.0 and 4.0 of the Waste Collection Design Standards Manual requirements being met and labelled on the Waste Management Plan drawings. In terms of Vehicle Access Route:</p> <ul style="list-style-type: none"> - The turning radius from the centre line must be a minimum of 13 m on all turns. This includes the turning radii to the entrance and exit to the collection point. As per requirements, please label T304 of the TIS Report. - All roads shall be designed to have a minimum width of 6 metres. As per requirements, please label T304 of the TIS Report. - Internal roadways must be constructed of a hard surface material, such as asphalt, concrete or lockstone, and designed to support a minimum of 35 tonnes, the weight of a fully loaded waste collection vehicle. - If the waste collection vehicle is required to drive onto or over a supported structure (such as an air grate, transformer cover, or underground parking garage) 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. - Outside the collection point, a clear height of 4.4 metres from the top of the access road, along the 	PragmaTech	A revised Waste Management Plan has been prepared and is provided in support of the application. The vehicle maneuvering diagrams are included in the accompanying Transportation Impact Study Update

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		waste collection vehicle access and egress route is required. The clear height of 4.4 metres is free of obstructions such as sprinkler systems, ducts, wires, trees, or balconies. As per requirements, please label T304 of the TIS Report.		
Recommendation Report	53	<p>WASTE (2/3) - In terms of Collection Point:</p> <ul style="list-style-type: none"> - The proposed waste collection point is a safety concern for the vehicle to reverse out of. A flashing warning light system and a stop sign is required to prevent pedestrian and vehicle traffic from crossing the path of a reversing collection vehicle exiting the collection point area. - A minimum 18 meter straight head-on approach to the Collection Point is required. Please confirm by labeling drawings. - A Collection Point: solid level (+/- 2%) concrete pad is required. The concrete pad must extend a minimum of 1.5 metres in length outside of the concealed collection point to accommodate the front wheels of the waste collection vehicle. - The Collection Point must also show 10 square meters for the set-out of Bulky Items. - The collection area should not require the jockeying of front-end bins (i.e., manually positioning one front-end bin at a time for the waste collection vehicle to pick up) by property management staff. The Region of Peel strongly discourages waste collection area designs that rely on property management staff to move front-end bins during waste collection. Please 	PragmaTech	A revised Waste Management Plan has been prepared and is provided in support of the application.

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<p>see Appendix 4 of the Waste Collection Design Standards Manual for indoor waste collection point specifications. However, where all reasonable attempts have been undertaken and these requirements cannot be met, reliance on property management staff to facilitate waste collection will be considered at the Regions discretion subject to the following requirements being stated on a Waste Management Site Plan drawing:</p> <ol style="list-style-type: none"> 1. The bins should be properly positioned in the collection area on the day of collection before 7 am. 2. The driver is not required to exit the collection vehicle to facilitate collection. 3. Property management is responsible for moving bins during collection. 4. The Region will not be responsible for emptying bins that are inaccessible to the collection vehicle. 5. Property management must be visible to waste collection vehicle on approach to site, otherwise the waste collection vehicle will not enter the site. 6. Property management will be responsible for safely Maneuvering waste collection vehicles into and/or out of, as well as around the site. 7. Property management staff will be responsible for moving bins to the staging area at the time of collection and returning to storage room following collection. 		

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
Note	54	<p>WASTE (3/3) - For the retail component, private waste collection is required. Commercial waste must be stored and set out separate from residential waste and labeled on a Waste Management Site Plan. Please also note the Region of Peel is currently not collecting organics from multi-residential complexes. However, it may be in the developers best interest to prepare for organics collection. Owners of multi-unit residential buildings in Southern Ontario will be required to collect source separated food and organic waste to meet a 50% waste reduction and resource recovery target of food and organic waste, as reflected in the Province of Ontario, by 2025. For more information, please consult the Waste Collection Design Standards Manual available at:</p> <p>https://www.peelregion.ca/pw/standards/design/wastecollecti-on-design-manual-2016.pdf</p>	PragmaTech	A revised Waste Management Plan has been prepared and is provided in support of the application.
Note	55	<p>An existing 300 mm diameter watermain is located on Dundas St E. An existing 250 mm diameter watermain is located Haines Rd. An existing 900 mm diameter watermain is also located Haines Rd, however, due to the size and function of the 900 mm diameter watermain on Haines Rd, connection will not be permitted (Watermain Design Criteria 6.1). An existing 375 mm diameter sanitary sewer is located on Cedar Creek Dr. An existing 250 mm diameter sanitary sewer is located on Haines Rd.</p>	Husson	Noted. No further action is required at this time
Note	56	<p>This proposal requires connection to a minimum municipal watermain size of 300mm (Watermain Design Criteria 2.1). This development proposal requires a water system looped to</p>	Husson	The primary connection is provided to the 300mm watermain on Dundas St E. A redundant connection is provided to the 250mm watermain located on Haines Road. There is an existing valve

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		municipal water, to provide a redundant water supply, as per standard drawing 1-8-2.		located between the two connection locations. Servicing as per standard drawing 1-8-3 with all meters, detector check valves, etc, located inside the mechanical room.
Note	57	Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicants expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site. All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications.	Husson	Noted. No further action is required at this time
Recommendation Report	58	Prior OZ/RZ approval, a satisfactory Functional Servicing Report (FSR) is required. We are in receipt of the FSR dated 2022-11-08 and prepared by Husson/M.L Plewes. P.Eng. The Report is complete and will be sent for modelling. Further FSR comments and modelling results will be provided directly to the consultant under a separate cover. Please refer to the Regions Functional Servicing Report Criteria within the Functional Servicing and Stormwater Management Report document found on-line.	Husson	Noted. No further action is required at this time
Recommendation Report	59	Prior to OZ/RZ approval, the non-refundable Functional Servicing Report/Demand Table Review Fee of \$1000 is required as per the current Fees By-law. Please be advised that the 2023 Fees by-law update included an increase in some Engineering Fees. All fees may be subject to change on annual basis pending Council approval. Servicing Connections will only accept Electronic Fund Transfers (EFT) at this time. Please email	Owner	Noted. The Functional Servicing Report / Demand Table Review Fee will be provided at the appropriate time

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		eftadvice@peelregion.ca to arrange payment and reference Regional Servicing File Number C602927. Please contact Iwona Frandsen (Iwona.Frandsen@peelregion.ca) for further instructions and details about payment process.		
Recommendation Report	60	<p>Please be advised there is a Regional sanitary sewer easement on the subject property. Unauthorized encroachments on Regional easements will not be permitted. Certain restrictions apply with respect to Regional easements as per the documents registered on title. Existing easements dedicated to the Region of Peel for the purpose of sanitary sewer and/or watermain, must be maintained or the existing infrastructure relocated to the satisfaction to the Region of Peel, at the owners cost. To determine if there are encroachments on the Regions easement, prior to site plan approval, the Region will require drawings for review, which include but are not limited to: site plan, landscaping, site grading and foundation drawings, each of which shall show: all existing easements and their limits; the purpose of each of the easements (e.g. water / sanitary sewer), the easement instrument number, parts and reference plan number and the benefitting party (e.g. the Region / City).</p> <p>As such, revised drawings are required. Failure to submit the required information or failure to identify existing and proposed encroachments will result in delays in processing this application and delays in Regional clearance.</p>	Husson; Kirkor; SBK	The 4.5m sanitary sewer easement through the gas easement is labeled on the servicing plan. The existing easement and sewer within it are proposed to be maintained with no encroachments.

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
Recommendation Report	61	The existing municipal watermain may be located within the municipal boulevard. According to the Streetscape feasibility study there are trees any other hard to remove encroachments proposed over the watermain along Haines Rd, will result in limited access to the said infrastructure in the time of emergency and/or repairs, resulting is possible system interruptions of services. All shall be removed to allow quick access by OPS team. Please revise and submit Streetscaping drawings (including cross sections) for the Regions review. The drawing must show the curbs, the sidewalk and the Regions infrastructure.	Husson	Existing trees along Haines Road will be maintained in the post development scenario. Proposed trees along Haines Road are no longer proposed as they conflict with the watermain
Note	62	Through the servicing review, we will require cross sections to be provided to verify whether there is a conflict with the tie backs and servicing connections. Prior to servicing approval, the Region shall be satisfied with the cross sections.	Husson	Noted. There are no tie backs proposed in the vicinity of service connections
Note	63	To identify conflicts with Region of Peel Infrastructure and the municipal corridor/easement, shoring drawings shall be submitted for review and approval. Shoring Drawings are required to be submitted with the Site Plan application first submission. If shoring drawings are unavailable at this stage, the applicant shall acknowledge through written confirmation that they will adhere to the Regions current shoring standards. The Region of Peel shall be satisfied with the shoring proposal prior PUCC approval and may require the applicant to enter into a Tie-back Agreement with the Region prior to commencement of work.	Owner	The required Shoring Drawings will be prepared and provided at the appropriate time

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
Note	64	Prior to Site Plan approval, a satisfactory site servicing submission and the 1st submission fee of \$420.25 as per the latest fee by-law are required. Please be advised that the 2023 Fees by-law update included an increase in some Engineering Fees. All fees may be subject to change on annual basis pending Council approval. Servicing Connections will only accept Electronic Fund Transfers (EFT) at this time. Please email eftadvice@peelregion.ca to arrange payment and reference Regional Servicing File Number C602927 upon Site Plan submission. Please contact Iwona Frandsen (Iwona.Frandsen@peelregion.ca) for further instructions and details about payment process.	Husson	Noted. The site servicing submission and submission fee will be provided at the appropriate time
Recommendation Report	65	Prior to RZ/OZ approval, please confirm tenure of midrise and townhomes (under one ownership or not). Should the tenure change to multiple tenures, please notify us if the servicing drawings are revised to reflect the City of Mississauga's Requirements for the Ontario Building Code. We may have additional comments and requirements.	Kirkor; Owner	As indicated on the accompanying Architectural Plans and in the accompanying Planning Justification Report, Housing Report and draft Zoning By-law Table, the tenure of the midrise and townhouse units will be condominium ownership
Note	66	Municipal addresses, confirmed by the City of Mississauga, are required prior to issuance of the Region of Peel's Site Servicing Connection approval. The approved addresses are entered into the Regions system and included on the receipt once the final payment has been made.	Husson	Noted. No further action is required at this time
Note	67	Prior to issuing Region of Peel Site Servicing Connection approval, to accompany the servicing review, the supporting Mechanical Drawings are required for review by Servicing Connections.	Kirkor	Mechanical Drawings will be prepared and provided at the appropriate time in the future

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
	68	All Servicing and Grading drawings shall reflect the City of Mississauga's road widening requirements.	Husson	Revised Servicing and Grading Plans have been prepared, which reflect the road widening requirements, and are provided in support of the application
Note	69	The Region will not accept property line chambers and maintenance holes within foundation walls and in the road allowance. These appurtenances shall be to Region standards, accessible, separated from the foundation and accommodated with a notch out in the foundation wall.	Husson	Noted. All maintenance holes are located within the subject site.
Note	70	Prior to Region of Peel site servicing connection approval, fire protection approval from the City of Mississauga is required. It is the applicants responsibility to provide the Region with the Building Divisions final approved drawing.	Kirkor	Noted. Fire protection approval will be applied for once there is a level of comfort received from City Staff on the development concept
Note	71	Please verify the location of the existing service connections to the subject site and the contractor shall locate all existing utilities in the field. Requests for underground locates can be made at https://www.ontarioonecall.ca/portal/ . The Region of Peel has recently released a web application used for locating water, wastewater, transportation and other regional asset across Mississauga, Brampton, and Caledon as well as viewing as-built drawings. It is called EPAL - External Peel Asset Locator and is now available for external contractors and consultants. If you do not have an existing account, provide us with your name, name of your agency/company and your email address and we will request access on your behalf. Once access has been requested, instructions will be provided in the welcome email. Please contact Iwona Frandsen	Husson	Noted. All existing services and utilities have been located and are shown on the Servicing Plan (Drawing C101) and Utility Plan (Drawing C104).

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		(Iwona.Frandsen@peelregion.ca) to request access. If you require assistance in addition to the information found in EPAL, please contact Records at PWServiceRequests@peelregion.ca .		
Note	76	<p>All our design criteria, standards, specifications, procedures and report and submission requirements are found on-line at https://www.peelregion.ca/publicworks/design-standards/#procedures. Please refer to Section 3 of our Site Plan Procedure document found on-line. Please refer and adhere to the Regional by-laws that are applicable to your proposal, such as but not limited to the Water, Wastewater and Backflow Prevention by-laws https://www.peelregion.ca/council/bylaws/archive.asp</p> <p>Please refer to the Latest Fees Bylaw. All fees may be subject to change on annual basis pending Council approval. Please refer to our Standard Drawings on-line to determine which standards are applicable to your project.</p> <p>If you have questions regarding the Site Servicing Application Submission Requirements, please contact Servicing Connections at siteplanservicing@peelregion.ca. Servicing for the proposed development must comply with the Local Municipality's Requirements for the Ontario Building Code and most current Region of Peel standards.</p>	Husson	Noted. No further action is required at this time
	77	Please note that the Region may be party to the Development Agreement for this proposal. Servicing Connections may require clauses to be added to Development Agreement (where applicable).	Husson	Noted. The applicable clauses will be incorporated in the future Development Agreement

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
Note	78	Prior to Condominium Registration, the Region requires review of the Declaration and Description to confirm registration of required private easements. A Condominium Water Servicing Agreement may also be required prior to Condominium Registration.	Husson; Owner	Noted. No further action is required at this time
Note	79	Prior to Site Plan approval, the applicant is required to provide to the Region copies of all registered easements affecting the subject lands.	GSAI	Noted. Copies of all registered easements affecting the Site will be provided at the appropriate time
Note	80	Following the completion of transfers and/or subdivision registration, the applicant is required to submit copies of PINS for Regional review.	Owner	Noted. Copies of the PINS will be provided at the appropriate time in the future
Note	81	PLANNING - Region of Peel planning application fees for this Official Plan Amendment and Zoning By-law Amendment Application have been received.	GSAI	Noted. No further action is required
Recommendation Report	87	PLANNING - The Region has reviewed the Planning Justification Report (PJR), prepared by Glen Schnarr & Associates dated November 2022. As noted in the PJR, the subject property is located within key policy areas in the approved April 2022 Region of Peel Official Plan (RPOP), including a Strategic Growth Area on Schedule E-2 and the Cawthra Secondary Major Transit Station area on Schedule E-5. MTSAs are a critical element in the Region's growth management strategy, with the potential to achieve higher densities and compact mixed-use development oriented to higher order transit. The minimum overall density of the Cawthra MTSA is 160 people and jobs (ppj)/ha. While the FSI included is appreciated, please provide statistics about the proposal's specific contribution towards the	GSAI; Kirkor	In accordance with the December 2020 Region of Peel Development Charges Background Study – Consolidation Report and the following Persons Per Unit (PPU) factors identified on page A-4 (3.328 for townhouses, 1.612 for small (less than 750 square feet) apartments and 3.048 for large (greater than 750 square feet) apartments), the proposed development will facilitate the introduction of approximately 862 new residents (rounded to the nearest whole number). This results in a density of approximately 678.74 residents per hectare. Given the presence tenants of the proposed structure are not yet known, the

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		minimum density (i.e., please provide the ppj/ha for the proposal).		estimated number of jobs is not available at this time. Based on the above, it is reasonable to assume that the proposed development will have a density (measured as persons and jobs per hectare) that exceeds the minimum density target for the Cawthra MTSA

CITY OF MISSISSAUGA, TRANSPORTATION & WORKS, TRAFFIC REVIEW

Kate Vassilyev

kate.vassilyev@mississauga.ca, 905.615.3200 x 8171

Dated: April 10, 2023

Agreement	136	<p>[SCHEDULE 'B' - WARNING CLAUSES AND NOTICE PROVISIONS] The following shall be included within Schedule 'B' of the Development Agreement:</p> <ul style="list-style-type: none"> (i) The Owner acknowledges and agrees that all costs associated with the completion and maintenance of any part of the private roadway shall be borne by the Owner. The private roadway works shall be and remain at all times, under the private registered ownership of the Owner, and its successors and assigns. The Owner further acknowledges that the City shall not be responsible for any maintenance or repair of the private roadway and the private roadway is not to be dedicated as public highway now or in the future. 	Husson	Noted. The requested Schedule will be included in the future Development Agreement
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MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
Agreement	137	SCHEDULE 'B' - WARNING CLAUSES AND NOTICE PROVISIONS] The following shall be included within Schedule 'B' of the Development Agreement: (iii) Purchasers/tenants are advised and hereby put on notice that internal road will be extended westerly to connect to Cedar Creek Lane in the future.	Husson	Noted. The requested Schedule will be included in the future Development Agreement
Recommendation Report	138	[INTERNAL ROAD EXTENSION] The Applicant is advised that internal road should extend to westerly property line. The Applicant is to submit Concept plan identifying future road connection to Cedar Creek Lane taking into consideration the ROW and grades.	Kirkor	As demonstrated on the accompanying Architectural Plans, the internal roadway has been extended as requested
Note	139	[DUNDAS CONNECTS]: The Owner is advised that Dundas Street is a major east-west arterial road in Mississauga and is identified in the City's Official Plan as an intensification corridor. The City of Mississauga has completed a master plan study of Dundas Street through the Dundas Connects project. This study explores ways to incorporate higher order transit on Dundas Street and investigate opportunities for associated transit-orientated development. The Owner is also advised to review project details as there may be impacts to this site, such as future right-of-way widening and restricted access. Project details can be found at: https://www.mississauga.ca/projects-andstrategies/city-projects/dundas-connects/	Kirkor; GSAI	As further discussed in the accompanying Planning Justification Report, the Dundas Connects Master Plan has been reviewed. The findings and recommendations of the Dundas Connects Master Plan and the more recent Dundas Corridor Policy Implementation Review have informed the proposed development
Note	127	[BICYCLE LANE / ROUTE SIGNAGE] Prior to Site Plan approval and as per the Mississauga Cycling Master Plan, Dundas Street East has been identified as a bike route. The applicant is advised that a Bike Lane / Route Sign fee payment for 1 sign would be	Owner	Noted. The required fee will be provided at the appropriate time in the future

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		required in accordance with the current Transportation and Works Fees and Charges By-Law. For fees paid in 2023, the current rate is \$316.00 per sign. This payment is NOT subject to HST. ***[NOTE]*** The fees collected for cycling route signs are not allocated towards a specific route and can be used towards cycling signage within any route. For current fees and charges, please go to https://www.mississauga.ca/council/by-laws/ and select: Fees and Charges: Transportation and Works		
Recommendation Report	128	[LAND CONVEYANCES - EASEMENTS] The Owner will be required to gratuitously convey the following to the City of Mississauga: (i) PUBLIC VEHICULAR AND PEDESTRIAN ACCESS EASEMENT - The Owner will be required to provide a Public Vehicular and Pedestrian Access Easement through the site to facilitate connectivity between Hanes Road and Cedar Creek Lane.	Kirkor; Owner	As demonstrated on the accompanying Site Plan, the requested easement will be provided and will be reflected in the future Development Agreement
Recommendation Report	123	[DRAFT REFERENCE PLAN] Prior to any Land Dedications & Conveyances, the Owner shall prepare and submit a draft reference plan detailing the required land dedications & conveyances pertaining to this section for review and approval (See Traffic Comment #124 & 128). ***[NOTE]*** (I) This condition will be cleared once the Draft R-Plan has been approved in principle by this section. (II) The Owner/Applicant is advised to confirm land requirements with other agencies prior to	Surveyor; Owner	A Draft Reference Plan will be prepared and provided at the appropriate time in the future

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		depositing the plan for efficiencies and to avoid multiple reference plans.		
Recommendation Report	124	<p>[LAND DEDICATIONS] The Owner will be required to gratuitously dedicate the following to the City of Mississauga:</p> <p>(A) RIGHT OF WAY WIDENINGS</p> <p>(j) A right of way widening towards the ultimate 42 metre rightof- way of Dundas St E as identified in the Official Plan.</p> <p>(B) SIGHT TRIANGLES:</p> <p>(k) Addition to 15 x 15 metre sight triangle at the north-west corner of Dundas Rd E and Haines Rd to match new property line.</p> <p>***[NOTE]*** This condition will be cleared upon receipt of confirmation from:</p> <p>(i) City Surveyor regarding dimensions;</p> <p>(ii) Environmental Site Management and Compliance regarding environmental conflicts; and (iii) Legal Services identifying that the transfer has taken place and associated fees have been paid.</p>	Surveyor; Owner	A Draft Reference Plan will be prepared and provided at the appropriate time in the future
By-law Enactment	125	<p>[LIFTING 0.3m RESERVES] Prior to Site Plan Approval, the applicant shall make appropriate arrangements for lifting the 0.3 meter reserve from across the width of the proposed access:</p> <p>(i) Proposed access to Haines Road.</p> <p>***[NOTE]***</p> <p>(i) A copy of the application form can be found online (https://www.mississauga.ca/publication/lift-1-</p>	Owner	Noted. No further action is required at this time

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<p>footreserve-application-form/) and can be submitted to Trans.Projects@mississauga.ca;</p> <p>(j) 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 to Traffic section for review and approval.</p>		
<p>Recommendation Report</p>	<p>126</p>	<p>[TRAFFIC IMPACT STUDY] A Traffic Impact Study prepared by Crozier Consulting Engineers dated October 2022 was submitted in support of the proposed development. Based on the information provided to date, staff provide the following comments:</p> <p>(A) TERMS OF REFERENCE;</p> <p>(I) Please include Certification Form found at Appendix A, City of Mississauga TIS Guidelines: https://www.mississauga.ca/wpcontent/uploads/2023/03/Mississauga-Transportation-Impact-Study-Guidelines.pdf</p> <p>(B) Please include evaluation for future connection to Cedar Creek Lane.</p> <p>(C) SECTION 3.6 TRAFFIC MODELLING. In this section stated that PHF of 1.00 was used for all movements but Synchro outputs show 0.92. Please revise wording.</p>	<p>Crozier</p>	<p>A Transportation Impact Study Update has been prepared and is provided in support of the application</p>

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<p>(D) SECTION 6.0 FUTURE TOTAL CONDITIONS. SBL approach for Dundas St East & Hanes Rd was identified as critical, additional mitigation measures should be evaluated (eg. extension of left storage lane and other).</p> <p>(E) ADDITIONAL COMMENTS</p> <p>(i) The TIS shall include a section in the report to address Community Impacts. This section shall include summary statements outlining the resulting traffic increases to the critical streets, movements and intersections. Comments or concerns from the community through future public meetings and engagements that are related to traffic shall also be addressed in this section.</p> <p>(ii) The TIS should include cross reference with Dundas Connects Master Plan for proposed road network.</p>		

CITY OF MISSISSAUGA, TRANSPORTATION & WORKS, TRANSIT INFRASTRUCTURE
 Raazia Zahra
raazia.zahra@mississauga.ca, 905.615.3200
 Dated: March 31, 2023

72	<p>MIWAY NOTIFICATION REQUIREMENTS: Should any road/boulevard works (including lane disruptions) impact existing transit infrastructure (stops/shelters) or service (routes), the applicant is required to mark off the check box on the ROP/PUCC Application and contact MiWays Infrastructure Management Team at 905 615-3200 ext. 3825 at least two</p>	Owner	Noted. No further action is required at this time
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MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<p>weeks prior to submission of the Road Occupancy Permit (ROP), and include information on proposed traffic management plans. In addition, kindly note the following timelines:</p> <p>1 week notice is required to create a detour plan in the event of a road closure is needed</p> <p>2 week notice is required in the event of a shelter removal is needed</p> <p>2 business days notice for stop removal/relocation</p> <p>Please refer to MiWay Construction Notification Schedule which outline notification time required for transit impacts</p>		
	73	<p>PEDESTRIAN CONNECTIONS: Convenient and accessible pedestrian linkages are to be provided between the existing sidewalk network and MiWay services/stops. Pedestrian walkway connections to the existing municipal sidewalk are necessary to ensure accessibility, reduce walking time and encourage transit use.</p>	Kirkor	<p>Noted. Pedestrian walkway connections to the existing municipal sidewalk are provided. Refer to the revised Site Plan and Ground Level Plan (Drawings dA1.03 and dA2.04, respectively) for further detail</p>
	74	<p>TRANSIT INFRASTRUCTURE COSTS:</p> <p>Please be advised that all costs associated with the removal and reinstatement of existing transit shelters will be the responsibility of the proponent with the work being completed by MiWay's Shelter Contractor. Payment for the cost of relocating a transit shelter shall be arranged directly with the shelter contractor prior to the shelter being removed and/or relocated.</p> <p>MiWays Infrastructure Management Team coordinates stop and shelter relocations and must be contacted at least two weeks prior to the commencement of construction.</p>	Owner	<p>Noted. No further action is required at this time</p>

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<p>The applicant is advised that all costs associated with the relocation and/or reinstatement of the transit infrastructure mentioned above (bus bay, shelter) will be the responsibility of the proponent. Please refer to the MiWay Notification Requirements comment.</p> <p>Due to an update in the General Fees and Charges By-Law, please note that MiWay will be charging a fee of \$415.30 + HST for each bus stop impacted by road work. This fee is associated with relocating bus stops, placing temporary bus stops and reinstating stops during construction when needed. By-Law Number associated with MiWay transit impact fee can be found from By-Law 0251-2020.</p>		
	75	<p>BRT: Please be advised that Higher Order Transit has been proposed for Dundas Street in the form of Bus Rapid Transit.</p> <p>The developer is advised to contact the BRT Office as there may be impacts to this proposed development and revise plans accordingly to reflect future condition</p>	Owner; Crozier	Noted. No further action is required at this time

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
<p>TRILLIUM HEALTH PARTNERS Andrew Matheson AMatheson@dialogdesign.ca, 416.849.6826 Dated: March 22, 2023</p>				
<p>Note</p>	<p>19</p>	<p>In response to the planning application notice for the above noted development, and on behalf of our client, Trillium Health Partners, we are providing the following statement.</p> <p>The proposed development is another example of the growth projections for Mississauga and Peel Region becoming a reality. Trillium Health Partners (THP) will experience more demand for services than any other Ontario hospital in the next 20 years, and large-scale residential developments such as the one noted above reinforce the need for THP to increase capacity through its Broader Redevelopment Project, creating a new Mississauga Hospital. The additional capacity provided by the redevelopment is a critical component of ensuring that the community has access to the high quality care that THP providesnow, and in the future.</p> <p>THP looks forward to continuing to work with the City as a key partner in completing the Broader Redevelopment Project and delivering a new kind of health care for a healthier community.</p> <p>At this stage THP has no comment on the proposed development, but welcomes the City continuing to include it in the planning process through notices and opportunities to provide comment.</p>	<p>GSAI</p>	<p>Noted. No further action is required at this time</p>

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
CITY OF MISSISSAUGA, PLANNING & BUILDING, URBAN DESIGN				
Erinma Chibututu, Urban Designer erinma.chibututu@mississauga.ca , 905.615.3200 x5546 Dated: April 19, 2023				
Recommendation Report	156	02) RETAIL/COMMERCIAL GROUND FLOOR UNITS, DUNDAS STREET FRONTAGE A203 – Floor Plan – Level 1.pdf i) The grading design with the elevated grades of the building setback along the Dundas street frontage and the continuous planters, creates a barrier between the public boulevard and the retail/commercial frontage and spill out zone. ii) Please re-design the Dundas Street and intersection frontage to achieve an at grade/sidewalk level building setback/spill-out patio Zone and Retail/Commercial entrances that spill out and engage the public boulevard at sidewalk level, and are unencumbered by a continuous wall of planters. Grade changes can be accommodated within the interior building entrance lobby facing Dundas Street. iii) Please note that the urban design vision for the Dundas street frontage is for active ground floor Retail/Commercial units that are accessed directly from the public boulevard and pedestrian sidewalk along Dundas Street, with the building set back designed as a spill-out/patio zone to	Kirkor	i) Noted. A revised proposal, including a re-design of the at grade Retail / Commercial area and removal continuous planters, has been prepared. Refer to the accompanying Site Plan and Ground Level Plans (Drawings dA1.03, dA2.03 and dA2.04) for further detail ii) Noted. A revised proposal, including a re-designed Dundas Street and intersection frontage to achieve at grade Retail / Commercial entrances that spill out and engage the public boulevard at sidewalk level, has been prepared. Refer to the accompanying Site Plan and Ground Level Plans (Drawings dA1.03, dA2.03 and dA2.04) for further detail iii) Noted. Provided direct access from the Public Boulevard and pedestrian sidewalk along Dundas Street. Refer to the accompanying Site Plan and Ground Level Plans (Drawings

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<p>accommodate outdoor seating and one row of mature trees that complement and enhance street trees on the public boulevard and promote pedestrian activity.</p> <p>iv) The ground floor plan shall be designed to achieve this vision with active shop fronts and retail/commercial unit entrances accessed directly from the spill-out zone and public boulevard instead of through an interior corridor or interior entrance lobby. The ground floor plan, the site plan and all applicable drawings shall reflect this.</p> <p>v) Please clarify how the Upper Retail units are intended to function and their potential viability with no visibility from the public streets.</p>		<p>dA1.03, dA2.03 and dA2.04) for further detail</p> <p>iv) Noted. A revised proposal, including a re-designed Dundas Street interface so that non-residential unit entrances spill out and engage the public boulevard at sidewalk level, has been prepared. Refer to the accompanying Site Plan and Ground Level Plans (Drawings dA1.03, dA2.03 and dA2.04) for further detail</p> <p>v) Noted. The Upper Retail units have been removed. Instead, retail units are accessed along Dundas Street and an internal, central retail corridor. Refer to the revised Ground Level Plans (Drawings dA2.03 and dA2.04) for further detail</p>
Recommendation Report	157	<p>03) RETAIL FRONTAGE AND SPILL-OUT ZONE</p> <p>A203 – Floor Plan – Level 1.pdf</p> <p>i) The spill out /patio Zone should extend to the portion of the Haines Street with a retail/commercial frontage.</p> <p>ii) Please re-design the Dundas Street and intersection frontage to achieve an at</p>	Kirkor	<p>i) Noted. The spill out / patio Zone has been extended to the portion of the Haines Street with a retail / commercial frontage. Refer to the revised Site Plan and Ground Level Plans (Drawings dA1.03, dA2.03 and dA2.04) for further detail</p> <p>ii) Noted. A revised proposal, including a re-designed Dundas</p>

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<p>grade/sidewalk level building setback/spill-out patio Zone and Retail/Commercial entrances that spill out and engage the public boulevard at sidewalk level, and are unencumbered by a continuous wall of planters. Grade changes can be accommodated within the interior building entrance lobby facing Dundas Street.</p> <p>iii) please note that the urban design vision for the Dundas street frontage is for active ground floor Retail/Commercial units that are accessed directly from the public boulevard and pedestrian sidewalk along Dundas Street, with the building set back designed as a spill-out/patio zone to accommodate outdoor seating and one row of mature trees that complement and enhance street trees on the public boulevard and promote pedestrian activity</p> <p>iv) The ground floor plan shall be designed to achieve this vision with active shop fronts and retail/commercial unit entrances accessed directly from the spill-out zone and public boulevard instead of through an interior corridor or interior entrance lobby. The ground floor plan, the site plan and all applicable drawings shall reflect this.</p>		<p>Street and intersection frontage to achieve at grade Retail / Commercial entrances that spill out and engage the public boulevard at sidewalk level, has been prepared. Refer to the revised Site Plan and Ground Level Plans (Drawings dA1.03, dA2.03 and dA2.04) for further detail.</p> <p>iii) Noted. The revised proposal includes directly accessible connections from the Public Boulevard and pedestrian sidewalk along Dundas Street. Refer to the revised Site Plan and Ground Level Plans (Drawings dA1.03, dA2.03 and dA2.04) for further detail</p> <p>iv) Noted. A revised proposal, including a re-designed Dundas Street and intersection frontage to achieve at grade Retail / Commercial entrances that spill out and engage the public boulevard at sidewalk level, has been prepared. Refer to the revised Site Plan and Ground Level Plans (Drawings dA1.03, dA2.03 and dA2.04) for further detail.</p>
Recommendation Report	158	COMMENT: SHADOW STUDIES	Kirkor	Noted. Upon review of the surrounding context, including the adjacent lands along Haines Road

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<p>1) LOW AND MEDIUM DENSITY RESIDENTIAL STREETS SEPTEMBER 21</p> <p>i) Haines Road in its existing form accommodates mostly medium and low density residential developments. For the purposes of the Shadow Impact assessment, it will be considered a Low and Medium Density Residential Street. Developments on Low and Medium Density residential streets should be designed to allow full sunlight on the opposite boulevard including the full width of the sidewalk on September 21 as follows:</p> <ul style="list-style-type: none"> o For a total of at least 4 hours between 9:12 a.m. and 11:12 a.m. and between 3:12 p.m. and 5:12 p.m. This criterion is met if there is no incremental shade from the proposed development at: 9:12 a.m., 10:12 a.m. and 11:12 a.m. and at 3:12 p.m., 4:12 p.m. and 5:12 p.m. o On September 21, the proposed development casts shadows on the east boulevard of Haines Road at 15:12 (3:12 p.m.), 16:12 (4:12 p.m.), and 17:12 (5:12 p.m.) o Please introduce mitigation measures including adjustments to the building massing, to eliminate the shadow impact at the above times. 		<p>being designated 'Residential High Density', this requirement is not applicable.</p>
		<p>2) PRIVATE RESIDENTIAL OUTDOOR AMENITY AREAS</p>		

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<p>JUNE 21</p> <p>i) Please eliminate any shadow impact beyond the north property line shared with the adjoining townhouses (3038 Haines Road) at 9:20 a.m. and 10:20 a.m.</p> <p>SEPTEMBER 21</p> <p>i) Please eliminate any shadow impact beyond the north property line shared with the adjoining townhouses (3038 Haines Road) at 11:12 a.m.</p> <p>3) LEVEL 2 OUTDOOR AMENITY AREA</p> <p>i) Please calculate the Sun Access Factor for the Level 2 outdoor amenity area on June 21, September 21 and December 21.</p>		
Recommendation Report	159	<p>COMMENT: QUANTITATIVE PEDESTRIAN WIND COMFORT AND SAFETY STUDY</p> <p>1) SENSOR LOCATIONS</p> <p>i) Please include additional sensor locations to evaluate the wind comfort and safety conditions for both the existing and proposed Summer and Winter configurations at the backyards of the existing townhouses on the adjoining property at 3083 Haines Road.</p> <p>2) SUMMER WIND COMFORT CONDITIONS</p>	Gradient	An Addendum to the Pedestrian Level Wind Study has been prepared and is provided in support of the application

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<p>i) Introduce mitigation features to change the Summer wind comfort conditions at Sensor Locations 56, 61, 62, 63, 64 , all within the Retail/commercial Spill Out/Patio Zone from Standing to Sitting.</p> <p>ii) Introduce mitigation features to change the Summer wind comfort conditions at Sensor Locations 24, 53, 68, all within the backyard and front outdoor spaces of the townhouse blocks from Standing to Sitting.</p> <p>iii) Introduce mitigation features to change the Summer wind comfort condition at Sensor Location 37, where pedestrians are likely to linger and wait, from Walking to standing.</p> <p>iv) Introduce mitigation features to change the Summer wind comfort conditions at Sensor Locations 29, 30, 31, 55, where patrons of the west outdoor amenity space are likely to sit and observe the Play Area, from Standing to Sitting.</p> <p>3) WINTER WIND COMFORT CONDITIONS</p> <p>i) Introduce mitigation features to change the Winter wind comfort conditions at Sensor Locations 29, 30, 31, 32, 36, 37, 64, 39, 68, 53 from Walking to Standing or better.</p> <p>4) MITIGATION NOTES</p>		

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		i) Where mitigation is required to achieve acceptable pedestrian wind comfort and safety levels, the wind study shall state the mitigation plan with all the recommended mitigation measures. The proposed and future configurations shall be evaluated/tested with all recommended mitigation measures in order to demonstrate the benefits of the mitigation strategy. ii) All recommended mitigation measures/features shall be incorporated into the detailed concept plan, site plan, landscape plan, building elevations and all applicable drawings. iii) Where extreme wind conditions such as safety exceedances and uncomfortable wind comfort conditions are predicted, soft landscaping (e.g. trees, shrubs etc.) is not acceptable as wind mitigation. Other forms of wind mitigation including massing and built form changes, hard landscaping (e.g. architectural features, screens, etc.) will be required in such instances.		
Recommendation Report	160	COMMENT: SECTIONS AND ANGULAR PLANE CRITERIA 1) Please illustrate with sections, that the following angular plane criteria specified in the Dundas Connects Master Plan, have been achieved: i) DUNDAS FRONTAGE In order to achieve the appropriate scale of buildings relative to the width of the Dundas	Kirkor	Given the Dundas Connects Master Plan criteria is informative but not policy, angular plane diagrams have not been prepared as they are not a requirement. Furthermore, the proposed development has been carefully planned and designed to implement the purpose and intent of the Dundas Connects Master Plan design directions while also facilitating a high-quality,

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		<p>Street Right Of Way, the following angular plane provisions will apply relative to the Dundas Street Right Of Way.</p> <ul style="list-style-type: none"> - Measure vertical height at Dundas Street-facing property line equivalent to 80% of Right-of-Way width and apply 45 degree angular plane; - No element of a building may penetrate this angular plane; <p>ii) TRANSITION TO ESTABLISHED LOWER DENSITY RESIDENTIAL NEIGHBOURHOODS (NORTH PROPERTY LINE)</p> <ul style="list-style-type: none"> - Measure 7.5 m setback from shared property line with adjacent to lower density residential area or Business Employment use; - Measure 10 m vertical height at the 7.5 m setback line; - Apply a 45 degree angular plane starting at this 10 m height; and - The overall height of the higher density development shall be contained within the 45 degree angular plane. 		<p>mixed-use structure that provides for an appropriate transition to the surrounding context</p>
<p>Recommendation Report</p>	<p>161</p>	<p>COMMENT: SERVICE, LOADING AND WASTE STORAGE AND REMOVAL</p> <p>i) Please confirm how waste storage and removal will function for the townhouse units and the Retail/Commercial units.</p>	<p>Kirkor</p>	<p>All containers must be accessible at the collections point by 7:00am on collection days and must be returned to the waste storage room immediately following collection.</p> <p>The design of the staging pad should not require the jockeying of containers by the driver. If jockeying of containers is necessary, an on-site staff person must be available to manoeuvre the containers for the driver. The city does not allow</p>

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
				the driver to leave the collection vehicle. Further detail is provided in the accompanying Waste Management Plan
Recommendation Report	162	<p>COMMENT: TRANSFORMER VAULT AND UTILITY METRES</p> <p>i) Transformers should be enclosed within a ground floor apace in the building, with appropriate access as prescribed by the relevant authority.</p> <p>ii) Utility metres, Gas metres and associated pipe work shall not be visible from a street frontage.</p>	Kirkor	<p>i) Noted. Transformers will stay at grade for safety concern.</p> <p>ii) Noted. Utility metres, Gas metres and associated pipe work relocated from street frontage. Refer to the revised Ground Level Plan (Drawing dA2.04) for further detail</p>
	163	<p>04) CENTRAL COURTYARD</p> <p>A203 – Floor Plan – Level 1.pdf</p> <p>i) Please redesign this central area as an outdoor amenity courtyard and maximise the soft landscaping.</p> <p>ii) Consider eliminating individual at grade driveways for each townhouse unit, and accommodating the required parking underground. This will allow for the following:</p> <ul style="list-style-type: none"> - a soft landscaped front yard/buffer of 4.5m for each townhouse unit and a continuous pedestrian sidewalk - a townhouse backyard depth of 7.5 m - a reduction in the extent of paved road, including the elimination of one drive aisle, and an alternative 	Kirkor; SBK	<ul style="list-style-type: none"> • Central island north of the building has been utilized for bicycle parking in order to support active transportation. Considering the size of the island based on the current site plan layout, it is not conducive to a substantial passive amenity space. Alternatively, the west side of the site is to be utilized for common amenity at grade. • Soft landscaping has been provided at the entry to each townhouse unit, including ornamental tree planting • Each townhouse includes a 7.5 metre rear yard setback

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
		surface parking arrangement to maximize the soft landscaping within a central outdoor amenity courtyard - a more coherent pedestrian circulation network within the site and connecting to the public boulevards and outdoor spaces		
	164	05) CENTRAL COURTYARD A103 – Site Plan.pdf i) Please redesign this central area as an outdoor amenity courtyard and maximise the soft landscaping. ii) Consider eliminating individual at grade driveways for each townhouse unit, and accommodating the required parking underground. This will allow for the following: - a soft landscaped front yard/buffer of 4.5m for each townhouse unit and a continuous pedestrian sidewalk - a backyard depth of 7.5 m - a reduction in the extent of paved road, including the elimination of one drive aisle and an alternative surface parking arrangement to maximize the soft landscaping within a central outdoor amenity courtyard - a more coherent pedestrian circulation network within the site and connecting to the public boulevards and outdoor spaces	Kirkor; SBK	<ul style="list-style-type: none"> Central island north of the building has been utilized for bicycle parking in order to support active transportation. Considering the size of the island based on the current site plan layout, it is not conducive to a substantial passive amenity space. Alternatively, the west side of the site is to be utilized for common amenity at grade.

MILESTONE	NO.	COMMENT	CONSULTANT	RESPONSE
	165	<p>06) EXHAUST GRILLES</p> <p>A103 – Site Plan.pdf</p> <p>i) Consider opportunities to maximise soft landscape areas by integrating the exhaust grilles on the exterior walls of non habitable spaces such as the Waste storage and loading room.</p>	Kirkor	Noted. No further action is required
	166	<p>07) GAS METRE LOCATION</p> <p>i) Relocate the gas metre away from a street facing exterior wall.</p> <p>ii) Design an exterior wall at an alternative less readily visible location to incorporate a niche to house the gas metre.</p>	Kirkor	<p>i) Noted. Condominium’s gas metre relocated from street frontage. Townhouse’s gas metre located at a less readily visible location. Refer to Ground Level Plan (Drawing dA2.04) for further detail</p> <p>ii) Noted. No further action is required</p>
	167	<p>08) TOWNHOUSE WASTE STORAGE AND REMOVAL</p> <p>i) Please confirm how waste storage and removal will function for the townhouse units.</p>	Kirkor; PragmaTech	<p>All containers must be accessible at the collections point by 7:00am on collection days and must be returned to the waste storage room immediately following collection.</p> <p>The design of the staging pad should not require the jockeying of containers by the driver. If jockeying of containers is necessary, an on-site staff person must be available to manoeuvre the containers for the driver. The city does not allow the driver to leave the collection vehicle</p>

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Recommendation Report	168	1)RETAIL/COMMERCIAL COMPONENT, GRADING DESIGN, DUNDAS STREET FRONTAGE	Kirkor	1)
		i) The grading design with the elevated grades of the building setback along the Dundas street frontage and the continuous planters, creates a barrier between the public boulevard and the retail/commercial frontage and spill out zone.		i) Noted. A revised proposal, including a re-design of the at grade Retail / Commercial areas and removal of continuous planters, has been prepared. Refer to the Site Plan and Ground Level Plans (Drawings dA1.03, dA2.03 and dA2.04) for further detail
		ii) Please re-design the Dundas Street and intersection frontage to achieve an at grade/sidewalk level building setback/spill-out patio Zone and Retail/Commercial entrances that spill out and engage the public boulevard at sidewalk level, and are unencumbered by a continuous wall of planters. Grade changes can be accommodated within the interior building entrance lobby facing Dundas Street.		ii) Noted. A revised proposal, including a re-design of the Dundas Street and intersection frontage to achieve at grade Retail / Commercial entrances that spill out and engage the public boulevard at sidewalk level, has been prepared. Refer to the Site Plan and Ground Level Plans (Drawings dA1.03, dA2.03 and dA2.04) for further detail
		iii) Please note that the urban design vision for the Dundas street frontage is for active ground floor Retail/Commercial units that are accessed directly from the public boulevard and pedestrian sidewalk along Dundas Street, with the building set back designed as a spill-out/patio zone to accommodate outdoor seating and one row of mature trees that complement and enhance street trees on the public boulevard and promote pedestrian activity.		iii) Noted. Provided directly accessible entrances from the Public Boulevard and pedestrian sidewalk along Dundas Street. Refer to the Site Plan and Ground Level Plans (Drawings dA1.03, dA2.03 and dA2.04) for further detail
		iv) The ground floor plan shall be designed to achieve this vision with active shop fronts and retail/commercial unit entrances accessed directly		iv) Noted. A revised proposal, including a re-design of the Dundas

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		<p>from the spill-out zone and public boulevard instead of through an interior corridor or interior entrance lobby. The ground floor plan, the site plan and all applicable drawings shall reflect this.</p> <p>v) Please clarify how the Upper Retail units are intended to function and their potential viability with no visibility from the public streets.</p> <p>vi) The proposed retail/commercial spaces should be designed to be easily convertible to accommodate a diversity of affordable large, medium or small sized businesses that maintain the diverse fabric of stores and services that characterise Dundas Street, promote its vibrancy and support pedestrian activity. The applicant should demonstrate the components that have been incorporated into the building and site design to ensure that this will be achieved and to promote the viability of the retail/commercial units.</p> <p>vii) The total area and diversity of retail/commercial space provided to serve the community should be equivalent to or improve upon the existing condition.</p> <p>2) CEDAR CREEK LANE</p> <p>i) As noted in the DARC comments, within the past two years, the City has had pre-application enquiries regarding the redevelopment of properties on the west side of Cedar Creek Lane.</p>		<p>Street and intersection frontage to achieve at grade Retail / Commercial entrances that spill out and engage the public boulevard at sidewalk level, has been prepared. Refer to the Site Plan and Ground Level Plans (Drawings dA1.03, dA2.03 and dA2.04) for further detail</p> <p>v) Noted. Removed Upper Retail units. Retail accesses are now along the Dundas Street frontage and via an internal, central retail corridor only. Refer to the Ground Level Plans (Drawings dA2.03 and dA2.04) for further detail.</p> <p>vi) Noted. The proposed retail/commercial spaces have been designed to be easily convertible to accommodate a diversity of affordable large, medium or small sized businesses that maintain the diverse fabric of stores and services that characterise Dundas Street, promote its vibrancy and support pedestrian activity.</p> <p>vii) Noted. A total of 2,373.55m² / 25,549ft² retail / commercial area is to be provided along Dundas Street to serve the community.</p>

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		<p>Any such redevelopment would likely require the upgrading of Cedar Creek Lane in order to provide vehicular site access especially since the City does not support site access from Dundas Street.</p> <p>ii) The design and redevelopment proposal for the subject property at 805 Dundas Street E has illustrated a private road accessed from Haines Road, with the possibility of connecting to Cedar Creek Lane. The site and building designs should also protect for pedestrian sidewalk connections, boulevards and landscape buffers associated with the private road connection and the design of an appropriate interface, building setbacks, protection for the relocation of services if necessary etc. This is consistent with the recommendations of the Dundas Connects Master Plan for new public and private roads to improve connectivity and figure 5-11 on page 117 of the document shows Cedar Creek Lane as a future public road.</p>		<p>2)</p> <p>i) Noted. Future vehicular site access and pedestrian sidewalk provided to upgrading of Cedar Creek Lane. Refer to the Site Plan and Ground Level Plans (Drawings da1.03, dA2.03 and dA2.04) for further detail..</p> <p>ii) Noted. New private road connection from Haines Road to Cedar Creek Lane provided to improve connectivity. Refer to the Site Plan and Ground Level Plans (Drawings da1.03, dA2.03 and dA2.04) for further detail.</p>