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COMMENT MATRIX

NO.	TOPIC	COMMENT	RESPONSE
ALECTRA UTILITIES			
Anonymous			
	System Planning	<ul style="list-style-type: none"> The underground garage encompasses the whole footprint of the site. The proposed pad mounted transformer may have access issues. Please contact ICI department for parameters for transformer installation. The primary cable routing to the proposed transformer “cannot” be through the building structure which may require the transformer to be relocated. Service to the site is available from Dundas Street East from the existing overhead lines. Will the development be electrically heated? Is there allowance for EV (electric vehicle) charging stations? Is there a tentative construction start date available? <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>. Noted</p> <p>. Transformer was relocated to transformer room at ground floor. Please refer to SPA151.</p> <p>. Transformer was relocated to transformer room at ground floor. Please refer to SPA151.</p> <p>. Noted</p> <p>. Client to confirm.</p> <p>. 20% of residential spaces and 10% of non residential spaces are EV ready.</p>
		<p>We have no objection to the rezoning of these lands. Our comments are as follows:</p> <ul style="list-style-type: none"> Initial supply could be made available subject to timing, prior use and coordination with adjacent lands. Any electrical servicing/alterations shall be in accordance with Alectra’s requirements as noted in Alectra Standards and Conditions of Service. The applicant is requested to contact Alectra well in advance to arrange for the design and installation of the electrical distribution system. 	<p>Noted. Contact will be made with Alectra Utilities at the appropriate time in the future to coordinate service delivery to the proposed development. No further action is required at this time</p>

NO.	TOPIC	COMMENT	RESPONSE
		<ul style="list-style-type: none"> 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. Servicing to the proposed development can be made available through a pad-mounted transformers or vault type transformers. 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 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. 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. 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. 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. 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. 	

NO.	TOPIC	COMMENT	RESPONSE
		<ul style="list-style-type: none"> 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. 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 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 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. 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. 	

ENBRIDGE GAS INC. ('ENBRIDGE')

Jasleen Kaur, Municipal Planning Coordinator

437.929.8083

October 31, 2022

Enbridge Gas Inc. does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions.

Noted. No further action is required

Official Plan Amendment & Zoning By-law Amendment

1225 Dundas Street East, City of Mississauga

City File | OZ/OPA 22 -20 W3



NO.	TOPIC	COMMENT	RESPONSE
		The applicant will contact Enbridge Gas Inc.'s Customer Connections department by emailing SalesArea20@Enbridge.com prior to any site construction activities to determine if existing piping facilities need to be relocated or abandoned	Enbridge's Customer Connections Department will be contacted at the appropriate time in the future. No further action is required

ROGERS COMMUNICATIONS CANADA INC. ('ROGERS')

Anisha George, Coordinator

Gtaw.newarea@rci.rogers.com

October 18, 2022

		Rogers Communications Canada Inc. (" Rogers ") has reviewed the application for the above Subdivision and has determined that it intends to offer its communications services to residents of the Subdivision	We highlight that the proposed development does not contemplate a Draft Plan of Subdivision. Notwithstanding, no further action is required
		<p>Accordingly, we request that municipal approval for the Subdivision be granted subject to the following conditions:</p> <ol style="list-style-type: none"> (1) The Owner shall agree in the Subdivision Agreement to (a) permit all CRTC-licensed telecommunications companies intending to serve the Subdivision (the "Communications Service Providers") to install their facilities within the Subdivision, and (b) provide joint trenches for such purpose. (2) The Owner shall agree in the Subdivision Agreement to grant, at its own cost, all easements required by the Communications Service Providers to serve the Subdivision, and will cause the registration of all such easements on title to the property. (3) The Owner shall agree in the Subdivision Agreement to coordinate construction activities with the Communications Service Providers and other utilities, and prepare an overall composite utility plan that shows the locations of all utility infrastructure for the Subdivision, as well as the timing and phasing of installation. 	The applicable approval conditions will be included in the future Development Agreement, at the appropriate time in the future. No further action is required

Official Plan Amendment & Zoning By-law Amendment

1225 Dundas Street East, City of Mississauga

City File | OZ/OPA 22 -20 W3



NO.	TOPIC	COMMENT	RESPONSE
		(4) The Owner shall agree in the Subdivision Agreement that, if the Owner requires any existing Rogers facilities to be relocated, the Owner shall be responsible for the relocation of such facilities and provide where applicable, an easement to Rogers to accommodate the relocated facilities.	

CITY OF MISSISSAUGA, PARKS & FORESTRY, ARBORIST

Michael Salerno, Arborist

michael.salerno@mississauga.ca, 905.615.3200

November 11, 2022

130	City Property	PUBLIC TREE INJURY/REMOVAL PERMISSION – The Applicant is advised that permission is required to injure above and below ground/remove one (1) or more trees within the municipal right of way. The Applicant is to submit an application for the injury or destruction of trees on public property. The application for public tree removals is to be submitted/reviewed at the Site Plan stage of the project. Further information is available at: https://www.mississauga.ca/publication/application-topermit-the-injury-or-destruction-of-trees-on-publicand-private-property/ .	A Tree Removal Permit for public trees will be advanced in the near future
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CITY OF MISSISSAUGA, PARKS & FORESTRY, ARBORIST - STREETSCAPE

Monika Kokoska, Arborist

monika.kokoska@mississauga.ca, 905.615.3200

December 1, 2022

168	Streetscape	STREETSCAPE: An amended boulevard treatment has not been proposed and will not be required on Dundix Road or Arena Road. As part of the Dundas Street BRT, a streetscape cash contribution will be required on Dundas Street. Please refer to comments from Development & Design for further direction. No further review is required unless proposed condition changes.	Noted. The requested streetscape cash contribution will be reviewed and incorporated as part of the future Development Agreement. No further action is required at this time
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Official Plan Amendment & Zoning By-law Amendment

1225 Dundas Street East, City of Mississauga

City File | OZ/OPA 22 -20 W3



NO.	TOPIC	COMMENT	RESPONSE
BELL CANADA Anonymous ca.circulations@wsp.com, 289.982.4363 October 13, 2022			
208		Bell has no comment at this time	Noted. No further action is required

CITY OF MISSISSAUGA, COMMUNITY SERVICES, CITY PLANNING STRATEGIES – HOUSING Brandon Williams monika.kokoska@mississauga.ca , 905.615.3200 December 1, 2022			
131	Housing Report	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, off-site land contributions, or financial contributions to affordable middle income housing elsewhere. Staff agrees with Region staff comments that it is appreciated that the anticipated unit mix includes larger family-sized two and three bedroom units. The applicant also mentions 27 one-bedroom units that could potentially be marketed as more affordable 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.	Given a revised proposal has been prepared, a revised Housing Report, in accordance with the City's Terms of Reference has been prepared. As further discussed in the Housing Report, the Subject Lands are not required by in-effect policy to provide affordable housing units. As such, the proposed development, as currently contemplated, is consistent with and conforms to the applicable Provincial, Regional and local housing-related policies and will support the provision of housing choice for residents of the surrounding Applewood community. No further action is required at this time

CONSEIL SCOLAIRE VIAMONDE Anonymous planification@csviamonde.ca , 416.614.5910 October 20, 2022			
206		The Conseil Scolaire Viamonde has no comment	Noted. No further action is required

NO.	TOPIC	COMMENT	RESPONSE
CITY OF MISSISSAUGA, TRANSPORTATION & WORKS, DEVELOPMENT ENGINEERING Lionel Bogues lionel.bogues@mississauga.ca , 905.615.3200 October 26, 2022			
36	Comments	Further comments and conditions may be forthcoming depending upon receipt and review of the requested, or any additional information.	Noted. No further action is required
27	Benchmark	[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 referred to the City of Mississauga Benchmark No. ____ Located (insert description on benchmark sheet) having a published elevation of ____metres."	Benchmark references a city BM number and is added to the plans
28	Schedule B – Snow Removal	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.	Noted. The requested clause will be included in the future Schedule B of the Development Agreement. We highlight that the Development Agreement will be advanced at the appropriate time in the future, in support of the Holding (H) Removal application. As such, no further action is required
29	Private Roadway Standard	[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). http://www.mississauga.ca/portal/business/developmentrequirements	Noted It is acknowledged and agreed that any road improvement costs will be the Owner's responsibility. No further action is required at this time

NO.	TOPIC	COMMENT	RESPONSE
30	Road Improvement	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.	Noted. It is acknowledged and agreed that any road improvement costs will be the Owner's responsibility. No further action is required at this time
31	Engineering Submission	[TIMING FOR SUBMITTING 1ST ENG. SUBMISSION] - Please be advised that the City will NOT accept a First Engineering Submission in support of the required Development Agreement for Municipal Infrastructure works Schedules 'D' and 'G' until such time as the Recommendation Report recommending Rezoning Approval has been approved in principle by City Council. THE FOLLOWING ONLINE LINK IS PROVIDED TO ASSIST THE DEVELOPER IN THE PREPARATION OF THE DEVELOPMENT AGREEMENT AND RELATED DRAWINGS. Refer to: T&W Development Requirements Manual - Section 3 - Engineering Submission Requirements; Section 3A - Appendices: http://www.mississauga.ca/portal/business/developmentrequirements	A Detailed Engineering submission will be prepared and advanced at the appropriate time in the future, in support of the Holding (H) Removal Application. No further action is required at this time
32	Utility Relocation Costs	[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.	Noted. It is acknowledged and agreed that any utility relocation costs will be the Owner's responsibility. No further action is required at this time
33	Shoring, Tiebacks & Hoarding	[SHORING, TIEBACKS & HOARDING REQUIREMENTS] - In the event that placement of any shoring and tieback 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 . Prior to	Noted. Should shoring be required, the appropriate approvals will be obtained in the future. No further action is required at this time

NO.	TOPIC	COMMENT	RESPONSE
		any work being carried out within the municipal right-of-way, the owner may be required to obtain a Road Occupancy Permit. 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 tieback 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'. If an encroachment is proposed, the applicant is advised to contact the Region of Peel prior to submitting a Shoring Permit application, in order to confirm any applicable Region of Peel requirements.	
34	Condo Registration	[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.	Noted. Final grading and pavement certification will be received at the appropriate time in the future. No further action is required at this time
35	Noise Study	[REVISE NOISE STUDY] - The owner is to submit an updated Noise Study which is to include the following: <ul style="list-style-type: none"> (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 the need for special building designs due to noise impacts; (iii) Include units to be fitted with central air-conditioning or the provision for central air conditioning; (iv) Provide the appropriate warning clauses to be included in the Development Agreement; (v) Provide a table depicting a range of barrier heights and corresponding mitigated sound levels for the outdoor living areas; 	A revised Noise Impact Study, based on the revised proposal, has been prepared and is provided in support of the application

NO.	TOPIC	COMMENT	RESPONSE
		<p>(vi) Provide cross-sections for the berm/fence combinations (including fence returns) to be implemented at this site to control noise levels; and</p> <p>(vii) Address any on-site/off-site stationary noise impacts caused by existing and proposed developments.</p>	
37	Schedule B – Noise	<p>INCLUDE IN SCHEDULE B - NOISE (TYPE A)] - Purchasers/tenants are advised that sound levels due to increasing (ROAD/ RAIL/ AIR) traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment Conservation and Parks.</p>	<p>Noted. The requested clause will be included in the future Schedule B of the Development Agreement. We highlight that the Development Agreement will be advanced at the appropriate time in the future, in support of the Holding (H) Removal application. As such, no further action is required</p>
38	Schedule B – Noise	<p>INCLUDE IN SCHEDULE B - NOISE (TYPE B)] - Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units sound levels due to increasing (ROAD/ RAIL/ AIR) traffic may on occasions interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment Conservation and Parks.</p>	<p>Noted. The requested clause will be included in the future Schedule B of the Development Agreement. We highlight that the Development Agreement will be advanced at the appropriate time in the future, in support of the Holding (H) Removal application. As such, no further action is required</p>
39	Schedule B – Noise	<p>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.</p>	<p>Noted. The requested clause will be included in the future Schedule B of the Development Agreement. We highlight that the Development Agreement will be advanced at the appropriate time in the future, in support of the Holding (H) Removal application. As such, no further action is required</p>

NO.	TOPIC	COMMENT	RESPONSE
40	Schedule B - Boise	[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.	Noted. The requested clause will be included in the future Schedule B of the Development Agreement. We highlight that the Development Agreement will be advanced at the appropriate time in the future, in support of the Holding (H) Removal application. As such, no further action is required
41	Tenure	[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.	As stated in the accompanying Planning Justification Report and Housing Report, the tenure of units is condominium ownership
42	Development Agreement	[AGREEMENT TEMPLATE] Please contact the applicable Development Agreement Coordinator to obtain a template of the Development Agreement.	Noted. A copy of the Development Agreement will be received at the appropriate time in the future, when advancing the Holding (H) Removal application. No further action is required
44	Plan Revisions	<p>[REVISE DRAWINGS] Plans submitted in support of this application are to be revised as follows:</p> <ul style="list-style-type: none"> (i) Show setbacks of the underground parking structure around the property line; (ii) Revise drawings to show the ultimate and existing property line; (iii) Title block to be updated on drawings to include the application number; (iv) Internal road widths to be revised as per section 6 - Roadways Design Requirements – Internal Private Roads, minimum width of roadway shall be 7.0m. http://www.mississauga.ca/portal/business/developmentrequirements 	<ul style="list-style-type: none"> i) Setbacks are shown on U/G level plan and ground floor plan. Please refer to RZ102, RZ151. ii) Existing and ultimate property lines shown on all plans. Please refer to Ground floor plan RZ151. iii) Title blocks have been revised on all Plans to include the active application number; iv) Internal private roads are revised to 7.0m width. Please refer to RZ102, RZ151.

NO.	TOPIC	COMMENT	RESPONSE
DUFFERIN-PEEL CATHOLIC DISTRICT SCHOOL BOARD ('DPCDSB') Joanne Rogers, Planner joanne.rogers@dpcdsb.org , 905.890.0708 x 24299 October 19, 2022			
22	School Accommodation	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.	Noted. No further action is required
23	Accommodation - Elementary	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 496 additional units, yielding approximately 10 Junior Kindergarten to Grade 8 separate school students. St. Thomas More has a capacity of 648 pupil places with a current enrolment of 564 students and 0 portables/temporary classrooms on site.	Noted. No further action is required
24	Accommodation Secondary	ACCOMMODATION SECONDARY - The application will yield approximately 8 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 1118 students, and 0 portables/temporary classrooms on site.	Noted. No further action is required
		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	Noted. The requested warning clauses will be included in the future Development Agreement and future Agreement of Purchase and Sale or Lease at the appropriate time. No further action is required at this time

NO.	TOPIC	COMMENT	RESPONSE
		(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."	

CITY OF MISSISSAUGA, TRANSPORTATION & WORKS, ENVIRONMENTAL ENGINEERING – STORM

Walter Copping

walter.copping@mississauga.ca, 905.615.3200

November 10, 2022

99	Stormwater Outlet	[STORMWATER OUTLET] - The storm sewer outlet for these lands is the existing 1050mm diameter storm sewer system which crosses Dundas St E flowing south. These lands are located within the Applewood 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 post development storm water discharge from the 100-year post development storm event to the 2-year predevelopment levels.	Quantity control has been applied as per this criteria.
100	Dewatering	[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 sewer as an outlet. Considering this, please be advised of the following: (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) 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	Permanent dewatering will be done into the municipal storm system. (a) The long-term dewatering rate has been accounted for in the quantity control calculation as specified. (b) Quality treatment measures for groundwater will be specified at Site Plan Application by the mechanical consultant in coordination with the hydrogeologist, as this component will be inside the building and be part of the mechanical system.

NO.	TOPIC	COMMENT	RESPONSE
		showing that any groundwater contaminants revealed in the Hydrogeological Report are adequately filtered/removed prior to discharge into the storm sewer.	
101	5 mm Retention	[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.	5mm retention has been accounted for in the design. Re-use mechanisms will be determined at Site Plan Application once landscape and mechanical designs have advanced.
102	FSR / SWM Report	<p>[FSR/SWM REPORT] - Based on the Functional Servicing and Stormwater Management Report, prepared by Stantec Consulting Ltd., dated July 8, 2022, the following comments apply:</p> <ul style="list-style-type: none"> (a) As per section 8.1.1 of the City's Storm Drainage Design Requirements, please ensure the adjustment factor of 1.25 is applied to the runoff coefficient for post-development condition calculations. (b) As per section 8.3.2 of the City's Storm Drainage Design Requirements, the 5mm retention volume requirement is to be calculated as the product of impervious site area times 5mm, excluding initial abstraction. Please revise calculations and update the report accordingly to only use the impervious site area without initial abstraction. (c) Upon revisions due to comments (a) and (b), please ensure the stormwater storage tank is re-sized accordingly for active and passive storage. (d) Please provide more information on the proposed water re-use, including details and calculations from an irrigation consultant. (e) Please identify if this site must accommodate for any external flows from surrounding areas. (f) Due to the proposed underground parking, a Hydrogeological Report is to be provided for review - please see comment #119. (g) Please specify if the townhouse portion of this development will have basements which require weeping tiles and sump pumps. If basements are proposed, further development agreement clauses may be applied. 	<ul style="list-style-type: none"> (a) 1.25 adjustment factor has been applied to the post runoff coefficient. (b) Retention volume has been revised to be solely based on impervious areas. (c) Groundwater discharge has been accounted for in the storage calculations. (d) This information will be provided at Site Plan Application when landscape and mechanical designs have advanced enough to consider and incorporate re-use options and mechanisms. (e) The site does not receive any external flows under predevelopment conditions and will not do so under post-development conditions. (f) [Response by client] (g) The entire site will reside on one shared underground level and the global long-term dewatering approach is discussed in the Functional Servicing Report.

NO.	TOPIC	COMMENT	RESPONSE
103	Schedule C – SWM	[INCLUDE IN SCHEDULE C-2 - SWM] - The following clause should be included in a new Schedule C-2 titled "Additional Terms, Provisions, Conditions, and Notes": 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.	Noted. The requested clause will be included in the future Schedule C of the Development Agreement. We highlight that the Development Agreement will be advanced at the appropriate time in the future, in support of the Holding (H) Removal application. As such, no further action is required
104	Schedule B – SWM	[INCLUDE IN SCHEDULE B - SWM] - Purchasers/tenants are advised that on-site stormwater management facilities shall not be altered or removed without the prior written consent of The Corporation of the City of Mississauga and any future owners, their successors and assigns, shall 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 with respect to the on-site stormwater management techniques.	Noted. The requested clause will be included in the future Schedule B of the Development Agreement. We highlight that the Development Agreement will be advanced at the appropriate time in the future, in support of the Holding (H) Removal application. As such, no further action is required
105	Schedule B – Rear Lot CB	[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	Noted. The requested clause will be included in the future Schedule B of the Development Agreement. We highlight that the Development Agreement will be advanced at the

NO.	TOPIC	COMMENT	RESPONSE
		the said catchbasin and leads in an operational state of repair and free of all obstructions. It is hereby acknowledged that the aforesaid catch basin 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.	appropriate time in the future, in support of the Holding (H) Removal application. As such, no further action is required
106	Schedule B – Roof Leaders	[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.	Noted. The requested clause will be included in the future Schedule B of the Development Agreement. We highlight that the Development Agreement will be advanced at the appropriate time in the future, in support of the Holding (H) Removal application. As such, no further action is required
107	Schedule C - Floodplain	[INCLUDE IN SCHEDULE C - FLOODPLAIN] - The City has notified the Owner in writing that the Lands are located within the Applewood Creed floodplain in the City of Mississauga hereinafter referred to as the "Floodplain";AND WHEREAS the Owner has notified the City in writing that it wishes to proceed with the Application and construction of the Development within the Floodplain; The Owner hereby acknowledges and agrees that the Development to be constructed upon the Lands is located within the Floodplain and that flooding of the Development is a distinct possibility at any time in the future. Notwithstanding this possibility the Owner is requesting that the Application be approved by the City and in so doing the Owner hereby accepts and assumes all risk and liability directly or indirectly for all property damages or personal injury including death which may result from any flooding of the Lands at any time in the future. The Owner on its own behalf and on behalf of all successors and assigns hereby agrees not to make any claim or demand of any kind or commence any court action against the City seeking compensation or payment for any property	Noted. The requested clause will be included in the future Schedule C of the Development Agreement. We highlight that the Development Agreement will be advanced at the appropriate time in the future, in support of the Holding (H) Removal application. As such, no further action is required

NO.	TOPIC	COMMENT	RESPONSE
		damages or personal injury including death which may result from any occurrence stemming from the Development being located on Lands within the Floodplain now or at any time in the future.	
108	Schedule C – Roof Leaders	[INCLUDE IN SCHEDULE C - ROOF LEADERS] - Prior to Site plan approval for any building permit clearance, 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.	Noted. The requested clause will be included in the future Schedule C of the Development Agreement. We highlight that the Development Agreement will be advanced at the appropriate time in the future, in support of the Holding (H) Removal application. As such, no further action is required
109	TRCA Approval	[TRCA APPROVAL] - Confirmation will be required from the Toronto and Region Conservation Authority (TRCA) that they have no objection to the construction within the floodplain limits of their regulated area.	Noted. Confirmation of TRCA acceptance will be provided at the appropriate time. No further action is required at this time
110	Notice Agreement	[NOTICE AGMT] - As the site is within the floodplain limits of Applewood Creek, the owners will be required to enter into a Notice Agreement for construction within the floodplain.	Noted. The required Agreement will be executed at the appropriate time in the future. No further action is required at this time
111	ESC	[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.	Noted. An Erosion and Sediment Control Permit will be applied for and obtained at the appropriate time in the future. No further action is required at this time
112	LID Features	[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	LID Features Memo has been prepared and enclosed with this submission. As the site resides on underground parking, infiltration is

NO.	TOPIC	COMMENT	RESPONSE
		technologies to manage stormwater on-site. In this regard, for an application of this nature, suitable techniques could include rainwater harvesting or green roofs, infiltration trenches, stormwater re-use for landscape irrigation and/or permeable pavers.	not available as an option. Stormwater re-use is proposed in the current design and will be coordinated with the project team further as the design advances.
113	SWM Charge	[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 nonresidential and multi-residential properties. Learn more at www.stormwatercharge.ca	Noted. The applicable Stormwater Charge will be provided at the appropriate time in the future. No further action is required at this time
114	Schedule C – SWM	INCLUDE IN SCHEDULE C - SWM] - Prior to Site Plan approval for any building permit clearance, 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.	Noted. The requested clause will be included in the future Schedule C of the Development Agreement. We highlight that the Development Agreement will be advanced at the appropriate time in the future, in support of the Holding (H) Removal application. As such, no further action is required
115	Schedule C – Water Quality	[INCLUDE IN SCHEDULE C - WATER QUALITY] - Prior 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).	Noted. The requested clause will be included in the future Schedule C of the Development Agreement. We highlight that the Development Agreement will be advanced at the appropriate time in the future, in support of the Holding (H) Removal application. As such, no further action is required
116	Schedule C – Groundwater Hydro G	[INCLUDE IN SCHEDULE C - GROUNDWATER HYDRO G] - Prior to site plan approval, the Owner's consultant is to provide a Hydrogeological Report that establishes the seasonally high groundwater level on the property to the satisfaction of the City. The report is also to discuss any potential permanent groundwater dewatering if discharging to the City's storm sewer and must document that the quantity and quality requirements are being met to the satisfaction of the City.	Noted. The requested clause will be included in the future Schedule C of the Development Agreement. We highlight that the Development Agreement will be advanced at the appropriate time in the future, in support of the Holding (H) Removal application. As such, no further action is required

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NO.	TOPIC	COMMENT	RESPONSE
CITY OF MISSISSAUGA, TRANSPORTATION & WORKS, ENVIRONMENTAL ENGINEERING Jessica Yong jessica.yong@mississauga.ca , 905.615.3200 October 19, 2022			
16	RSC	<p>As the proposed land use is changing from a less sensitive (commercial) to a more sensitive use (residential), 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 for review. The reports must each include a clause or be accompanied by a letter signed and sealed by the respective author of the report or a Principal of the Consulting Firm, which allows the City of Mississauga to make reliance on the findings and conclusions presented in the report 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/2020/08/26144135/Section-5-Environmental-Requirements-1.pdf. The RSC must be posted to the Ministry of the Environment, Conservation and Parks Environmental Site Registry (ESR).</p>	<p>A Record of Site Condition will be advanced and provided in support of the future Holding (H) Removal Application. No further action is required at this time</p>
17	Certification Letter	<p>Please be advised that as lands will be dedicated to the City, they will be in a condition acceptable to the City in its sole and unfettered discretion that such land is environmentally suitable for the proposed use, as determined by the City, and shall be certified as such by a Qualified Person, as defined in Ontario Regulation 153/04 (as amended). All environmental reports or Certification Letter submitted to the City must:</p> <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</p>	<p>A certification will be provided at a latter date when appropriate.</p>

NO.	TOPIC	COMMENT	RESPONSE
		<p>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 report must include a statement that indicates all demolition debris has been removed in accordance with applicable guidelines and 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 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>	
18	Phase One ESA	The Phase One ESA indicated the likely presence of fill on the property. A written document, prepared by a Qualified Person as specified in Section 5 of Ontario Regulation	A signed Environmental Reliance Letter will be in support of the application at a later date

NO.	TOPIC	COMMENT	RESPONSE
		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.	
19	Storm Sewer Use By-law Acknowledgement Form	The proposed development may require the discharge of groundwater or accumulated rainwater/snowmelt to the City's storm sewer system. Therefore, please provide the Temporary Discharge to Storm Sewer Commitment Letter to the Transportation and Works Department to ensure compliance with the City's Storm Sewer Use Bylaw. A copy of the letter template can be acquired from the Environmental Engineering Reviewer (Jessica.Yong@mississauga.ca). When the Temporary Discharge Approval is required, please contact the Environment Coordinator, Storm Sewers, at Env.Inquiries@mississauga.ca for the applicable requirements.	A signed Storm Sewer Use By-law Acknowledgement Form has been prepared and is provided in support of the application
20	O. Reg. 406/19	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.	Noted. No further action is required at this time
21	Comments	Further comments may be provided upon receipt and review of the requested materials.	Noted. No further action is required
13	ESSQD	The Environmental Site Screening Questionnaire and Declaration form, signed and dated July 7, 2022, has been received.	Noted. No further action is required
14	Phase One ESA	A Phase One Environmental Site Assessment, dated June 30, 2022, and prepared by GEI Consultants Ltd., has been received. The report must include a clause or be accompanied by a letter signed by the author of the report or a Principal of the Consulting Firm, which allows the City of Mississauga to make reliance on the findings and conclusions presented in the report to the same extent as	Reliance letter to be provided at a later date when application has been advanced.

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NO.	TOPIC	COMMENT	RESPONSE
		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 .	
15	Phase One ESA	<p>The Phase One ESA recommended a Phase Two ESA to assess soil and groundwater conditions on the property. If contamination is confirmed from the Phase Two ESA, a Remedial Action Plan (RAP) that appropriately addresses the contamination will be required. Recommendations contained within the RAP will be implemented by way of conditions to development approval. If site remediation works are required, the satisfactory completion of site remediation works will be a condition of the approval. Any and all contaminated areas of the site identified in the report must be remediated in accordance with Ministry of the Environment, Conservation, and Parks Standards. Upon completion of the remediation, a final clean-up report must be submitted to the Transportation and Works Department for review. All reports must be prepared in accordance with O. Reg. 153/04, signed and dated by a Qualified Person (as defined by section 5 and 6 under Ontario Regulation 153/04, as applicable) and 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. 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>Environmental reports that are not accompanied with reliance to the City shall be deemed as an incomplete application.</p>	RAP to be provided at a later date when application has been advanced.

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NO.	TOPIC	COMMENT	RESPONSE
CITY OF MISSISSAUGA, FIRE PREVENTION Don Casey, Fire Prevention Plan Examiner don.casey@mississauga.ca , 905.615.3200 October 14, 2022			
8	Fire Prevention	Can the proposed fire access route location be tweaked to provide a 3m clearance to the West tower? For example, can the fire access route requirements still be met if the route passes by the surface parking area before turning towards the main entrance?	Site layout is adjusted to provide 3m fire route clearance to the west tower. Please refer to site plan SPA006.
METROLINX Zoya Misbah Zoya.misbah@metrolinx.com December 9, 2022			
178	Future Dundas Conditions	The analysis for all legs along Dundas in future conditions are incorrect as the left turns are coded as permissive-protected. Due to the median bus lanes, permissive movements are not allowed as they would be in direct conflict and result in unsafe operations. This will significantly impact the results for left turning movements and queues along Dundas.	Noted. Eastbound and westbound protected left-turn phases along Dundas Street East have been coded into all Future Background and Future Total analysis horizon synchro models to accommodate median BRT lanes on Dundas Street East.
179	Transit Priority	The offsets may change due to passive transit priority over corridor flow. To be confirmed by City of Mississauga.	Noted. Due to the proposed roadway modifications to accommodate Dundas BRT, the signal timing splits, and phasing have been adjusted throughout the Study Area for protected left-turn phases. Along Dundas Street East, the intersection geometry was coded in Synchro according to the Dundas Bus Rapid Transit Mississauga East Environmental Report Given the absence of information regarding future signal timings at Study Area intersections upon BRT implementation, signal offsets have

NO.	TOPIC	COMMENT	RESPONSE
			been adjusted using the Signal Offset Optimization tool in Synchro.
180	Right Turn Lanes	Please confirm that channelized right turn lanes are not part of any of the modelled future scenarios	Noted. This has been confirmed as channelized right-turn lanes have not been included in future scenario Synchro models.
181	Rapid Transit	Also please note the Mississauga East segment is being delivered by the City of Mississauga's Rapid Transit Implementation office and they should also review/have their TA review	CGH response deferred to OPA/ZBA submission. Please circulate submission to City of Mississauga's Rapid Transit Implementation Office for review.
182	Queue Lengths	Please note that if the queue lengths exceed the storage lengths provided under the Dundas BRT scenario once remodelled, this would need to be resolved with the City of Mississauga	CGH: As shown in the analysis, storage length queues along the Dundas Corridor in the analysis scenarios that have been exceeded do so in the future background analysis horizons. As such, the site generated volumes are not anticipated to be a contributing factor to the existing network constraints and exceeded queues after the implementation of the Dundas BRT.
183	Signal Timing Plans	The all reds look very short on these signal timing plans. Please confirm this is acceptable to the City of Mississauga	Noted. The signal timing plans have been updated using the information provided by City of Mississauga and Peel Region staff.
184	Left Turn Phases	Protected left turn phases are required at Blundell Road/Dundas and Arena/Dundas.	Noted. Eastbound and westbound protected left-turn phases have been included at these Study Area intersections in future scenario Synchro models, which consider the BRT implementation.
185	Lane Configuration	The following lane configurations at Dundas and Dixie should be updated: <ul style="list-style-type: none"> SB-R x1oSB-T x2 	It has been confirm by site visit dated July 30, 2024, that the southbound approach (Dixie Road) at the intersection of Dundas Street East at Dixie Road has the following lane configuration: <ul style="list-style-type: none"> SB-R x1

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NO.	TOPIC	COMMENT	RESPONSE
186	Sidewalk / MH Conflict	Potential conflict at NE corner of Arena and Dundas between sidewalk and manhole based on property lines	<ul style="list-style-type: none"> • SBT x 3 <p>As such, three southbound lanes have been included in the Synchro models for this approach.</p> <p>Conflicts between walkways and manhole tops will be reviewed at Site Plan Application once design by the project team is more advanced and the site plan is more locked-in.</p>

CITY OF MISSISSAUGA, COMMUNITY SERVICES, HERITAGE

Paula Wubbenhorst, Heritage Planner

paula.wubbenhorst@mississauga.ca, 905.615.3200

October 17, 2022

12	Heritage	No heritage concerns	Noted. No further action is required
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CITY OF MISSISSAUGA, COMMUNITY SERVICES, LANDSCAPE

Simon Latem, Landscape Architect

simon.latem@mississauga.ca, 905.615.3200

November 10, 2022

207		Please see CMS Planner Comments	Noted. The Community Services, Parks Planner comments have been reviewed and are addressed. No further action is required
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CITY OF MISSISSAUGA, PLANNING & BUILDING, DEVELOPMENT DESIGN – LANDSCAPE

Max Li, Landscape Architect

junfeng.li@mississauga.ca, 905.615.3200

November 7, 2022

46	Noise Feasibility Study	NOISE FEASIBILITY - The Noise Impact Study prepared by Thornton Tomasetti dated June 28, 2022 has been received and the following comments have been provided: A) Coordinate the noise mitigation measures with the design of any recommended wind control measures at	Noted. Latest noise impact study addresses comments
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NO.	TOPIC	COMMENT	RESPONSE
		outdoor amenity areas to ensure that both the noise control and wind control requirements are satisfied.	
47	Wind Study	<p>PEDESTRIAN WIND STUDY - The Pedestrian Wind Study prepared by Cermak Peterka Petersen Wind Engineering Consultants dated June 28, 2022 has been received and the following comments have been provided:</p> <ul style="list-style-type: none"> A) Where extreme wind conditions are anticipated, Development & Design does not support the use of plant material as a form of wind mitigation. The integration of hard landscaping (e.g. architectural features, screens, etc.) is strongly recommended over soft landscaping (e.g. trees, shrubs, etc.), as trees are often not able to thrive / survive in extreme wind events, which impacts the ability to rely on soft landscaping as a reliable wind mitigation technique B) During the winter season, there are uncomfortable conditions at the smaller outdoor amenity area at grade located on the north side of the tower. Provide wind mitigation measures to address the uncomfortable conditions. Detailed design of wind mitigation measures will be required through the Site Plan Application Process. Refer to the Pedestrian Wind Comfort and Safety Studies Terms of Reference (http://www6.mississauga.ca/online/planbldg/UrbanDesign/PedestrianLevelWindComfortStudies.pdf) for more information. C) If the outdoor roof terrace at level 10 has any proposed recreation programs, it needs to be included in the wind study. D) Coordinate the design of the wind mitigation measures with the design of any recommended noise barriers to ensure that both the noise control and wind control requirements are satisfied. 	<p>As per the Wind Addendum prepared by CPP Wind Dated July 26th 2024, all measurement locations were predicted to meet wind safety criteria and generally found to be comfortable for walking with some uncomfortable walking conditions during the winter season. As design of the development progresses, Wind control measures will continue to be considered. Additional wind tunnel tests to be finalized following this submission</p>
48	Retaining Walls	<p>RETAINING WALLS - Indicate any proposed retaining walls on the Site Plan or Landscape Plan, noting type, extent, and height.</p>	<p>Civil- Current design does not propose any retaining walls.</p>

NO.	TOPIC	COMMENT	RESPONSE
49	Amenity Areas	AMENITY AREAS - Provide children's outdoor play spaces as part of the outdoor amenity areas. Refer to the Design Reference Note for Outdoor Amenity Areas for further information. The design reference note can be found at: https://www.mississauga.ca/services-andprograms/building-and-renovating/urbandesign/urban-design-guidelines-and-referencenotes or https://www.mississauga.ca/wpcontent/uploads/2020/07/14103154/Outdoor-Amenity-Area.pdf .	A proposed Children's outdoor amenity area has been provided on the ground floor.
50	Utility Locations	UTILITY LOCATIONS - On the Site Plan, indicate the location of all on site and boulevard utilities, such as gas meters, fire hydrants, electrical transformers and meters, light standards, catch basins etc. in order to ascertain where conflicts could arise between the utilities and the functioning of the site. Ensure there are no negative impacts to tree preservation, and no conflicts with utilities.	A Site Plan (Drawing SPA006), including fire hydrants has been prepared and is provided in support of the application. For further information on all utility locations please refer to civil drawings.
51	Servicing	SERVICING - Illustrate the location and servicing routes / staging areas for all of the proposed ground floor transformer vault rooms and associated equipment (i.e. Switch Gear, etc.) on the Concept Plan. The transformer vault and associated equipment must be located either in below grade vaults or within the confines of the adjacent building, and in no case, be located at grade in or near the municipal boulevard. Please refer to Alectra design standards for more information related to location, sizing, and servicing requirements.	Further detail regarding the servicing routes will be provided at the appropriate time in the future, in support of the Site Plan Approval application. Given the current stage of development, this level of detail is premature. No further action is required
52	Stormwater Management	STORMWATER MANAGEMENT – Mississauga encourages sustainable stormwater management by maximizing the natural infiltration and retention of rainwater through site development. Consider a pervious stable surface for parking areas, driveways, walkways, and other hard surfaces. Also investigate implementation of rainwater harvesting, greywater irrigation system, bioretention systems, green roofs and other technologies. Indicate in your covering letter how sustainable stormwater management has been addressed through the current proposal.	As the site resides on underground parking, infiltration is not available as an option. Stormwater re-use is proposed in the current design and will be coordinated with the project team further as the design advances

NO.	TOPIC	COMMENT	RESPONSE
53	Green Roofs	GREEN ROOFS - Mississauga encourages and promotes sustainable and environmentally friendly design and as part of this initiative we request that you incorporate a green roof on the proposed building. Green roofs provide many short and long term benefits for the environment.	Please refer to LID letter for aspects of environmentally friendly design. Green roofs and other potential options to be explored further as the project advances
54	Dundas Street Cash Contribution	DUNDAS STREETSCAPE CASH CONTRIBUTION – The City of Mississauga is undertaking the design and construction of the Dundas Street Bus Rapid Transit Corridor, which has an estimated substantial completion date of 2028. In lieu of the completion of the detailed design and associated installation of the Dundas Street streetscape component, it has been determined the most expeditious way to advance the streetscape component along Dundas Street is to provide a monetary contribution that will be utilized for boulevard improvements along the Dundas Street Bus Rapid Transit Corridor. The Dundas Street streetscape cash contribution is in the process of being finalized which will be based on a linear metre calculation of street frontage along Dundas Street, and must be submitted prior to Site Plan Approval. The Dundas Street streetscape cash contribution is to be submitted to the Planning & Building Department, Customer Service Clerk, located at 300 City Centre Drive 3rd Floor, Mississauga, Ontario L5B 3C1.	Noted. The required Dundas Street cash contribution will be provided and coordinated at the appropriate time in the future, during preparation of the Development Agreement. No further action is required at this time
55	Dundas Streetscape Contribution	DUNDAS STREETSCAPE CASH CONTRIBUTION – A streetscape vision for the Dundas Street Bus Rapid Transit Corridor has been determined and is in the process of being refined. In order to advance the streetscape component along the Dundas Street frontage it has been determined the applicant is required to provide a streetscape cash contribution towards these works in lieu of completing the detailed design and installation of the streetscape component as required by the Planning Act, R.S.O. 1990, c. P.13 . The Dundas Street streetscape cash contribution is in the process of being finalized which will be based on a linear metre calculation of street frontage along Dundas Street. Schedule C of the Development Agreement is to include the following clause: "Prior to Site Plan Approval, the applicant must provide a cash contribution approved by the City of Mississauga -	As stated above, the required contribution will be provided and coordinated at the appropriate time in the future, during preparation of the Development Agreement. No further action is required at this time

NO.	TOPIC	COMMENT	RESPONSE
56	Landscape Buffers	<p>Planning & Building Department in the form of a Bank Draft or Certified Cheque for the construction of the Dundas Street streetscape component.</p> <p>LANDSCAPED BUFFERS - The required Landscaped Buffers are intended for the long term growth and maintenance of plant material including trees and shrubs. The required Landscaped Buffers shall remain free and clear of utilities, retaining walls, obstructions, restrictive easements, underground parking garage etc. to ensure adequate landscaped areas are maintained on the subject site.</p> <p>A) Dimension the required Landscaped Buffers on the Site Plan and Cross Sections.</p> <p>B) A 4.5m landscape buffer is required for the subject land except for the east property limit. A 3m landscaped buffer is required for the east property limit.</p> <p>C) Along the Dundas St E frontage, a 4.5m - 5.5m building setback is required per the Dundas Connects.</p> <p>D) At all property boundaries, a 3m below grade clearance is required between the ultimate property line and the edge of the underground parking garage to allow for long term growth of tree planting. The proposed underground parking structure is encroaching into the required landscaped buffers, which will not be accepted.</p> <p>E) Along the Dundas E frontage, within the private property, provide one row of deciduous tree planting in the landscaped buffer.</p>	<p>A) Landscape buffers are provided on site plan and Floor plans Please refer to SPA 006, SPA151</p> <p>B) Landscape buffers were increased throughout the site and are larger than 4.5m in all areas except townhouse frontage along Dundix Road and frontage along Dundas ROW, where it is at 3.0-4.0m. Please refer to SPA006, SPA151.</p> <p>C) As demonstrated on the Site Plan, a 4.0 m setback and 3.0m ROW for a total of 7.0m are provided along the Site's Dundas Street frontage. Please refer to SPA006, SPA151. This setback is appropriate and will enable the provision of direct pedestrian connections to be provided, while also accommodating streetscaping elements. Finally, we highlight that the setback dimensions identified in the Dundas Connects Master Plan are informative and are not policy;</p> <p>D) A 3.0 m setback between the parking structure and the property lines is provided. Please refer to SPA101. This setback distance is of sufficient width to accommodate long-term healthy plantings and shoring;</p> <p>E) Deciduous trees have been provided along Dundas St. E.</p>

NO.	TOPIC	COMMENT	RESPONSE
57	Exhaust Vents	EXHAUST VENTS - Indicate the location of the proposed exhaust vents / air shafts on the Concept Plan. The proposed exhaust vents / air shafts are not to encroach within any required landscaped buffers on the subject property. Also, the proposed exhaust vents / air shafts are to be located where they are not readily visible within any publicly accessible areas including sidewalks and principle building facades along the public street frontages.	Vents are provided in areas with lowest impact. Please see plans SPA006, SPA102.
58	Soil Volume & Depths	SOIL VOLUME & DEPTHS - As per the City's Green Development Standards, for trees primarily planted in urban and hardscaped areas, including on slab conditions, the following minimum soil requirements apply; a) 30 cubic metres of soil for single trees; b) 15 cubic metres of soil per tree for groups of two or more trees sharing a continuous and wholly unobstructed planting area. c) Soil depths shall meet or exceed soil depths and drainage requirements outlined in the Site Plan Process Guidelines.	Please refer to SV-1 for soil volume drawings.
59	Landscape Plans	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 (http://www7.mississauga.ca/documents/pb/main/2017/External Guidelines - Site Plan - November 8 2017.pdf) for Landscape Plan submission requirements and design standards.	Noted. Complete Landscape Plans will be advanced and provided during the Site Plan Approval application. No further action is required at this time

NO.	TOPIC	COMMENT	RESPONSE
60	Arborist Report, Tree Inventory Plan	TREE INVENTORY & SURVEY & TREE PRESERVATION PLAN - An Arborist Report, Tree Inventory/Survey and Tree Preservation Plan shall be prepared in accordance with the Terms of Reference available on the City's website at: https://www7.mississauga.ca/documents/Business/Arborist_Report_Tree_Inventory_Tree_Preservation_Plans_-_Terms_of_Reference.pdf . The Tree Inventory/Survey and Tree Preservation Plan is to be coordinated with the Arborist Report and be consistent with the completed Tree Injury or Destruction Questionnaire (Schedule D). Indicate the outline of underground parking garage on the Tree Preservation Plan.	An Arborist Report and Tree Inventory and Preservation Plan have been prepared and are provided in support of the application
61	Arborist Report	ARBORIST REPORT - An Arborist Report is required to evaluate the potential effects of proposed development on existing trees and ensure the proposal conforms to the relevant policies, standards and guidelines. The report must identify existing trees that are to be preserved, removed and/or transplanted and shall be prepared in accordance with the Terms of Reference available on the City's website at: https://www.mississauga.ca/wpcontent/uploads/2019/11/01143012/Arborist_Report_Tree_Inventory_Tree_Preservation_Plans_Terms_of_Reference.pdf . The Arborist Report is to be coordinated with the Tree Preservation Plan and be consistent with the completed Tree Injury or Destruction Questionnaire (Schedule D). The report shall conform to the criteria in the Terms of Reference to the satisfaction of the Development & Design Division. A) Include the ownership of surveyed trees in the tree inventory chart, e.g. trees within the private subject site, City's Right-of-Way, or neighbor's property. B) Provide written consent of the impacted property Owner if the tree to be Injured or destroyed is a Boundary Tree or situated in neighbor's property. C) Provide a replacement tree planting calculation per the replacement tree planting requirements at: https://www.mississauga.ca/servicesand-programs/forestry-and-environment/trees/requestto-injure-or-remove-trees/ . One replacement tree is required for every 15 cm (6 inches) diameter of the private or public tree removed. For example, when a tree 45 cm (18 inches)	As stated above, an Arborist Report has been prepared and is provided in support of the application

NO.	TOPIC	COMMENT	RESPONSE
		diameter is removed, three replacement trees are required. D) For replacement tree planting, at least 1.8 m tall if its a coniferous (evergreen) tree or at least 6 cm in diameter if its a deciduous (leaves) tree. E) Provide Tree Appraisal Value using the Trunk Formula Method for City-owned trees.	
62	Comments	Additional comments may be made upon the review of any new information.	Noted. No further action is required

CITY OF MISSISSAUGA, TRANSPORTATION & WORKS, PARKING

Mark Mueller

mark.mueller@mississauga.ca, 905.615.3200

November 11, 2022

123	Context and Proximity to Transit	A. Planning Context and Framework/Proximity to Existing and Future Transit: Staff advise that the recently updated parking requirements for off-street parking, Zoning By-Law 0117-2022, that came into effect June 8, 2022, is supportive of provincial and municipal land use and transportation policies. The updated rates were derived from the Parking Regulations Study (PRS) which undertook a review of off-street parking rates throughout the City. These developed rates were carefully tailored to Mississauga's context as well as current needs and are intended to support developments that are well served by existing or future planned higher order transit.	The updated parking requirements for off-street parking have been analyzed for the proposed land uses. It is noted that with the implementation of Bill 185 legislation, it is anticipated that new developments within this Dixie PMTSA area will not require minimum auto parking rates for residential, visitor, and commercial land uses.
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NO.	TOPIC	COMMENT	RESPONSE
124	Parking Utilization Study	B. Parking Utilization Studies: A proxy survey was not included in this submission. As the proposed parking rates are lower than the existing Zoning By-law 0225-2007, as amended, new parking rates for Precinct 3, staff require the Applicant undertake a satisfactory Parking Utilization Study (PUS) with appropriate proxy sites in Mississauga, per the City's Parking Terms of Reference, to justify the requested parking rates, including visitor parking.	With the implementation of Bill 185, it is anticipated that new developments within this area will not require minimum auto parking rates for residential, visitor, and commercial land uses. A parking justification has been provided as part of the TIS that considers the Dixie PMTSA and Bill 185 initiatives that are anticipated to support this parking variance.
125	Parking	C. Vehicle Parking Requirements ITE Approach: The submitted parking justification for the proposed land uses is not acceptable. Staff require the applicant undertake a satisfactory Parking Utilization Study (PUS) to justify the requested parking rates. As the proposed parking rates are lower than the existing Zoning By-law 0225-2007, as amended, new parking rates for Precinct 3, staff require the Applicant undertake a satisfactory Parking Utilization Study (PUS) with appropriate proxy sites in Mississauga, per the City's Parking Terms of Reference, to justify the requested parking rates, including visitor parking.	The ITE Approach to vehicle parking requirements has been removed from the Study. Please refer to comment response to item #124 above regarding the Parking Study.
126	TDM	D. Transportation Demand Management (TDM) Measures: Staff commend the Applicant for considering the provision of TDM measures on site; however staff request further details. Staff request the Applicant provide clarification, specific details and commitments as to how these measures will be provided and implemented on site. Staff encourage the applicant to consider the provision of a minimum of three months' worth of transit passes to residents. Municipal Parking Staff advise that the Applicant contact TDM Staff in the Transportation Planning section to review and provide comment on the proposed TDM measures.	Response deferred to site plan stage. A high level TDM plan has been provided.

NO.	TOPIC	COMMENT	RESPONSE
127	Comments	<p>Additional Comments: Staff note the submitted draft Zoning By-law Amendment states parking rates for residential and visitor uses that are not consistent with the Site Plan Statistics. Staff advise that there are multiple discrepancies between the submitted Site Plan Statistics, Parking Plans, and Parking Section of the Transportation Impact Study. Staff request that the proposed unit counts, number of parking spaces, and parking rates be verified and confirmed for consistency. Please confirm whether or not a shared parking arrangement is being proposed between the resident visitor parking and retail parking on site. Please confirm the number of retail units proposed in the development and ensure the correct retail parking rate is used. Staff note that per City of Mississauga Zoning By-law 0225- 2007, as amended, that a minimum required number of Electric Vehicle Ready parking spaces will need to be provided. The associated rates for these are noted in Table 3.1.1.12, Minimum Required Number of Electric Vehicle Ready Parking Spaces, of the updated Zoning By-law.</p>	<p>Noted. Parking plans and statistics are revised for consistency. Retail, visitor and residential parking spaces are denoted on plans and in statistics. EV ready parking spaces denoted on U/G level plan and statistics. Please refer to SPA002, SPA101, SPA151.</p> <p>The site plan statistics, parking plans, and parking section are anticipated to match as per the latest updates to the TIS and site plan. The number of retail units proposed has been reflected in the latest TIS update. The minimum required number of Electric Vehicle Ready parking spaces as per the updated Zoning By-law has been analyzed at the site based on provided parking supply and is met compared to supply. Please defer comments on the provision of shared parking arrangement to others.</p>
128	Recommendation	<p>Staff Recommendation: Staff cannot support the proposed parking rates as they are lower than the newly in-effect Zoning By-law 0117-2022, and are not supportive of the Parking Regulations Study recommendations. Additionally, the parking justification submitted is not satisfactory. Should the Applicant wish to pursue a reduction in parking spaces, the submission of a satisfactory Parking Utilization Study (PUS) is required. The consultant should confirm the survey methodology with staff prior to conducting parking surveys. Details can be reviewed in the City's Parking Terms of Reference for parking justification requirements. Staff request the Applicant provide clarifications, specific details and commitments as to how the Transportation Demand Management (TDM) measures will be provided and implemented on-site. The following Parking Precinct 3 parking rates are recommended: 1.0 spaces/residential condominium apartment unit 0.20 spaces/residential</p>	<p>With the implementation of Bill 185, it is anticipated that new developments within this area will not require minimum auto parking rates for residential, visitor, and commercial land uses. A parking justification has been provided as part of the TIS that considers the Dixie PMTSA and Bill 185 initiatives that are anticipated to support this parking variance. The updated parking requirements in By-Law 0117-2022 have been reviewed at the site including residential, visitor, retail, and shared arrangement components.</p>

NO.	TOPIC	COMMENT	RESPONSE
		condominium apartment unit for visitors 1.3 spaces/Back-to-Back Townhouse unit without exclusive use garage and driveway 0.25 spaces/Back-to-Back Townhouse unit without exclusive use garage and driveway for visitors 4.0 spaces/100 m2 non-residential GFA for permitted non-residential uses except restaurant with a GFA greater than 220 m2. Should the Applicant wish to propose a shared parking arrangement between the non-residential uses of the subject site, a shared parking arrangement is applicable for the calculation of required visitor/non-residential parking in accordance with the following: the greater of visitor spaces/unit or parking required for all non-residential uses, except restaurant over 220 m2 GFA non-residential. Restaurant over 220 m2 GFA non-residential shall not be included in the above shared parking arrangement and shall be provided in accordance with applicable regulations contained in Table 3.1.2.2 of City of Mississauga's Zoning By-law. All required parking spaces must be accessible to all users participating in the shared parking arrangement and may not be reserved for a particular use or occupant. Please note that above comments and recommendations are based on the details submitted along with the application and are subject to change should there be any changes to the proposal.	

PEEL DISTRICT SCHOOL BOARD ('PDSB')

Nick Gooding, Planner

nick.gooding@peelsb.com, 905.890.1010

November 10, 2022

117	Arrangement	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.	Noted. No further action is required at this time
118	Signage	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	Noted. The requested signage will be installed at the appropriate time in the future, prior to Site Plan Approval. No further action is required at this time

Official Plan Amendment & Zoning By-law Amendment

1225 Dundas Street East, City of Mississauga

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NO.	TOPIC	COMMENT	RESPONSE
		to schools, according to the Peel District Board's Transportation Policy.	
119	Warning Clause	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:	Noted. The requested warning clauses outlined in Comments No. 120 and 121 below will be included in the future Development Agreement and the Agreement of Purchase and Sale or Lease. No further action is required at this time
120	Warning Clause	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."	As stated above, this warning clause and the clause identified in Comment No. 121 below will be included in the future Development Agreement and the Agreement of Purchase and Sale or Lease. No further action is required at this time
121	Warning Clause	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."	As stated above, this warning clause and the clause identified in Comment No. 120 above will be included in the future Development Agreement and the Agreement of Purchase and Sale or Lease. No further action is required at this time
122	Agreement	The developer has agreed to include the warning clause in the Development Agreement and in all offers of purchase and sale for a period of five years after registration of the plan.	Noted. It is acknowledged and agreed that the above-noted requested warning clauses will be included in the future Development Agreement and Agreement of Purchase and Sale or Lease. No further action is required at this time
187	Accommodation	ACCOMMODATION - The anticipated student yield from this plan is as follows: Kindergarten to Grade 5: 47, Grade 6 to 8: 16, Grade 9 to 12: 9. The students generated from this development would reside within the boundaries of the following schools: Dixie P.S. (K-5) School Enrolment: 355, School Capacity: 507, Number of Occupied Portables:	Noted. No further action is required

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NO.	TOPIC	COMMENT	RESPONSE
202	Accommodation	<p>0; Tomken Road M.S. (6-8) School Enrolment: 893, School Capacity: 947, Number of Occupied Portables: 0; Applewood Heights S.S (9- 12)School Enrolment: 1222, School Capacity: 1284, Number of Occupied Portables: 0</p> <p>The Peel District School Board (PDSB) has reviewed the above-noted application for the proposed development consisting of 496 residential units located at 1225 Dundas Street East, Mississauga. PDSB has the following comments based on its School Accommodation Criteria:</p> <p>The anticipated student yield from this plan is as follows: Kindergarten to Grade 5: 47 Grade 6 to 8: 16 Grade 9 to 12: 9</p> <p>The students generated from this development would reside within the boundaries of the following schools: Dixie P.S. (K-5) School Enrolment: 355 School Capacity: 507 Number of Occupied Portables: 0</p> <p>Tomken Road M.S. (6-8) School Enrolment: 893 School Capacity: 947 Number of Occupied Portables: 0</p> <p>Applewood Heights S.S (9-12) School Enrolment: 1222 School Capacity: 1284 Number of Occupied Portables: 0</p> <p>PDSB requires the inclusion of the following conditions in the Conditions of Draft Approval as well as the Development Agreement:</p> <p>1. 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.</p>	<p>Noted. No further action is required regarding school accommodation.</p> <p>As stated above, the City of Mississauga will be notified of satisfactory arrangements being made at the appropriate time in the future. No further action is required at this time.</p> <p>As stated above, the requested warning clauses will be included in the future Development Agreement and Agreement of Purchase and Sale or Lease. No further action is required.</p> <p>Finally, as stated above, the requested signage will be installed at the appropriate time in the future. No further action is required</p>

NO.	TOPIC	COMMENT	RESPONSE
		<p>2. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, from the date of registration of the development agreement:</p> <p>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 #39. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."</p> <p>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 Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region's Bus Stop Assessment procedure and process (STOPR012)."</p> <p>PDSB also requests that the developer agree to erect and maintain signs at the entrances to the development which shall advise prospective purchasers that due to present school accommodation pressures, 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. These signs shall be to the School Board's specifications and at locations determined by the Board.</p> <p>The Board wishes to be notified of the decision of Council with respect to this proposed application.</p>	

NO.	TOPIC	COMMENT	RESPONSE
CITY OF MISSISSAUGA, COMMUNITY SERVICES, PLANNING Michael Hynes, Parks Planner michael.hynes@mississauga.ca , 905.615.3200 October 16, 2022			
9	CIL	<p>CASH-IN-LIEU CLAUSES (S. 42.6) - The following clause shall be entered into the Development Agreement - Schedule C:1. Community Services</p> <p>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. The owner is advised that the City will require the payment of cash-in-lieu for park or other public recreational purposes as a condition of development prior to the issuance of building permits, and valued as of the day before the day of building permit issuance pursuant to Section 42(6) of the Planning Act and City of Mississauga by-laws and policies.</p>	<p>We highlight that in time since this comment was provided, the Provincial legislation regarding cash-in-lieu and parkland dedication has changed. As such, it is agreed and acknowledged that cash-in-lieu of parkland will be determined and be payable at the appropriate time in the future. No further action is required</p>
10	Report	<p>RECOMMENDATION REPORT - (Note to CS Planner: Respond to outstanding issues, new issues, updated information or capital budget implications)The following comments shall be included in the Planning and Building Department Recommendation Report: (INSERT DATE)(Note to D&D Planner: Should six months lapse prior to writing of the report, please contact the Community Services Planner assigned to this application to update the following)In the event that the application is approved, the Community Services Department - Park Planning - note the following conditions: "In comments dated _____ and updated on _____, it was indicated that.....(if required) and shall be zoned/designated.....THIS COMMENT SHOULD BE LEFT IN DRAFT FORM IN MAX.</p>	<p>Noted. No further action is required</p>
11	Report	<p>INFORMATION REPORT COMMENT - The following comments shall be included in the Planning and Building Department Information Report:(INSERT DATE) Information Report wording to be provided later.</p>	<p>Noted. No further action is required</p>

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NO.	TOPIC	COMMENT	RESPONSE
93	CIL	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.(Note to CS Planner: To be attached to property screen.)	Noted. The required cash-in-lieu of parkland will be provided at the appropriate time in the future. No further action is required

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

Adam Lucas, Planner

adam.lucas@mississauga.ca, 905.615.3200

December 23, 2022

188	OPA	The application for Official Plan Amendment is under a process of detailed review. Staff comments are given based upon the development proposed and are provided in an attempt to move the application forward to a satisfactory stage where a recommendation may be made by staff and a decision offered by Council whether it is to be approved, refused, or an alternative recommendation given. These comments are largely technical and are not to be taken as support for the proposed application or development.	Noted. No further action is required
189	Mobile Sign	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. Please make cheque payable to the City of Mississauga and remit payment to the 3rd Floor, Planning and Building Department.	Mobile Sign was installed. Payment to be made in short order.
190	Notice Sign	NOTICE SIGN - PDC Meeting date - January 30, 2023 - The applicant is responsible for updating all notice signs posted on the property with the details of the statutory Public Meeting on or before January 9, 2023. The signs are to be updated upon receiving confirmation from the Development Planner or Project Coordinator that the Public Meeting has been scheduled.	Noted. The Notice Sign was updated to reference the Public Meeting date and visual evidence was provided to Planning Staff

Official Plan Amendment & Zoning By-law Amendment

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NO.	TOPIC	COMMENT	RESPONSE
191	Newspaper Ad Fee	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 will be forthcoming.	Fee to be paid at the appropriate time when amount confirmed by City of Mississauga
192	File Naming	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.	The City's file naming conventions have been adhered to
193	Drawing Sheets	MULTIPLE DRAWING SHEETS - Each drawing plan sheet must be an independent file. The files submitted with multiple drawing plan sheets can not be accepted.	Noted. In accordance with the City's filing conventions, all Plan sets have been separated. No further action is required
194	External Agency Comments	EXTERNAL AGENCY COMMENTS - Comments from some review groups/agencies have been uploaded to the External Agency Comments folder. Review and address comments as applicable.	Noted. External Agency Comment Letters have been received, reviewed and are responded to as appropriate in this Matrix
195	Legal Fee	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 \$1,000 plus HST].	Noted. The City's required legal fees will be provided at the appropriate time in the future. No further action is required at this time
196	Development Charges	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.	Noted. The required Development Charges will be provided at the appropriate time in the future. No further action is required at this time

NO.	TOPIC	COMMENT	RESPONSE
197	Community Benefit Charge	<p>COMMUNITY BENEFITS CHARGE - On June 22, 2022, Mississauga City Council passed Community Benefits Charges (CBC) By-law 0134-2022 to provide for the payment of Community Benefits Charges against land to pay for the capital costs of facilities, services, and matters required because of development or redevelopment, as permitted by Section 37 of the Planning Act. The CBC By-law took effect on June 23, 2022. The charge is applicable to developments or redevelopments that are 5 or more storeys and that add 10 or more residential units. Section 5 of the CBC By-law identifies exclusions that are not subject to the charge (long-term care and retirement homes, universities, colleges, Indigenous institutes, Royal Canadian Legion buildings, hospices, non-profit housing, homes for special care). The charge is calculated at 4% of the development land value the day before the first building permit is issued. The City will undertake a land value appraisal to determine the charge. Please note it can take between 4-6 weeks to complete an appraisal. A building permit will not be issued without the completion of the appraisal, calculation, and payment of applicable community benefits charges. If the subject property was previously subject to a Section 37 agreement, CBC may not be applicable. Contact the Development Planner for more information. Learn more about Community Benefits Charges at https://www.mississauga.ca/services-and-programs/building-and-renovating/growth-charges/ For questions related to the City's Community Benefits Charge or the appraisal process, please e-mail dc.admin@mississauga.ca.</p>	<p>Noted. The required Community Benefit Charge will be provided at the appropriate time in the future. No further action is required at this time</p>
198	Comments	<p>Additional comments may be provided upon review of this and any new information.</p>	<p>Noted. No further action is required</p>
199	Permissions	<p>The subject lands are currently designated Mixed Use in MOP and contains an existing approx 5700m2 one storey commercial plaza. The property is located along an intensification corridor and within protected major transit station area. The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. The proposal is removing an approx. 5700 m2 commercial</p>	<p>As further discussed in the accompanying Planning Justification Report, it is our opinion that the Residential High Density designation is the most appropriate. A draft Official Plan Amendment, seeking permission to re-designate the Subject Lands has also been</p>

Official Plan Amendment & Zoning By-law Amendment

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NO.	TOPIC	COMMENT	RESPONSE
		building and replacing it with residential uses and include 675.5 m2 of ground floor commercial uses. Please increase amount of commercial floor space on the ground level, as well as the upper floor for non-residential space (office, service commercial uses) in the podium comparable to the existing commercial building. Further, the entire frontage along Dundas Street East should be ground floor commercial to activate the street. In the absence of additional commercial floor area, the proposal does not maintain the intent of the Mixed Use designation. Please revised accordingly.	prepared in support of the application
200	Site Design	In order to maximum the use of the lands, please consider expanding the apartment towards Dundix Road and incorporating the townhouses within apartment building.	The THs have been separated from the building to act as a buffer and transition between the neighbouhood to the north and the proposed building.

CITY OF MISSISSAUGA, COMMUNITY SERVICES, PUBLIC ART

Michael Tunney, Public Art Coordinator

michael.tunney@mississauga.ca, 905.615.3200

November 7, 2022

45	Public Art	The City of Mississauga strongly encourages the inclusion of public art in developments that are greater than 10,000m2 (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.	Public art will be considered where feasible.
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NO.	TOPIC	COMMENT	RESPONSE
REGION OF PEEL Ivana Osojinicki, Planner ivana.osojinicki@peelregion.ca , 905.791.7800 November 8, 2022			
64	Housing	<p>HOUSING: The applicant is encouraged to explore the opportunity for co-locating a licensed child care centre within the proposed development, such as in mixed use spaces, if feasible. Please contact Paul Lewkowicz at atpaul.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>A licensed childcare centre is not feasible within this proposal.</p>
65	Housing	<p>HOUSING: Table 4 of the recently adopted Peel 2051 Regional Official Plan (https://www.peelregion.ca/officialplan/review/pdf/official-plan-review-consolidation-clean.pdf#page=201) 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. It is appreciated that the applicant has demonstrated a strong contribution towards the density target by proposing medium density townhouse and apartment units. It is also appreciated that the anticipated unit mix includes larger family-sized two bedroom, two bedroom plus den, and three bedroom units. The applicant is encouraged to provide units at prices that are affordable to low or moderate income households and are consistent with the definition of affordable housing outlined in the Glossary section of the Peel 2051 Regional Official Plan (https://www.peelregion.ca/officialplan/review/pdf/official-plan-review-consolidation-clean.pdf#page=271) and the Provincial Policy Statement to contribute to the affordability target. Information can be provided on pricing and affordability period (i.e., 25 years or more). 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/or the nonprofit sector could be explored to provide units that are affordable to low income households. As part of the</p>	<p>As stated above, a revised proposal has been prepared. In support of the current proposed development, a Housing Report has been prepared that provides an analysis of how the proposal is consistent with and conforms to the in-effect Provincial, Regional and local housing-related policy framework. As further described in the Housing Report, it is our opinion that the proposed development is appropriate and will support housing choice and complete community objectives</p>

NO.	TOPIC	COMMENT	RESPONSE
		<p>applicants contribution to the affordability housing target, the applicant may also consider a contribution of units to the Region and/or a non-profit housing provider to be used for affordable housing. Regional staff would be interested in working with applicant to establish terms of such a contribution involving the Region of Peel and/or connecting the applicant with a non-profit housing provider. While it is acknowledged that the proposal is being marketed as market-based ownership housing, there is an opportunity for the applicant to demonstrate a contribution towards the rental housing target. The applicant is encouraged to review opportunities for purpose-built rental apartment units. Regional staff can meet with applicants to clarify housing objectives and policies as needed. Applicants are encouraged to contact Regional staff to engage in an active dialogue about how development proposals can be adjusted to better respond to Regional housing policies. 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>	

NO.	TOPIC	COMMENT	RESPONSE
66	Healthy Development Framework	Through ROPA 27, the Region of Peel has implemented the Healthy Development Framework, a collection of Regional and local, context-specific tools that assess the health promoting potential of development applications. All tools in the HDF incorporate evidence based health standards to assess the interconnected Core Elements of healthy design: density, service proximity, land use mix, street connectivity, streetscape characteristics and efficient parking. A key policy of ROPA 27 is to inform decision-makers, in this case Mississauga Council, of the health promoting potential of planning applications. As such, the Region and the City Mississauga are working collaboratively to ensure health is considered as part of the review of development applications, and where warranted, communicated to local Council. In order to achieve closer alignment with the vision of a pedestrian friendly mixed-use community, there is an opportunity to integrate design features that facilitate pedestrian circulation, connectivity and minimize impact on the environment.	Noted. As further described in the accompanying Urban Design Study, the proposed development supports pedestrian-oriented development through the provision of at-grade non-residential units with direct pedestrian connections and built form features that support the provision of a built form with appropriate massing, scale and aesthetic attributes
67	Public Health	Public Health has no objections to the Official Plan Amendment. The following are our comments: 1. Recommend bicycle racks near building entrances. 2. There is an opportunity to provide a landscaped walkway throughout site with pedestrian scaled lighting (up to a maximum height of 4.6m). 3. Consider preferential parking for carpool and/or carshare vehicles. 4. Give consideration to a reduced parking ratio due to the proximity to Dundas Rapid Transit system. 5. Clarification is requested for the proposed sidewalks. The Region of Peel Healthy Development Assessment Guide recommends a minimum of 1.5m wide for low density and minimum 2m wide for high density development. 6. Explore unbundling of parking from residential units by selling or leasing spaces separately.	1. Secure outdoor and indoor bicycle parking spaces are to be provided. Refer to the Architectural Plans for further detail on the proposed location of bicycle parking; 2. A network of pedestrian pathways are to be provided. Across the Site. Opportunities to provide pedestrian-scaled lighting will be reviewed during the Site Plan Approval stage. No further action is required 3. Preferential parking will be considered and a decision on the location of preferential parking spaces will be made at the appropriate time in the future. No further action is required at this time 5. Sidewalks are proposed at minimum 2 m wide. Please see site plan SPA006.

NO.	TOPIC	COMMENT	RESPONSE
			6. Opportunity to unbundle parking from the unit purchase price will be further explored at the appropriate time in the future. No further action is required
68	Sustainable Transportation Initiatives	<p>SUSTAINABLE TRANSPORTATION INITIATIVES:</p> <p>Sustainable Transportation Strategy Initiatives (STSI) recognizes and identifies Peel's role to build awareness relating to sustainable modes of commuting, such as carpooling, transit, telework, walking and cycling. TDM/AT has a vital role in the design of urban environments and its influence on travel choices. Some of the outcomes that STSI aims to achieve by integrating TDM/AT and development are to provide more attractive streetscapes that are inclusive and inviting for everyone: motorists, pedestrians, and cyclists; and promote a healthy and active lifestyle.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> Consider making entrance to 3- storey street-oriented townhouses along the northern portion AODA accessible by including ramp. Recommend providing safe, direct and attractive pedestrian access from public sidewalks to building entrances by reducing distances between public sidewalks and major building entrances; provide walkways from public streets to major building entrance; within a site, provide walkways along the front of adjoining buildings, between adjacent buildings, and connecting areas where people may congregate, such as courtyards, and transit stops; and providing weather protection through canopies, colonnades, and other design elements wherever possible. Recommend that walking routes to transit stops are secure, visible, lighted, shaded and wind-protected whenever possible. Consider making sure that the bicycle routes to indoor bicycle parking are safe, direct, and attractive, ideally separating bicycle traffic from automobile traffic. 	<p>. Noted. To be considered at future date.</p> <p>. Pedestrian connection is proposed from public sidewalk to building entrances along Dundas St. Please refer to SPA151.</p> <p>. Noted. To be considered at future date.</p> <p>. Long term bike lockers are proposed at mezzanine level and are accessible through elevator. Please refer to SPA152.</p> <p>. Short term bike racks are provided across the site at the residential entrance and next to townhouses. Please refer to RZ151.</p> <p>. Noted. To be considered at future date.</p> <p>. Noted. To be considered at future date.</p> <p>. Noted. To be considered at future date.</p> <p>. Currently 3 visitor spaces are designated as visitor/carpool. Please refer to SPA101.</p>

NO.	TOPIC	COMMENT	RESPONSE
		<ul style="list-style-type: none"> Recommend bike racks in front of main entrance for short-term visitors and residents. Recognize the stacked bicycle parking to be located in the underground parking. Suggest that proper lighting is made available to make it safe environment for users. Suggest providing a permanent bike repair station, with commonly used tools, including an air pump, adjacent to the main bicycle parking area (or secured underground bicycle parking area). Suggest providing EV charging stations to accommodate all visitors that will accommodate various EV vehicle types (E-bike, ECar, E-Scooters). Consider minimizing the number of parking space and consider unbundling parking where possible. Consider working with a local carshare company and offer up to three carshare parking spaces for specified residential uses and work with the carshare company to offer discounted pricing as an incentive. 	
69	Waste Management	<p>The following comments still need to be addressed on Solid Waste Management Plan SPA007:1. For the commercial/retail units more than 500 square meters, private waste collection is required. Commercial waste must be stored and set out separate from residential waste. This must be depicted on drawing SPA007. 2. Vehicle Access Route: 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. Please confirm and note on drawing. 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. Please confirm. 3.</p>	<p>1. Retail garbage room is provided. Please see SPA007.</p> <p>2. Letter from engineer to be provided at a later date.</p> <p>3. required letters to be provided at a later date once design has been finalized</p> <p>4. Bulky item staging was added to loading area. Please refer to SPA007.</p>

NO.	TOPIC	COMMENT	RESPONSE
		Collection Point/Staging Areas: A minimum 18 metre straight head-on approach to all the concealed collection point is required. This approach is to be level and solid (+/- 2%) and the same width as the collection point. This must be shown and labelled on subsequent revised submissions. In a situation where a waste collection vehicle must reverse the maximum straight back-up distance is 15 metres. All bins of a single stream, whichever is larger, must be shown in all the collection point areas. The number, size, and type (garbage/recyclable materials) of front-end bins must be labelled. 4. All the collection point areas on the drawing must also show 10 square meters for the setout of bulky items.	
70	Infrastructure	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.	Noted. The requested shoring drawings will be prepared and provided at the appropriate time in the future. No further action is required at this time
71	Foundation Walls	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.	All control manholes and chambers are standalone by property line on the private side outside the building.
72	Water Servicing Agreement	Condominium Water Servicing Agreement may be required prior to Condominium registration.	Noted. Should a Condominium Water Servicing Agreement be required, such an Agreement will be prepared and executed at the appropriate time in the future. No further action is required

NO.	TOPIC	COMMENT	RESPONSE
73	Regional Fees	Please be advised that the 2023 Fees by-law update will include an increase in some Engineering Fees. All fees may be subject to change on annual basis pending Council approval. Due to the ongoing developments of the novel coronavirus outbreak, the Region of Peel is currently implementing various measures to ensure the safety of our customers, employees and the workplace. Our front counter is now closed to the public and our staff have been directed to work from home for the foreseeable future. Therefore, Servicing Connections cannot process any payments over the counter at this time, however, we will accept Electronic Fund Transfers (EFT).	Noted. The required Engineering Fees will be provided at the appropriate time in the future. No further action is required at this time
74	Sanitary Sewer	An existing 375 mm diameter sanitary sewer is located on Dundas Street and Arena Road. An existing 250 mm diameter sanitary sewer is located on Dundix Road. Please review the Regions Sanitary Sewer Design Criteria found online.	Noted. No further action is required
75	Servicing	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.	Noted. No further action is required
76	Servicing Review	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. The Region shall be satisfied with the cross sections prior to servicing approval.	Noted. No further action is required at this time
77	Mechanical Drawings	To accompany the servicing review, the supporting Mechanical Drawings are required for review by Servicing connections prior to issuing Region of Peel Site Servicing connection approval.	Noted. No further action is required at this time

NO.	TOPIC	COMMENT	RESPONSE
78	Condo Declaration and Description	The Region requires review of the Declaration and Description prior to registration of the Condominium.	Noted. The draft Condominium Declaration and Description will be provided for review at the appropriate time in the future. No further action is required at this time
79	Infrastructure	INFRASTRUCTURE INFORMATION: The applicant shall 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 Camila Marczuk at camila.marczuk@peelregion.ca , to request access. If you require assistance in addition to the information found in EPAL, please contact Records at PWSERVICEREQUESTS@PEELREGION.CA .	Existing service connections have been extracted from background documents and utility surveys and indicated on the plans.
80	Water & Sanitary Services	All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications.	Existing sanitary and water service connections have been indicated on the plans to be abandoned in place in accordance with region standards. The existing storm connection will be maintained and utilized in proposed conditions.
81	Municipal Water	This proposal requires connection to a minimum municipal watermain size of 300mm (Watermain Design Criteria 2.1). Please review the Regions Water Design Criteria found online.	The proposed development will connect to the 300mm watermain on Dundas St.

NO.	TOPIC	COMMENT	RESPONSE
82	Tenure	Please confirm tenure prior to RZ/OZ approval.	As stated above, the tenure of the proposed units is market-based ownership. No further action is required
83	Easements	Private servicing easements may be required prior to Region of Peel Site Servicing Connection Approval. This will be determined once the Legal Review has been completed and the site servicing proposal is reviewed.	Noted. The Site Servicing Connection Approval will be advanced at the appropriate time. No further action is required at this time
84	Servicing Easements	Private servicing easements may be required prior to Region of Peel Site Servicing Connection Approval. This will be determined once the Legal Review has been completed and the site servicing proposal is reviewed.	Noted. No further action is required at this time
85	Water System Looped	This development proposal requires a water system looped to municipal water, to provide a redundant water supply, as per standard drawing 1-8-2.	Clarification will be required on this item from the region, as the entire development will reside on an underground parking level with a centralized mechanical room that will distribute water supply to the various units through mechanical plumbing inside the building. It is unclear if a redundant water supply applies to this type of system.
86	Water Main	An existing 300 mm diameter water main is located on Dundas Street East. An existing 200 mm diameter water main is located on Arena Road. An existing 250 mm diameter water main is located on Dundix Road. Due to the size and function of the 2100mm diameter watermain on Dundix Road & Arena Road, connection will not be permitted (Watermain Design Criteria 6.1).	The proposed development will connect to the 300mm watermain on Dundas St.
87	FSR	We have received the FSR dated 2022-07-08 and prepared by Stantec. The Report is complete and will be sent for modelling. Additional comments will be provided upon completion of the review.	Noted. No further action is required at this time
88	Site Servicing Submission	A satisfactory site servicing submission and the 1 st submission fee as per the latest fee by-law are required prior to site plan approval.	Noted. No further action is required at this time

NO.	TOPIC	COMMENT	RESPONSE
89	Servicing Comments	<p>GENERAL SERVICING COMMENTS: All our design criteria, standards, specifications, procedures and report and submission requirements are found online at https://www.peelregion.ca/public-works/designstandards/# procedures. Please refer to Section 3 of our Site Plan Procedure document found online. 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. 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. 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>	Noted. No further action is required at this time
90	Fire Protection	Fire Protection approval from the City of Mississauga is required prior to Region of Peel site servicing connection approval.	Noted. No further action is required at this time
91	ROPA	This application will not require a Regional Official Plan Amendment.	Noted. No further action is required at this time
92	As-constructed Drawings	Please be advised that the Region will require the Developer to submit as-constructed drawings for tiebacks. The 2023 Fees by-law update will include a new fee of \$169.50 to support updating the Regions as constructed information with the location of the tiebacks for this development. In addition, the Region will be collecting \$15,000 in securities, which will be released once the Developer has submitted the as constructed drawings. The new fee and securities will be collected with the final payment for Regional site servicing connection approval.	Noted. No further action is required at this time

NO.	TOPIC	COMMENT	RESPONSE
ROGERS COMMUNICATIONS Anonymous October 19, 2022			
203		Please see comments in External Agency folder	Noted. The Rogers Communications Comment Letter has been reviewed and comments responded to within this Matrix
CITY OF MISSISSAUGA, TRANSPORTATION & WORKS, TRAFFIC REVIEW Kate Vassilyev kate.vassilyev@mississauga.ca , 905.615.3200 November 16, 2022			
156	Land Dedications	<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>(i) A right of way widening towards the ultimate 42 metre right-of- way of Dundas St East as identified in the Official Plan.</p> <p>(B) SIGHT TRIANGLES</p> <p>(i) A 15m x 15m sight triangle at the corner of Dundas Rd East and Arena Rd.</p> <p>(ii) A sight rounding at the corner of Arena Rd and Dundix Rd. This condition will be cleared upon receipt of confirmation from:</p> <ul style="list-style-type: none"> (h) City Surveyor regarding dimensions; (i) Environmental Site Management and Compliance regarding environmental conflicts; and (j) Legal Services identifying that the transfer has taken place and associated fees have been paid. 	The required land dedications will be provided at the appropriate time in the future. Furthermore, the ultimate property boundaries are reflected on the accompanying Architectural, Landscape and Civil Plans. No further action is required at this time

NO.	TOPIC	COMMENT	RESPONSE
169	Plan Revisions	<p>[OZ PLAN REVISIONS]</p> <p>(i) The plans are to be revised to illustrate the required Land Dedications & Conveyances including the Lot/Block or Part numbers;</p> <p>(ii) The plans are to be revised to identify locations of all relocated utilities in its proposed location. The proposed location shall allow for a minimum 1.5m setback from access locations and ensure that it will not have any adverse effect on trees within the municipal boulevard.</p>	<p>(i) As stated above and throughout, the accompanying Architectural, Landscape and Civil Plans indicate the ultimate property limits</p> <p>(ii) Gas meter location is indicated on Ground floor plan SPA151. Transformer room is located inside of the building Please refer to SPA 151.</p>
170	TIS	<p>[TRAFFIC IMPACT STUDY] - A Traffic Impact Study prepared by CGH Transportation dated June 2022 was submitted in support of the proposed development. Based on the information provided to date, staff provide the following comments:</p> <p>(i) Section 2.5 Existing Peak Hour Travel Demand. Any new traffic counts are to be compared to pre-pandemic counts to ensure that there are no major discrepancies. Please contact Tyler Xuereb from Transportation Planning Section (tyler.xuereb@mississauga.ca, Ext. 4783) for historical AADT data and Turning Movement Counts.</p> <p>(ii) Section 3.2 Other Study Area Developments. Please include 1000-1024 Dundas St E (OZ 22-18).</p>	<p>No new traffic counts have been taken as growth rates have been applied to grow 2022 TMCs to 2024 existing horizon volumes. The background development at 1000 - 1024 Dundas Street East has been added into the future scenario analyses.</p>
171	Draft R Plan	<p>[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 #162). This condition will be cleared once the Draft R Plan has been approved in principle by this section.</p>	<p>A draft Reference Plan will be advanced at the appropriate time in the future, in support of the future Holding (H) Removal application. No further action is required at this time</p>

NO.	TOPIC	COMMENT	RESPONSE
172	0.3 m Reserves	<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(es):</p> <p>(i) Proposed access to Dundix Rd. A copy of the application form can be found online (https://www.mississauga.ca/publication/lift-1-footreserve-application-form/) and can be submitted to Trans.Projects@mississauga.ca. 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>A lifting of the reserve application will be made and approval obtained at the appropriate time in the future, prior to Site Plan Approval. No further action is required at this time</p>
173	Schedule B – Warning Clauses	<p>[SCHEDULE 'B' - WARNING CLAUSES AND NOTICE PROVISIONS] The following shall be included within Schedule 'B' of the Development Agreement:</p> <p>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.</p>	<p>Noted. The requested clause will be included in the future Development Agreement. No further action is required at this time</p>
174	Bicycle Lane / Route Signage	<p>[BICYCLE LANE / ROUTE SIGNAGE] Prior to Site Plan approval and as per the Mississauga Cycling Master Plan, Dundas St E has been identified as a bike route. The applicant is advised that a Bike Lane / Route Sign fee payment for 1 sign will be required in accordance with the current Transportation and Works Fees and Charges By-Law.</p>	<p>Noted. The requested bicycle lane / route signage fee will be provided at the appropriate time in the future. No further action is required</p>
175	Traffic Notes	<p>[TRAFFIC NOTES]</p> <p>(i) All damaged or disturbed areas within the municipal right-of-way are to be reinstated at the Owner's expense.</p>	<p>Noted. No further action is required</p>

NO.	TOPIC	COMMENT	RESPONSE
		<p>(ii) All landscaping and grading within close proximity to the proposed access points is to be designed to ensure that adequate sight distances are available for all approaching and exiting motorists and pedestrians.</p> <p>(iii) The portion of the driveway within the municipal boulevard is to be paved by the Owner.</p> <p>(iv) Driveway accesses shall maintain a 1.5m setback from aboveground features such as utilities and trees.</p> <p>(v) Any above ground utilities located within 1.5m of a proposed access are to be relocated at the Owner's expense.</p> <p>(vi) The cost for any/all road improvements required in support of this development application will be borne by the Owner.</p> <p>(vii) The Owner shall make satisfactory arrangements with the Transportation and Works Department for the design, construction and payment of all costs associated with works necessary to support access to this site.</p> <p>(viii) Any access to internal servicing shall be provided internally through the site. (ix) Details of the site specific access configurations will be finalized in conjunction with the Site Plan review/approval process.</p>	

NO.	TOPIC	COMMENT	RESPONSE
176	Dundas Connects	[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 will 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/	As further described in the accompanying Planning Justification Report, the Dundas Connects Master Plan has been reviewed. Furthermore, the development vision established for the Subject Lands and surrounding area by the Dundas Connects Master Plan has informed the proposed development. No further action is required
177	Cycling Facilities	[CYCLING FACILITIES] The Owner will be required to provide accessible and secure short term (outdoor) and long term (indoor) bicycle storage facilities on site. The Site Plan shall be revised to identify the cycling facility locations and to specify the facility detail(s), including quantity of spaces proposed for each. The following rates are to be used: (a) A minimum of 0.60 long term spaces and 0.05 (6 spaces min.) short term spaces per residential unit.	As demonstrated on the Site Plan and Site Statistics Plan, outdoor and indoor secure bicycle parking spaces are to be provided. Refer to the TIS and draft Zoning By-law Table for further detail on the proposed bicycle parking standards contemplated

CITY OF MISSISSAUGA, TRANSPORTATION & WORKS, TRANSIT INFRASTRUCTURE

Mohamed Hasson

mohamed.hasaanv@mississauga.ca, 905.615.3200

November 10, 2022

94	Pedestrian Connections	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.	Pedestrian connections to municipal sidewalk provided across the site to ensure connection to existing MiWay stops. Please refer to ground floor plan SPA151.
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NO.	TOPIC	COMMENT	RESPONSE
95	MiWay Infrastructure	<p>MIWAY EXISTING INFRASTRUCTURE - EXISTING STOPS: Please be advised that there is an existing nearside transit stop #1379 with concrete bus pad and shelter located along Dundas St at Arena Rd and an existing far side transit stop #1378 with concrete bus pad, shelter and bus bay located along Dundas St at Queen Frederica Dr. The function of this bus stop is to be maintained and shall remain in its current location. All appropriate drawings shall be amended to clearly depict the location of this bus stop/pad and shelter, and a note be added to the plan stating that the existing bus stop is to remain in its current location. Please reference Standard Drawing # 2250.040, 2260.010 and 2270.020 (which may be found uploaded in ePlans) to depict the stop infrastructure and dimensions. Applicant to contact MiWay to receive the updated MiWay standard drawings.</p>	<p>Existing transit stop with concrete pad to remain noted on site plan and ground floor. Please refer to SPA006, SPA151.</p>
96	Transit Infrastructure	<p>TRANSIT INFRASTRUCTURE COSTS: The cost of any boulevard improvements/reinstatement, including any impact to MiWay infrastructure, as necessary to accommodate this (construction/development) shall be borne by the (contractor/developer). 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. MiWay's Infrastructure Management Team coordinates stop and shelter relocations and must be contacted at least two weeks prior to the commencement of construction. 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. Due to an update in the General Fees and Charges By-Law, please note that MiWay will be charging a fee of \$403.20 + HST for each bus stop impacted by road work. This fee is associated with relocating bus stops, placing temporary bus stops and</p>	<p>Noted. The proper setbacks and Road widenings are to be provided in order to ensure the proposed development application does not impact and current or future MiWay transit infrastructure. It is acknowledged that should MiWay infrastructure require relocation, through more detailed discussions and appropriate agreements, the may Owner bear some of the reasonable costs of the relocation. No further action is required at this time</p>

Official Plan Amendment & Zoning By-law Amendment

1225 Dundas Street East, City of Mississauga

City File | OZ/OPA 22 -20 W3



NO.	TOPIC	COMMENT	RESPONSE
		reinstating stops during construction when needed. By-Law Number associated with MiWay transit impact fee can be found from By- Law 0251-2020.	
97	MiWay Notifications	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 MiWay's Infrastructure Management Team at 905 615- 3200 ext. 3825 at least two weeks prior to submission of the Road Occupancy Permit (ROP) and include information on proposed traffic management plans.	Noted. No further action is required at this time
98	Transit Infrastructure	BRT: Please be advised that Higher Order Transit has been proposed for Dundas Street East in the form of Bus Rapid Transit and will include a centre median BRT station. The project is in its preliminary stages. Local transit service and infrastructure (stops & shelters) will continue to be maintained along the corridor. Plans subject to change.	Noted. No further action is required at this time
204	Transit Infrastructure	Site plan to clearly identify transit infrastructure and note to be added referencing the standard that the bus stop will remain in its current location	Existing transit stop with concrete pad to remain noted on site plan and ground floor. Please refer to SPA006, SPA151.
132	MiWay Service	EXISTING MIWAY SERVICE: This site is currently serviced by MiWay Routes 1, 1C, 101, and 101A on Dundas Street	Noted. No further action is required at this time

TRILLIUM HEALTH PARTNERS

Andrew Matheson

AMatheson@dialogdesign.ca, 416.849.6826

November 28, 2022

167	Trillium Health Partners	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. The proposed development is another example	Noted. No further action is required at this time
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NO.	TOPIC	COMMENT	RESPONSE
		<p>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 provides now, and in the future. 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. 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>	
205	Trillium Health Partners	<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 provides—now, 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>	Noted. No further action is required at this time

NO.	TOPIC	COMMENT	RESPONSE
		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.	

CITY OF MISSISSAUGA, PLANNING & BUILDING., DEVELOPMENT DESIGN – URBAN DESIGN

Erinma Chibututu, Urban Designer

erinma.chibuttutu@mississauga.ca, 905.615.3200

November 16, 2022

133	Site Access, Circulation & TH Blocks	08) SITE ACCESS, SITE CIRCULATION. TH BLOCK LENGTHS i) If the road from Dundix is required, the length of the town house blocks can be adjusted and the road realigned in such a way that it extends to the drop off area, defines the south and west boundary of the courtyard and then exits onto Arena Road in such a way that the north arm of the interior road, the portion immediately south of the Townhouse Blocks is eliminated, thus reducing the overall area of hard road surface and maximising the contiguous soft outdoor amenity area associated with the central courtyard.	Access from Dundix has been revised and shifted westward to align with round about road. Road was realigned and townhouses adjusted to provide straight access to drop off area and reduce overall area of the road. Please see SPA006.
134	East Outdoor Amenity Area & Building Setback	09) EAST OUTDOOR AMENITY AREA/BUILDING SETBACK i) In order to properly accommodate an outdoor amenity area adjacent to the east property line, the minimum building set back in this area must be increased sufficiently to accommodate an uninterrupted minimum landscape buffer abutting the east property line of 4500mm and then an adjacent uninterrupted space of sufficient depth to accommodate the components of an outdoor amenity area as well as a minimum 1.5 m buffer adjacent to the east exterior wall of the building and a minimum 1.5m wide continuous pedestrian walkway that extends to the municipal sidewalk along Dundas Street frontage. ii) The amenity space must be designed so that there is sufficient useable space that accommodates the necessary components, maintains clear and through visual access and is uninterrupted by vents from the Underground Parking Level(s).	Comment no longer applicable as amenity area at east property line was relocated. Please refer to SPA151.

NO.	TOPIC	COMMENT	RESPONSE
135	Site Access, Circulation & TH Blocks	05) SITE ACCESS, SITE CIRCULATION. TH BLOCK LENGTHS i) If the road from Dundix is required, the length of the town house blocks can be adjusted and the road realigned in such a way that it extends to the drop off area, defines the south and west boundary of the courtyard and then exits onto Arena Road in such a way that the north arm of the interior road, the portion immediately south of the Townhouse Blocks is eliminated, thus reducing the overall area of hard road surface and maximising the contiguous soft outdoor amenity area associated with the central courtyard.	Noted this comment appears twice and response has been duplicated. Access from Dundix has been revised and shifted westward to align with round about road. Road was realigned and townhouses adjusted to provide straight access to drop off area and reduce overall area of the road. Please see SPA006.
136	Ground Floor Plan	10) UD CHANGE MARKS ON GROUND FLOOR PLAN i) Please see UD Change Marks on the Ground Floor Plan.	Noted.
137	Building Hieght	12) MAXIMUM BUILDING HEIGHT i) Please redesign and re-distribute the building heights to maintain a 9 storey maximum height.	As demonstrated on the accompanying Architectural Plans, a maximum building height along Dundas Street of 18 storeys is contemplated. The ways in which this requested height is appropriate and desirable is further described in the accompanying Planning Justification Report and Urban Design Study
138	Underground Parking Setback	11) MINIMUM SETBACK OF UNDERGROUND PARKING i) The minimum setback of the underground parking structure from each property line is 3 m.	A X.X m setback from the parking structure to the property line is contemplated. This setback is of sufficient width to accommodate planting and streetscape elements. No further action is required
139	Residential Units & Service Areas	03) GROUND FLOOR RESIDENTIAL UNITS, SERVICE AREAS i) Consider relocating the ground floor residential units and replacing them with a Community use that requires less privacy and is less sensitive to noise including noise from the adjacent loading and garbage stagiing/pick up space. ii) Any ground floor residential unit should be set back a minimum of 3m from the closest edge of the sidewalk, to create a buffer and a semi private space for the ground floor unit relative to the sidewalk and private road.	. Noted. . 3.0m Setback is provided in front of ground floor residential units to provide semi private space for the unit. Please refer to SPA151.

NO.	TOPIC	COMMENT	RESPONSE
140	Outdoor Amenity Area	<p>07) OUTDOOR AMENITY AREA AT GRADE</p> <p>i) Eliminate the 14 surface parking stalls and redesign the vehicular circulation in a way that maximizes the central courtyard as a contiguous communal outdoor amenity space with mature trees and soft landscaping. The road surface associated with vehicular circulation and drop off should be designed with a pedestrian quality that slows down vehicular traffic and enhances the outdoor amenity space.</p> <p>ii) Surface parking if required can be designed as on street or layby parking associated with the interior road.</p> <p>iii) If the road from Dundix is required, the length of the town house blocks can be adjusted and the road realigned in such a way that it extends to the drop off area, defines the south and west boundary of the courtyard and then exits onto Arena Road in such a way that the north arm of the interior road, the portion immediately south of the Townhouse Blocks is eliminated, thus reducing the overall area of hard road surface and maximising the contiguous soft outdoor amenity area associated with the central courtyard.</p> <p>iv) Please ensure that the design of the courtyard and the underground parking below allows for sufficient soil depth of 2m minimum to support the growth of trees to maturity in the courtyard.</p>	<p>. Surface parking was relocated north and central courtyard transformed in contiguous outdoor amenity area. Please see SPA006.</p> <p>. Parking is relocated to Dundix St entrance between the townhouses. Please refer to SPA006.</p> <p>. Road was realigned and townhouses adjusted to provide straight access to drop off area and reduce overall area of the road. Please see SPA006.</p> <p>. Soil depth for courtyard to be coordinated with landscape. Currently 1 m provided to top of slab.</p>
141	Outdoor Amenity Area & Central Courtyard	<p>04) AT GRADE OUTDOOR AMENITY AREA/CENTRAL COURTYARD/PARKING/SOIL DEPTH</p> <p>i) Eliminate the 14 surface parking stalls and redesign the vehicular circulation in a way that maximizes the central courtyard as a contiguous communal outdoor amenity space with mature trees and soft landscaping. The road surface associated with vehicular circulation and drop off should be designed with a pedestrian quality that slows down vehicular traffic and enhances the outdoor amenity space.</p> <p>ii) Surface parking if required can be designed as on street or layby parking associated with the interior road.</p> <p>iii) If the road from Dundix is required, the length of the town house blocks can be adjusted and the road realigned in such a way that it extends to the drop off area, defines</p>	<p>. Surface parking was relocated north and central courtyard transformed in contiguous outdoor amenity area. Please see SPA006.</p> <p>. Parking is relocated to Dundix St entrance between the townhouses. Please refer to SPA006.</p> <p>. Road was realigned and townhouses adjusted to provide straight access to drop off area and reduce overall area of the road. Please see SPA006.</p> <p>. Currently 1.0-1.2 m is provided from top of slab at parking level to</p>

NO.	TOPIC	COMMENT	RESPONSE
		<p>the south and west boundary of the courtyard and then exits onto Arena Road in such a way that the north arm of the interior road, the portion immediately south of the Townhouse Blocks is eliminated, thus reducing the overall area of hard road surface and maximising the contiguous soft outdoor amenity area associated with the central courtyard.</p> <p>iv) Please ensure that the design of the courtyard and the underground parking below allows for sufficient soil depth of 2m minimum to allow for the growth of trees to maturity in the courtyard.</p>	<p>site. Landscape to provide planter buildup to accommodate 2m soil depth.</p>
142	Retail & Spill-out Zone	<p>01) GROUND FLOOR: RETAIL, SPILL OUT ZONES, INDOOR AMENITY AND DUNDAS STREET FRONTAGE</p> <p>i) The vision for the Dundas Street reinforced in the amendments to Mississauga Official Plan is for a predominantly middle rise Mixed Use corridor with a maximum height of 12 storeys concentrated at the Focus Areas and a maximum height of 9 storeys within most of the Link areas, including the subject site. Please redesign and re-distribute the building heights to maintain a 9 storey maximum height.</p> <p>ii) The Mixed-Use vision for the Dundas Corridor includes a ground floor along the Dundas Street frontage that apart from a required active main entrance into the building, is dedicated to active retail/commercial uses that spill out onto the building setback in form of patios and outdoor seating areas that enhance the public boulevard and the public realm. Please eliminate and relocate the indoor amenity spaces from the Ground floor spaces along the street frontages and replace with active retail/commercial uses that will spill out into patios and outdoor spaces within the building setbacks.</p> <p>iii) Provide a design of the building setback along the street frontages that reflects the vision for a spill out zone to accommodate one row of high branching trees within a continuous tree corridor and outdoor patios and seating areas. The design of the building setback is to complement a row of street trees and active transportation infrastructure within the public boulevard.</p> <p>iv) The Mixed-Use vision for Dundas Street also includes a balanced mix of non-residential uses that extend above the</p>	<p>A contextually appropriate building height is contemplated. The reasons for supporting a greater building height than the 9 storeys identified by Dundas Connects is further described in the accompanying Planning Justification Report</p> <p>Public boulevard to be designed by landscape architect. Landscape to comment.</p>

NO.	TOPIC	COMMENT	RESPONSE
		ground floor onto the lower floors of the podium to accommodate office, service commercial, recreation and other uses that serve the needs of the local residents, provide employment opportunities and support a vibrant Transit and Intensification Corridor.	
143	Main Building Entrance	<p>02) GROUND FLOOR: MAIN BUILDING ENTRANCE AND STREET FACING LOBBY</p> <p>i) Please introduce a prominent main building entrance and active through entrance lobby that is easily identifiable from the Dundas Street frontage in a way that captures pedestrian attention from the public boulevard and reinforces way finding. A prominent lobby in such a location will remain lit throughout the day and night and provide eyes onto the street and animate the street at all hours.</p> <p>ii) The central courtyard should also be re-organized so that the drop off area is coordinated/centred with the north entrance of the Through Lobby.</p>	<p>Lobby area was relocated and prominent pedestrian connection was provided that lobby area is easily identifiable from Dundas St. Drop off area is centered with the revised lobby entrance.</p> <p>Please see SPA151.</p>
144	Outdoor Amenity Area & Setbacks	<p>06) EAST OUTDOOR AMENITY AREA/BUILDING SETBACK</p> <p>i) In order to properly accommodate an outdoor amenity area adjacent to the east property line, the minimum building set back in this area must be increased sufficiently to accommodate an uninterrupted minimum landscape buffer abutting the east property line of 4500mm and then an adjacent uninterrupted space of sufficient depth to accommodate the components of an outdoor amenity area as well as a minimum 1.5 m buffer adjacent to the east exterior wall of the building and a minimum 1.5m wide continuous pedestrian walkway that extends to the municipal sidewalk along Dundas Street frontage.</p> <p>ii) The amenity space must be designed so that there is sufficient useable space that accommodates the necessary components, maintains clear and through visual access from a usable interior space or even from an active outdoor area including a street frontage or active sidewalk and is uninterrupted by vents from the Underground Parking Level(s).</p> <p>iii) the applicant should also consider an appropriate interface with the existing residential development on the</p>	<p>Comment no longer applicable as amenity area at east property line was relocated. Please refer to SPA151.</p>

NO.	TOPIC	COMMENT	RESPONSE
		adjoining property to the east and any proposal to redevelop that property.	
145	Building Height	13) MAXIMUM BUILDING HEIGHT i) Please redesign and re-distribute the building heights to maintain a 9 storey maximum height. A302 ELEVATIONS.pdf	As stated above, a contextually appropriate building height is contemplated. The reasons for supporting a greater building height than the 9 storeys identified by Dundas Connects is further described in the accompanying Planning Justification Report
146	Building Height	MAXIMUM BUILDING HEIGHT i) The vision for the Dundas Street reinforced in the amendments to Mississauga Official Plan is for a predominantly middle rise Mixed Use corridor with a maximum height of 12 storeys concentrated at the Focus Areas and a maximum height of 9 storeys within most of the Link areas, including the subject site. Please redesign and redistribute the building heights to maintain a 9 storey maximum height.	As stated above, a greater building height is contemplated. Refer to the accompanying Planning Justification Report for further rationale
147	Ground Floor Retail	GROUND FLOOR: RETAIL, SPILL OUT ZONES, INDOOR AMENITY AND DUNDAS STREET FRONTAGE i)The Mixed-Use vision for the Dundas Corridor includes a ground floor along the Dundas Street frontage that apart from a required active main entrance into the building, is dedicated to active retail/commercial uses that spill out onto the building setback in form of patios and outdoor seating areas that enhance the public boulevard and the public realm. Please eliminate and relocate the indoor amenity spaces from the Ground floor spaces along the street frontages and replace with active retail/commercial uses that will spill out into patios and outdoor spaces within the building setbacks. ii) Provide a design of the building setback along the street frontages that reflects the vision for a spill out zone to accommodate one row of high branching trees within a continuous tree corridor and outdoor patios and seating areas. The design of the building setback is to complement a row of street trees and active transportation infrastructure within the public boulevard. iii) The Mixed-	Public boulevard to be designed by landscape architect. Landscape to comment.

NO.	TOPIC	COMMENT	RESPONSE
		Use vision for Dundas Street also includes a balanced mix of non-residential uses that extend above the ground floor onto the lower floors of the podium to accommodate office, service commercial, recreation and other uses that serve the needs of the local residents, provide employment opportunities and support a vibrant Transit and Intensification Corridor.	
148	Residential Units & Service Areas	<p>GROUND FLOOR RESIDENTIAL UNITS, SERVICE AREAS</p> <p>i) Consider relocating the ground floor residential units and replacing them with a Community use that requires less privacy and is less sensitive to noise including noise from the adjacent loading and garbage staging/pick up space</p> <p>ii) Any ground floor residential unit should be set back a minimum of 3m from the closest edge of the sidewalk, to create a buffer and a semi private space for the ground floor unit relative to the sidewalk and private road.</p>	<p>. Noted.</p> <p>. 3.0m Setback is provided in front of ground floor residential units to provide semi private space for the unit. Please refer to SPA151.</p>
149	Outdoor Amenity Area & Central Courtyard	<p>AT GRADE OUTDOOR AMENITY AREA/CENTRAL COURTYARD, PARKING, SOIL DEPTH</p> <p>i) Eliminate the 14 surface parking stalls and redesign the vehicular circulation in a way that maximizes the central courtyard as a contiguous communal outdoor amenity space with mature trees and soft landscaping. The road surface associated with vehicular circulation and drop off should be designed with a pedestrian quality that slows down vehicular traffic and enhances the outdoor amenity space.</p> <p>ii) Surface parking if required can be designed as on street or layby parking associated with the interior road.</p> <p>iii) If the road from Dundix is required, the length of the town house blocks can be adjusted and the road re-aligned in such a way that it extends to the drop off area, defines the south and west boundary of the courtyard and then exits onto Arena Road in such a way that the north arm of the interior</p>	<p>. Surface parking was relocated north and central courtyard transformed in contiguous outdoor amenity area. Please see SPA006.</p> <p>. Parking is relocated to Dundix St entrance between the townhouses. Please refer to SPA006.</p> <p>. Road was realigned and townhouses adjusted to provide straight access to drop off area and reduce overall area of the road. Please see SPA006.</p> <p>. Currently 1.0-1.2 m is provided from top of slab at parking level to site. Landscape to provide planter buildup to accommodate 2m soil depth.</p>

NO.	TOPIC	COMMENT	RESPONSE
		<p>road, the portion immediately south of the Townhouse Blocks is eliminated, thus reducing the overall area of hard road surface and maximising the contiguous soft outdoor amenity area associated with the central courtyard.</p> <p>iv) Please ensure that the design of the courtyard and the underground parking below allows for sufficient soil depth of 2m minimum to support the growth of trees to maturity in the courtyard.</p>	
150	Site Access, Circulation & TH Blocks	<p>SITE ACCESS, SITE CIRCULATION. TH BLOCK LENGTHS</p> <p>i) If the road from Dundix is required, the length of the town house blocks can be adjusted and the road realigned in such a way that it extends to the drop off area, defines the south and west boundary of the courtyard and then exits onto Arena Road in such a way that the north arm of the interior road, the portion immediately south of the Townhouse Blocks is eliminated, thus reducing the overall area of hard road surface and maximising the contiguous soft outdoor amenity area associated with the central courtyard.</p>	<p>Road was realigned and townhouses adjusted to provide straight access to drop off area and reduce overall area of the road.</p> <p>Please see SPA006.</p>
151	Outdoor Amenity Area & Building Setbacks	<p>EAST OUTDOOR AMENITY AREA/BUILDING SETBACK</p> <p>i) In order to properly accommodate an outdoor amenity area adjacent to the east property line, the minimum building set back in this area must be increased sufficiently to accommodate an uninterrupted minimum landscape buffer abutting the east property line of 4500mm and then an adjacent uninterrupted space of sufficient depth to accommodate the components of an outdoor amenity area as well as a minimum 1.5 m buffer adjacent to the east exterior wall of the building and a minimum 1.5m wide continuous pedestrian walkway that extends to the municipal sidewalk along Dundas Street frontage.</p> <p>ii) The amenity space must be designed so that there is sufficient useable space that</p>	<p>Comment no longer applicable as amenity area at east property line was relocated. Please refer to SPA151.</p>

NO.	TOPIC	COMMENT	RESPONSE
		<p>accommodates the necessary components, maintains clear and through visual access from a usable interior space or even from an active outdoor area including a street frontage or active sidewalk and is uninterrupted by vents from the Underground Parking Level(s).</p> <p>iii) The applicant should also consider an appropriate interface with the existing residential development on the adjoining property to the east and any proposal to redevelop that property.</p>	
152	Underground Parking Setback	<p>MINIMUM SETBACK OF UNDERGROUND PARKING FROM PROPERTY LINES</p> <p>i) The minimum setback of the underground parking structure from each property line is 3 m.</p>	<p>As stated above, a 3.0 m setback is provided from the edge of the parking structure to the property line. This setback is of sufficient width to accommodate plantings, streetscaping and shoring. No further action is required</p>
153	Shadow Study	<p>SHADOW STUDIES</p> <p>1. WRITTEN ANALYSIS</p> <p>i) According to the City of Mississauga's Standards for Shadow Studies, the Written Analysis should include a description and assessment of the mitigation features that have been incorporated into the site and building design to address the unmet criteria. Please include proposed mitigation features to address all unmet criteria.</p> <p>2. SUN ACCESS FACTOR</p> <p>i) Please provide a calculation of the Sun Access Factor for each existing and proposed Communal Outdoor Amenity Area impacted by the development proposal, including the outdoor amenity areas for the existing surrounding developments, the proposed central courtyard and the proposed outdoor amenity area on the east side of the proposed apartment building. Sun Access Factor is to be calculated for June 21, September 21 and December 21. For calculating Sun Access Factor, please refer to Section 3.3a of the Standards for Shadow Studies.</p> <p>3. SECTION 3.3: PUBLIC REALM</p>	<p>A Sun/Shadow Study has been prepared that relates to the current development and is provided in support of the application</p>

NO.	TOPIC	COMMENT	RESPONSE
		<p>i) Using the criterion for Low and Medium Density Residential Streets, please analyse the shadow impact on the north boulevard of Dundix Road on September 21 and apply any mitigation measures required to meet the criterion.</p> <p>ii) Using the criterion for Mixed Use and High Density Residential Streets please analyse the shadow impact on the south boulevard of Dundas Street on September 21 and apply any mitigation measures required to meet the criterion.</p> <p>4. SECTION 3</p> <p>i) Please analyse and address each criterion included in Section 3 of the Standards for Shadow Studies.5. SHADOW DRAWINGSi) Please review the Shadow Drawings and the colour coding applied to PUBLIC OPEN SPACES, PARKS AND PLAZAS. Some of the spaces appear to have been incorrectly colour coded as Public Open Spaces, Parks and Plazas based on information available on the City of Mississauga's Mapping System. These include, the colour coded outdoor spaces within 3020 and 3045 Queen Frederica Drive. Please review, correct and re-assess using the appropriate criteria in the Standards for Shadow Studies.</p>	
154	Wind Study	<p>QUANTITATIVE WIND STUDY</p> <p>1. WIND MITIGATION</p> <p>i. Please note that at locations where Uncomfortable Wind Comfort conditions are predicted and where the safety criterion is exceeded, soft landscaping is not acceptable as Wind Mitigation. This is because under such wind conditions, soft landscaping is unlikely to thrive and soft landscaping for wind mitigation generally relies on sustaining mature healthy vegetation. The Executive Summary of the Quantitative Wind Study suggests that the Uncomfortable wind comfort conditions at the central breezeway and other locations can be mitigated by landscaping. Please revise this and consider alternative means of mitigation, preferably incorporated into the building design and massing. Even without the adverse wind</p>	<p>As per the Wind Addendum prepared by CPP Wind Dated July 26th 2024, all measurement locations were predicted to meet wind safety criteria and generally found to be comfortable for walking with some uncomfortable walking conditions during certain times of the year. As design of the development progresses, Wind control measures will continue to be considered. Additional wind tunnel tests to be finalized following this submission</p>

NO.	TOPIC	COMMENT	RESPONSE
		<p>conditions, soft landscaping is unlikely to thrive under the breezeway.</p> <p>ii. In areas where the wind and other conditions are suitable for soft landscaping to thrive and be maintained in a sustained manner, trees and other vegetation can be incorporated into the Wind mitigation Strategy. However, such vegetation and trees must be selected and sized to be effective at the time of installation.</p> <p>iii. All wind mitigation features shall be contained within the limits of the property. Wind mitigation features are not permitted on the public Right Of Way which includes the public boulevards.</p> <p>iv. The Quantitative Wind Study shall be updated to reflect the proposed configuration tested with all the recommended wind mitigation features in order to demonstrate their efficacy in achieving wind comfort and safety conditions that are appropriate for the intended use of each space.</p> <p>2. STREET FRONTAGES AND SPILL OUT ZONES</p> <p>i. The Dundas Street frontage and to some extent, the Arena Road frontage are envisioned as Retail/Commercial frontages in which the building setbacks are to be designed as spill out zones with patios and seating areas that animate and enhance the public boulevard. in these areas, the wind Comfort Condition should be appropriate for Sitting. Through the building design, building massing, building height adjustments and distribution, and other strategies, please propose appropriate wind mitigation to achieve a wind comfort condition of "Sitting" for these areas.</p> <p>3. OUTDOOR AMENITY AREAS AND CENTRAL COURTYARD</p> <p>ii. The wind Comfort Conditions in the Outdoor amenity areas including the Central Courtyard, and the Outdoor Amenity Area adjacent to the east property line, should be suitable for Sitting.</p>	

NO.	TOPIC	COMMENT	RESPONSE
		<p>Through the building design, building massing, building height adjustments and distribution, and other strategies, please propose appropriate wind mitigation to achieve a wind comfort condition of "Sitting" for these areas. These outdoor amenity areas should be usable both in summer and winter.</p> <p>iii. The Quantitative Wind Study should also assess with additional probe locations, the impact of the proposed development on existing adjacent outdoor amenity areas and other sensitive locations such as the ones that are associated with the adjacent development at 3020 Queen Frederica Drive.</p>	
155	Development Agreement	<p>DEVELOPMENT AGREEMENT SCHEDULE C: PLANNING AND BUILDING. The following conditions shall be included in the Planning and Building Section of Schedule C in the Development Agreement:</p> <p>1. NOISE MITIGATION</p> <p>i. Prior to Site Plan approval, an individual Detailed Noise and Vibration Study shall be prepared by a qualified acoustical consultant to identify all transportation and stationary noise sources impacting the development proposal and recommending noise control measures for the proposed buildings and outdoor living areas to the satisfaction of the City of Mississauga's Planning and Building Department. The Detailed Noise Report shall also determine the noise impacts associated with the mechanical equipment and ventilation systems (i.e. cooling towers, garage exhaust fans, emergency generator, HVAC units etc.) for the proposed buildings and the building(s) in the immediate vicinity to ensure that all mechanical equipment will meet the Ministry of the Environment, Conservation and Parks (MECP) guidelines for stationary noise sources. Should a noise barrier, noise screen or any off-site stationary noise mitigation be required as a result of this analysis, sufficient securities will be required to ensure the</p>	<p>The requested clauses will be included in Schedule C of the Development Agreement at the appropriate time in the future. No further action is required at this time</p>

NO.	TOPIC	COMMENT	RESPONSE
		<p>construction of all noise mitigation features as part of the site plan process.</p> <p>ii. Prior to Site Plan approval, the following clause is to be included on the Site Plan: The Acoustical Consultant shall certify to the Planning and Building Department that the 'as constructed' site features for noise and vibration control including, but not limited to noise walls and berms, the as constructed buildings, mechanical equipment and ventilation systems for the buildings on-site and the off-site stationary noise sources are in compliance with the Detailed Noise Report as prepared for the particular building and in compliance with the Ministry of the Environment, Conservation and Parks (MECP) guidelines for transportation and stationary noise sources." The Acoustical Consultant shall also certify to the Planning and Building Department that the indoor noise levels and noise levels for outdoor living areas resultant from all transportation noise sources will meet Regional guideline conditions based on outside sound energy exposures outlined in the Detailed Noise Report for the subject building and that no new noise impacts have been identified since the latest approved detailed Noise Study.</p> <p>iii. Prior to the release of site plan securities, the Acoustical Consultant shall certify to the Planning and Building Department that the 'as constructed' site features for noise control and vibration including, but not limited to noise walls and berms, the as constructed buildings, mechanical equipment and ventilation systems for the buildings on site and the off-site stationary noise sources are in compliance with the Detailed Noise Report as prepared for the particular building and in compliance with the Ministry of the Environment, Conservation and Parks (MECP) guidelines for stationary noise sources. The Acoustical Consultant shall also certify to the Planning and Building Department that the</p>	

NO.	TOPIC	COMMENT	RESPONSE
		<p>indoor noise levels and noise levels for outdoor living areas resultant from all transportation noise sources will meet Regional guideline conditions based on outside sound energy exposures outlined in the Detailed Noise Study for the subject building and that no new noise impacts have been identified since the latest approved Detailed Noise Study. The Noise Certification shall be signed and sealed by an Acoustical Consultant with experience in environmental acoustics and a Professional Engineer designation (P.Eng)</p> <p>iv. The site plan securities required by the Planning and Building Department will include \$5000 to secure for the Noise Certification. The \$5000 securities shall only be released to the applicant when the required Noise Certification has been provided to the satisfaction of the Planning and Building Department.</p>	
157	Development Agreement	<p>DEVELOPMENT AGREEMENT (CONT.) SCHEDULE C: PLANNING AND BUILDING. The following conditions shall be included in the Planning and Building Section of Schedule C in the Development Agreement: 2. WIND MITIGATION</p> <p>i. Prior to Site Plan approval, the following note shall be included on the site plan: The Microclimate Specialist shall confirm to the satisfaction of the Planning and Building Department that the 'as constructed' buildings and wind mitigation features are in compliance with the recommendations of the final approved Pedestrian Wind Comfort and Safety Study"</p> <p>ii. Prior to the release of site plan securities, the Microclimate Specialist shall issue a written Confirmation of Proper Implementation of the Wind Mitigation Features, to confirm that the wind mitigation features have been designed and installed in accordance with the recommendations of the approved Final Pedestrian Wind Comfort and Safety Study and to</p>	<p>The requested clauses will be included in Schedule C of the Development Agreement at the appropriate time in the future. No further action is required at this time</p>

NO.	TOPIC	COMMENT	RESPONSE
		<p>achieve the predicted pedestrian wind comfort and safety conditions.</p> <p>iii. The site plan securities required by the Planning and Building Department will include \$5000 to secure for the written Confirmation of Proper Implementation of Wind Mitigation Features. The written Confirmation of proper implementation of wind mitigation features shall be signed and sealed by a Microclimate Specialist with a Professional Engineer (P.Eng.) designation.</p> <p>iv. The \$5000 securities shall only be released to the applicant when the required written Confirmation of Proper Implementation of Wind Mitigation Features has been provided to the satisfaction of the Planning and Building Department.</p>	
158	Waste Storage	<p>WASTE STORAGE AND REMOVAL FOR RETAIL/COMMERCIAL UNITS</p> <p>i) Please confirm how waste storage and removal is handled for the Retail/Commercial units.</p>	Retail storage area is provided at ground floor. Please refer to SPA151.
159	Transformer & Utility	<p>TRANSFORMER AND UTILITY LOCATIONS</p> <p>i) Please investigate enclosing the transformer within a ground floor space in the building with appropriate access for service by the Utility Company.</p> <p>ii) Gas pipes and other utility metres shall not be located along or be visible from any street frontage. iii) The site and building designs shall incorporate appropriate locations for gas pipes and utility metres that are not visible from the street frontages and outdoor amenity areas, but are readily accessible based on the requirements of the Utility Companies.</p>	<p>Transformer was relocated to transformer room at ground floor. Please refer to SPA151.</p> <p>Gas meter location is proposed to be placed central to the side to mitigate visibility from the street and amenity areas. Please refer to SPA151.</p>
160	Transformer	<p>14) TRANSFORMER LOCATION</p> <p>i) Please investigate enclosing the transformer within a ground floor space in the building with appropriate access for service by the Utility Company.</p>	Transformer was relocated to transformer room at ground floor. Please refer to SPA151.

NO.	TOPIC	COMMENT	RESPONSE
161	Setbacks	<p>15) MINIMUM SETBACK FROM ALL PROPERTY LINES TO UNDERGROUND PARKING STRUCTURE</p> <p>i) The minimum setback of the Underground parking structure, including the projection for underground projection for storm water, from all property lines shall be 3m.</p>	As stated above and throughout this Matrix, a 3.0 m setback is provided from the edge of the parking structure to the property line. This setback is of sufficient width to accommodate plantings, streetscaping and shoring. No further action is required
163	Setbacks & Widening	<p>17) BUILDING SETBACK AND ROAD WIDENING</p> <p>i) The building setback should be calculated from the limits of the proposed road widening as this will ultimately become the new property line along the Dundas Street frontage.</p>	Setbacks are provided from new property line after ROW. Please refer to SPA006, SPA151.
164	Designation	<p>17) DENSITY</p> <p>i) The development proposal is for High Density residential, and not "Medium Density". Please make the appropriate correction.</p>	Noted. As further described in the accompanying Planning Justification Report and Official Plan Amendment, the Site is to be re-designated to 'Residential High Density'
165	Density	<p>18) PROPOSED DENSITY</p> <p>i) The development proposal is for High Density residential, and not "Medium Density". Please make the appropriate correction.</p>	As stated above, the Site is to be designated 'Residential High Density'
166	Proximity to Dixie GO Station	<p>18) 500 m RADIUS AND DIXIE GO STATION</p> <p>i) The subject property appears not to be within a 500 m radius of the Dixie GO Station. Please take another look at this and confirm.</p>	The Subject Lands' proximity to the Dixie GO Station is further discussed in Section 3.4 of the Planning Justification Report and within the accompanying Urban Design Study
162	Development Agreement	<p>DEVELOPMENT AGREEMENT CONT.</p> <p>2. WIND MITIGATION</p> <p>i. Prior to Site Plan approval, the following note shall be included on the site plan: The Microclimate Specialist shall confirm to the satisfaction of the Planning and Building Department that the 'as constructed' buildings and wind mitigation features are in compliance</p>	The requested clauses will be included in the Development Agreement at the appropriate time in the future. No further action is required at this time

NO.	TOPIC	COMMENT	RESPONSE
		<p>with the recommendations of the final approved Pedestrian Wind Comfort and Safety Study".</p> <p>ii. Prior to the release of site plan securities, the Microclimate Specialist shall issue a written Confirmation of Proper Implementation of the Wind Mitigation Features in accordance with the recommendations of the approved Final Pedestrian Wind Comfort and Safety Study.</p> <p>iii. The site plan securities required by the Planning and Building Department will include \$5000 to secure for the written Confirmation of Proper Implementation of Wind Mitigation Features to be prepared by a Microclimate Specialist. The document shall be signed and stamped by a Microclimate Specialist with a Professional Engineer (P.Eng.) designation.</p> <p>iv. The \$5000 securities shall only be released to the applicant when the required written Confirmation of Proper Implementation of Wind Mitigation Features has been provided to the satisfaction of the Planning and Building Department.</p>	