

Jade
Acoustics
Inc.

Consulting
Engineers

411 Confederation Parkway
Unit 19
Concord, Ontario
L4K 0A8

Tel: (905) 660-2444
Fax: (905) 660-4110

FEASIBILITY ENVIRONMENTAL NOISE AND VIBRATION REPORT

PROPOSED MIXED-USE DEVELOPMENT
91 AND 131 EGLINTON AVENUE EAST AND
5055 HURONTARIO STREET
CITY OF MISSISSAUGA
REGION OF PEEL



Prepared for
91 Eglinton Limited Partnership

Revised February 18, 2020
Revised June 4, 2019
September 10, 2018
File: 18-090

TABLE OF CONTENTS

| | | |
|-------|--|----|
| | SUMMARY | 1 |
| 1.0 | INTRODUCTION | 2 |
| 2.0 | NOISE SOURCES | 4 |
| 2.1 | Transportation Sources | 4 |
| 2.1.1 | Road and Light Rail..... | 4 |
| 2.1.2 | Aircraft | 4 |
| 2.2 | Stationary Sources | 4 |
| 2.2.1 | Stationary Sources within the Development..... | 4 |
| 2.2.2 | Stationary Sources External to the Development..... | 5 |
| 3.0 | ENVIRONMENTAL NOISE AND VIBRATION CRITERIA | 7 |
| 3.1 | Transportation Sources | 7 |
| 3.1.1 | Indoors..... | 7 |
| 3.1.2 | Outdoors | 7 |
| 3.2 | Aircraft..... | 8 |
| 3.3 | LRT Vibration | 9 |
| 3.4 | Stationary Sources | 9 |
| 4.0 | NOISE AND VIBRATION IMPACT ASSESSMENT | 11 |
| 4.1 | Transportation Sources | 11 |
| 4.2 | Aircraft Traffic..... | 12 |
| 4.3 | LRT Vibration | 12 |
| 4.4 | Stationary Sources | 13 |
| 5.0 | NOISE ABATEMENT MEASURES | 17 |
| 5.1 | Transportation Sources | 17 |
| 5.1.1 | Indoors | 17 |
| 5.1.2 | Outdoors..... | 18 |
| 5.2 | Stationary Sources | 19 |
| 6.0 | RECOMMENDATIONS | 23 |

TABLE OF CONTENTS - Continued

| | | |
|-----|------------------|----|
| 7.0 | CONCLUSIONS..... | 24 |
| 8.0 | REFERENCES | 25 |

LIST OF TABLES

| | | |
|---------|--|----|
| TABLE A | SUMMARY OF PREDICTED SOUND LEVELS DUE TO CONTINUOUS NOISE SOURCES WITHOUT MITIGATION MEASURES – CLASS 1 AREA EXCLUSION LIMITS..... | 16 |
| TABLE B | SUMMARY OF PREDICTED SOUND LEVELS DUE TO CONTINUOUS NOISE SOURCES WITH MITIGATION MEASURES – NO NIGHTTIME DELIVERIES | 21 |
| TABLE C | SUMMARY OF PREDICTED SOUND LEVELS DUE TO CONTINUOUS NOISE SOURCES WITH MITIGATION MEASURES – ALTERNATE NIGHTTIME DELIVERY ROUTE | 22 |
| TABLE 1 | SUMMARY OF TRAFFIC INFORMATION | 26 |
| TABLE 2 | PREDICTED UNMITIGATED SOUND LEVELS OUTDOORS DUE TO ROAD AND LIGHT RAIL TRAFFIC..... | 27 |
| TABLE 3 | SUMMARY OF MINIMUM NOISE ABATEMENT MEASURES DUE TO TRANSPORTATION NOISE SOURCES | 28 |

LIST OF FIGURES

| | |
|----------|--|
| FIGURE 1 | KEY PLAN |
| FIGURE 2 | PLAN OF DEVELOPMENT |
| FIGURE 3 | TORONTO PEARSON INTERNATIONAL AIRPORT COMPOSITE NEF/NEP CONTOUR MAP |
| FIGURE 4 | PLAN SHOWING ANALYZED SOURCES OF CONTINUOUS NOISE WITHOUT MITIGATION MEASURES |
| FIGURE 5 | PLAN SHOWING UNMITIGATED PREDICTED SOUND LEVELS AT BUILDING FAÇADES |
| FIGURE 6 | PLAN SHOWING MITIGATED PREDICTED SOUND LEVELS AT BUILDING FAÇADES – NO NIGHTTIME DELIVERIES |
| FIGURE 7 | PLAN SHOWING MITIGATED PREDICTED SOUND LEVELS AT BUILDING FAÇADES – ALTERNATE NIGHTTIME DELIVERY ROUTE |

LIST OF APPENDICES

| | | |
|------------|--|-----|
| APPENDIX A | CORRESPONDENCE REGARDING TRAFFIC DATA | A-1 |
| APPENDIX B | ENVIRONMENTAL NOISE CRITERIA..... | B-1 |
| APPENDIX C | SAMPLE CALCULATION OF PREDICTED SOUND LEVELS DUE TO ROAD TRAFFIC | C-1 |
| APPENDIX D | SAMPLE CALCULATION OF SOUND LEVELS DUE TO STATIONARY SOURCES - CADNAA | D-1 |

LIST OF APPENDICES - Continued

| | | |
|------------|--|-----|
| APPENDIX E | SAMPLE CALCULATION OF ARCHITECTURAL COMPONENT SELECTION | E-1 |
| APPENDIX F | SAMPLE CALCULATION OF SOUND BARRIER ANALYSIS | F-1 |
| APPENDIX G | CITY OF MISSISSAUGA COMMENTS..... | G-1 |
| APPENDIX H | COMPLETED QUESTIONNAIRES BY NEIGHBOURING BUSINESSES | H-1 |

SUMMARY

The proposed mixed-use development is located at 91 and 131 Eglinton Avenue East and 5055 Hurontario Street in the City of Mississauga at the northeast quadrant of Hurontario Street and Eglinton Avenue East. The proposed development includes six (6) residential towers and associated podia, a retail component, as well as two (2) townhouse blocks. The site is affected by road traffic noise, including the future Hurontario Light Rail Transit (LRT), aircraft noise from Toronto Pearson International Airport and by existing commercial operations.

The environmental noise guidelines NPC-300 for transportation and stationary noise sources of the Ministry of the Environment, Conservation and Parks (MOE), set out sound level limits for both the indoor (transportation sources only) and outdoor space (both transportation and stationary sources). Sound levels due to the nearby roads and the existing commercial sources were determined and compared to the MOE and Region of Peel/City of Mississauga guidelines to determine the appropriate mitigation measures.

Using road traffic data obtained from the City of Mississauga and Metrolinx and aircraft traffic data from Transport Canada, the sound levels for various locations in the development were determined. The analysis of the noise sources associated with the commercial developments was based on information collected by Jade Acoustics Inc. during site visits and from other similar facilities available in Jade Acoustics Inc. files.

To address road traffic noise, central air conditioning, upgraded exterior wall, exterior door and window construction will be required for some buildings. When final building plans are available, sound level predictions and architectural requirements should be verified, to ensure applicable guidelines are met.

The mechanical drawings and detailed information regarding the mechanical equipment associated with the proposed development, including but not limited to rooftop HVAC units and garage fans were not available at the time of preparation of this noise report. Once mechanical drawings are available, additional noise analysis will need to be conducted to determine if the selected mechanical equipment requires noise mitigation measures.

The proposed development was evaluated using the MOE noise criteria for stationary sources applicable to a Class 1 area only, as required by the City of Mississauga.

Where minor excesses exist and noise mitigation measures are required, future occupants will be advised through the use of warning clauses.

1.0 INTRODUCTION

Jade Acoustics Inc. was retained by 91 Eglinton Limited Partnership to update the Feasibility Environmental Noise Report dated September 10, 2018, revised June 4, 2019, to investigate the potential noise and vibration impact on the proposed development to the satisfaction of the City of Mississauga and Regional Municipality of Peel. This updated report addresses updated plans and comments from the City of Mississauga on the June 4, 2019 revised report.

Comments from the City of Mississauga are found in Appendix G.

An evaluation of the potential acoustic impact between the suite units, between the retail and residential units and all internal acoustic matters is outside of the scope of work of this feasibility report.

The proposed site is identified as:

91 and 131 Eglinton Avenue East, and 5055 Hurontario Street
City of Mississauga
Region of Peel

The proposed development is located at the northeast quadrant of Hurontario Street and Eglinton Avenue East. Surrounding land uses are existing and future residential and commercial developments. The proposed development is located between the NEF/NEP 27 and 28 contour lines of Toronto Pearson International Airport.

The analysis was based on:

- Site plan prepared by Dialog received February 7, 2020;
- Architectural plans prepared by Dialog received on February 7, 2020;
- Road traffic information provided by the City of Mississauga and Metrolinx;
- Toronto Pearson International Airport Operating Area (AOA) and Composite Noise Contours map, prepared by the Greater Toronto Airports Authority, dated December 15, 2005;
- Metrolinx Hurontario-Main LRT Project Noise and Vibration Impact Assessment Report – Appendix B.6, prepared by J.E. Coulter Associates Limited, dated June 4, 2014;
- Metrolinx Hurontario/Main Street LRT Preliminary Engineering and TPAP Plan, Profile and Typical Sections Appendix to Environmental Project Report – Appendix A.1, prepared by SNC Lavalin, dated June 4, 2014; and

- Site visits conducted by Jade Acoustics Inc. on July 12, 2018 and May 14, 2019.

A Key Plan is attached as Figure 1.

Figure 2 shows the proposed development which includes six (6) towers and associated podia, townhouse blocks, public parks and new internal roads.

2.0 NOISE SOURCES

2.1 Transportation Sources

2.1.1 Road and Light Rail

The primary ground transportation noise source of potentially adverse impact is the road traffic on Eglinton Avenue East and Hurontario Street and the proposed Hurontario LRT.

The ultimate road traffic data for Eglinton Avenue East and Hurontario Street was provided by the City of Mississauga.

Hurontario Light Rail Transit (LRT) information was obtained from the Metrolinx website and confirmed to be the most current available data by the City of Mississauga on March 28, 2019. The potential impacts of both noise and vibration from the future LRT on the subject site have been assessed.

See Appendix A for correspondence regarding the road traffic information and Table 1 for a summary of traffic information.

This site is not impacted by heavy rail or existing industrial noise sources.

2.1.2 Aircraft

The site is located between the NEF/NEP 27 and 28 contour lines due to aircraft traffic associated with Toronto Pearson International Airport.

Aircraft traffic information was obtained from Transport Canada and is summarized in Table 1. Figure 3 shows the composite 1996 NEP (Noise Exposure Projection) and 2000 NEF (Noise Exposure Forecast) contour map for Toronto Pearson International Airport for the area surrounding the proposed development. These contours are included on a figure dated December 15, 2005.

2.2. Stationary Sources

2.2.1 Stationary Sources within the Development

The identified mechanical sources of noise which may acoustically impact the adjacent residential developments include, but may not be limited to rooftop equipment and garage

exhaust fans. These potential noise sources will be addressed in a detailed noise report when information becomes available, through the building permit process.

2.2.2 Stationary Sources External to the Development

There are several existing commercial buildings located to the west and south of the proposed site. The commercial buildings are shown on Figures 1 and 4 and include:

- Multi-tenant commercial plaza to the southwest with tenants that include but not limited to:
 - Shoppers Drugmart;
 - Flower Shop;
 - Dental Office;
 - Doctor's Office;
 - Cobs Bread;
 - Variety Plus;
 - LCBO;
 - Sleep Country;
 - Service Ontario;
 - Bombay Bhel;
 - BT Optical;
 - Montana's (currently closed);
 - Pet Value; and
 - Starbucks

- Multi-tenant commercial plaza to the southeast with tenants that include but not limited to:
 - Harvey's;
 - Saravanaa Bhavan;
 - Wang's Kitchen;
 - Cora's;

- Expedia Cruise Ship Centers;
- Kentucky Fried Chicken (KFC);
- Bashu Restaurant;
- Dental Centre;
- Hair Salon;
- Ideal Optical;
- Pizza Hut;
- Toys R Us;
- LA Fitness;
- Home Interiors Furniture; and
- Oceans

A site visit was conducted on May 14, 2019 by Jade Acoustics Inc. staff to inventory noise sources associated with the commercial plaza to the south of Armdale Road. Questionnaires were also provided to select businesses with the greatest potential to have an acoustical impact on the subject site, in order to gain a better understanding of their operations. Where a response was provided, the completed questionnaires have been included in Appendix H.

A detailed noise source inventory for the existing commercial developments on the south side of Eglinton Avenue East and/or west of Hurontario Street was not completed; information for representative units for similar facilities from Jade Acoustics Inc. files was used for the assessment. Due to separation distance and intervening road traffic on Eglinton Avenue East and Hurontario Street, noise sources associated with these developments are not anticipated to be acoustically significant at the subject site.

Section 4.2 includes details of the noise assessment.

3.0 ENVIRONMENTAL NOISE CRITERIA

The environmental noise criteria used for residential developments in the City of Mississauga, Region of Peel and the Ontario Ministry of the Environment, Conservation and Parks (MOE) environmental noise criteria are contained in Appendix B and summarized below.

The Ontario Ministry of the Environment, Conservation and Parks document “Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning, Publication NPC-300”, dated August 2013, released October 21, 2013, (updated final version # 22) has been used in this assessment.

3.1 Transportation Sources

3.1.1 Indoors

If the nighttime (11:00 p.m. to 7:00 a.m.) sound level in terms of Leq at the exterior face of a bedroom or living/dining room window is equal to or greater than 60 dBA and/or if the daytime (7:00 a.m. to 11:00 p.m.) sound level in terms of Leq at the exterior face of a living/dining room or bedroom window is greater than 65 dBA, means must be provided so that windows can be kept closed for noise control purposes and central air conditioning is required. For nighttime sound levels (LeqNight) greater than 50 dBA to less than or equal to 59 dBA on the exterior face of a bedroom or living/dining room window or daytime sound levels (LeqDay) greater than 55 dBA to less than or equal to 65 dBA on the exterior face of a bedroom or living/dining room window, there need only be the provision for adding central air conditioning by the occupant at a later date. This typically involves a ducted heating system sized to accommodate the addition of central air conditioning by the occupant at a later date. A warning clause advising the occupant of the potential interference with some activities is also required.

As required by the MOE, to determine the building component requirements the indoor noise criteria for road traffic noise is 40 dBA (Leq8hour) for the bedrooms during nighttime hours, 45 dBA (Leq8hour) for the living/dining rooms during nighttime hours and 45 dBA (Leq16hour) for the living/dining rooms and bedrooms during daytime hours. These criteria are used to determine the architectural requirements.

3.1.2 Outdoors

For the outdoor amenity areas, a design goal of 55 dBA daytime (7:00 a.m. to 11:00 p.m.) sound level is used for road traffic. In some cases an excess not exceeding 5 dBA is considered acceptable. Where the unmitigated sound levels during the day exceed 55 dBA

(Leq16hour, daytime) but are less than 60 dBA (Leq16hour, daytime), a warning clause is required and mitigation should be considered. Where the unmitigated sound levels during the daytime hours exceed 60 dBA, mitigation measures and a warning clause are required.

The definition of outdoor amenity area as defined by the MOE is given below.

"Outdoor Living Area (OLA)

(applies to impact assessments of transportation sources) means that part of a noise sensitive land use that is:

- intended and designed for the quiet enjoyment of the outdoor environment; and
- readily accessible from the building.

The OLA includes:

- backyards, front yards, gardens, terraces or patios;
- balconies and elevated terraces (e.g. rooftops), with a minimum depth of 4 metres, that are not enclosed, provided they are the only outdoor living area (OLA) for the occupant; or
- common outdoor living areas (OLAs) associated with high-rise multi-unit buildings."

For both the indoor and outdoor conditions where the acoustical criteria are exceeded, warning clauses must be placed in offers of purchase and sale and/or lease agreements and included in the development agreement.

3.2 Aircraft

For the aircraft traffic noise, either the 1996 Noise Exposure Projection contour map (NEP) or the 2000 Noise Exposure Forecast contour map (NEF) is to be used, whichever is more conservative.

As of February 1, 1997, the Ministry of Municipal Affairs and Housing revised the Provincial Policy Statement. The revised policy does not allow residential development above NEF/NEP 30. This policy applies to new developments only and is not retroactive.

The updated MOE guidelines with respect to aircraft noise are summarized below.

If the NEF/NEP value is less than 25, no further assessment is required.

If the NEF/NEP value is equal or greater than 25 but less than 30, alternate means of ventilation and a warning clause are required. In addition, building components must be designed to achieve the indoor sound level criteria.

The City of Mississauga requires mandatory central air conditioning and a warning clause for all units located at or above the NEF/NEP 29 contour.

The MOE indoor criteria for aircraft noise is NEF/NEP 0 for the bedrooms and NEF/NEP 5 for the living rooms.

See Appendix B for a summary of applicable criteria for both road and aircraft noise sources.

3.3 LRT Vibration

Vibration impact criteria have been outlined in Appendix B.6 of the Metrolinx report, noted in Section 1.0. Two aspects of vibration have been considered: ground-borne vibration and vibration induced noise. With respect to ground-borne vibration, the report establishes a limit of 0.1 mm/s (root mean square velocity, or RMS) at all sensitive receptors as the criteria. The ground-borne vibration criteria was based on the MOE/TTC Draft protocols dated May 11, 1993 and November 11, 1993. These criteria have been used in the analysis.

3.4 Stationary Sources

The guidelines of the Ontario Ministry of the Environment, Conservation and Parks (MOE) for stationary sources are to be used for the commercial facilities.

The MOE has recently published the document NPC-300 titled “Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning”.

The MOE also has vibration guidelines with respect to stationary sources, NPC-207. These guidelines require that the peak vibration velocities not exceed 0.3 mm/s at the point of reception during the day or night.

The MOE recognizes the need for back-up beepers/alarms as safety devices and as such does not have any guidelines or criteria to address these sources.

It should be noted that the MOE guidelines do not require that the source be inaudible, but rather that specific sound level limits be achieved.

With respect to stationary sources of noise in urban areas, the MOE guidelines require that the sound level due to the stationary source at the building façade and outdoor amenity spaces not exceed the sound level due to road traffic and in certain situations due to rail traffic in any hour of source operation, subject to specific exclusions. Tables C-5, C-6, C-7 and C-8 of NPC-300, included in Appendix B, provide the exclusion limit values of one-hour equivalent sound level (L_{eq} , dBA) and impulsive sound level (L_{Im} , dBA).

In general, if the criteria for a stationary source of noise are exceeded, the MOE recommends that control be implemented at the source rather than at the receiver. Alternatively, if the receiver is set back from the source or if a physical barrier is constructed so that the criteria can be met at the receiver, no additional mitigative measures are required. In addition, a warning clause in offers of purchase and sale and/or lease agreements noting the proximity of dwellings to such a source should be considered. Treatment of the receptor building by the use of suitable exterior wall and window construction and central air conditioning to keep windows closed is not an acceptable solution to the MOE in Class 1 and 2 areas (urban). In addition, a warning clause in offers of purchase and sale and/or lease agreements noting the proximity of dwellings to such a source should be considered.

4.0 NOISE AND VIBRATION IMPACT ASSESSMENT

4.1 Transportation Sources

Road Traffic and Light Rail

Sound levels at the outdoor amenity spaces and at the building envelopes of the proposed residential dwellings in terms of Leq, the energy equivalent continuous sound levels for both day (16 hours) and night (8 hours) were predicted using ORNAMENT, the MOE Traffic Noise Prediction Model for road and light rail traffic. See Table 2 for a detailed summary. Appendix C contains sample calculations of the predicted sound levels.

Where applicable, screening by the existing residential and commercial developments surrounding the proposed site was included in the predictions.

For Tower 1, southeast façade, top residential floor (worst case receptor), the unmitigated sound levels at the façade are predicted to be up to 69 dBA for the daytime period (16 hours) between 7:00 a.m. and 11:00 p.m. and up to 62 dBA for the nighttime period (8 hours) between 11:00 p.m. and 7:00 a.m.

For Tower 1, southwest façade, top residential floor (worst case receptor), the unmitigated sound levels at the façade are predicted to be up to 67 dBA for the daytime period (16 hours) between 7:00 a.m. and 11:00 p.m. and up to 60 dBA for the nighttime period (8 hours) between 11:00 p.m. and 7:00 a.m.

Other buildings within the development are less exposed to Hurontario Street and/or Eglinton Avenue East than Tower 1; therefore, the predicted sound levels are less than the sound levels predicted at Tower 1 and the required mitigation is expected to be reduced. This will be determined once the final building plans are available.

For Towers 1 and 2, 7th storey outdoor amenity area, the unmitigated sound level is predicted to be up to 48 dBA for the daytime period (16 hours) between 7:00 a.m. and 11:00 p.m. See Figure 2 for details of the outdoor amenity areas.

For Towers 1 and 4, 7th storey outdoor amenity area, the unmitigated daytime sound level (16 hours) between 7:00 a.m. and 11:00 p.m. is predicted to be up to 61 dBA.

For the 4th storey outdoor amenity area associated with Tower 3, the unmitigated daytime sound level is predicted to be 46 dBA.

For Tower 3, 13th storey outdoor amenity area, the daytime unmitigated sound level is predicted to be 50 dBA.

For the outdoor amenity area located at the third floor terrace of Tower 6, the unmitigated daytime predicted sound level is 63 dBA; the predicted unmitigated daytime sound level at the seventh floor outdoor amenity area is 59 dBA; and the unmitigated daytime sound level at the ninth floor outdoor amenity area is predicted to be 47 dBA.

For the townhouse block nearest to Eglinton Avenue East, the unmitigated daytime and nighttime sound levels at the side wall of the block are predicted to be up to 55 dBA and 49 dBA, respectively. For the rear yard, the unmitigated daytime sound level is predicted to be 55 dBA.

Where the sound level limits are expected to be exceeded, mitigative measures and warning clauses are required.

4.2 Aircraft Traffic

According to the 1996 Noise Exposure Projection (NEP) and 2000 Noise Exposure Forecast (NEF) contour maps for Toronto Pearson International Airport, this site is located between NEP/NEF 27 and 28 contours.

4.3 LRT Vibration

The future Hurontario LRT has been assessed with respect to the potential impact of ground-borne vibration on the subject site. The current assessment is based on information provided in Appendices A.1 and B.6 of the Metrolinx report outlined in Section 1.0. Based on communications from the City on March 28, 2019 and April 10, 2019, we understand that the information contained in these documents is the most detailed and current information available.

It is expected that the speed of the LRT along any road segment will coincide with the posted speed limit for the roadway, in each respective segment. Under this assumption, the LRT will travel at a maximum speed of 60 km/h in the vicinity of the subject site. According to the findings of the Metrolinx LRT report, the ground-borne vibration limits of 0.1 mm/s (RMS) are expected to be met at 20 m from the centreline of the nearest track. Based on the Metrolinx report, this assumes the implementation of a “Level 1” track isolation system, which is anticipated to be incorporated as a minimum for all areas with concrete embedded track systems.

As indicated in Appendix A.1 of the Metrolinx report, the LRT tracks will be aligned with the centreline of Hurontario Street, on either side. Based on the track alignment shown in the Metrolinx report and the location of the edge of the proposed buildings shown on the plans outlined in Section 1.0 (greater than 20 m), the predicted ground-borne vibration levels would achieve the 0.1 mm/s ground-borne vibration limit. In discussions with the City of Mississauga, they indicated that the assumed track alignment is subject to change throughout the detailed design process of the LRT infrastructure. Should the detailed design result in predicted ground-borne vibration levels in excess of the prescribed limit, the level of vibration isolation implemented along this section of track may need to be increased or mitigation may need to be incorporated within the proposed building in order to provide additional mitigation to meet the guidelines. This is not anticipated to be required as the proposed buildings are setback well over 20 m from the currently proposed track alignment.

As noted in the Metrolinx report, vibration induced noise is also to be considered. It is noted in the Metrolinx report that at the setback distances to this development, the impacts of vibration induced noise are expected to meet the sound level limits. Therefore, vibration induced noise was not investigated further.

4.4 Stationary Sources

At the time of completion of this report, contact with the neighbouring commercial businesses to the south of Armdale Road was completed and investigation into associated noise sources was conducted. The noise sources and approach to modelling are based on the noise source inventory as well as information collected through questionnaires. As noted in Section 2.2, questionnaires were provided to select businesses having the greatest potential to acoustically impact the subject site.

The investigation into the noise sources associated with the multi-tenant commercial developments south of Eglinton Avenue East and/or west of Hurontario Street was based on information previously collected during a Jade Acoustics Inc. site visit and information from other Jade Acoustics Inc. files.

Potentially significant noise sources associated with the neighbouring commercial businesses included in the analysis are:

- Multi-tenant commercial development (4 buildings) immediately southwest of the site:
 - rooftop HVAC units;
 - rooftop exhaust fans;

- refrigerated and non-refrigerated tractor trailer manoeuvring; and
 - refrigerated tractor trailer idling.
- Multi-tenant commercial developments (5 buildings) southeast of the site, south of Eglinton Avenue East:
 - rooftop HVAC units;
 - rooftop exhaust fans;
 - refrigerated tractor trailer idling; and
 - refrigerated and non-refrigerated tractor trailer manoeuvring.
- Commercial developments at the southwest corner at Hurontario Street and Eglinton Avenue East:
 - rooftop HVAC units.
- Gas station at the northwest corner at Hurontario Street and Eglinton Avenue East:
 - rooftop HVAC unit.

Appendix D includes information regarding the sound power levels used in the calculations.

Figure 4 shows the location of the commercial buildings and noise sources analyzed.

For most of the rooftop HVAC units, duty cycles of 100% (daytime), 70% (evening) and 40% (nighttime) were accounted for in the analysis. A duty cycle of 100% for any hour during a 24 hour period was used for exhaust fans, during expected operating hours of the relevant facilities.

Traffic counts obtained from the City of Mississauga were used to predict ambient sound levels at the proposed residential buildings due to vehicle passbys on Hurontario Street and Eglinton Avenue East. As the ambient sound levels predicted during the quietest hours at many noise sensitive receptors exceed the MOE exclusion sound level limits for the Class 1 area in some locations, the calculated ambient sound levels were used for the sound level limits, as applicable. For other locations, the MOE exclusion limits were considered applicable for the noise analysis as acoustically shielded building façades exist. Therefore,

the predicted sound levels due to the stationary sources were compared with the MOE exclusion sound level limits of 50 dBA (daytime and evening hours) and 45 dBA (nighttime hours) or the applicable calculated ambient sound level to assess compliance with the Class 1 requirements. See Tables A to C for details on the applicable sound level limits.

The unmitigated sound levels in terms of one hour Leq were calculated for the façades (and relevant outdoor amenity areas) of all proposed buildings using the CadnaA 2019MR2 computer program, which uses International Standard Analytical Code ISO 9613-2. As the existing topography has no significant ground elevation changes, flat ground was used in the calculations.

Table A was prepared showing the results of the unmitigated analysis at the worst case building façades, for each of the worst case buildings. Figure 5 shows the predicted unmitigated sound levels at all building façades, and outdoor amenity spaces.

As shown in Table A, the predicted sound levels at some of the proposed buildings exceed the applicable sound level limits; therefore, mitigation measures are required.

Compliance with the applicable sound level limits due to stationary source noise is predicted at all outdoor amenity areas shown on the site plan outlined in Section 1.0. The analysis does not account for any screening by safety rails along the roof edges, which are anticipated to be approximately 1.2 m in height and provide additional sound attenuation relative to the selected receiver locations at the proposed outdoor amenity areas. These barriers are expected at all elevated outdoor amenity areas but were not required within the model to demonstrate compliance with the applicable sound level limits.

Due to the configuration of the buildings in the neighbouring commercial site, nature of the businesses and based on the information provided in completed questionnaires, impulsive noise sources were considered at this time to be acoustically insignificant and not investigated further.

TABLE A

**SUMMARY OF PREDICTED SOUND LEVELS DUE TO CONTINUOUS
NOISE SOURCES WITHOUT MITIGATION MEASURES –
CLASS 1 AREA EXCLUSION LIMITS**

| Worst Case Receptor On | Predicted Sound Level (dBA) | | | | | | | | |
|------------------------------|-----------------------------|-------|------------|-----------|-------|------------|-----------|-------|------------|
| | Daytime | | | Evening | | | Nighttime | | |
| | Predicted | Limit | Exceedance | Predicted | Limit | Exceedance | Predicted | Limit | Exceedance |
| Tower 1* | 64 | 65** | No | 64 | 64** | No | 63 | 55** | Yes |
| Tower 2* | 51 | 65** | No | 51 | 64** | No | 50 | 52** | No |
| Tower 3* | 47 | 50*** | No | 46 | 50*** | No | 44 | 45*** | No |
| Tower 4* | 64 | 65** | No | 64 | 64** | No | 63 | 55** | Yes |
| Tower 5* | 48 | 50*** | No | 47 | 50*** | No | 45 | 45*** | No |
| Tower 6* | 59 | 63** | No | 59 | 61** | No | 57 | 54** | Yes |
| North Townhouse Block | 35 | 50*** | No | 34 | 50*** | No | 31 | 45*** | No |
| South Townhouse Block | 33 | 50*** | No | 31 | 50*** | No | 29 | 45*** | No |

* Tower and associated podia.

** Calculated ambient sound level.

*** Class 1 exclusion sound level limit.

5.0 NOISE ABATEMENT MEASURES

5.1 Transportation Sources

5.1.1 Indoors

Architectural Component Requirements

Indoor sound level criteria for road and light rail traffic can be achieved in all cases by using appropriate architectural elements for external wall, roof, window and exterior door construction. MOE indoor criteria for road and light rail traffic noise are 40 dBA (Leq8hour) for the bedrooms during nighttime hours, 45 dBA (Leq8hour) for the living/dining rooms during nighttime hours and 45 dBA (Leq16hour) for the living/dining rooms and bedrooms during daytime hours. These criteria have been used in this report. The characteristic spectra for the noise sources have been accounted for in the determination of the architectural components. Appendix E contains a sample calculation of architectural component selection.

Architectural plans including suite layouts were not available at this time. Once final dwelling plans become available, the noise control requirements should be re-evaluated.

In determining the architectural requirements, it is assumed that the worst case residential condition would involve a corner living/dining room. The exterior walls would be 30% and the windows 50% of the associated floor area for both the wall perpendicular to the noise source and the wall parallel to the noise source.

In order to determine the overall window and exterior wall requirements, the aircraft traffic has been included in the analysis. The requirements for each source (road/light rail and aircraft) were determined separately and then combined to determine the overall requirements.

Based on the preliminary analysis, for the worst case receptors, windows and exterior doors need to be STC 36 and exterior walls need to be STC 39 to provide the mitigation required for noise due to road, LRT and air traffic.

An STC 36 rating for windows and exterior doors and an STC 39 rating for exterior walls are upgrades above the minimum structural and safety requirements of standard construction.

The acoustical performance of a window as a whole depends on glass configuration/thickness, air space, material used for frames and construction details

including seals. Therefore, the acoustical performance of the glass configuration alone expressed as a sound transmission class (STC) rating, generally available in the literature, does not address the STC rating of the whole window. Glass configurations with different frame materials and/or construction details often produce different STC ratings. Therefore, it is recommended that prior to installation the window manufacturers provide proof (STC test results of window configuration from an accredited laboratory) that their windows meet the required STC ratings.

Ventilation Requirements

Where the sound level is equal to or greater than 60 dBA (at night) at the outside face of a bedroom window or living/dining room window or exceeds 65 dBA (during the day) on the outside face of a bedroom window or living/dining room window, the indoor noise criteria would not be met with open windows and provisions must be made to permit the windows to remain closed. The MOE requires central air conditioning. In addition, a warning clause is needed. Based on the analysis, most buildings require central air conditioning. See Table 3 and Figure 2.

Where the sound level is exceeded by 1 dB to 10 dB (i.e. LeqNight greater than 50 dBA to less than or equal to 59 dBA and LeqDay greater than 55 dBA to less than or equal to 65 dBA), the provision for adding central air conditioning by the occupants and a warning clause is required. This is not practicable in multi-tenant dwellings. Therefore, central air conditioning is generally used.

It is anticipated that all residential units (including the townhouse blocks) will be provided with central air conditioning, thereby satisfying the acoustical requirements.

Warning clauses will also be required to be placed in offers of purchase and sale and/or lease agreements and in the development agreement for all relevant dwelling units to make future occupants aware of the potential noise environment.

See Table 3 and notes to Table 3 for details of minimum noise abatement measures required.

5.1.2 Outdoors

The outdoor amenity area is required to be exposed to a sound level of 55 dBA or less during the day. A 5 dBA increase is considered acceptable in certain situations. Typically, if the sound level is above 55 dBA, some form of mitigation is recommended and warning clauses are required. Where the sound levels exceed 60 dBA, mitigation and warning clauses are required.

Sound levels above 55 dBA are predicted at some of the outdoor amenity areas, as noted in Section 4.1 and Table 2.

Since the predicted sound levels are greater than 55 dBA at some of the common outdoor amenity areas associated with individual buildings, sound barriers are required to reduce the predicted sound levels to 55 dBA or less.

For the 7th storey outdoor amenity area located between Towers 1 and 4, with consideration for a typical 1.2 m high solid safety rail along the roof edge, the predicted sound level during daytime hours will be 55 dBA.

For the third floor terrace of Tower 6, with the inclusion of a typical 1.2 m high solid safety rail, the predicted daytime sound level will be 62 dBA. In order to reduce the predicted daytime sound level to 55 dBA or less, a 2.4 m high acoustic barrier would be required along the roof edge.

For Tower 6, 7th floor terrace, a daytime sound level of 53 dBA is predicted to be achieved with the inclusion of a typical 1.2 m high solid safety rail.

See Appendix F for a sample calculation of sound barrier analysis, including predicted sound levels versus barrier height for each noise source.

All balconies and other private terraces which are less than 4.0 m in depth are not considered a noise sensitive space that require mitigation; those with a depth clearly greater than 4.0 m, as shown on the architectural plans outlined in Section 1.0, have been assessed.

Where an excess will remain or where mitigation measures are required, a warning clause should be placed in offers of purchase and sale and/or lease agreements and in the development agreement. Warning clause requirements are listed in Table 3 and specific wording is included in the Notes to Table 3.

5.2 Stationary Sources

As discussed in Section 4.2, based on the stationary noise source review, noise mitigation measures are required to achieve the MOE sound level limits.

Based on the analysis, the sound level limits (calculated ambient sound level or Class 1 sound level limits) will not be met at all critical receptor locations; therefore, mitigation measures are required.

In order to reduce the predicted sound levels at the critical receptor locations to be compliant with the applicable sound level limits, the refrigerated truck pass-by and idling which take place at the rear of the neighbouring existing commercial development (immediately to the southwest of the subject site) will need to be addressed. Mitigation measures to address the refrigerated truck operations could include:

- Limit deliveries of refrigerated truck to daytime hours (7:00 a.m. to 11:00 p.m.); and
- Move nighttime deliveries to the front of the commercial building and enforce that no truck mounted refrigeration units operate when delivery trucks are parked.

Prior to implementation, discussions will need to be conducted with tenants and owners of the multi-tenant commercial plaza to co-ordinate the modifications and administrative controls.

Several mitigation options were reviewed to address the predicted sound level exceedance due to stationary noise sources.

Due to the configuration of the commercial plaza and the proposed development, the implementation of enclosures and/or acoustic barriers as mitigation was deemed infeasible.

Class 4 designation of the proposed development was reviewed and investigated to allow for higher sound level limits. This alternative was explored in the previous reports completed for this development. Based on comments from the City of Mississauga, a Class 4 designation was not to be used for the assessment of stationary noise sources in this report.

Table B, below, shows the results of the analysis with no refrigerated truck operations at the existing neighbouring commercial development during nighttime hours.

TABLE B

**SUMMARY OF PREDICTED SOUND LEVELS DUE TO CONTINUOUS
NOISE SOURCES WITH MITIGATION MEASURES –
NO NIGHTTIME DELIVERIES**

| Worst Case Receptor On | Predicted Sound Level (dBA) | | | | | | | | |
|------------------------------|-----------------------------|-------|------------|-----------|-------|------------|-----------|-------|------------|
| | Daytime | | | Evening | | | Nighttime | | |
| | Predicted | Limit | Exceedance | Predicted | Limit | Exceedance | Predicted | Limit | Exceedance |
| Tower 1* | 64 | 65** | No | 64 | 64** | No | 54 | 55** | No |
| Tower 2* | 51 | 65** | No | 51 | 64** | No | 45 | 52** | No |
| Tower 3* | 47 | 50*** | No | 46 | 50*** | No | 44 | 45*** | No |
| Tower 4* | 64 | 65** | No | 64 | 64** | No | 54 | 55** | No |
| Tower 5* | 48 | 50*** | No | 47 | 50*** | No | 45 | 45*** | No |
| Tower 6* | 59 | 63** | No | 59 | 61** | No | 52 | 54** | No |
| North Townhouse Block | 35 | 50*** | No | 34 | 50*** | No | 31 | 45*** | No |
| South Townhouse Block | 33 | 50*** | No | 31 | 50*** | No | 29 | 45*** | No |

* Tower and associated podia.

** Calculated ambient sound level.

*** Class 1 exclusion sound level limit.

Table C, below, shows the results of the analysis with the nighttime deliveries via refrigerated truck moved to the front of the commercial building and truck mounted refrigeration units not in operation during the delivery.

TABLE C

**SUMMARY OF PREDICTED SOUND LEVELS DUE TO CONTINUOUS
NOISE SOURCES WITH MITIGATION MEASURES –
ALTERNATE NIGHTTIME DELIVERY ROUTE**

| Worst Case Receptor On | Predicted Sound Level (dBA) | | | | | | | | |
|------------------------------|-----------------------------|-------|------------|-----------|-------|------------|-----------|-------|------------|
| | Daytime | | | Evening | | | Nighttime | | |
| | Predicted | Limit | Exceedance | Predicted | Limit | Exceedance | Predicted | Limit | Exceedance |
| Tower 1* | 64 | 65** | No | 64 | 64** | No | 54 | 55** | No |
| Tower 2* | 51 | 65** | No | 51 | 64** | No | 45 | 52** | No |
| Tower 3* | 47 | 50*** | No | 46 | 50*** | No | 44 | 45*** | No |
| Tower 4* | 64 | 65** | No | 64 | 64** | No | 54 | 55** | No |
| Tower 5* | 48 | 50*** | No | 47 | 50*** | No | 45 | 45*** | No |
| Tower 6* | 59 | 63** | No | 59 | 61** | No | 52 | 54** | No |
| North Townhouse Block | 35 | 50*** | No | 34 | 50*** | No | 31 | 45*** | No |
| South Townhouse Block | 33 | 50*** | No | 31 | 50*** | No | 29 | 45*** | No |

* Tower and associated podia.

** Calculated ambient sound level.

*** Class 1 exclusion sound level limit.

Due to their proximity to the existing commercial buildings, all proposed suites should be provided with a proximity warning clause notifying the purchasers/tenants that the activities and/or equipment associated with the commercial buildings may at times be audible. See Table 3 and Notes to Table 3.

6.0 RECOMMENDATIONS

1. The requirements as stipulated in Table 3 should be incorporated in the development.
2. A detailed environmental noise report should be prepared once the final site plan, architectural plans, mechanical plans and grading plan are available to ensure the appropriate criteria are achieved.

7.0 CONCLUSIONS

Based on the acoustical analysis, with the incorporation of the appropriate acoustical abatement measures, it is feasible to develop these lands for the proposed uses. In accordance with City and Ministry implementation guidelines, where mitigation is required, future purchasers will be advised through the use of warning clauses.

Once details of each building are available, specific mitigation on a per building basis can be determined.

Respectfully submitted,

JADE ACOUSTICS INC.

Per:

Michael Bechbache, P.Eng.



Per:

Chris B. Kellar P.Eng.



MB/CK/DCG/jg
J:\Reports\18-090 Feb 18-20 91 & 131 Eglinton Avenue East & 5055 Hurontario Street.doc

8.0 REFERENCES

1. “Model Municipal Noise Control By-Law”, Final Report, by the Ontario Ministry of the Environment, August, 1978.
2. ORNAMENT – “Ontario Road Noise Analysis Method for Environment and Transportation”, Ontario Ministry of the Environment, October, 1989.
3. “Building Practice Note No. 56: Controlling Sound Transmission into Buildings”, by J.D. Quirt, Division of Building Research, National Research Council of Canada, September, 1985.
4. “Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning”, Ontario Ministry of the Environment and Climate Change, Publication NPC-300, August, 2013, released October 21, 2013 (updated final version #22).
5. “Impulse Vibration Residential Buildings”, Ontario Ministry of Environment, Publication NPC-207 (Draft), November, 1983.
6. Metrolinx Hurontario – Main LRT Project Noise and Vibration Impact Assessment Report – Appendix B.6, prepared by J. E. Coulter Associates Limited, dated June 4, 2014.
7. Metrolinx Hurontario/Main Street LRT Preliminary Engineering and TPAP Plan, Profile and Typical Sections Appendix to Environmental Project Report – Appendix A.1, prepared by SNC Lavalin, dated June 4, 2014.
8. “General Guidelines for the Preparation of Acoustical Reports in the Region of Peel”, Region of Peel, November, 2012.
9. “Draft Protocol for Noise and Vibration Assessment for the Proposed Scarborough Rapid Transit Extension”, MOEE/TTC, May 11, 1993.
10. “Draft Protocol for Noise and Vibration Assessment for the Proposed Waterfront West Light Rail Transit Line”, MOEE/TTC, November 11, 1993

TABLE 1

PROPOSED MIXED-USE DEVELOPMENT

91 AND 131 EGLINTON AVENUE EAST AND

5055 HURONTARIO STREET

CITY OF MISSISSAUGA

SUMMARY OF TRAFFIC INFORMATION

A. Road Traffic

| ROAD | HURONTARIO STREET | EGLINTON AVENUE EAST | ARMDALE ROAD |
|---------------------|-------------------|----------------------|--------------|
| AADT* (Ultimate) | 38,700 | 43,200 | 4,000 |
| No. of Lanes | 4 | 6 | 2 |
| Speed (km/hr) | 60 | 60 | 50 |
| Medium Trucks (%) | 2.75 | 1.65 | 1.10 |
| Heavy Trucks (%) | 2.25 | 1.35 | 0.90 |
| Gradient (%) | <2 | <2 | <2 |
| Day/Night Split (%) | 90/10 | 90/10 | 90/10 |

* AADT: Annual Average Daily Traffic.

B. Light Rail Traffic

| ROAD | HURONTARIO STREET |
|--|-------------------|
| No. of trains (Daytime 7:00 a.m. to 11:00 p.m.) | 560 |
| No. of trains (Nighttime 11:00 p.m. to 7: 00 a.m.) | 88 |
| Speed (km/h) | 60 |

C. Aircraft Traffic

Toronto Pearson International Airport NEF/NEP 27 to 28

NEP: 1996 Noise Exposure Projection

NEF: 2000 Noise Exposure Forecast

TABLE 2
PROPOSED MIXED-USE DEVELOPMENT
91 AND 131 EGLINTON AVENUE EAST AND
5055 HURONTARIO STREET
CITY OF MISSISSAUGA
PREDICTED UNMITIGATED SOUND LEVELS
OUTDOORS DUE TO ROAD AND LIGHT RAIL TRAFFIC

| Building | Location* | Source | Distance (m) | Leq (dBA) | | | |
|-----------------------|---------------------------------------|----------------------|--------------|----------------------------------|----------|------------------------------------|----------|
| | | | | Day (7:00 a.m. to 11:00 p.m.) | | Night (11:00 p.m. to 7:00 a.m.) | |
| | | | | Separate | Combined | Separate | Combined |
| Tower 1 | Southeast Façade | Eglinton Avenue East | 31 | 68 | | 62 | |
| | | Hurontario Street | 187 | 58 | 69 | 52 | 62 |
| | | Hurontario LRT | 187 | 51 | | 46 | |
| Towers 1 and 2 | Seventh Floor Outdoor Amenity Area | Eglinton Avenue East | 42 | 48 | -- | -- | -- |
| Towers 1 and 4 | Seventh Floor Outdoor Amenity Area | Eglinton Avenue East | 71 | 52 | | -- | |
| | | Hurontario Street | 189 | 60 | 61 | -- | -- |
| | | Hurontario LRT | 189 | 53 | | -- | |
| Tower 3 | Fourth Floor Outdoor Amenity Area | Eglinton Avenue East | 69 | 46 | -- | -- | -- |
| | Thirteenth Floor Outdoor Amenity Area | Eglinton Avenue East | 93 | 50 | -- | -- | -- |
| Tower 6 | Third Floor Terrace | Eglinton Avenue East | 162 | 57 | | -- | |
| | | Hurontario Street | 179 | 61 | 63 | -- | -- |
| | | Hurontario LRT | 179 | 55 | | -- | |
| | Seventh Floor Terrace | Hurontario Street | 195 | 59 | 59 | -- | -- |
| | | Hurontario LRT | 195 | 52 | | -- | |
| | Ninth Floor Outdoor Amenity Area | Hurontario Street | 239 | 47 | 47 | -- | -- |
| | | Hurontario LRT | 239 | 39 | | -- | |
| South Townhouse Block | Southeast Façade | Eglinton Avenue East | 71 | 55 | -- | 49 | -- |
| | Rear Yard | Eglinton Avenue East | 74 | 55 | -- | -- | -- |

* Wall receiver is top residential storey. The rooftop terrace receiver is located at a height of 1.5 m above the terrace.

TABLE 3

**PROPOSED MIXED-USE DEVELOPMENT
91 AND 131 EGLINTON AVENUE EAST AND
5055 HURONTARIO STREET
CITY OF MISSISSAUGA**

**SUMMARY OF MINIMUM NOISE ABATEMENT MEASURES
DUE TO TRANSPORTATION NOISE SOURCES**

| Buildings (Suites) | Air Conditioning⁽¹⁾ | Exterior Wall STC Rating⁽²⁾ | Window STC Rating⁽³⁾ | Sound Barrier⁽⁴⁾ | Warning Clause⁽⁵⁾ |
|-------------------------------|---|---|--|--|---|
| All buildings (suites) | Mandatory* | Up to STC 39** | Up to STC 36** | No*** | A, B, C |
| All townhouse (units) | N/R* | Standard | Standard | No | A, B, C |

- * See Section 5.1.2 for details. Dwelling designs are anticipated to include central air conditioning.
- ** Denotes construction that exceeds minimum structural and safety requirements of standard construction to address transportation sources.
- *** See Section 5.1.2 for details regarding sound barriers for outdoor amenity spaces.

See Notes to Table 3 on following pages. See Section 5.2 for discussions regarding noise mitigation measures required to address stationary noise sources.

NOTES TO TABLE 3

1. Means must be provided to allow windows to remain closed for noise control purposes.
2. STC – Sound Transmission Class Rating (Reference ASTM-E413). Values shown are based on preliminary calculations using standard assumptions. See text for details.
3. STC – Sound Transmission Class Rating (Reference ASTM-E413). Values shown are based on preliminary calculations using standard assumptions. See text for details.
A sliding glass walkout door should be considered as a window and be included in the percentage of glazing. Requirements are to be finalized once building plans are available.
4. Suggested warning clauses to be included in the development agreement and to be included in offers of purchase and sale or lease agreements on designated buildings (suites):
 - A. "Purchasers/tenants are advised that despite the inclusion of noise control features in this development area and within the dwelling units, noise due to increasing road traffic, future light rail and aircraft traffic may continue to be of concern, occasionally interfering with the activities of the occupants as the sound level may exceed the noise criteria of the Municipality and the Ontario Ministry of the Environment, Conservation and Parks. I, the purchaser hereby agree to place this clause in all subsequent offers of purchase and sale when I sell the property."
 - B. "Purchasers/tenants are advised that the dwelling unit was fitted with a central air conditioning system in order to permit closing of windows for noise control."
 - C. "Purchasers/tenants are advised that this residential unit is in proximity to the existing commercial buildings whose activities may at times be audible."



N.T.S.

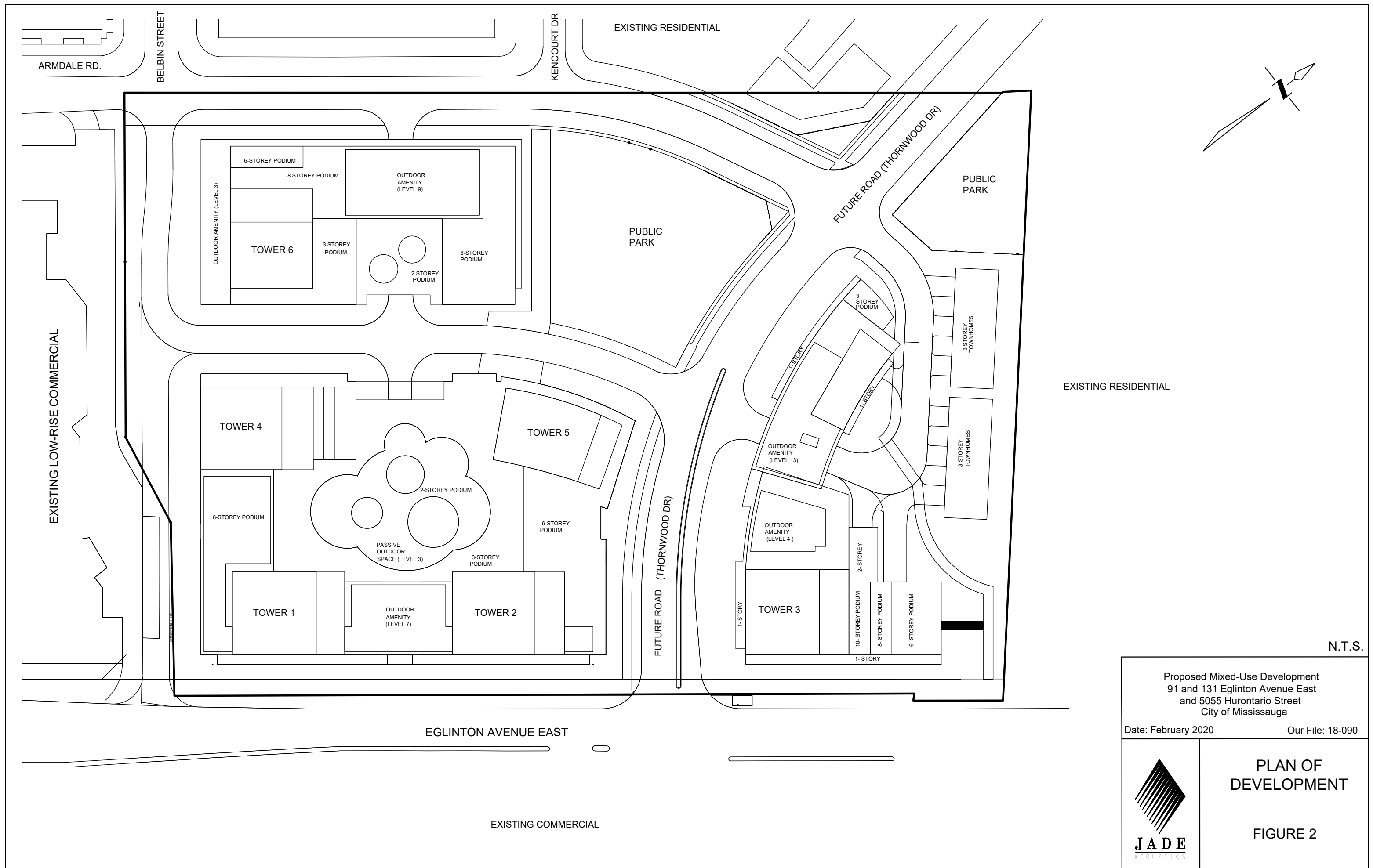
**Proposed Mixed-Use Development
91 and 131 Eglinton Avenue East and
5055 Hurontario Street
City of Mississauga**

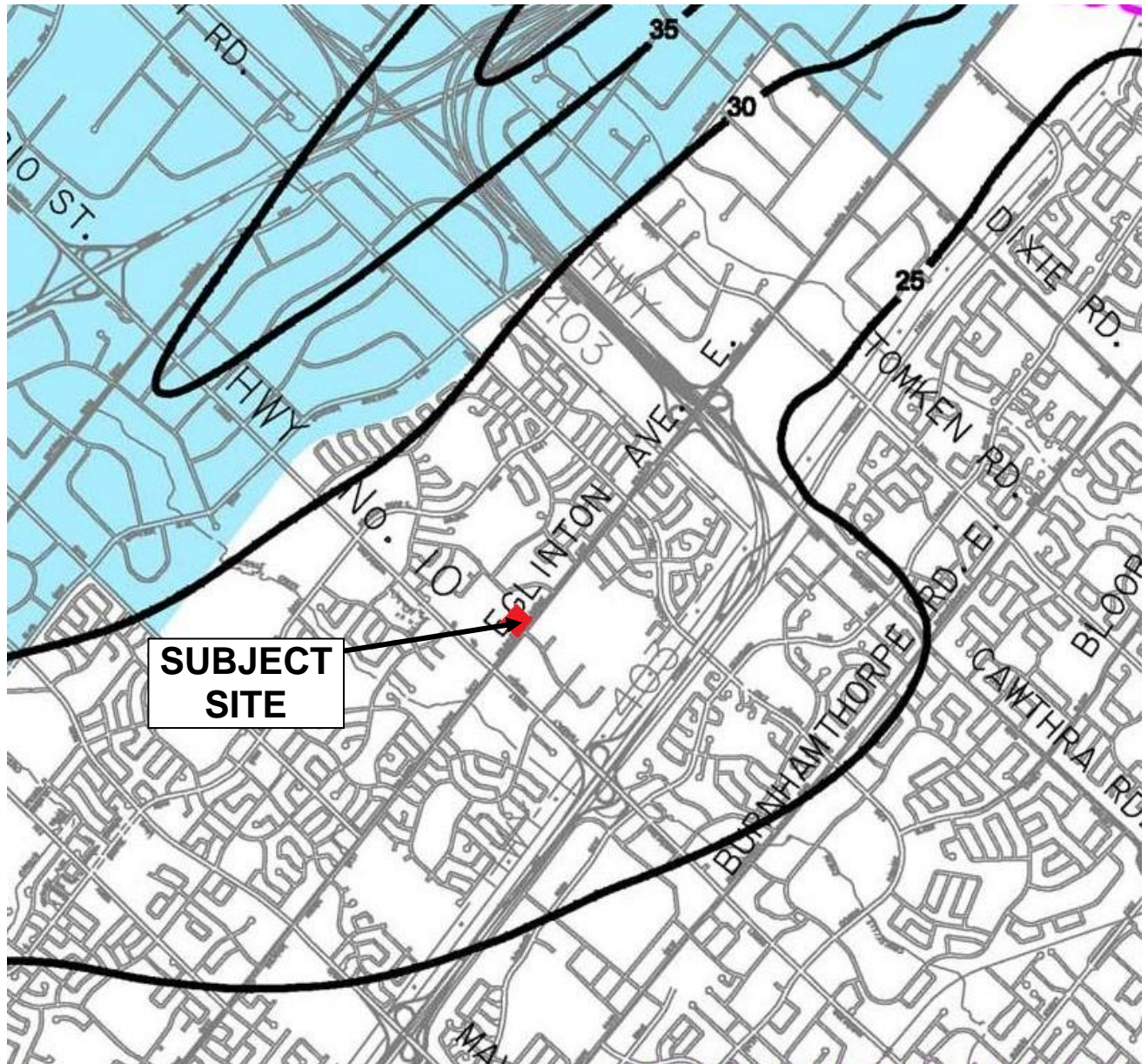
Date: February 2020

File: 18-090

**KEY PLAN
FIGURE 1**







N.T.S

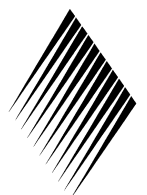
**Proposed Mixed-Use Development
91 and 131 Eglinton Avenue East and
5055 Hurontario Street
City of Mississauga**

Date: February 2020

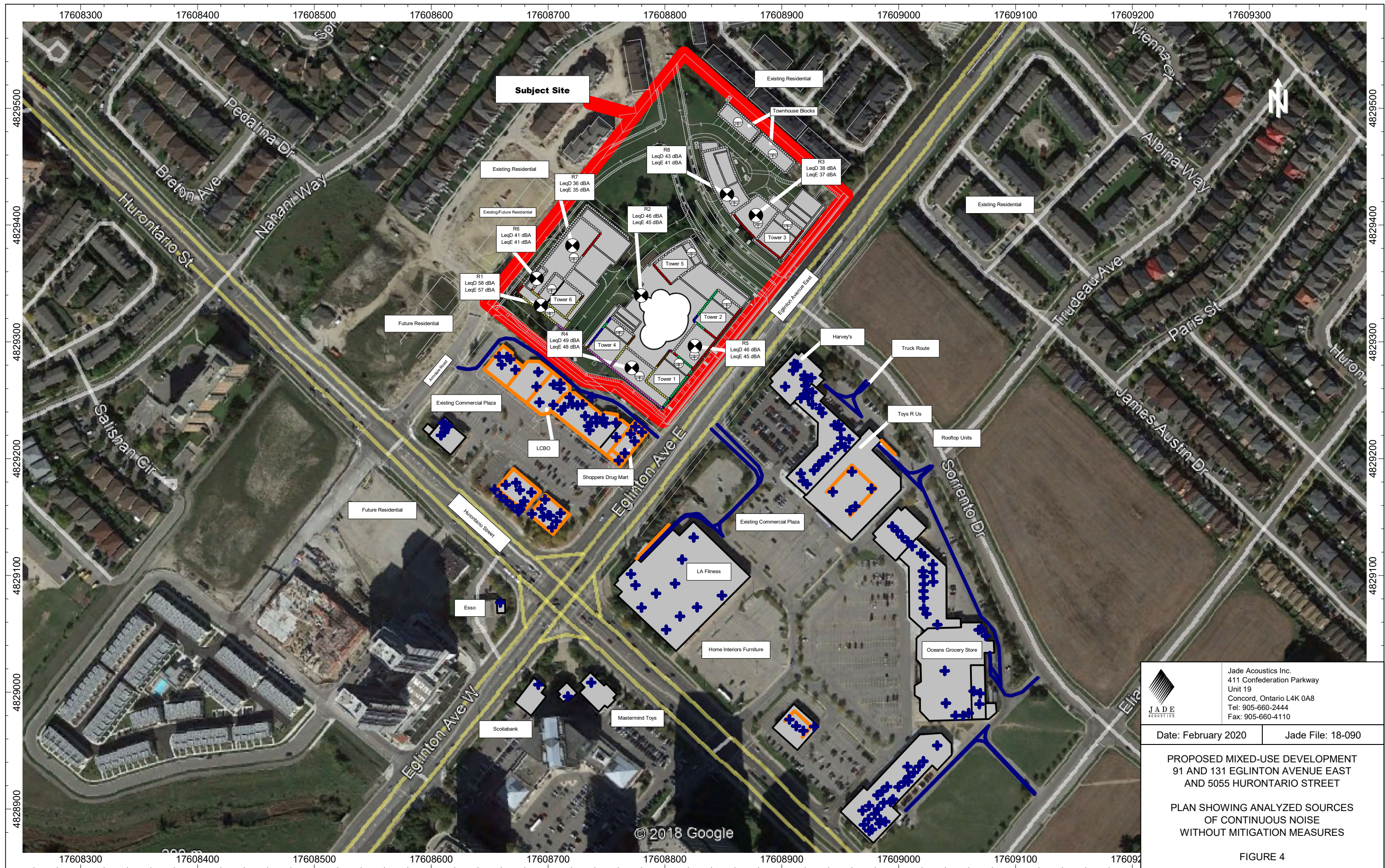
File: 18-090


**TORONTO PEARSON
INTERNATIONAL
AIRPORT COMPOSITE
NEF/NEP CONTOUR MAP**

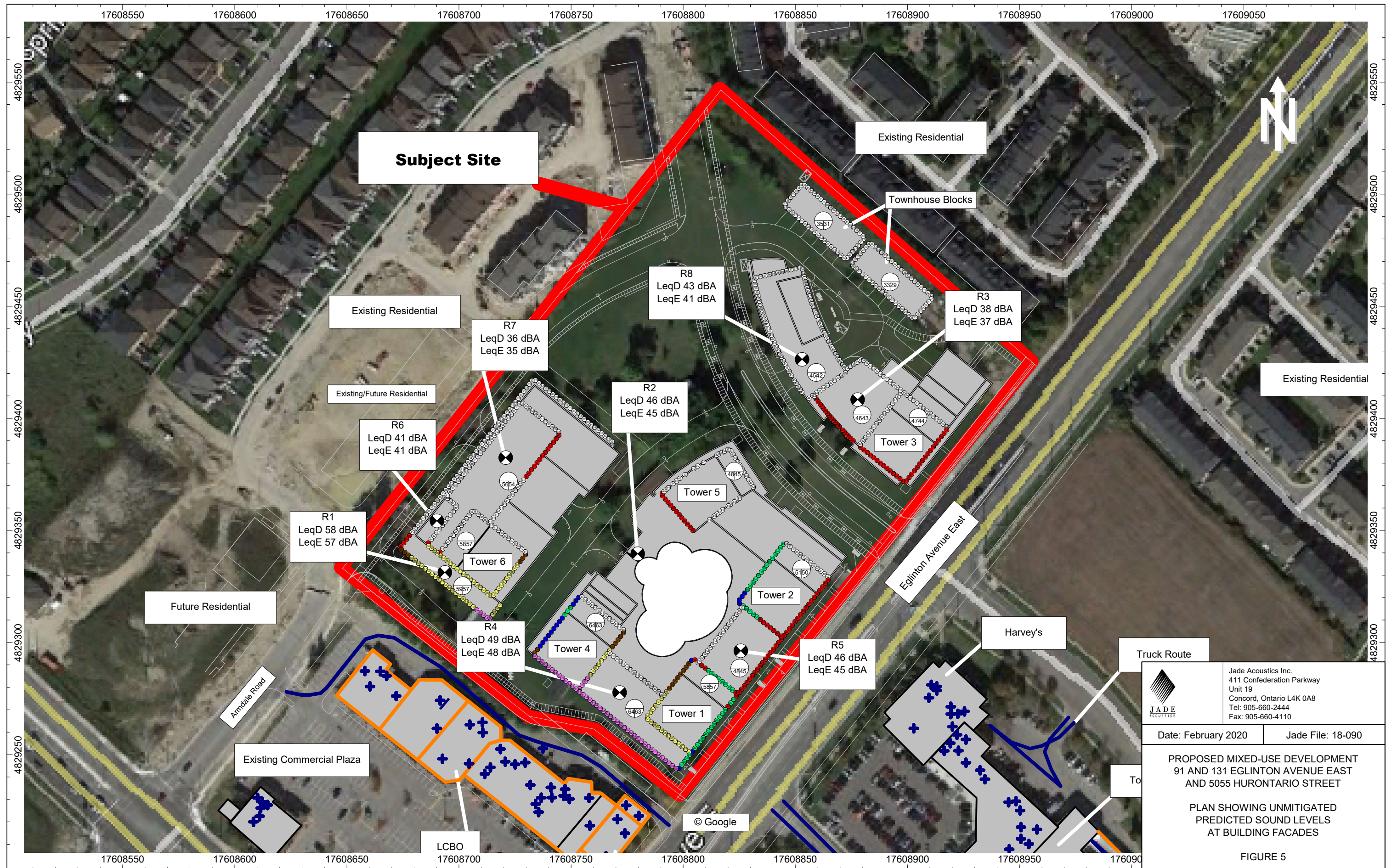
FIGURE 3

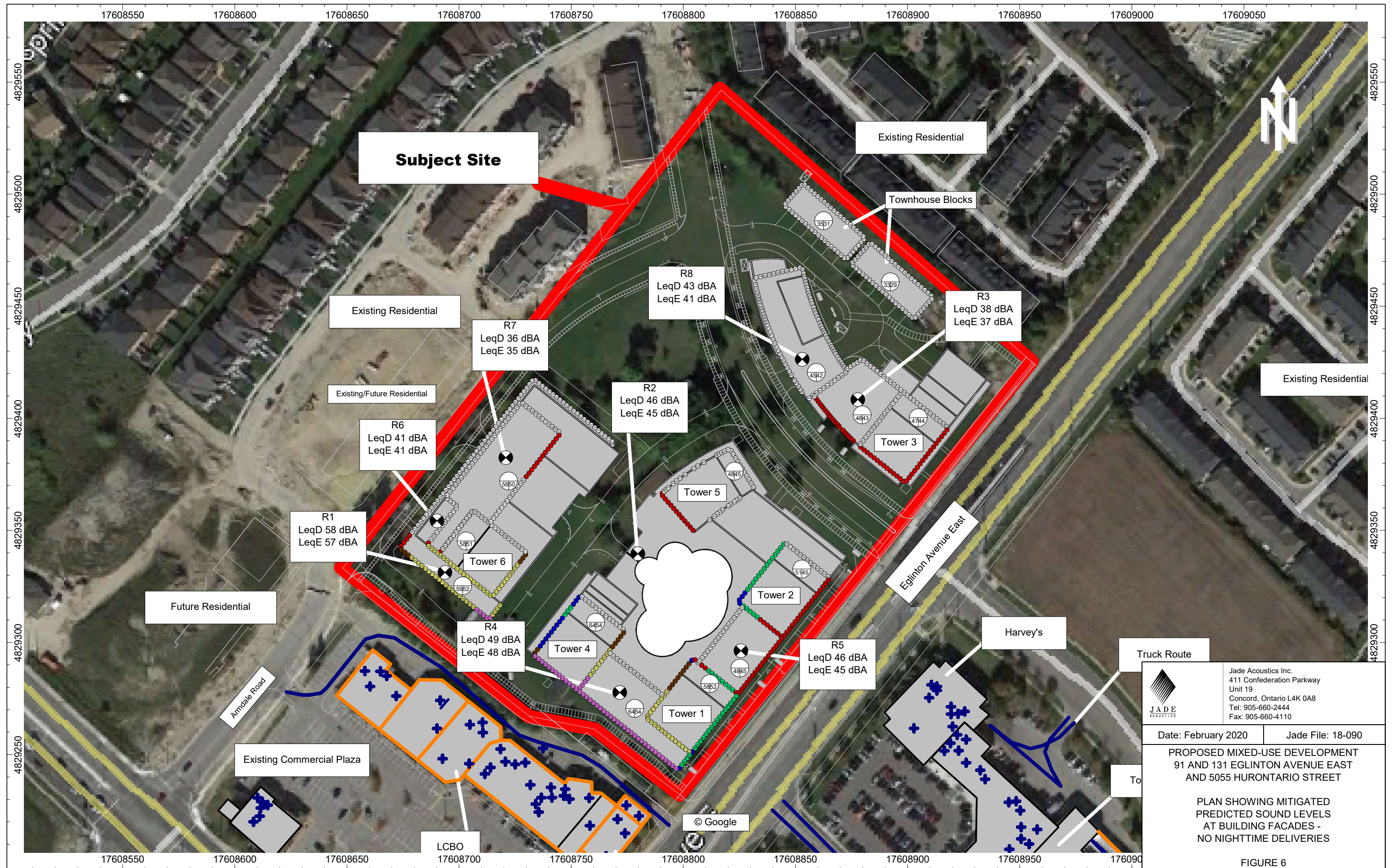


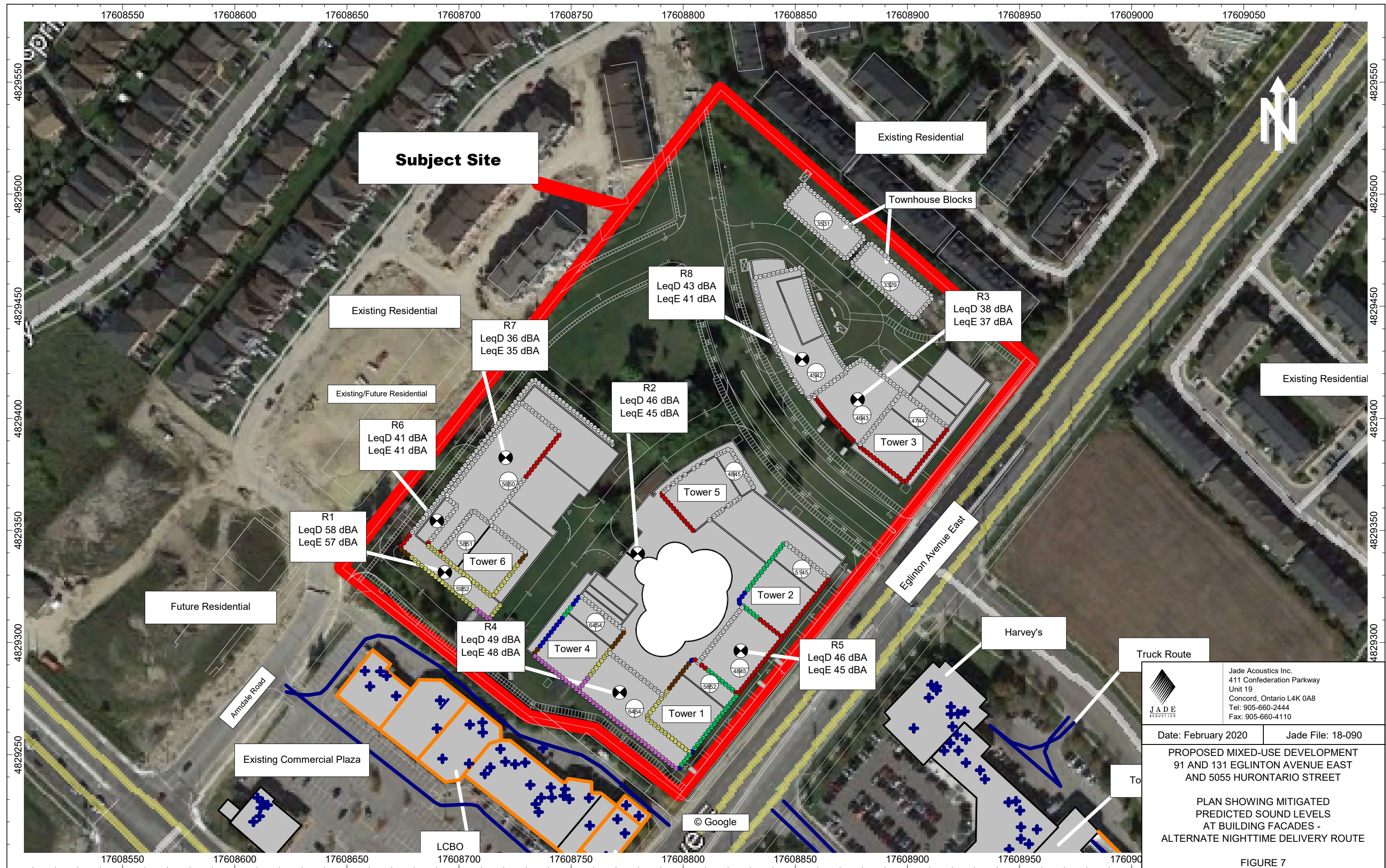
**J A D E
ACOUSTICS**



| | |
|---|-------------------|
|  <p>Jade Acoustics Inc. 411 Confederation Parkway Unit 19 Concord, Ontario L4K 0A8 Tel: 905-660-2444 Fax: 905-660-4110</p> | |
| Date: February 2020 | Jade File: 18-090 |
| PROPOSED MIXED-USE DEVELOPMENT 91 AND 131 EGLINTON AVENUE EAST AND 5055 HURONTARIO STREET | |
| PLAN SHOWING ANALYZED SOURCES OF CONTINUOUS NOISE WITHOUT MITIGATION MEASURES | |
| FIGURE 4 | |







APPENDIX A

CORRESPONDENCE REGARDING TRAFFIC DATA

Date: 19-Apr-01

NOISE REPORT FOR PROPOSED DEVELOPMENT

REQUESTED BY:

Name: Michael Bechbach

Company: Jade Acoustic Inc



PREPARED BY:

Name: Bertuen Mickle

Tel#: (905) 615-3200

Location: - Hurontario Street, between Eglinton Ave. and Nahani way
- Eglinton Ave. East of Hurontario Street
- Nahani way E of Hurontario; And - Armdale Rd E of Hurontario St.

ID#: 414

ON SITE TRAFFIC DATA

| Specific | Street Names | | | | |
|----------------------------|-------------------|-----------------|------------|--------------|--|
| | Hurontario Street | Eglinton Avenue | Nahani Way | Armdale Road | |
| AADT: | 38,700 | 43,200 | 4,000 | 4,000 | |
| # of Lanes: | 4 Lanes | 6 Lanes | 2 Lanes | 2 Lanes | |
| % Trucks: | 5% | 3% | 2% | 2% | |
| Medium/Heavy Trucks Ratio: | 55/45 | 55/45 | 55/45 | 55/45 | |
| Day/Night Traffic Split: | 90/10 | 90/10 | 90/10 | 90/10 | |
| Posted Speed Limit: | 60 km/h | 60 km/h | 50 km/h | 50 km/h | |
| Gradient of Road: | < 2% | < 2% | < 2% | < 2% | |
| Ultimate R O W: | 45m | 45m | 22m | 24m | |

Comments:

-Ultimate Traffic only

-Ultimate data is based on the proposed LRT project along Hurontario street with existing lanes converted from 6 to 4 lanes with 2 LRT lines in the middle/both sides.

-Please contact Farad Shala @ (905) 615-3200 ext. 3377 or farhad.shala@mississauga.ca

Michael Bechbache

From: Matthew Williams <Matthew.Williams@mississauga.ca>
Sent: Thursday, March 28, 2019 9:20 AM
To: Michael Bechbache
Cc: Rob Dolezel
Subject: RE: Request for Hurontario LRT Information (JAI Job #19-039)

Michael,

The Hurontario LRT project is still going through the Metrolinx procurement process and what is provided on the web site from the previous Environmental Project Report is still the last available public information. The system remains a centre running alignment as shown in the preliminary design information (http://www.metrolinx.com/en/docs/pdf/hurontario_epr/Appendix_A1_LRT_Infrastructure_Design.pdf). The successful proponent team from the procurement process will be responsible for completing the design and constructing the infrastructure.



Matthew Williams

Planning Lead, HLRT Project
T 905-615-3200 ext.5834
matthew.williams@mississauga.ca

[City of Mississauga](#) | Transportation and Works Department,
LRT Project Office

Please consider the environment before printing.

From: Michael Bechbache [mailto:michael@jadeacoustics.com]
Sent: 2019/03/27 5:02 PM
To: Matthew Williams
Cc: Chris Kellar
Subject: Request for Hurontario LRT Information (JAI Job #19-039)

Hi Matthew,

We are working on preparing a noise and vibration report for a site east of Hurontario Street, north of Eglinton Avenue in the City of Mississauga. In preparation of this report we will be investigating the future Hurontario LRT. Can you please advise if the June 4, 2019 Noise and Vibration Impact Assessment Report prepared by J.E. Coulter Associates Limited is the most recent study prepared for this project? This report was found on the Metrolinx website (http://www.metrolinx.com/en/docs/pdf/hurontario_epr/Appendix_B6_Noise_and_Vibration_Impact_Assessment_Report.pdf). Should this not be the most current report, kindly provide details on how we may obtain the most up to date information.

Further to this, if available, please provide information regarding the track location/orientation, specifically for the area between Eglinton Avenue and Bristol Road.

Thank you in advance for your time and efforts.

Regards,

Mike Bechbach, E.I.T.

Jade Acoustics Inc.

michael@jadeacoustics.com

T: 905-660-2444

F: 905-660-4110



Michael Bechbach

From: Matthew Williams <Matthew.Williams@mississauga.ca>
Sent: Wednesday, April 10, 2019 3:47 PM
To: Michael Bechbach
Subject: RE: Request for Hurontario LRT Information (JAI Job #19-039)

We have very little additional information currently available as we are still the procurement process. Metrolinx anticipates the procurement will be ready for award in the Fall and the successful proponent will have to assess and determine the noise mitigation requirements.



Matthew Williams

Planning Lead, HLRT Project
T 905-615-3200 ext.5834
matthew.williams@mississauga.ca

[City of Mississauga](#) | Transportation and Works Department,
LRT Project Office

Please consider the environment before printing.

From: Michael Bechbach [mailto:michael@jadeacoustics.com]
Sent: 2019/04/10 11:41 AM
To: Matthew Williams
Cc: Chris Kellar
Subject: RE: Request for Hurontario LRT Information (JAI Job #19-039)

Hi Matthew,

Thank you for providing the response below.

In my review of the 2014 Noise and Vibration Impact Assessment (Appendix B.6), I note there are different levels of track isolation proposed along the length of the LRT corridor to address ground-borne vibration. Is there any known intention or direction at this time as to what isolation method/system will be implemented in particular sections of track (or as a global minimum)? I am specifically interested in the section north of Highway 403, to Bristol Road.

Thank you in advance.

Regards,

Mike Bechbach, E.I.T.
Jade Acoustics Inc.
michael@jadeacoustics.com
T: 905-660-2444



From: Matthew Williams [mailto:Matthew.Williams@mississauga.ca]
Sent: Thursday, March 28, 2019 9:20 AM
To: Michael Bechbach <michael@jadeacoustics.com>
Cc: Rob Dolezel <Rob.Dolezel@metrolinx.com>
Subject: RE: Request for Hurontario LRT Information (JAI Job #19-039)

Michael,

The Hurontario LRT project is still going through the Metrolinx procurement process and what is provided on the web site from the previous Environmental Project Report is still the last available public information. The system remains a centre running alignment as shown in the preliminary design information (http://www.metrolinx.com/en/docs/pdf/hurontario_epr/Appendix_A1_LRT_Infrastructure_Design.pdf). The successful proponent team from the procurement process will be responsible for completing the design and constructing the infrastructure.



Matthew Williams
Planning Lead, HLRT Project
T 905-615-3200 ext.5834
matthew.williams@mississauga.ca

[City of Mississauga](#) | Transportation and Works Department,
LRT Project Office

Please consider the environment before printing.

From: Michael Bechbach [mailto:michael@jadeacoustics.com]
Sent: 2019/03/27 5:02 PM
To: Matthew Williams
Cc: Chris Kellar
Subject: Request for Hurontario LRT Information (JAI Job #19-039)

Hi Matthew,

We are working on preparing a noise and vibration report for a site east of Hurontario Street, north of Eglinton Avenue in the City of Mississauga. In preparation of this report we will be investigating the future Hurontario LRT. Can you please advise if the June 4, 2019 Noise and Vibration Impact Assessment Report prepared by J.E. Coulter Associates Limited is the most recent study prepared for this project? This report was found on the Metrolinx website (http://www.metrolinx.com/en/docs/pdf/hurontario_epr/Appendix_B6_Noise_and_Vibration_Impact_Assessment_Re

[port.pdf](#)). Should this not be the most current report, kindly provide details on how we may obtain the most up to date information.

Further to this, if available, please provide information regarding the track location/orientation, specifically for the area between Eglinton Avenue and Bristol Road.

Thank you in advance for your time and efforts.

Regards,

Mike Bechbach, E.I.T.

Jade Acoustics Inc.

michael@jadeacoustics.com

T: 905-660-2444

F: 905-660-4110



APPENDIX B

ENVIRONMENTAL NOISE CRITERIA

ONTARIO MINISTRY OF THE ENVIRONMENT (MOE)

Reference: "Environmental Noise Guidelines Stationary and Transportation Sources – Approval and Planning", Publication NPC-300, August, 2013, released October 21, 2013 (updated final version # 22).

SOUND LEVEL CRITERIA FOR ROAD AND RAIL NOISE

TABLE C-1

**Sound Level Limit for Outdoor Living Areas
Road and Rail**

| Time Period | L_{eq} (16) (dBA) |
|----------------------|----------------------------------|
| 16 hr, 07:00 - 23:00 | 55 |

TABLE C-2

**Indoor Sound Level Limits
Road and Rail**

| Type of Space | Time Period | L_{eq} (dBA) | |
|--|--------------------|-----------------------------|-------------|
| | | Road | Rail |
| Living/dining, den areas of residences, hospitals, nursing homes, schools, daycare centres, etc. | 07:00 – 23:00 | 45 | 40 |
| Living/dining, den areas of residences, hospitals, nursing homes, etc. (except schools or daycare centres) | 23:00 – 07:00 | 45 | 40 |
| Sleeping quarters | 07:00 – 23:00 | 45 | 40 |
| | 23:00 – 07:00 | 40 | 35 |

SOUND LEVEL CRITERIA FOR AIRCRAFT NOISE

TABLE C-3
Outdoor Aircraft Noise Limit

| Time Period | NEF/NEP |
|-------------|---------|
| 24-hour | 30 |

TABLE C-4
Indoor Aircraft Noise Limit
(Applicable over 24-hour period)

| Type of Space | Indoor NEF/NEP* |
|--|-----------------|
| Living/dining/den areas of residences, hospitals, nursing/retirement homes, schools, daycare centres, etc. | 5 |
| Sleeping Quarters | 0 |

* The indoor NEF/NEP values in Table C-4 are used to determine acoustical insulation requirements based on the NEF/NEP contour maps.

SOUND LEVEL CRITERIA FOR STATIONARY SOURCES

TABLE C-5

**Exclusion Limit Values of One-Hour Equivalent Sound Level (L_{eq} , dBA)
Outdoor Points of Reception**

| Time of Day | Class 1 Area | Class 2 Area | Class 3 Area | Class 4 Area |
|---------------|--------------|--------------|--------------|--------------|
| 07:00 – 19:00 | 50 | 50 | 45 | 55 |
| 19:00 – 23:00 | 50 | 45 | 40 | 55 |

TABLE C-6

**Exclusion Limit Values of One-Hour Equivalent Sound Level (L_{eq} , dBA)
Plane of Window of Noise Sensitive Spaces**

| Time of Day | Class 1 Area | Class 2 Area | Class 3 Area | Class 4 Area |
|---------------|--------------|--------------|--------------|--------------|
| 07:00 – 19:00 | 50 | 50 | 45 | 60 |
| 19:00 – 23:00 | 50 | 50 | 40 | 60 |
| 23:00 – 07:00 | 45 | 45 | 40 | 55 |

TABLE C-7
Exclusion Limit Values for Impulsive Sound Level (L_{LM} , dBAI)
Outdoor Points of Reception

| Time of Day | Actual Number of Impulses in Period of One-Hour | Class 1 Area | Class 2 Area | Class 3 Area | Class 4 Area |
|---------------|---|--------------|--------------|--------------|--------------|
| 07:00 – 23:00 | 9 or more | 50 | 50 | 45 | 55 |
| | 7 to 8 | 55 | 55 | 50 | 60 |
| | 5 to 6 | 60 | 60 | 55 | 65 |
| | 4 | 65 | 65 | 60 | 70 |
| | 3 | 70 | 70 | 65 | 75 |
| | 2 | 75 | 75 | 70 | 80 |
| | 1 | 80 | 80 | 75 | 85 |

TABLE C-8
Exclusion Limit Values of Impulsive Sound Level (L_{LM} , dBAI)
Plane of Window - Noise Sensitive Spaces (Day/Night)

| Actual Number of Impulses in Period of One-Hour | Class 1 Area (07:00-23:00) / (23:00-07:00) | Class 2 Area (07:00-23:00) / (23:00-07:00) | Class 3 Area (07:00-19:00) / (19:00-07:00) | Class 4 Area (07:00-23:00) / (23:00-07:00) |
|---|--|--|--|--|
| 9 or more | 50/45 | 50/45 | 45/40 | 60/55 |
| 7 to 8 | 55/50 | 55/50 | 50/45 | 65/60 |
| 5 to 6 | 60/55 | 60/55 | 55/50 | 70/65 |
| 4 | 65/60 | 65/60 | 60/55 | 75/70 |
| 3 | 70/65 | 70/65 | 65/60 | 80/75 |
| 2 | 75/70 | 75/70 | 70/65 | 85/80 |
| 1 | 80/75 | 80/75 | 75/70 | 90/85 |

SUPPLEMENTARY SOUND LEVEL LIMITS

Indoor limits for transportation sources applicable to noise sensitive land uses are specified in Table C-2 and Table C-4. Table C-9 and Table C-10 are expanded versions of Table C-2 and Table C-4, and present guidelines for acceptable indoor sound levels that are extended to land uses and developments which are not normally considered noise sensitive. The specified values are maximum sound levels and apply to the indicated indoor spaces with the windows and doors closed. The sound level limits in Table C-9 and Table C-10 are presented as information, for good-practice design objectives.

TABLE C-9
Supplementary Indoor Sound Level Limits
Road and Rail

| Type of Space | Time Period | L _{eq} (Time Period) (dBA) | |
|---|--------------------------------|-------------------------------------|------|
| | | Road | Rail |
| General offices, reception areas, retail stores, etc. | 16 hours between 07:00 – 23:00 | 50 | 45 |
| Living/dining areas of residences, hospitals, schools, nursing/retirement homes, daycare centres, theatres, places of worship, libraries, individual or semi-private offices, conference rooms, reading rooms, etc. | 16 hours between 07:00 – 23:00 | 45 | 40 |
| Sleeping quarters of hotels/motels | 8 hours between 23:00 – 07:00 | 45 | 40 |
| Sleeping quarters of residences, hospitals, nursing/retirement homes, etc. | 8 hours between 23:00 – 07:00 | 40 | 35 |

TABLE C-10
Supplementary Indoor Aircraft Noise Limit
(Applicable over 24-hour period)

| Type of Space | Indoor NEF/NEP* |
|---|-----------------|
| General offices, reception areas, retail stores, etc. | 15 |
| Individual or semi-private offices, conference rooms, etc. | 10 |
| Living/dining areas of residences, sleeping quarters of hotels/motels, theatres, libraries, schools, daycare centres, places of worship, etc. | 5 |
| Sleeping quarters of residences, hospitals, nursing/retirement homes, etc. | 0 |

* The indoor NEF/NEP values in Table C-10 are not obtained from NEF/NEP contour maps. The values are representative of the indoor sound levels and are used as assessment criteria for the evaluation of acoustical insulation requirements.

ENVIRONMENTAL NOISE CRITERIA

REGION OF PEEL

Reference: "General Guidelines for the Preparation of Acoustical Reports in the Region of Peel", November, 2012.

ROAD TRAFFIC NOISE

| TYPE OF SPACE | TIME PERIOD | SOUND LEVEL LIMIT Leq* |
|---|------------------------|---------------------------|
| Outdoor living area | 7:00 a.m. – 11:00 p.m. | Leq (16 hr) = 55 dBA |
| Outside bedroom window | 11:00 p.m. – 7:00 a.m. | Leq (8 hr) = 50 dBA |
| Indoor (bedrooms, hospitals) | 11:00 p.m. – 7:00 a.m. | Leq (8 hr) = 40 dBA |
| Indoor (living rooms, hotels, private offices, reading rooms) | 7:00 a.m. – 11:00 p.m. | Leq (16 hr) = 45 dBA |
| Indoor (general offices, shops) | 7:00 a.m. – 11:00 p.m. | Leq (16 hr) = 50 dBA |

- * Leq, measured in A-weighted decibels (dBA), is the value of the constant sound level which would result in exposure to the same total sound level as would the specified time varying sound, if the constant sound level persisted over an equal time interval.

MOEE/TTC
DRAFT
PROTOCOL FOR NOISE AND
VIBRATION ASSESSMENT FOR THE
PROPOSED SCARBOROUGH RAPID
TRANSIT EXTENSION

May 11, 1993

DRAFT

TABLE OF CONTENTS

| | |
|--------------------------------------|-------|
| PART A. PURPOSE | - 1 - |
| PART B. GENERAL | - 1 - |
| PART C. DEFINITIONS | - 2 - |
| PART D. AIR BORNE NOISE | - 3 - |
| 1.0 DEFINITIONS | - 3 - |
| 2.0 RAIL TRANSIT | - 3 - |
| 2.1 Criteria | - 4 - |
| 2.2 Prediction | - 4 - |
| 3.0 ANCILLARY FACILITIES | - 5 - |
| 4.0 BUSES IN MIXED TRAFFIC | - 6 - |
| 5.0 CONSTRUCTION | - 5 - |
| PART E. GROUND-BORNE VIBRATION | - 6 - |
| 1.0 DEFINITIONS | - 6 - |
| 2.0 VIBRATION ASSESSMENT | - 6 - |

RTEP Profile #N13/027/1004

DRAFT

- 1 -

PROTOCOL FOR NOISE AND VIBRATION ASSESSMENT

PART A. PURPOSE

The Toronto Transit Commission (TTC) and the Ministry of the Environment and Energy (MOEE) recognize that transit facilities produce noise and vibration which may affect neighbouring properties within urbanized areas. This document identifies the framework within which criteria will be applied for limiting wayside air-borne noise and ground-borne noise and vibration from the TTC's proposed Scarborough Rapid Transit Line Extension (the "Line"). This proposed extension is to run from McCowan station to Markham Road and Sheppard Avenue East. The framework presented in this document is to be applied for planning purposes in order to address the requirements of the Environmental Assessment Act and is to be utilized during implementation of the Line.

The passby sound levels and vibration velocities in this protocol have been developed specifically for the Line and this protocol is not to be applied retroactively to existing TTC transit Lines, routes or facilities, including the existing SRT line, nor to transit authorities other than TTC. Further, the criteria specified for this project are not precedent setting for future projects.

Prediction and measurement methods are being developed by the TTC. This will be done in consultation with MOEE and the Ministry of Transportation (MTO). Studies pertaining to noise and vibration levels are also being conducted by TTC. Upon completion of these studies, the TTC may revisit the assessment criteria and methods in this protocol to modify them as required in consultation with MOEE and the Ministry of Transportation (MTO).

PART B. GENERAL

During design of the Line, predicted wayside sound levels and vibration velocities are to be compared to criteria given in this protocol. This will permit an impact assessment and help determine the type or extent of mitigation measures to reduce that impact. Sound levels and vibration velocities will be predicted from sound levels and velocities of TTC's existing rail technologies.

The criteria presented in this document are based on good operating conditions and the impact assessment assumes this condition. Good operating conditions exist when well maintained vehicles operate on well maintained continuous welded rail without significant rail corrugation. It is recognised that wheel flats or rail corrugations will inevitably occur and will temporarily increase sound and vibration levels until they are corrected. Levels in this protocol do not reflect these occasional events, nor do they apply to maintenance activities on the Line. TTC recognizes that wheel rail squeal is a potential source of noise which may pose a concern to the community. TTC is investigating and will continue to investigate measures to mitigate wheel rail squeal and will endeavour to mitigate this noise source. TTC endeavours to minimize the noise and vibration impacts associated with its transit operations and is committed to providing good operating conditions to the extent technologically, economically and administratively feasible.

It is recognised that levels of sound and vibration at special trackwork, such as at crossovers and turnouts, are inevitably higher than along tangent track. Also, there is a limit to the degree of mitigation that is feasible at special trackwork areas. This is to be taken into account in predicting sound and vibration levels near these features and in applying the levels in this protocol. Special trackwork, such as at crossovers and turnouts, is encompassed within the framework of this document.

This protocol applies to existing and proposed residential development having municipal approval on the date of this protocol. The protocol also applies to existing and municipally approved proposed nursing homes, group homes, hospitals and other such institutional land uses where people reside. This protocol does not apply to commercial and industrial land uses.

This protocol does not apply closer than 15 m to the centreline of the nearest track. Any such cases shall be assessed on a case by case basis.

Part D of this document deals with airborne noise from the Line and its construction. Part E deals with groundborne noise and vibration from the Line.

PART C. DEFINITIONS

The following definitions apply to both parts D and E of this document.

Ancillary Facilities:

Subsidiary locations associated with either the housing of personnel or equipment engaged in TTC activities or associated with mainline revenue operations. Examples of ancillary facilities include, but are not limited to, subway stations, bus terminals, emergency services buildings, fans, fan and vent shafts, substations, mechanical equipment plants, maintenance and storage facilities, and vehicle storage and maintenance facilities.

Passby Time Interval:

The passby time interval of a vehicle or train is given by its total length and its speed. The start of the pass-by is defined as that point in time when the leading wheels pass a reference point. The end of the pass-by is defined as that point in time when the last wheels of the vehicle or train pass the same reference point. The reference point is to be chosen to give the highest level at the point of reception or point of assessment, i.e. usually at the point of closest approach. From a signal processing perspective, the passby time interval will be defined in the prediction and measurement methods being developed.

PART D. AIR BORNE NOISE

1.0 DEFINITIONS

The following definitions are to be used only within the context of Part D of this document.

Ambient:

The ambient is the sound existing at the point of reception in the absence of all noise from the Line. In this protocol the ambient is taken to be the noise from road traffic and existing industry. The ambient specifically excludes transient noise from aircraft and railways, except for pre-existing TTC rail operations.

Daytime Equivalent Sound Level:

$L_{eq,day}$ is the daytime equivalent sound level. The definition of equivalent sound level is provided in Reference 2. The applicable time period is from 07:00 to 23:00 hours.

Nighttime Equivalent Sound Level:

$L_{eq,night}$ is the nighttime equivalent sound level. The applicable time period is from 23:00 to 07:00 hours.

Point of Reception:

Daytime: 07:00 - 23:00 hours

Any outdoor point on residential property, 15 m or more from the nearest track's centreline, where sound originating from the Line is received.

Nighttime: 23:00 - 07:00 hours

The plane of any bedroom window, 15 m or more from the nearest track's centreline, where sound originating from the Line is received. At the planning stage, this is usually assessed at the nearest facade of the premises.

Passby Sound Level, L_{passby} :

Within the context of this document, the passby sound level is defined as the A-weighted equivalent sound level, L_{eq} [Reference 2] over the passby time interval.

2.0 RAIL TRANSIT

In the assessment of noise impact, rail transit is considered to include the movement of trains between stations, the movement and idling of trains inside stations as well as the movement of trains between the mainline and ancillary facilities. Ancillary facilities are not considered part of the rail transit and are assessed as stationary

sources. Trains idling in maintenance yards and storage facilities are part of the stationary source.

The assessment of noise impact resulting from Line is to be performed in terms of the following sound level descriptors:

- 1) Daytime equivalent sound level, $L_{eq, 16hr}$,
- 2) Nighttime equivalent sound level, $L_{eq, 8hr}$,
- 3) Passby Sound Level, L_{passby} .

The predicted daytime and nighttime equivalent sound levels include the effects of both passby sound level and frequency of operation and are used to assess the noise impact of the Line. The Passby Sound Level criterion is used to assess the sound levels received during a single train passby. The criteria and methods to be used are discussed in Sections 2.1 and 2.2.

2.1 Criteria

Noise impact shall be predicted and assessed during design of the Line using the following sound level criteria:

DAYTIME EQUIVALENT SOUND LEVEL:

The limit at a point of reception for the predicted daytime equivalent sound levels for rail transit operating alone (excluding contributions from the ambient) is 55 dBA or the ambient $L_{eq, 16hr}$, whichever is higher.

NIGHTTIME EQUIVALENT SOUND LEVEL:

The limit at a point of reception for the predicted nighttime equivalent sound levels for rail transit operating alone (excluding contributions from the ambient) is 50 dBA or the ambient $L_{eq, 8hr}$, whichever is higher.

PASSBY SOUND LEVEL:

The limit at a point of reception for predicted L_{passby} for a single train operating alone and excluding contributions from other sources is 80 dBA. This limit is based on vehicles operating on tangent track. It does not apply within 100m of special trackwork and excludes wheel rail squeal.

Mitigating measures will be incorporated in the design of the Line when predictions show that any of the above limits are exceeded by more than 5 dB. All mitigating measures shall ensure that the predicted sound levels are as close to, or lower than, the respective limits as is technologically, economically, and administratively feasible.

2.2 Prediction

In most cases, a reasonable estimate of the ambient sound level can be made using a road traffic noise prediction method such as that described in Reference 9, and the minimum sound levels in Table 106-2 of Reference 6. Prediction of road traffic L_{eq} is preferred to individual measurements in establishing the ambient. Prediction techniques for the L_{eq} from road traffic and the L_{eq} or L_{passby} from transit shall be compatible with one another. Any impact assessment following this protocol shall include a description of the prediction method and the assumptions and sound level data inherent in it. Prediction and measurement methods compatible with MOEE guidelines and procedures are being developed by the TTC at the date of this protocol in consultation with MTO and MOEE.

3.0 ANCILLARY FACILITIES

Predicted noise impacts from ancillary facilities shall be assessed during the design of the Line in accordance with the stationary source guidelines detailed in Reference 5. The predictions used shall be compatible with and at least as accurate as CSA Standard Z107.55.

4.0 BUSES IN MIXED TRAFFIC

Where buses are part of the road traffic there are no additional criteria requirements beyond those presented in the Ministry of Transportation of Ontario Protocol for dealing with noise concerns during the preparation, review and evaluation of Provincial Highways Environmental Assessments (Reference 1). Buses should be considered as medium trucks in the traffic noise prediction models.

5.0 CONSTRUCTION

Noise impacts from the construction of the Line are to be examined. For the purposes of impact assessment and identifying the need for mitigation, the Ministry of the Environment and Energy guidelines for construction presented in Reference 7 are to be referred to.

PART E. GROUND-BORNE VIBRATION

The assessment of ground-borne vibration impact is confined to the vibration that is produced by the operation of the Line and excludes vibration due to maintenance activities.

In recognition of the fact that the actual vibration response of a building is affected by its own structural characteristics, this document deals with the assessment of ground borne vibration only on the outside premises. Structural characteristics of buildings are beyond the scope of this protocol and beyond the control of the TTC.

1.0 DEFINITIONS

The following definitions are to be used only within the context of Part E of this document.

Point of Assessment:

A point of assessment is any outdoor point on residential property, 15 m or more from the nearest track's centreline, where vibration originating from the Line is received.

Vibration Velocity:

Vibration Velocity is the root-mean-square (rms) vibration velocity assessed during a train pass-by. The unit of measure is metres per second (m/s) or millimetres per second (mm/s). For the purposes of this protocol only vertical vibration is assessed. The vertical component of transit vibration is usually higher than the horizontal. Human sensitivity to horizontal vibration at the frequencies of interest is significantly less than the sensitivity to vertical vibration.

2.0 VIBRATION ASSESSMENT

Vibration velocities at points of assessment shall be predicted during design of the Line. If the predicted rms vertical vibration velocity from the Line exceeds 0.1 mm/sec, mitigation methods shall be applied during the detailed design to meet this criterion to the extent technologically, economically, and administratively feasible.

Any impact assessment following this protocol shall include a description of the prediction method and the assumptions and data inherent in it. Prediction and measurement methods are being developed by the TTC at the date of this protocol in cooperation with MTO and MOEE.

References

- 1) A Protocol for Dealing With Noise Concerns During the Preparation, Review and Evaluation of Provincial Highways Environmental Assessments, Ministry of Transportation, February 1986.
- 2) Model Municipal Noise Control By-Law, Final Report, Publication NPC-101 Technical Definitions, Ministry of the Environment, August 1978.
- 3) Model Municipal Noise Control By-Law, Final Report, Publication NPC-103 Procedures, Ministry of the Environment, August 1978.
- 4) Model Municipal Noise Control By-Law, Final Report, Publication NPC-104 Sound Level Adjustments, Ministry of the Environment, August 1978.
- 5) Model Municipal Noise Control By-Law, Final Report, Publication NPC-105 Stationary Sources, Ministry of the Environment, August 1978.
- 6) Model Municipal Noise Control By-Law, Final Report, Publication NPC-106 Sound Levels of Road Traffic, Ministry of the Environment, August 1978.
- 7) Noise Control GuideLine For Class Environmental Assessment of Undertakings, February 1980, Ministry of the Environment.
- 8) Toronto Subway System Track Vibration Isolation System (Double Tie) - Technical Report, TTC Engineering Department, June 1982.
- 9) STAMSON 4.1, Ontario Ministry of the Environment Road and Rail Noise Prediction Software

MOEE/TTC
DRAFT
PROTOCOL FOR NOISE AND
VIBRATION ASSESSMENT
FOR THE PROPOSED
WATERFRONT WEST LIGHT
RAIL TRANSIT LINE

November 11, 1993

DRAFT

TABLE OF CONTENTS

| | |
|--------------------------------------|---|
| PART A. PURPOSE | 1 |
| PART B. GENERAL | 1 |
| PART C. DEFINITIONS | 2 |
| PART D. AIR-BORNE NOISE | 3 |
| 1.0 DEFINITIONS | 3 |
| 2.0 RAIL TRANSIT | 3 |
| 2.1 Criteria | 4 |
| 2.2 Prediction | 4 |
| 3.0 ANCILLARY FACILITIES | 5 |
| 4.0 BUSES IN MIXED TRAFFIC | 5 |
| 5.0 CONSTRUCTION | 5 |
| PART E. GROUND-BORNE VIBRATION | 6 |
| 1.0 DEFINITIONS | 6 |
| 2.0 VIBRATION ASSESSMENT | 6 |

PROTOCOL FOR NOISE AND VIBRATION ASSESSMENT

PART A. PURPOSE

The Toronto Transit Commission (TTC) and the Ministry of the Environment and Energy (MOEE) recognise that transit facilities produce noise and vibration which may affect neighbouring properties within urbanised areas. This document identifies the framework within which criteria will be applied for limiting wayside air-borne noise, ground-borne noise and vibration from the TTC's proposed Waterfront West Light Rail Transit Line (the "Line"). The proposed line is to run from Spadina and Queen's Quay West to the CNE Dufferin Street Gate and from the Humber Loop to Legion Road. The framework presented in this document is to be applied for planning purposes in order to address the requirements of the Environmental Assessment Act and is to be utilized during implementation of the Line.

The passby sound levels and vibration velocities in this protocol have been developed specifically for the Line and this protocol is not to be applied retroactively to existing TTC transit lines, routes or facilities, including the existing lines with which this line will intersect, nor to transit authorities other than TTC. Further, the criteria specified for this project are not precedent setting for future projects.

Prediction and measurement methods are being developed by the TTC. This will be done in consultation with MOEE and the Ministry of Transportation (MTO). Studies pertaining to noise and vibration levels are also being conducted by TTC. Upon completion of these studies, the TTC may revisit the assessment criteria and methods in this protocol to modify them as required in consultation with MOEE and the Ministry of Transportation (MTO).

PART B. GENERAL

During design of the Line, predicted wayside sound levels and vibration velocities are to be compared to criteria given in this protocol. This will permit an impact assessment and help determine the type or extent of mitigation measures to reduce that impact. Sound levels and vibration velocities will be predicted from sound levels and velocities of TTC's existing rail technologies.

The criteria presented in this document are based on good operating conditions and the impact assessment assumes this condition. Good operating conditions exist when well maintained vehicles operate on well maintained continuous welded rail without significant rail corrugation. It is recognised that wheel flats or rail corrugations will inevitably occur and will temporarily increase sound and vibration levels until they are corrected. Levels in this protocol do not reflect these occasional events, nor do they apply to maintenance activities on the Line. TTC recognizes that wheel rail squeal is a potential source of noise which may pose a concern to the community. TTC is investigating and will continue to investigate measures to mitigate wheel rail squeal and will endeavour to mitigate this noise source. TTC endeavours to minimize the noise and vibration impacts associated with its transit operations and is committed to providing good operating conditions to the extent technologically, economically and administratively feasible.

It is recognised that levels of sound and vibration at special trackwork, such as at crossovers and turnouts, are inevitably higher than along tangent track. Also, there is a limit to the degree of mitigation that is feasible at special trackwork areas. This is to be taken into account in predicting sound and vibration levels near these features and in applying the levels in this protocol. Special trackwork, such as at crossovers and turnouts, is encompassed within the framework of this document.

This protocol applies to existing and proposed residential development having municipal approval on the date of this protocol. The protocol also applies to existing and municipally approved proposed nursing homes, group homes, hospitals and other such institutional land uses where people reside. This protocol does not apply to commercial and industrial land uses.

This protocol does not apply closer than 16 m to the centreline of the nearest track. Any such cases shall be assessed on a case by case basis.

Part D of this document deals with air-borne noise from the Line and its construction. Part E deals with ground-borne noise and vibration from the Line.

PART C. DEFINITIONS

The following definitions apply to both parts D and E of this document.

Ancillary Facilities:

Subsidiary locations associated with either the housing of personnel or equipment engaged in TTC activities or associated with mainline revenue operations. Examples of ancillary facilities include, but are not limited to, subway stations, bus terminals, emergency services buildings, fans, fan and vent shafts, substations, mechanical equipment plants, maintenance and storage facilities, and vehicle storage and maintenance facilities.

Passby Time Interval:

* The passby time interval of a vehicle is given by its total length and its speed. The start of the pass-by is defined as that point in time when the leading wheels pass a reference point. The end of the pass-by is defined as that point in time when the last wheels of the vehicle pass the same reference point. The reference point is to be chosen to give the highest level at the point of reception or point of assessment, i.e. usually at the point of closest approach. From a signal processing perspective, the passby time interval will be defined in the prediction and measurement methods being developed.

PART D. AIR-BORNE NOISE**1.0 DEFINITIONS**

The following definitions are to be used only within the context of Part D of this document.

Ambient:

The ambient is the sound existing at the point of reception in the absence of all noise from the Line. In this protocol the ambient is taken to be the noise from road traffic and existing industry. The ambient specifically excludes transient noises from aircraft and railways, except for pre-existing TTG rail operations.

Daytime Equivalent Sound Level:

$L_{eq,day}$ is the daytime equivalent sound level. The definition of equivalent sound level is provided in Reference 2. The applicable time period is from 07:00 to 23:00 hours.

Nighttime Equivalent Sound Level:

$L_{eq,night}$ is the nighttime equivalent sound level. The applicable time period is from 23:00 to 07:00 hours.

Point of Reception:

Daytime: 07:00 - 23:00 hours

Any outdoor point on residential property, 15 m or more from the nearest track's centreline, where sound originating from the Line is received.

Nighttime: 23:00 - 07:00 hours

The plane of any bedroom window, 15 m or more from the nearest track's centreline, where sound originating from the Line is received. At the planning stage, this is usually assessed at the nearest facade of the premises.

Passby Sound Level, L_{passby} :

Within the context of this document, the passby sound level is defined as the A-weighted equivalent sound level, L_{eq} [Reference 2] over the passby time interval.

2.0 RAIL TRANSIT

In the assessment of noise impact, rail transit is considered to include the movement of vehicles between stations, the movement and idling of vehicles inside stations as well as the movement of vehicles between the mainline and ancillary facilities. Ancillary facilities are not considered part of the rail transit and are assessed as stationary sources. Vehicles idling in maintenance yards and storage facilities are part of the stationary source.

The assessment of noise impact resulting from the Line is to be performed in terms of the following sound level descriptors:

- 1) Daytime equivalent sound level, $L_{eq,day}$
- 2) Nighttime equivalent sound level, $L_{eq,night}$
- 3) Passby Sound Level, L_{passby}

The predicted daytime and nighttime equivalent sound levels include the effects of both passby sound level and frequency of operation and are used to assess the noise impact of the Line. The Passby Sound Level criterion is used to assess the sound levels received during a single vehicle passby. The criteria and methods to be used are discussed in Sections 2.1 and 2.2.

2.1 Criteria

Noise impact shall be predicted and assessed during design of the Line using the following sound level criteria:

DAYTIME EQUIVALENT SOUND LEVEL:

The limit at a point of reception for the predicted daytime equivalent sound levels for rail transit operating alone (excluding contributions from the ambient) is 55 dBA or the ambient $L_{eq,day}$, whichever is higher.

NIGHTTIME EQUIVALENT SOUND LEVEL:

The limit at a point of reception for the predicted nighttime equivalent sound levels for rail transit operating alone (excluding contributions from the ambient) is 50 dBA or the ambient $L_{eq,night}$, whichever is higher.

PASSBY SOUND LEVEL:

The limit at a point of reception for predicted L_{passby} for a single vehicle operating alone and excluding contributions from other sources is 60 dBA. This limit is based on vehicles operating on tangent track. It does not apply within 100m of special trackwork and excludes wheel rail squeal.

Mitigating measures will be incorporated in the design of the Line when predictions show that any of the above limits are exceeded by more than 5 dB. All mitigating measures shall ensure that the predicted sound levels are as close to, or lower than, the respective limits as is technologically, economically, and administratively feasible.

2.2 Prediction

In most cases, a reasonable estimate of the ambient sound level can be made using a road traffic noise prediction method such as that described in Reference 8, and the

minimum sound levels in Table 106-2 of Reference 6. Prediction of road traffic L_{eq} is preferred to individual measurements in establishing the ambient. Prediction techniques for the L_{eq} from road traffic and the L_{eq} or L_{max} from transit shall be compatible with one another. Any impact assessment following this protocol shall include a description of the prediction method and the assumptions and sound level data inherent in it. Prediction and measurement methods compatible with MOEE guidelines and procedures are being developed by the TTC at the date of this protocol in consultation with MTO and MOEE.

3.0 ANCILLARY FACILITIES

Predicted noise impacts from ancillary facilities shall be assessed during the design of the Line in accordance with the stationary source guidelines detailed in Reference 6. The predictions used shall be compatible with and at least as accurate as CSA Standard Z107.55.

4.0 BUSES IN MIXED TRAFFIC

Where buses are part of the road traffic there are no additional criteria requirements beyond those presented in the Ministry of Transportation of Ontario Protocol for dealing with noise concerns during the preparation, review and evaluation of Provincial Highways Environmental Assessments (Reference 1). Buses should be considered as medium trucks in the traffic noise prediction models.

5.0 CONSTRUCTION

Noise impacts from the construction of the Line are to be examined. For the purpose of impact assessment and identifying the need for mitigation, the Ministry of the Environment and Energy guidelines for construction presented in Reference 7 are to be referred to.

PART E. GROUND-BORNE VIBRATION

The assessment of ground-borne vibration impact is confined to the vibration that is produced by the operation of the Line and excludes vibration due to maintenance activities.

In recognition of the fact that the actual vibration response of a building is affected by its own structural characteristics, this document deals with the assessment of ground-borne vibration only on the outside premises. Structural characteristics of buildings are beyond the scope of this protocol and beyond the control of the TTC.

It is recognised that ground-borne vibration can produce air-borne noise inside a structure and there is a direct correlation between the two. The TTC can only control ground-borne noise by controlling ground-borne vibration. Accordingly, ground-borne noise will be predicted and assessed in terms of vibration measured at a point of assessment using the limit in Section 2.0, Vibration Assessment.

1.0 DEFINITIONS

The following definitions are to be used only within the context of Part E of this document:

Point of Assessment:

A point of assessment is any outdoor point on residential property, 15 m or more from the nearest track's centreline, where vibration originating from the Line is received.

Vibration Velocity:

Vibration Velocity is the root-mean-square (rms) vibration velocity assessed during a vehicle pass-by. The unit of measure is metres per second (m/s) or millimetres per second (mm/s). For the purposes of this protocol only vertical vibration is assessed. The vertical component of transit vibration is usually higher than the horizontal. Human sensitivity to horizontal vibration at the frequencies of interest is significantly less than the sensitivity to vertical vibration.

2.0 VIBRATION ASSESSMENT

Vibration velocities at points of assessment shall be predicted during design of the Line. If the predicted rms vertical vibration velocity from the Line exceeds 0.14 mm/sec, mitigation methods shall be applied during the detailed design to meet this criterion to the extent technologically, economically and administratively feasible.

Any impact assessment following this protocol shall include a description of the prediction method and the assumptions and data inherent in it. Prediction and measurement methods are being developed by the TTC at the date of this protocol in cooperation with MTO and MOEE.

APPENDIX C

SAMPLE CALCULATION OF PREDICTED SOUND LEVELS DUE TO ROAD TRAFFIC

APPENDIX C-1

SAMPLE CALCULATION OF PREDICTED SOUND LEVELS

FILE: 18-090

NAME: 91 and 131 Eglinton Avenue East and 5055 Hurontario Street

REFERENCE DRAWINGS: Concept Plan

LOCATION: Tower 1, Southeast Façade, top residential floor

| | | |
|----------------|-------------------|----------------------|
| Noise Source: | Hurontario Street | Eglinton Avenue East |
| Segment Angle: | -90 to 0 | -90 to 90 |
| Time Period: | 16 hr. (day) | 16 hr. (day) |
| Distance (m): | 187 | 31 |

CALCULATION OF PREDICTED SOUND LEVELS*

| | | |
|------------------------------------|--------|-------|
| Reference Leq (dBA)*: | 72.02 | 71.24 |
| Distance Correction (dBA): | -10.96 | -3.12 |
| Finite Element Correction (dBA): | -3.01 | 0.00 |
| Allowance for Future Growth (dBA): | incl. | incl. |

| | | |
|-----------------------|-------|-------|
| LeqDay (dBA): | 58.05 | 68.12 |
| Combined LeqDay (dBA) | 68.53 | |

* Leq determined using the computerized model of the Ministry of the Environment Noise Assessment Guidelines, STAMSON Version 5.04 (ORNAMENT). See attached printouts.

Note: The contribution of the Hurontario LRT is not acoustically significant relative to the road sources above and has not been shown above.

APPENDIX C-2

SAMPLE CALCULATION OF PREDICTED SOUND LEVELS

FILE: 18-090

NAME: 91 and 131 Eglinton Avenue East and 5055 Hurontario Street

REFERENCE DRAWINGS: Concept Plan

LOCATION: Tower 1, Southeast Façade, top residential floor

| | | |
|----------------|-------------------|----------------------|
| Noise Source: | Hurontario Street | Eglinton Avenue East |
| Segment Angle: | -90 to 0 | -90 to 90 |
| Time Period: | 8 hr. (night) | 8 hr. (night) |
| Distance (m): | 187 | 31 |

CALCULATION OF PREDICTED SOUND LEVELS*

| | | |
|------------------------------------|--------|-------|
| Reference Leq (dBA)*: | 65.48 | 64.69 |
| Distance Correction (dBA): | -10.96 | -3.12 |
| Finite Element Correction (dBA): | -3.01 | 0.00 |
| Allowance for Future Growth (dBA): | incl. | incl. |

| | | |
|-------------------------|-------|-------|
| LeqNight (dBA): | 51.51 | 61.57 |
| Combined LeqNight (dBA) | 62.10 | |

* Leq determined using the computerized model of the Ministry of the Environment Noise Assessment Guidelines, STAMSON Version 5.04 (ORNAMENT). See attached printouts.

Note: The contribution of the Hurontario LRT is not acoustically significant relative to the road sources above and has not been shown above.

Filename: tltop.te Time Period: Day/Night 16/8 hours
Description: Tower 1 SE Facade Top Floor - Building Requirement

Road data, segment # 1: EGLINTON (day/night)

Car traffic volume : 37714/4190 veh/TimePeriod *
Medium truck volume : 642/71 veh/TimePeriod *
Heavy truck volume : 525/58 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 2 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 43200
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.65
Heavy Truck % of Total Volume : 1.35
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: EGLINTON (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.75 / 30.75 m
Receiver height : 114.60 / 114.60 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HURONTARIO (day/night)

Car traffic volume : 33089/3677 veh/TimePeriod *
Medium truck volume : 958/106 veh/TimePeriod *
Heavy truck volume : 784/87 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 2 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 38700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.75
Heavy Truck % of Total Volume : 2.25
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: HURONTARIO (day/night)

Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 187.25 / 187.25 m
Receiver height : 114.60 / 114.60 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: EGLINTON (day)

Source height = 1.08 m

ROAD (0.00 + 68.12 + 0.00) = 68.12 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|-------|-------|-------|-------|-------|--------|
| -90 | 90 | 0.00 | 71.24 | 0.00 | -3.12 | 0.00 | 0.00 | 0.00 | 0.00 | 68.12 |

Segment Leq : 68.12 dBA

Results segment # 2: HURONTARIO (day)

Source height = 1.22 m

ROAD (0.00 + 58.05 + 0.00) = 58.05 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|--------|-------|-------|-------|-------|--------|
| -90 | 0 | 0.00 | 72.02 | 0.00 | -10.96 | -3.01 | 0.00 | 0.00 | 0.00 | 58.05 |

Segment Leq : 58.05 dBA

Total Leq All Segments: 68.53 dBA

Results segment # 1: EGLINTON (night)

Source height = 1.08 m

ROAD (0.00 + 61.57 + 0.00) = 61.57 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|-------|-------|-------|-------|-------|--------|
| -90 | 90 | 0.00 | 64.69 | 0.00 | -3.12 | 0.00 | 0.00 | 0.00 | 0.00 | 61.57 |

Segment Leq : 61.57 dBA

Results segment # 2: HURONTARIO (night)

Source height = 1.22 m

ROAD (0.00 + 51.51 + 0.00) = 51.51 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|--------|-------|-------|-------|-------|--------|
| -90 | 0 | 0.00 | 65.48 | 0.00 | -10.96 | -3.01 | 0.00 | 0.00 | 0.00 | 51.51 |

Segment Leq : 51.51 dBA

Total Leq All Segments: 61.98 dBA

RT/Custom data, segment # 1: LRT (day/night)

1 - Custom (81.0 dBA):

| | | | |
|----------------|---|---------|----------------|
| Traffic volume | : | 560/88 | veh/TimePeriod |
| Speed | : | 60 km/h | |

Data for Segment # 1: LRT (day/night)

```

-----
Angle1   Angle2       : -90.00 deg   0.00 deg
Wood depth      :      0           (No woods.)
No of house rows :      0 / 0
Surface         :      2           (Reflective ground surface)
Receiver source distance : 187.25 / 187.25 m
Receiver height  : 114.60 / 114.60 m
Topography      :      1           (Flat/gentle slope; no barrier)
Reference angle  :      0.00
  
```

Results segment # 1: LRT (day)

Source height = 0.50 m

RT/Custom (0.00 + 51.45 + 0.00) = 51.45 dBA

| Angle1 | Angle2 | Alpha | RefLeq | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|--------|-------|-------|-------|-------|--------|
| -90 | 0 | 0.00 | 65.42 | -10.96 | -3.01 | 0.00 | 0.00 | 0.00 | 51.45 |

Segment Leq : 51.45 dBA

Total Leq All Segments: 51.45 dBA

Results segment # 1: LRT (night)

Source height = 0.50 m

RT/Custom (0.00 + 46.42 + 0.00) = 46.42 dBA

| Angle1 | Angle2 | Alpha | RefLeq | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|--------|-------|-------|-------|-------|--------|
| -90 | 0 | 0.00 | 60.39 | -10.96 | -3.01 | 0.00 | 0.00 | 0.00 | 46.42 |

Segment Leq : 46.42 dBA

Total Leq All Segments: 46.42 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.61
(NIGHT): 62.10

APPENDIX C-3 SAMPLE CALCULATION OF PREDICTED SOUND LEVELS

FILE: 18-090

NAME: 91 and 131 Eglinton Avenue East and 5055 Hurontario Street

REFERENCE DRAWINGS: Concept Plan

LOCATION: Tower 6, third floor terrace

| | | | |
|----------------|-------------------|----------------------|----------------|
| Noise Source: | Hurontario Street | Eglinton Avenue East | Hurontario LRT |
| Segment Angle: | -85 to 90 | 9 to 90 | -85 to 90 |
| Time Period: | 16 hr. (day) | 16 hr. (day) | 16 hr. (day) |
| Distance (m): | 179 | 162 | 179 |

CALCULATION OF PREDICTED SOUND LEVELS*

| | | | |
|------------------------------------|--------|--------|--------|
| Reference Leq (dBA)*: | 72.02 | 71.24 | 65.42 |
| Distance Correction (dBA): | -10.77 | -10.33 | -10.77 |
| Finite Element Correction (dBA): | -0.12 | -3.47 | -0.12 |
| Allowance for Future Growth (dBA): | incl. | incl. | incl. |
| Leq (dBA): | 61.13 | 57.43 | 54.53 |
| Combined LeqDay (dBA): | | 63.29 | |

* Leq determined using the computerized model of the Ministry of the Environment Noise Assessment Guidelines, STAMSON Version 5.4 (ORNAMENT). See attached printouts.

Filename: t6ter2.te Time Period: Day 16 hours
Description: Tower 6 Third Storey Terrace - Unmitigated

Road data, segment # 1: EGLINTON (day)

Car traffic volume : 37714 veh/TimePeriod *
Medium truck volume : 642 veh/TimePeriod *
Heavy truck volume : 525 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 2 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 43200
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.65
Heavy Truck % of Total Volume : 1.35
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: EGLINTON (day)

Angle1 Angle2 : 9.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 162.00 m
Receiver height : 1.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : 9.00 deg Angle2 : 90.00 deg
Barrier height : 0.00 m
Elevation : 10.80 m
Barrier receiver distance : 4.50 m
Source elevation : 0.00 m
Receiver elevation : 10.80 m
Barrier elevation : 10.80 m
Reference angle : 0.00

Road data, segment # 2: HURONTARIO (day)

Car traffic volume : 33089 veh/TimePeriod *
Medium truck volume : 958 veh/TimePeriod *
Heavy truck volume : 784 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 2 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 38700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.75
Heavy Truck % of Total Volume : 2.25
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: HURONTARIO (day)

```

-----
Angle1   Angle2       : -85.00 deg   90.00 deg
Wood depth       :      0           (No woods.)
No of house rows :      0
Surface          :      2           (Reflective ground surface)
Receiver source distance : 179.00 m
Receiver height  :      1.50 m
Topography       :      4           (Elevated; with barrier)
Barrier angle1   : -85.00 deg   Angle2 : 90.00 deg
Barrier height   :      0.00 m
Elevation        :     10.80 m
Barrier receiver distance :      4.50 m
Source elevation :      0.00 m
Receiver elevation :     10.80 m
Barrier elevation :     10.80 m
Reference angle  :      0.00
  
```

Results segment # 1: EGLINTON (day)

Source height = 1.08 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
      1.08 !      1.50 !      1.19 !      11.99
  
```

ROAD (0.00 + 57.43 + 0.00) = 57.43 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|--------|-------|-------|-------|-------|--------|
| 9 | 90 | 0.00 | 71.24 | 0.00 | -10.33 | -3.47 | 0.00 | 0.00 | -0.64 | 56.80* |
| 9 | 90 | 0.00 | 71.24 | 0.00 | -10.33 | -3.47 | 0.00 | 0.00 | 0.00 | 57.43 |

* Bright Zone !

Segment Leq : 57.43 dBA

Results segment # 2: HURONTARIO (day)

Source height = 1.22 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
      1.22 !      1.50 !      1.22 !      12.02
  
```

ROAD (0.00 + 61.13 + 0.00) = 61.13 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|--------|-------|-------|-------|-------|--------|
| -85 | 90 | 0.00 | 72.02 | 0.00 | -10.77 | -0.12 | 0.00 | 0.00 | -0.46 | 60.67* |
| -85 | 90 | 0.00 | 72.02 | 0.00 | -10.77 | -0.12 | 0.00 | 0.00 | 0.00 | 61.13 |

* Bright Zone !

Segment Leq : 61.13 dBA

Total Leq All Segments: 62.67 dBA

RT/Custom data, segment # 1: LRT (day)

1 - Custom (81.0 dBA):
Traffic volume : 560 veh/TimePeriod
Speed : 60 km/h

Data for Segment # 1: LRT (day)

Angle1 Angle2 : -85.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 179.00 m
Receiver height : 1.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -85.00 deg Angle2 : 90.00 deg
Barrier height : 0.00 m
Elevation : 10.80 m
Barrier receiver distance : 4.50 m
Source elevation : 0.00 m
Receiver elevation : 10.80 m
Barrier elevation : 10.80 m
Reference angle : 0.00

Results segment # 1: LRT (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! 1.20 ! 12.00

RT/Custom (0.00 + 54.53 + 0.00) = 54.53 dBA

| Angle1 | Angle2 | Alpha | RefLeq | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|--------|-------|-------|-------|-------|--------|
| -85 | 90 | 0.00 | 65.42 | -10.77 | -0.12 | 0.00 | 0.00 | -0.48 | 54.05* |
| -85 | 90 | 0.00 | 65.42 | -10.77 | -0.12 | 0.00 | 0.00 | 0.00 | 54.53 |

* Bright Zone !

Segment Leq : 54.53 dBA

Total Leq All Segments: 54.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.29

APPENDIX D

SAMPLE CALCULATION OF SOUND LEVELS DUE TO STATIONARY SOURCES - CADNAA

Point sources

| Name | M. | ID | Result. PWL | | | Lw / Li | | Operating Time | | | K0 | Direct. | Height | |
|----------------------|----|---------|-------------|---------|-------|---------|-----------|----------------|---------|-------|------|---------|--------|---|
| | | | Day | Evening | Night | Type | Value | Day | Special | Night | | | | |
| | | | (dBA) | (dBA) | (dBA) | | | (min) | (min) | (min) | (dB) | | (m) | |
| Montanas RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Montanas RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Montanas RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Montanas EF | ~ | 010000! | 81.4 | 81.4 | 81.4 | Lw | EF | 60 | 60 | 60 | 0 | (none) | 1.2 | g |
| Esso RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Home Furnishings RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Home Furnishings RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Home Furnishings RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Home Furnishings RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Home Furnishings RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Home Furnishings RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| LA Fitness RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| LA Fitness RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| LA Fitness RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| LA Fitness RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| LA Fitness RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Second Cup Bldg RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Second Cup Bldg RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Second Cup Bldg RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Second Cup Bldg EF | ~ | 010000! | 81.4 | 81.4 | 81.4 | Lw | EF | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| Swiss Chalet EF | ~ | 010000! | 81.4 | 81.4 | 81.4 | Lw | EF | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| Swiss Chalet EF | ~ | 010000! | 81.4 | 81.4 | 81.4 | Lw | EF | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| Swiss Chalet EF | ~ | 010000! | 81.4 | 81.4 | 81.4 | Lw | EF | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| Swiss Chalet EF | ~ | 010000! | 81.4 | 81.4 | 81.4 | Lw | EF | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| Swiss Chalet RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Swiss Chalet RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Swiss Chalet RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Swiss Chalet RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Swiss Chalet RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Swiss Chalet RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Swiss Chalet RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| TD Bldg RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| TD Bldg RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |

[illegible]

| | | | | | | | | | | | | | | |
|------------------------------|---|---------|-------|-------|-------|----|-----------|----|----|----|---|--------|------|---|
| Long Term Care RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Forum Italia RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Forum Italia RTU | ~ | 010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Reefer Truck Idle | ~ | 010000! | 102.7 | 102.7 | 102.7 | Lw | RTP | 30 | 30 | 30 | 0 | (none) | 3 | r |
| Starbucks Dirve Thru Speaker | ~ | 010000! | 84.4 | 84.4 | 84.4 | Lw | SP | 10 | 10 | 5 | 0 | (none) | 1.5 | r |
| Starbucks Dirve Thru Car 1 | ~ | 010000! | 77.6 | 77.6 | 77.6 | Lw | CAR | 60 | 60 | 60 | 0 | (none) | 1 | r |
| Starbucks Dirve Thru Car 2 | ~ | 010000! | 77.6 | 77.6 | 77.6 | Lw | CAR | 60 | 60 | 60 | 0 | (none) | 1 | r |
| Starbucks Dirve Thru Car 3 | ~ | 010000! | 77.6 | 77.6 | 77.6 | Lw | CAR | 60 | 60 | 30 | 0 | (none) | 1 | r |
| Starbucks Dirve Thru Car 4 | ~ | 010000! | 77.6 | 77.6 | 77.6 | Lw | CAR | 60 | 60 | 30 | 0 | (none) | 1 | r |
| Starbucks Dirve Thru Car 5 | ~ | 010000! | 77.6 | 77.6 | 77.6 | Lw | CAR | 60 | 60 | 30 | 0 | (none) | 1 | r |
| Montanas EF | ~ | 010000! | 87 | 87 | 87 | Lw | EF+5.6 | 60 | 60 | 60 | 0 | (none) | 1 | g |
| Montanas EF | ~ | 010000! | 87 | 87 | 87 | Lw | EF+5.6 | 60 | 60 | 60 | 0 | (none) | 1 | g |
| EF1 | ~ | 010000! | 90.8 | 90.8 | 90.8 | Lw | BB_EF1 | 60 | 60 | 0 | 0 | (none) | 4 | g |
| EF2 | ~ | 010000! | 93 | 93 | 93 | Lw | GB081+19 | 60 | 60 | 60 | 0 | (none) | 1.13 | g |
| EF3 | ~ | 010000! | 72 | 72 | 72 | Lw | GB071 | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| EF4 | ~ | 010000! | 72 | 72 | 72 | Lw | GB071 | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| EF5 | ~ | 010000! | 74 | 74 | 74 | Lw | GB081 | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| EF6 | ~ | 010000! | 74 | 74 | 74 | Lw | GB081 | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| EF7 | ~ | 010000! | 74 | 74 | 74 | Lw | GB081 | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| EF8 | ~ | 010000! | 74 | 74 | 74 | Lw | GB081 | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| AC1 | ~ | 010000! | 82 | 82 | 82 | Lw | KEZA060 | 60 | 42 | 24 | 0 | (none) | 1.26 | g |
| AC2 | ~ | 010000! | 82 | 82 | 82 | Lw | KEZA060 | 60 | 42 | 24 | 0 | (none) | 0.96 | g |
| AC3 | ~ | 010000! | 81.9 | 81.9 | 81.9 | Lw | KEZA050 | 60 | 42 | 24 | 0 | (none) | 0.96 | g |
| AC4 | ~ | 010000! | 82 | 82 | 82 | Lw | KEZA060 | 60 | 42 | 24 | 0 | (none) | 0.96 | g |
| AC5 | ~ | 010000! | 78 | 78 | 78 | Lw | KEZA025 | 60 | 42 | 24 | 0 | (none) | 0.7 | g |
| C8 | ~ | 010000! | 78 | 78 | 78 | Lw | KEZA025 | 60 | 42 | 24 | 0 | (none) | 1.1 | g |
| RTU1 | ~ | 010000! | 88.3 | 88.3 | 88.3 | Lw | D3CG120 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| RTU2 | ~ | 010000! | 85.4 | 85.4 | 85.4 | Lw | D6CG060 | 60 | 42 | 24 | 0 | (none) | 1 | g |
| RTU3 | ~ | 010000! | 85.4 | 85.4 | 85.4 | Lw | D6CG060 | 60 | 42 | 24 | 0 | (none) | 1 | g |
| RTU4 | ~ | 010000! | 81.4 | 81.4 | 81.4 | Lw | GCS16653 | 60 | 42 | 24 | 0 | (none) | 1 | g |
| RTU5 | ~ | 010000! | 87.4 | 87.4 | 87.4 | Lw | LGA150 | 60 | 42 | 24 | 0 | (none) | 1.4 | g |
| RTU6 | ~ | 010000! | 83.8 | 83.8 | 83.8 | Lw | D1CG072 | 60 | 42 | 24 | 0 | (none) | 1 | g |
| RTU7 | ~ | 010000! | 83.8 | 83.8 | 83.8 | Lw | D1CG072 | 60 | 42 | 24 | 0 | (none) | 1 | g |
| RTU8 | ~ | 010000! | 85.4 | 85.4 | 85.4 | Lw | D6CG060 | 60 | 42 | 24 | 0 | (none) | 1 | g |
| RTU9 | ~ | 010000! | 81.4 | 81.4 | 81.4 | Lw | GCS16653 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| RTU10 | ~ | 010000! | 87.3 | 87.3 | 87.3 | Lw | LGA120 | 60 | 42 | 24 | 0 | (none) | 1.1 | g |
| RTU11 | ~ | 010000! | 81.4 | 81.4 | 81.4 | Lw | GCS16653 | 60 | 42 | 24 | 0 | (none) | 1.9 | g |
| RTU12 | ~ | 010000! | 78.8 | 78.8 | 78.8 | Lw | KGA072 | 60 | 42 | 24 | 0 | (none) | 1.65 | g |
| RTU13 | ~ | 010000! | 87.3 | 87.3 | 87.3 | Lw | LGA120 | 60 | 42 | 24 | 0 | (none) | 1.4 | g |
| RTU14 | ~ | 010000! | 80.4 | 80.4 | 80.4 | Lw | GCS16311 | 60 | 42 | 24 | 0 | (none) | 0.7 | g |
| RTU15 | ~ | 010000! | 81.4 | 81.4 | 81.4 | Lw | GCS16653 | 60 | 42 | 24 | 0 | (none) | 0.97 | g |
| RTU16 | ~ | 010000! | 88.3 | 88.3 | 88.3 | Lw | LGH092 | 60 | 42 | 24 | 0 | (none) | 1.63 | g |
| RTU17 | ~ | 010000! | 87.3 | 87.3 | 87.3 | Lw | LGA120 | 60 | 42 | 24 | 0 | (none) | 1.4 | g |
| RTU18 | ~ | 010000! | 85.8 | 85.8 | 85.8 | Lw | LGA088 | 60 | 42 | 24 | 0 | (none) | 1.27 | g |
| RTU19 | ~ | 010000! | 85.8 | 85.8 | 85.8 | Lw | LGA088 | 60 | 42 | 24 | 0 | (none) | 1.27 | g |
| RTU20 | ~ | 010000! | 81.4 | 81.4 | 81.4 | Lw | LGA060 | 60 | 42 | 24 | 0 | (none) | 1.05 | g |
| SB RTU1 | ~ | 010000! | 81.4 | 81.4 | 81.4 | Lw | KGA060 | 60 | 42 | 24 | 0 | (none) | 1.14 | g |
| SB RTU2 | ~ | 010000! | 88.3 | 88.3 | 88.3 | Lw | KGA120 | 60 | 42 | 24 | 0 | (none) | 1.79 | g |
| SB RTU3 | ~ | 010000! | 87.3 | 87.3 | 87.3 | Lw | LGA120 | 60 | 42 | 24 | 0 | (none) | 1.4 | g |
| SB RTU4 | ~ | 010000! | 81.1 | 81.1 | 81.1 | Lw | Carrier48 | 60 | 42 | 24 | 0 | (none) | 1.75 | g |
| SB RTU5 | ~ | 010000! | 85.4 | 85.4 | 85.4 | Lw | D6CG060 | 60 | 42 | 24 | 0 | (none) | 1.02 | g |
| SB EF1 | ~ | 010000! | 74 | 74 | 74 | Lw | GB081 | 60 | 60 | 0 | 0 | (none) | 0.8 | g |
| BP EF1 | ~ | 010000! | 71.5 | 71.5 | 71.5 | Lw | VEDK08 | 60 | 60 | 0 | 0 | (none) | 0.8 | g |
| BP RTU1 | ~ | 010000! | 78.8 | 78.8 | 78.8 | Lw | KG8074 | 60 | 42 | 24 | 0 | (none) | 1.35 | g |
| BP RTU2 | ~ | 010000! | 78.1 | 78.1 | 78.1 | Lw | D1NA024 | 60 | 42 | 24 | 0 | (none) | 1 | g |
| BP RTU3 | ~ | 010000! | 81.1 | 81.1 | 81.1 | Lw | Carrier48 | 60 | 42 | 24 | 0 | (none) | 1.15 | g |
| BP RTU4 | ~ | 010000! | 74.6 | 74.6 | 74.6 | Lw | KG8036 | 60 | 42 | 24 | 0 | (none) | 1.12 | g |

| | | | | | | | | | | | | | |
|----------------------|---|-----------|------|------|------|----|-----------|----|----|----|----------|------|---|
| BP RTU6 | ~ | 010000! | 88.3 | 88.3 | 88.3 | Lw | KGB102 | 60 | 42 | 24 | 0 (none) | 1.43 | g |
| BP RTU5 | ~ | 010000! | 88.3 | 88.3 | 88.3 | Lw | KGB102 | 60 | 42 | 24 | 0 (none) | 1.7 | g |
| BP EF2 | ~ | 010000! | 85 | 85 | 85 | Lw | BP_EF2 | 60 | 60 | 0 | 0 (none) | 1.3 | g |
| BP COND1 | ~ | 010000! | 78 | 78 | 78 | Lw | KEZA025 | 60 | 42 | 24 | 0 (none) | 0.74 | g |
| L1 | ~ | 010000! | 78 | 78 | 78 | Lw | RSF180 | 60 | 42 | 24 | 0 (none) | 1.1 | g |
| Montanas RTU | | 01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 (none) | 1.2 | g |
| Montanas RTU | | 01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 (none) | 1.2 | g |
| Montanas RTU | | 01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 (none) | 1.2 | g |
| Montanas EF | | 01010100! | 81.4 | 81.4 | 81.4 | Lw | EF | 60 | 60 | 60 | 0 (none) | 1.2 | g |
| Esso RTU | | 01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 (none) | 1.2 | g |
| Home Furnishings RTU | | 01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 (none) | 1.2 | g |
| Home Furnishings RTU | | 01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 (none) | 1.2 | g |
| Home Furnishings RTU | | 01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 (none) | 1.2 | g |
| Home Furnishings RTU | | 01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 (none) | 1.2 | g |
| Home Furnishings RTU | | 01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 (none) | 1.2 | g |
| Home Furnishings RTU | | 01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 (none) | 1.2 | g |
| LA Fitness RTU | | 01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 (none) | 1.2 | g |
| LA Fitness RTU | | 01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 (none) | 1.2 | g |
| LA Fitness RTU | | 01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 (none) | 1.2 | g |
| LA Fitness RTU | | 01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 (none) | 1.2 | g |
| LA Fitness RTU | | 01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 (none) | 1.2 | g |
| Second Cup Bldg RTU | | 01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 (none) | 1.2 | g |
| Second Cup Bldg RTU | | 01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 (none) | 1.2 | g |
| Second Cup Bldg RTU | | 01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 (none) | 1.2 | g |
| Second Cup Bldg EF | | 01010100! | 81.4 | 81.4 | 81.4 | Lw | EF | 60 | 60 | 60 | 0 (none) | 0.8 | g |
| Swiss Chalet EF | | 01010100! | 81.4 | 81.4 | 81.4 | Lw | EF | 60 | 60 | 60 | 0 (none) | 0.8 | g |
| Swiss Chalet EF | | 01010100! | 81.4 | 81.4 | 81.4 | Lw | EF | 60 | 60 | 60 | 0 (none) | 0.8 | g |
| Swiss Chalet EF | | 01010100! | 81.4 | 81.4 | 81.4 | Lw | EF | 60 | 60 | 60 | 0 (none) | 0.8 | g |
| Swiss Chalet EF | | 01010100! | 81.4 | 81.4 | 81.4 | Lw | EF | 60 | 60 | 60 | 0 (none) | 0.8 | g |
| Swiss Chalet RTU | | 01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 (none) | 1.2 | g |
| Swiss Chalet RTU | | 01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 (none) | 1.2 | g |
| Swiss Chalet RTU | | 01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 (none) | 1.2 | g |
| Swiss Chalet RTU | | 01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 (none) | 1.2 | g |
| Swiss Chalet RTU | | 01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 (none) | 1.2 | g |
| Swiss Chalet RTU | | 01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 (none) | 1.2 | g |
| Swiss Chalet RTU | | 01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 (none) | 1.2 | g |
| TD Bldg RTU | | 01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 (none) | 1.2 | g |

[illegible]

| | | | | | | | | | | | | | |
|------------------------------|------------|------|------|------|----|-----------|----|----|----|---|--------|------|---|
| Long Term Care RTU | !01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Long Term Care RTU | !01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Forum Italia RTU | !01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Forum Italia RTU | !01010100! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Starbucks Drive Thru Speaker | !01010100! | 84.4 | 84.4 | 84.4 | Lw | SP | 10 | 10 | 5 | 0 | (none) | 1.5 | r |
| Starbucks Drive Thru Car 1 | !01010100! | 77.6 | 77.6 | 77.6 | Lw | CAR | 60 | 60 | 60 | 0 | (none) | 1 | r |
| Starbucks Drive Thru Car 2 | !01010100! | 77.6 | 77.6 | 77.6 | Lw | CAR | 60 | 60 | 60 | 0 | (none) | 1 | r |
| Starbucks Drive Thru Car 3 | !01010100! | 77.6 | 77.6 | 77.6 | Lw | CAR | 60 | 60 | 30 | 0 | (none) | 1 | r |
| Starbucks Drive Thru Car 4 | !01010100! | 77.6 | 77.6 | 77.6 | Lw | CAR | 60 | 60 | 30 | 0 | (none) | 1 | r |
| Starbucks Drive Thru Car 5 | !01010100! | 77.6 | 77.6 | 77.6 | Lw | CAR | 60 | 60 | 30 | 0 | (none) | 1 | r |
| Montanas EF | !01010100! | 87 | 87 | 87 | Lw | EF+5.6 | 60 | 60 | 60 | 0 | (none) | 1 | g |
| Montanas EF | !01010100! | 87 | 87 | 87 | Lw | EF+5.6 | 60 | 60 | 60 | 0 | (none) | 1 | g |
| EF1 | !01010100! | 90.8 | 90.8 | 90.8 | Lw | BB_EF1 | 60 | 60 | 0 | 0 | (none) | 4 | g |
| EF2 | !01010100! | 93 | 93 | 93 | Lw | GB081+19 | 60 | 60 | 60 | 0 | (none) | 1.13 | g |
| EF3 | !01010100! | 72 | 72 | 72 | Lw | GB071 | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| EF4 | !01010100! | 72 | 72 | 72 | Lw | GB071 | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| EF5 | !01010100! | 74 | 74 | 74 | Lw | GB081 | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| EF6 | !01010100! | 74 | 74 | 74 | Lw | GB081 | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| EF7 | !01010100! | 74 | 74 | 74 | Lw | GB081 | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| EF8 | !01010100! | 74 | 74 | 74 | Lw | GB081 | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| AC1 | !01010100! | 82 | 82 | 82 | Lw | KEZA060 | 60 | 42 | 24 | 0 | (none) | 1.26 | g |
| AC2 | !01010100! | 82 | 82 | 82 | Lw | KEZA060 | 60 | 42 | 24 | 0 | (none) | 0.96 | g |
| AC3 | !01010100! | 81.9 | 81.9 | 81.9 | Lw | KEZA050 | 60 | 42 | 24 | 0 | (none) | 0.96 | g |
| AC4 | !01010100! | 82 | 82 | 82 | Lw | KEZA060 | 60 | 42 | 24 | 0 | (none) | 0.96 | g |
| AC5 | !01010100! | 78 | 78 | 78 | Lw | KEZA025 | 60 | 42 | 24 | 0 | (none) | 0.7 | g |
| C8 | !01010100! | 78 | 78 | 78 | Lw | KEZA025 | 60 | 42 | 24 | 0 | (none) | 1.1 | g |
| RTU1 | !01010100! | 88.3 | 88.3 | 88.3 | Lw | D3CG120 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| RTU2 | !01010100! | 85.4 | 85.4 | 85.4 | Lw | D6CG060 | 60 | 42 | 24 | 0 | (none) | 1 | g |
| RTU3 | !01010100! | 85.4 | 85.4 | 85.4 | Lw | D6CG060 | 60 | 42 | 24 | 0 | (none) | 1 | g |
| RTU4 | !01010100! | 81.4 | 81.4 | 81.4 | Lw | GCS16653 | 60 | 42 | 24 | 0 | (none) | 1 | g |
| RTU5 | !01010100! | 87.4 | 87.4 | 87.4 | Lw | LGA150 | 60 | 42 | 24 | 0 | (none) | 1.4 | g |
| RTU6 | !01010100! | 83.8 | 83.8 | 83.8 | Lw | D1CG072 | 60 | 42 | 24 | 0 | (none) | 1 | g |
| RTU7 | !01010100! | 83.8 | 83.8 | 83.8 | Lw | D1CG072 | 60 | 42 | 24 | 0 | (none) | 1 | g |
| RTU8 | !01010100! | 85.4 | 85.4 | 85.4 | Lw | D6CG060 | 60 | 42 | 24 | 0 | (none) | 1 | g |
| RTU9 | !01010100! | 81.4 | 81.4 | 81.4 | Lw | GCS16653 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| RTU10 | !01010100! | 87.3 | 87.3 | 87.3 | Lw | LGA120 | 60 | 42 | 24 | 0 | (none) | 1.1 | g |
| RTU11 | !01010100! | 81.4 | 81.4 | 81.4 | Lw | GCS16653 | 60 | 42 | 24 | 0 | (none) | 1.9 | g |
| RTU12 | !01010100! | 78.8 | 78.8 | 78.8 | Lw | KGA072 | 60 | 42 | 24 | 0 | (none) | 1.65 | g |
| RTU13 | !01010100! | 87.3 | 87.3 | 87.3 | Lw | LGA120 | 60 | 42 | 24 | 0 | (none) | 1.4 | g |
| RTU14 | !01010100! | 80.4 | 80.4 | 80.4 | Lw | GCS16311 | 60 | 42 | 24 | 0 | (none) | 0.7 | g |
| RTU15 | !01010100! | 81.4 | 81.4 | 81.4 | Lw | GCS16653 | 60 | 42 | 24 | 0 | (none) | 0.97 | g |
| RTU16 | !01010100! | 88.3 | 88.3 | 88.3 | Lw | LGH092 | 60 | 42 | 24 | 0 | (none) | 1.63 | g |
| RTU17 | !01010100! | 87.3 | 87.3 | 87.3 | Lw | LGA120 | 60 | 42 | 24 | 0 | (none) | 1.4 | g |
| RTU18 | !01010100! | 85.8 | 85.8 | 85.8 | Lw | LGA088 | 60 | 42 | 24 | 0 | (none) | 1.27 | g |
| RTU19 | !01010100! | 85.8 | 85.8 | 85.8 | Lw | LGA088 | 60 | 42 | 24 | 0 | (none) | 1.27 | g |
| RTU20 | !01010100! | 81.4 | 81.4 | 81.4 | Lw | LGA060 | 60 | 42 | 24 | 0 | (none) | 1.05 | g |
| SB RTU1 | !01010100! | 81.4 | 81.4 | 81.4 | Lw | KGA060 | 60 | 42 | 24 | 0 | (none) | 1.14 | g |
| SB RTU2 | !01010100! | 88.3 | 88.3 | 88.3 | Lw | KGA120 | 60 | 42 | 24 | 0 | (none) | 1.79 | g |
| SB RTU3 | !01010100! | 87.3 | 87.3 | 87.3 | Lw | LGA120 | 60 | 42 | 24 | 0 | (none) | 1.4 | g |
| SB RTU4 | !01010100! | 81.1 | 81.1 | 81.1 | Lw | Carrier48 | 60 | 42 | 24 | 0 | (none) | 1.75 | g |
| SB RTU5 | !01010100! | 85.4 | 85.4 | 85.4 | Lw | D6CG060 | 60 | 42 | 24 | 0 | (none) | 1.02 | g |
| SB EF1 | !01010100! | 74 | 74 | 74 | Lw | GB081 | 60 | 60 | 0 | 0 | (none) | 0.8 | g |
| BP EF1 | !01010100! | 71.5 | 71.5 | 71.5 | Lw | VEDK08 | 60 | 60 | 0 | 0 | (none) | 0.8 | g |
| BP RTU1 | !01010100! | 78.8 | 78.8 | 78.8 | Lw | KGB074 | 60 | 42 | 24 | 0 | (none) | 1.35 | g |
| BP RTU2 | !01010100! | 78.1 | 78.1 | 78.1 | Lw | D1NA024 | 60 | 42 | 24 | 0 | (none) | 1 | g |
| BP RTU3 | !01010100! | 81.1 | 81.1 | 81.1 | Lw | Carrier48 | 60 | 42 | 24 | 0 | (none) | 1.15 | g |
| BP RTU4 | !01010100! | 74.6 | 74.6 | 74.6 | Lw | KGB036 | 60 | 42 | 24 | 0 | (none) | 1.12 | g |

| | | | | | | | | | | | | | | |
|----------------------|---|-----------|------|------|------|----|-----------|----|----|----|---|--------|------|---|
| BP RTU6 | | 01010100! | 88.3 | 88.3 | 88.3 | Lw | KGB102 | 60 | 42 | 24 | 0 | (none) | 1.43 | g |
| BP RTU5 | | 01010100! | 88.3 | 88.3 | 88.3 | Lw | KGB102 | 60 | 42 | 24 | 0 | (none) | 1.7 | g |
| BP EF2 | | 01010100! | 85 | 85 | 85 | Lw | BP_EF2 | 60 | 60 | 0 | 0 | (none) | 1.3 | g |
| BP COND1 | | 01010100! | 78 | 78 | 78 | Lw | KEZA025 | 60 | 42 | 24 | 0 | (none) | 0.74 | g |
| L1 | | 01010100! | 78 | 78 | 78 | Lw | RSF180 | 60 | 42 | 24 | 0 | (none) | 1.1 | g |
| Montanas RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Montanas RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Montanas RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Montanas EF | ~ | 01010000! | 81.4 | 81.4 | 81.4 | Lw | EF | 60 | 60 | 60 | 0 | (none) | 1.2 | g |
| Esso RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Home Furnishings RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Home Furnishings RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Home Furnishings RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Home Furnishings RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Home Furnishings RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Home Furnishings RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| LA Fitness RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| LA Fitness RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| LA Fitness RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| LA Fitness RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| LA Fitness RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Second Cup Bldg RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Second Cup Bldg RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Second Cup Bldg RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Second Cup Bldg EF | ~ | 01010000! | 81.4 | 81.4 | 81.4 | Lw | EF | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| Swiss Chalet EF | ~ | 01010000! | 81.4 | 81.4 | 81.4 | Lw | EF | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| Swiss Chalet EF | ~ | 01010000! | 81.4 | 81.4 | 81.4 | Lw | EF | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| Swiss Chalet EF | ~ | 01010000! | 81.4 | 81.4 | 81.4 | Lw | EF | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| Swiss Chalet EF | ~ | 01010000! | 81.4 | 81.4 | 81.4 | Lw | EF | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| Swiss Chalet RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Swiss Chalet RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Swiss Chalet RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Swiss Chalet RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Swiss Chalet RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Swiss Chalet RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Swiss Chalet RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| TD Bldg RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |

| | | | | | | | | | | | | | | |
|------------------------------|---|-----------|------|------|------|----|-----------|----|----|----|---|--------|------|---|
| Long Term Care RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Long Term Care RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Forum Italia RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Forum Italia RTU | ~ | 01010000! | 80.1 | 80.1 | 80.1 | Lw | LGH060072 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| Starbucks Dirve Thru Speaker | ~ | 01010000! | 84.4 | 84.4 | 84.4 | Lw | SP | 10 | 10 | 5 | 0 | (none) | 1.5 | r |
| Starbucks Dirve Thru Car 1 | ~ | 01010000! | 77.6 | 77.6 | 77.6 | Lw | CAR | 60 | 60 | 60 | 0 | (none) | 1 | r |
| Starbucks Dirve Thru Car 2 | ~ | 01010000! | 77.6 | 77.6 | 77.6 | Lw | CAR | 60 | 60 | 60 | 0 | (none) | 1 | r |
| Starbucks Dirve Thru Car 3 | ~ | 01010000! | 77.6 | 77.6 | 77.6 | Lw | CAR | 60 | 60 | 30 | 0 | (none) | 1 | r |
| Starbucks Dirve Thru Car 4 | ~ | 01010000! | 77.6 | 77.6 | 77.6 | Lw | CAR | 60 | 60 | 30 | 0 | (none) | 1 | r |
| Starbucks Dirve Thru Car 5 | ~ | 01010000! | 77.6 | 77.6 | 77.6 | Lw | CAR | 60 | 60 | 30 | 0 | (none) | 1 | r |
| Montanas EF | ~ | 01010000! | 87 | 87 | 87 | Lw | EF+5.6 | 60 | 60 | 60 | 0 | (none) | 1 | g |
| Montanas EF | ~ | 01010000! | 87 | 87 | 87 | Lw | EF+5.6 | 60 | 60 | 60 | 0 | (none) | 1 | g |
| EF1 | ~ | 01010000! | 90.8 | 90.8 | 90.8 | Lw | BB_EF1 | 60 | 60 | 0 | 0 | (none) | 4 | g |
| EF2 | ~ | 01010000! | 93 | 93 | 93 | Lw | GB081+19 | 60 | 60 | 60 | 0 | (none) | 1.13 | g |
| EF3 | ~ | 01010000! | 72 | 72 | 72 | Lw | GB071 | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| EF4 | ~ | 01010000! | 72 | 72 | 72 | Lw | GB071 | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| EF5 | ~ | 01010000! | 74 | 74 | 74 | Lw | GB081 | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| EF6 | ~ | 01010000! | 74 | 74 | 74 | Lw | GB081 | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| EF7 | ~ | 01010000! | 74 | 74 | 74 | Lw | GB081 | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| EF8 | ~ | 01010000! | 74 | 74 | 74 | Lw | GB081 | 60 | 60 | 60 | 0 | (none) | 0.8 | g |
| AC1 | ~ | 01010000! | 82 | 82 | 82 | Lw | KEZA060 | 60 | 42 | 24 | 0 | (none) | 1.26 | g |
| AC2 | ~ | 01010000! | 82 | 82 | 82 | Lw | KEZA060 | 60 | 42 | 24 | 0 | (none) | 0.96 | g |
| AC3 | ~ | 01010000! | 81.9 | 81.9 | 81.9 | Lw | KEZA050 | 60 | 42 | 24 | 0 | (none) | 0.96 | g |
| AC4 | ~ | 01010000! | 82 | 82 | 82 | Lw | KEZA060 | 60 | 42 | 24 | 0 | (none) | 0.96 | g |
| AC5 | ~ | 01010000! | 78 | 78 | 78 | Lw | KEZA025 | 60 | 42 | 24 | 0 | (none) | 0.7 | g |
| C8 | ~ | 01010000! | 78 | 78 | 78 | Lw | KEZA025 | 60 | 42 | 24 | 0 | (none) | 1.1 | g |
| RTU1 | ~ | 01010000! | 88.3 | 88.3 | 88.3 | Lw | D3CG120 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| RTU2 | ~ | 01010000! | 85.4 | 85.4 | 85.4 | Lw | D6CG060 | 60 | 42 | 24 | 0 | (none) | 1 | g |
| RTU3 | ~ | 01010000! | 85.4 | 85.4 | 85.4 | Lw | D6CG060 | 60 | 42 | 24 | 0 | (none) | 1 | g |
| RTU4 | ~ | 01010000! | 81.4 | 81.4 | 81.4 | Lw | GCS16653 | 60 | 42 | 24 | 0 | (none) | 1 | g |
| RTU5 | ~ | 01010000! | 87.4 | 87.4 | 87.4 | Lw | LGA150 | 60 | 42 | 24 | 0 | (none) | 1.4 | g |
| RTU6 | ~ | 01010000! | 83.8 | 83.8 | 83.8 | Lw | D1CG072 | 60 | 42 | 24 | 0 | (none) | 1 | g |
| RTU7 | ~ | 01010000! | 83.8 | 83.8 | 83.8 | Lw | D1CG072 | 60 | 42 | 24 | 0 | (none) | 1 | g |
| RTU8 | ~ | 01010000! | 85.4 | 85.4 | 85.4 | Lw | D6CG060 | 60 | 42 | 24 | 0 | (none) | 1 | g |
| RTU9 | ~ | 01010000! | 81.4 | 81.4 | 81.4 | Lw | GCS16653 | 60 | 42 | 24 | 0 | (none) | 1.2 | g |
| RTU10 | ~ | 01010000! | 87.3 | 87.3 | 87.3 | Lw | LGA120 | 60 | 42 | 24 | 0 | (none) | 1.1 | g |
| RTU11 | ~ | 01010000! | 81.4 | 81.4 | 81.4 | Lw | GCS16653 | 60 | 42 | 24 | 0 | (none) | 1.9 | g |
| RTU12 | ~ | 01010000! | 78.8 | 78.8 | 78.8 | Lw | KGA072 | 60 | 42 | 24 | 0 | (none) | 1.65 | g |
| RTU13 | ~ | 01010000! | 87.3 | 87.3 | 87.3 | Lw | LGA120 | 60 | 42 | 24 | 0 | (none) | 1.4 | g |
| RTU14 | ~ | 01010000! | 80.4 | 80.4 | 80.4 | Lw | GCS16311 | 60 | 42 | 24 | 0 | (none) | 0.7 | g |
| RTU15 | ~ | 01010000! | 81.4 | 81.4 | 81.4 | Lw | GCS16653 | 60 | 42 | 24 | 0 | (none) | 0.97 | g |
| RTU16 | ~ | 01010000! | 88.3 | 88.3 | 88.3 | Lw | LGH092 | 60 | 42 | 24 | 0 | (none) | 1.63 | g |
| RTU17 | ~ | 01010000! | 87.3 | 87.3 | 87.3 | Lw | LGA120 | 60 | 42 | 24 | 0 | (none) | 1.4 | g |
| RTU18 | ~ | 01010000! | 85.8 | 85.8 | 85.8 | Lw | LGA088 | 60 | 42 | 24 | 0 | (none) | 1.27 | g |
| RTU19 | ~ | 01010000! | 85.8 | 85.8 | 85.8 | Lw | LGA088 | 60 | 42 | 24 | 0 | (none) | 1.27 | g |
| RTU20 | ~ | 01010000! | 81.4 | 81.4 | 81.4 | Lw | LGA060 | 60 | 42 | 24 | 0 | (none) | 1.05 | g |
| SB RTU1 | ~ | 01010000! | 81.4 | 81.4 | 81.4 | Lw | KGA060 | 60 | 42 | 24 | 0 | (none) | 1.14 | g |
| SB RTU2 | ~ | 01010000! | 88.3 | 88.3 | 88.3 | Lw | KGA120 | 60 | 42 | 24 | 0 | (none) | 1.79 | g |
| SB RTU3 | ~ | 01010000! | 87.3 | 87.3 | 87.3 | Lw | LGA120 | 60 | 42 | 24 | 0 | (none) | 1.4 | g |
| SB RTU4 | ~ | 01010000! | 81.1 | 81.1 | 81.1 | Lw | Carrier48 | 60 | 42 | 24 | 0 | (none) | 1.75 | g |
| SB RTU5 | ~ | 01010000! | 85.4 | 85.4 | 85.4 | Lw | D6CG060 | 60 | 42 | 24 | 0 | (none) | 1.02 | g |
| SB EF1 | ~ | 01010000! | 74 | 74 | 74 | Lw | GB081 | 60 | 60 | 0 | 0 | (none) | 0.8 | g |
| BP EF1 | ~ | 01010000! | 71.5 | 71.5 | 71.5 | Lw | VEDK08 | 60 | 60 | 0 | 0 | (none) | 0.8 | g |
| BP RTU1 | ~ | 01010000! | 78.8 | 78.8 | 78.8 | Lw | KG8074 | 60 | 42 | 24 | 0 | (none) | 1.35 | g |
| BP RTU2 | ~ | 01010000! | 78.1 | 78.1 | 78.1 | Lw | D1NA024 | 60 | 42 | 24 | 0 | (none) | 1 | g |
| BP RTU3 | ~ | 01010000! | 81.1 | 81.1 | 81.1 | Lw | Carrier48 | 60 | 42 | 24 | 0 | (none) | 1.15 | g |
| BP RTU4 | ~ | 01010000! | 74.6 | 74.6 | 74.6 | Lw | KG8036 | 60 | 42 | 24 | 0 | (none) | 1.12 | g |

| | | | | | | | | | | | | | | |
|----------------------|---|------------|-------|-------|-------|----|---------|----|----|----|---|--------|------|---|
| BP RTU6 | ~ | !01010000! | 88.3 | 88.3 | 88.3 | Lw | KGB102 | 60 | 42 | 24 | 0 | (none) | 1.43 | g |
| BP RTU5 | ~ | !01010000! | 88.3 | 88.3 | 88.3 | Lw | KGB102 | 60 | 42 | 24 | 0 | (none) | 1.7 | g |
| BP EF2 | ~ | !01010000! | 85 | 85 | 85 | Lw | BP_EF2 | 60 | 60 | 0 | 0 | (none) | 1.3 | g |
| BP COND1 | ~ | !01010000! | 78 | 78 | 78 | Lw | KEZA025 | 60 | 42 | 24 | 0 | (none) | 0.74 | g |
| L1 | ~ | !01010000! | 78 | 78 | 78 | Lw | RSF180 | 60 | 42 | 24 | 0 | (none) | 1.1 | g |
| Reefer Truck Idle | ~ | !01010000! | 102.7 | 102.7 | 102.7 | Lw | RTP | 30 | 30 | 0 | 0 | (none) | 3 | r |
| Reefer Truck Idle | | !01010100! | 102.7 | 102.7 | 102.7 | Lw | RTP | 30 | 30 | 0 | 0 | (none) | 3 | r |

Line sources

| Name | M. | ID | Result. PWL | | | Result. PWL' | | | Lw / Li | | | Direct. | Moving Pt. Src | | | |
|-----------------------------------|----|------------|-------------|---------|-------|--------------|---------|-------|---------|-------|-------|---------|----------------|---------|-------|--------|
| | | | Day | Evening | Night | Day | Evening | Night | Type | Value | norm. | | Number | | | Speed |
| | | | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | | | dB(A) | | Day | Evening | Night | (km/h) |
| Reefer Truck Delivery | ~ | I0100001 | 85.9 | 85.9 | 85.9 | 62.7 | 62.7 | 62.7 | PWL-Pt | RTP | | (none) | 1 | 1 | 1 | 10 |
| Toys R Us Truck Route | ~ | I0100001 | 80.2 | 80.2 | -19.8 | 58.9 | 58.9 | -41.1 | PWL-Pt | TP | | (none) | 1 | 1 | 0 | 10 |
| Oceans Truck Route | ~ | I0100001 | 87.6 | 87.6 | -12.4 | 62.7 | 62.7 | -37.3 | PWL-Pt | RTP | | (none) | 1 | 1 | 0 | 10 |
| Swiss Chalet Building Truck Route | ~ | I0100001 | 87.8 | 87.8 | -12.2 | 62.7 | 62.7 | -37.3 | PWL-Pt | RTP | | (none) | 1 | 1 | 0 | 10 |
| Home Furnishings Truck Route | ~ | I0100001 | 85 | 85 | -15 | 58.9 | 58.9 | -41.1 | PWL-Pt | TP | | (none) | 1 | 1 | 0 | 10 |
| Harveys Truck Route | ~ | I0100001 | 83.5 | 83.5 | -16.5 | 62.7 | 62.7 | -37.3 | PWL-Pt | RTP | | (none) | 1 | 1 | 0 | 10 |
| Truck Delivery | ~ | I0100001 | 82.1 | 82.1 | -17.9 | 58.9 | 58.9 | -41.1 | PWL-Pt | TP | | (none) | 1 | 1 | 0 | 10 |
| Reefer Truck Delivery | ~ | I010100001 | 85.9 | 85.9 | -14.1 | 62.7 | 62.7 | -37.3 | PWL-Pt | RTP | | (none) | 1 | 1 | 0 | 10 |
| Toys R Us Truck Route | | I01010101 | 80.2 | 80.2 | -19.8 | 58.9 | 58.9 | -41.1 | PWL-Pt | TP | | (none) | 1 | 1 | 0 | 10 |
| Oceans Truck Route | | I01010101 | 87.6 | 87.6 | -12.4 | 62.7 | 62.7 | -37.3 | PWL-Pt | RTP | | (none) | 1 | 1 | 0 | 10 |
| Swiss Chalet Building Truck Route | | I01010101 | 87.8 | 87.8 | -12.2 | 62.7 | 62.7 | -37.3 | PWL-Pt | RTP | | (none) | 1 | 1 | 0 | 10 |
| Home Furnishings Truck Route | | I01010101 | 85 | 85 | -15 | 58.9 | 58.9 | -41.1 | PWL-Pt | TP | | (none) | 1 | 1 | 0 | 10 |
| Harveys Truck Route | | I01010101 | 83.5 | 83.5 | -16.5 | 62.7 | 62.7 | -37.3 | PWL-Pt | RTP | | (none) | 1 | 1 | 0 | 10 |
| Truck Delivery | | I01010101 | 82.1 | 82.1 | -17.9 | 58.9 | 58.9 | -41.1 | PWL-Pt | TP | | (none) | 1 | 1 | 0 | 10 |
| Reefer Truck Delivery - Night | | I01010101 | -15 | -15 | 85 | -37.3 | -37.3 | 62.7 | PWL-Pt | RTP | | (none) | 0 | 0 | 1 | 10 |
| Toys R Us Truck Route | ~ | I010100001 | 80.2 | 80.2 | -19.8 | 58.9 | 58.9 | -41.1 | PWL-Pt | TP | | (none) | 1 | 1 | 0 | 10 |
| Oceans Truck Route | ~ | I010100001 | 87.6 | 87.6 | -12.4 | 62.7 | 62.7 | -37.3 | PWL-Pt | RTP | | (none) | 1 | 1 | 0 | 10 |
| Swiss Chalet Building Truck Route | ~ | I010100001 | 87.8 | 87.8 | -12.2 | 62.7 | 62.7 | -37.3 | PWL-Pt | RTP | | (none) | 1 | 1 | 0 | 10 |
| Home Furnishings Truck Route | ~ | I010100001 | 85 | 85 | -15 | 58.9 | 58.9 | -41.1 | PWL-Pt | TP | | (none) | 1 | 1 | 0 | 10 |
| Harveys Truck Route | ~ | I010100001 | 83.5 | 83.5 | -16.5 | 62.7 | 62.7 | -37.3 | PWL-Pt | RTP | | (none) | 1 | 1 | 0 | 10 |
| Truck Delivery | ~ | I010100001 | 82.1 | 82.1 | -17.9 | 58.9 | 58.9 | -41.1 | PWL-Pt | TP | | (none) | 1 | 1 | 0 | 10 |
| Reefer Truck Delivery | | I01010101 | 85.9 | 85.9 | -14.1 | 62.7 | 62.7 | -37.3 | PWL-Pt | RTP | | (none) | 1 | 1 | 0 | 10 |

Area sources

| Name | M. | ID | Result. PWL | | | Result. PWL" | | | Lw / Li | | Operating Time | | |
|------|----|------------|-------------|---------|-------|--------------|---------|-------|---------|-----------|----------------|---------|-------|
| | | | Day | Evening | Night | Day | Evening | Night | Type | Value | Day | Special | Night |
| | | | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | | | (min) | (min) | (min) |
| C1-7 | ~ | !010000! | 86.8 | 86.8 | 86.8 | 79.7 | 79.7 | 79.7 | Lw | LCBO_Cond | 60 | 42 | 24 |
| C1-7 | | !01010100! | 86.8 | 86.8 | 86.8 | 79.7 | 79.7 | 79.7 | Lw | LCBO_Cond | 60 | 42 | 24 |
| C1-7 | ~ | !01010000! | 86.8 | 86.8 | 86.8 | 79.7 | 79.7 | 79.7 | Lw | LCBO_Cond | 60 | 42 | 24 |

Receivers

| Name | M. | ID | Level Lr | | | Limit. Value | | | Land Use | | | Height | | Coordinates | | |
|------|----|------|----------|-------|---------|--------------|-------|---------|----------|------|------------|--------|---|-------------|------------|-------|
| | | | Day | Night | Evening | Day | Night | Evening | Type | Auto | Noise Type | | | X | Y | Z |
| | | | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | | | | (m) | | (m) | (m) | (m) |
| R1 | | I02I | 57.8 | 51.3 | 57.2 | 0 | 0 | 0 | | x | Total | 1.5 | g | 17608693.7 | 4829331.3 | 10.8 |
| R2 | | I02I | 45.9 | 41.9 | 45.5 | 0 | 0 | 0 | | x | Total | 1.5 | g | 17608779.7 | 4829339.63 | 15.2 |
| R3 | | I02I | 38.3 | 34.5 | 37.2 | 0 | 0 | 0 | | x | Total | 1.5 | g | 17608877.8 | 4829408.39 | 15 |
| R4 | | I02I | 48.5 | 44.8 | 47.6 | 0 | 0 | 0 | | x | Total | 1.5 | g | 17608771.7 | 4829277.69 | 24.65 |
| R5 | | I02I | 46.3 | 43 | 45.1 | 0 | 0 | 0 | | x | Total | 1.5 | g | 17608825.7 | 4829296.32 | 24.65 |
| R6 | | I02I | 41.3 | 39.5 | 40.8 | 0 | 0 | 0 | | x | Total | 1.5 | g | 17608690.2 | 4829354.28 | 24.15 |
| R7 | | I02I | 36.4 | 33.1 | 35.2 | 0 | 0 | 0 | | x | Total | 1.5 | g | 17608720.8 | 4829382.46 | 30.35 |
| R8 | | I02I | 42.6 | 39.2 | 41.4 | 0 | 0 | 0 | | x | Total | 1.5 | g | 17608853 | 4829426.35 | 42.75 |

Barriers

| Name | M. | ID | Absorption | | Z-Ext. | Cantilever | | Height | | | |
|--------------------------------|----|--------|------------|-------|--------|------------|-------|--------|---|-----|--|
| | | | left | right | | horz. | vert. | Begin | | End | |
| | | | | | (m) | (m) | (m) | (m) | | (m) | |
| Second Cup Rooftop Barrier | | !0300! | 0.21 | 0.21 | | | | 1 | g | | |
| Toys R Us Loading Bay Barrier | | !0300! | 0.21 | 0.21 | | | | 4 | r | | |
| Home Furnishings Barrier | | !0300! | 0.21 | 0.21 | | | | 10 | r | | |
| Home Furnishings Barrier | | !0300! | 0.21 | 0.21 | | | | 4 | r | | |
| Toys R Us Rooftop Barrier | | !0300! | 0.21 | 0.21 | | | | 1.5 | g | | |
| Parapet | | !0300! | 0.21 | 0.21 | | | | 1.8 | g | | |
| Parapet | | !0300! | 0.21 | 0.21 | | | | 1.75 | g | | |
| Parapet | | !0300! | 0.21 | 0.21 | | | | 0.2 | g | | |
| Parapet | | !0300! | 0.21 | 0.21 | | | | 0.2 | g | | |
| Parapet | | !0300! | 0.21 | 0.21 | | | | 0.39 | g | | |
| Parapet | | !0300! | 0.21 | 0.21 | | | | 0.3 | g | | |
| Parapet | | !0300! | 0.21 | 0.21 | | | | 3.3 | g | | |
| Parapet | | !0300! | 0.21 | 0.21 | | | | 2.2 | g | | |
| Parapet | | !0300! | 0.21 | 0.21 | | | | 3.45 | g | | |
| Parapet | | !0300! | 0.21 | 0.21 | | | | 0.3 | g | | |
| Parapet | | !0300! | 0.21 | 0.21 | | | | 0.3 | g | | |
| Parapet | | !0300! | 0.21 | 0.21 | | | | 0.3 | g | | |
| Parapet | | !0300! | 0.21 | 0.21 | | | | 0.3 | g | | |
| Parapet | | !0300! | 0.21 | 0.21 | | | | 0.3 | g | | |
| Parapet | | !0300! | 0.21 | 0.21 | | | | 0.7 | g | | |
| Parapet | | !0300! | 0.21 | 0.21 | | | | 0.7 | g | | |
| Parapet | | !0300! | 0.21 | 0.21 | | | | 0.7 | g | | |
| Parapet | | !0300! | 0.21 | 0.21 | | | | 0.9 | g | | |
| Parapet | | !0300! | 0.21 | 0.21 | | | | 0.9 | g | | |
| Parapet | | !0300! | 0.21 | 0.21 | | | | 0.5 | g | | |
| Parapet | | !0300! | 0.21 | 0.21 | | | | 1.8 | g | | |
| Parapet | | !0300! | 0.21 | 0.21 | | | | 0.89 | g | | |
| Parapet | | !0300! | 0.21 | 0.21 | | | | 0.9 | g | | |
| Parapet | | !0300! | 0.21 | 0.21 | | | | 1.5 | g | | |
| Parapet | | !0300! | 0.21 | 0.21 | | | | 1.3 | g | | |
| Property Line Barrier | - | !0300! | 0.21 | 0.21 | | | | 9 | r | | |
| Bombay Bhel EF Barrier | - | !0300! | 0.21 | 0.21 | | | | 4 | g | | |
| Tower 6 Podium Terrace Barrier | - | !0301! | 0.21 | 0.21 | | | | 1.45 | g | | |
| Bombay Bhel EF Barrier | - | !0301! | 0.21 | 0.21 | | | | 4 | g | | |
| Property Line Barrier | - | !0301! | 0.21 | 0.21 | | | | 9 | r | | |

| | | | | | | | | | | |
|-------------------------------------|--|--------|------|------|--|--|--|-------|--|--|
| Toys R Us Rooftop Barrier | | !0301! | 0.21 | 0.21 | | | | 1.5 g | | |
| Home Furnishings Barrier | | !0301! | 0.21 | 0.21 | | | | 4 r | | |
| Home Furnishings Barrier | | !0301! | 0.21 | 0.21 | | | | 10 r | | |
| Toys R Us Loading Bay Barrier | | !0301! | 0.21 | 0.21 | | | | 4 r | | |
| Second Cup Rooftop Barrier | | !0301! | 0.21 | 0.21 | | | | 1 g | | |

Buildings

| Name | M. | ID | RB | Residents | Absorption | Height | |
|---|----|------|----|-----------|------------|--------|---|
| | | | | | | Begin | |
| | | | | | | (m) | |
| LCBO | | !00! | | 0 | 0.37 | 5.45 | r |
| ShoppersB | | !00! | | 0 | 0.37 | 4.85 | r |
| Montanas | | !00! | | 0 | 0.37 | 7 | r |
| Montanas Garbage | | !00! | | 0 | 0.37 | 3.5 | r |
| Burgers Priest Bldg | | !00! | | 0 | 0.37 | 4.3 | r |
| Starbucks Bldg | | !00! | | 0 | 0.37 | 4.8 | r |
| Second Cup | | !00! | | 0 | 0.37 | 5 | r |
| Scotiabank | | !00! | | 0 | 0.37 | 6 | r |
| Mastermind | | !00! | | 0 | 0.37 | 8 | r |
| Mastermind | | !00! | | 0 | 0.37 | 8 | r |
| Swiss Chalet etc | | !00! | | 0 | 0.37 | 7 | r |
| Oceans | | !00! | | 0 | 0.37 | 10 | r |
| LA Fitness Bldg | | !00! | | 0 | 0.37 | 10 | r |
| Toys R Us | | !00! | | 0 | 0.37 | 8 | r |
| Pizza Hut etc | | !00! | | 0 | 0.37 | 6 | r |
| Harveys etc | | !00! | | 0 | 0.37 | 8 | r |
| CCS etc | | !00! | | 0 | 0.37 | 8 | r |
| RBC etc | | !00! | | 0 | 0.37 | 6 | r |
| Long Term Care | | !00! | | 0 | 0.37 | 15 | r |
| Forum Italia Family Living | | !00! | | 0 | 0.37 | 25 | r |
| Esso | | !00! | | 0 | 0.37 | 3.5 | r |
| Oceans Upper | | !00! | | 0 | 0.37 | 1.5 | g |
| Long Term Care Rooftop Elevator Room | | !00! | | 0 | 0.37 | 3 | g |
| ShoppersA | | !00! | | 0 | 0.37 | 5 | r |
| ShoppersC | | !00! | | 0 | 0.37 | 6.27 | r |
| ShoppersD | | !00! | | 0 | 0.37 | 6.27 | r |

| | | | | | | | |
|---|--|------|--|---|------|-------|---|
| SleepCountry | | !00! | | 0 | 0.37 | 5.3 | r |
| Bombay | | !00! | | 0 | 0.37 | 5.5 | r |
| Towers 1/2/4/5 - 3 Storey Podium | | !00! | | 0 | 0.37 | 13.7 | r |
| Tower 5 | | !00! | | 0 | 0.37 | 62.1 | r |
| Tower 5 MPH | | !00! | | 0 | 0.37 | 8 | g |
| Tower 2/5 - 6 Storey podium | | !00! | | 0 | 0.37 | 23.15 | r |
| Tower 2 | | !00! | | 0 | 0.37 | 109.9 | r |
| Tower 2 MPH | | !00! | | 0 | 0.37 | 7.78 | g |
| Tower 1/2 - 6 Storey podium | | !00! | | 0 | 0.37 | 23.15 | r |
| Tower 1 | | !00! | | 0 | 0.37 | 116.1 | r |
| Tower 1 MPH | | !00! | | 0 | 0.37 | 7.78 | g |
| Tower 4 - 3 Storey | | !00! | | 0 | 0.37 | 13.7 | r |
| Tower 1/4 - 6 Storey podium | | !00! | | 0 | 0.37 | 23.15 | r |
| Tower 4 - 8 Storey (assumed # storeys) | | !00! | | 0 | 0.37 | 29.35 | r |
| Tower 4 - 4 Storey (assumed storey #) | | !00! | | 0 | 0.37 | 16.95 | r |
| Tower 4 - 6 Storey (assumed # storeys) | | !00! | | 0 | 0.37 | 23.15 | r |
| Tower 4 | | !00! | | 0 | 0.37 | 109.9 | r |
| Tower 4 MPH | | !00! | | 0 | 0.37 | 8 | g |
| Tower 6 - 3 storey podium | | !00! | | 0 | 0.37 | 13.5 | r |
| Tower 6 - 2 Storey Podium | | !00! | | 0 | 0.37 | 9.3 | r |
| Tower 6 - 2 Storey podium | | !00! | | 0 | 0.37 | 9.3 | r |
| Tower 6 - 8 Storey Podium | | !00! | | 0 | 0.37 | 28.85 | r |
| Tower 6 | | !00! | | 0 | 0.37 | 78.8 | r |

| | | | | | | | |
|----------------------------|--|------|--|---|------|-------|---|
| Tower 6 - MPH | | !00! | | 0 | 0.37 | 8.23 | g |
| Tower 6 - 6 Storey Podium | | !00! | | 0 | 0.37 | 22.65 | r |
| Tower 6 - 6 Storey Podium | | !00! | | 0 | 0.37 | 22.65 | r |
| TH Block | | !00! | | 0 | 0.37 | 6.7 | r |
| TH Block | | !00! | | 0 | 0.37 | 6.7 | r |
| Tower 3 - 3 Storey Podium | | !00! | | 0 | 0.37 | 13.5 | r |
| Tower 3 - 12 Storey Podium | | !00! | | 0 | 0.37 | 41.25 | r |
| Tower 3 - Podium MPH | | !00! | | 0 | 0.37 | 4.33 | g |
| Tower 3 - 3 Storey Podium | | !00! | | 0 | 0.37 | 13.5 | r |
| Tower 3 - 2 Storey | | !00! | | 0 | 0.37 | 9.3 | r |
| Tower 3 | | !00! | | 0 | 0.37 | 81.55 | r |
| Tower 3 MPH | | !00! | | 0 | 0.37 | 8.5 | g |
| Tower 3 - 10 Storey Podium | | !00! | | 0 | 0.37 | 35.05 | r |
| Tower 3 - 8 Storey Podium | | !00! | | 0 | 0.37 | 28.85 | r |
| Tower 3 - 6 Storey Podium | | !00! | | 0 | 0.37 | 22.65 | r |
| Tower 3 - 1 Storey | | !00! | | 0 | 0.37 | 5.7 | r |
| Tower 3 - 1 Storey | | !00! | | 0 | 0.37 | 5.7 | r |

APPENDIX E

SAMPLE CALCULATION OF ARCHITECTURAL COMPONENT SELECTION

APPENDIX E-1

SAMPLE CALCULATION OF ARCHITECTURAL COMPONENT SELECTION*

FILE: 18-090

NAME: 91 and 131 Eglinton Avenue East and 5055 Hurontario Street

REFERENCE DRAWINGS: Concept Plan

LOCATION: Tower 1, Southeast Façade, top residential floor

| | | ROAD AND LRT |
|--|--|----------------------------------|
| Room: | Corner Living Room | |
| Wall area as a percentage of floor area: | Southeast: | 30% |
| | Southwest: | 30% |
| Window area as a percentage of floor area: | Southeast: | 50% |
| | Southwest: | 50% |
| Number of components: | 4 | |
| Outdoor Daytime Leq: | Southeast: | 69 (+3 for reflections) = 72 dBA |
| | Southwest: | 66 (+3 for reflections) = 69 dBA |
| Indoor Leq: | 45 | |
| Noise Reduction (dBA): | Southeast: | 27 |
| | Southwest: | 24 |
| Noise Spectrum: | Mixed Road and Distant Aircraft | |
| Absorption: | Intermediate | |

APPROPRIATE ELEMENTS

| | | STC Rating |
|---------------|-----------|-------------------|
| Exterior Wall | Southeast | STC 36 |
| | Southwest | STC 33 |
| Window | Southeast | STC 33 |
| | Southwest | STC 30 |

* Based upon "Controlling Sound Transmission into Buildings", Building Practice Note 56 by National Research Council of Canada, September, 1985.

APPENDIX E-2
SAMPLE CALCULATION OF ARCHITECTURAL COMPONENT SELECTION*

FILE: 18-090

NAME: 91 and 131 Eglinton Avenue East and 5055 Hurontario Street

REFERENCE DRAWINGS: Concept Plan

LOCATION: Tower 1, Southeast Façade, top residential floor

AIRCRAFT

Room: Corner Living Room

| | | |
|--|------------|-----|
| Wall area as a percentage of floor area: | Southeast: | 30% |
| | Southwest: | 30% |

| | | |
|--|------------|-----|
| Window area as a percentage of floor area: | Southeast: | 50% |
| | Southwest: | 50% |

Number of components: 4

Outdoor NEP/NEF: 28 (+3 for reflections) = 31

Indoor NEP/NEF: 5

Angle Correction: 0

| | | |
|------------------------|------------|----|
| Noise Reduction (dBA): | Southeast: | 26 |
| | Southwest: | 26 |

Noise Spectrum: **Distant Aircraft**

Absorption: Medium

APPROPRIATE ELEMENTS

| | | STC Rating |
|---------------|-----------|-------------------|
| Exterior Wall | Southeast | STC 35 |
| | Southwest | STC 35 |
| Window | Southeast | STC 32 |
| | Southwest | STC 32 |

* Based upon "Controlling Sound Transmission into Buildings", Building Practice Note 56 by National Research Council of Canada, September, 1985.

APPENDIX E-3

SUMMARY OF COMBINED STC RATING REQUIREMENTS

TOWER 1

CORNER LIVING ROOM

| COMBINED | REQUIRED STC BASED ON ROAD AND LRT TRAFFIC ONLY | REQUIRED STC BASED ON AIR TRAFFIC ONLY | COMBINED REQUIRED STC RATING* |
|------------------|--|--|-------------------------------------|
| Southeast Wall | 36 | 35 | 39 |
| Southwest Wall | 33 | 35 | 37 |
| Southeast Window | 33 | 32 | 36 |
| Southwest Window | 30 | 32 | 34 |

- * An STC 36 rating for the window and an STC 39 rating for the exterior wall construction are better than constructions complying with Standard Construction practices.

APPENDIX F

SAMPLE CALCULATION OF SOUND BARRIER ANALYSIS

Filename: t6ter2.te Time Period: Day 16 hours
Description: Tower 6 Third Storey Terrace - Mitigated

Road data, segment # 1: EGLINTON (day)

Car traffic volume : 37714 veh/TimePeriod *
Medium truck volume : 642 veh/TimePeriod *
Heavy truck volume : 525 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 2 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 43200
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.65
Heavy Truck % of Total Volume : 1.35
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: EGLINTON (day)

Angle1 Angle2 : 9.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 162.00 m
Receiver height : 1.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : 9.00 deg Angle2 : 90.00 deg
Barrier height : 0.00 m
Elevation : 10.80 m
Barrier receiver distance : 4.50 m
Source elevation : 0.00 m
Receiver elevation : 10.80 m
Barrier elevation : 10.80 m
Reference angle : 0.00

Road data, segment # 2: HURONTARIO (day)

```

-----
Car traffic volume : 33089 veh/TimePeriod *
Medium truck volume : 958 veh/TimePeriod *
Heavy truck volume : 784 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 2 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 38700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.75
Heavy Truck % of Total Volume : 2.25
Day (16 hrs) % of Total Volume : 90.00

```

Data for Segment # 2: HURONTARIO (day)

```

-----
Angle1 Angle2 : -85.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 179.00 m
Receiver height : 1.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -85.00 deg Angle2 : 90.00 deg
Barrier height : 0.00 m
Elevation : 10.80 m
Barrier receiver distance : 4.50 m
Source elevation : 0.00 m
Receiver elevation : 10.80 m
Barrier elevation : 10.80 m
Reference angle : 0.00

```

Results segment # 1: EGLINTON (day)

Source height = 1.08 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.08 ! 1.50 ! 1.19 ! 11.99

```

ROAD (0.00 + 57.43 + 0.00) = 57.43 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|--------|-------|-------|-------|-------|--------|
| 9 | 90 | 0.00 | 71.24 | 0.00 | -10.33 | -3.47 | 0.00 | 0.00 | -0.64 | 56.80* |
| 9 | 90 | 0.00 | 71.24 | 0.00 | -10.33 | -3.47 | 0.00 | 0.00 | 0.00 | 57.43 |

* Bright Zone !

Segment Leq : 57.43 dBA

Results segment # 2: HURONTARIO (day)

Source height = 1.22 m

Barrier height for grazing incidence

| Source Height (m) | ! Receiver ! Height (m) | ! Barrier ! Height (m) | ! Elevation of ! Barrier Top (m) |
|----------------------|----------------------------|---------------------------|-------------------------------------|
| 1.22 ! | 1.50 ! | 1.22 ! | 12.02 |

ROAD (0.00 + 61.13 + 0.00) = 61.13 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|--------|-------|-------|-------|-------|--------|
| -85 | 90 | 0.00 | 72.02 | 0.00 | -10.77 | -0.12 | 0.00 | 0.00 | -0.46 | 60.67* |
| -85 | 90 | 0.00 | 72.02 | 0.00 | -10.77 | -0.12 | 0.00 | 0.00 | 0.00 | 61.13 |

* Bright Zone !

Segment Leq : 61.13 dBA

Total Leq All Segments: 62.67 dBA

Barrier table for segment # 1: EGLINTON (day)

| Barrier Height | ! Elev of ! ! Barr Top! | Road dBA | ! Tot Leq ! ! dBA ! |
|-------------------|----------------------------|-------------|------------------------|
| 1.20 ! | 12.00 ! | 52.43 ! | 52.43 ! |
| 1.30 ! | 12.10 ! | 52.39 ! | 52.39 ! |
| 1.40 ! | 12.20 ! | 52.28 ! | 52.28 ! |
| 1.50 ! | 12.30 ! | 52.10 ! | 52.10 ! |
| 1.60 ! | 12.40 ! | 51.87 ! | 51.87 ! |
| 1.70 ! | 12.50 ! | 51.59 ! | 51.59 ! |
| 1.80 ! | 12.60 ! | 51.28 ! | 51.28 ! |
| 1.90 ! | 12.70 ! | 50.94 ! | 50.94 ! |
| 2.00 ! | 12.80 ! | 50.59 ! | 50.59 ! |
| 2.10 ! | 12.90 ! | 50.23 ! | 50.23 ! |
| 2.20 ! | 13.00 ! | 49.86 ! | 49.86 ! |
| 2.30 ! | 13.10 ! | 49.50 ! | 49.50 ! |
| 2.40 ! | 13.20 ! | 49.14 ! | 49.14 ! |
| 2.50 ! | 13.30 ! | 48.79 ! | 48.79 ! |
| 2.60 ! | 13.40 ! | 48.45 ! | 48.45 ! |
| 2.70 ! | 13.50 ! | 48.11 ! | 48.11 ! |
| 2.80 ! | 13.60 ! | 47.79 ! | 47.79 ! |
| 2.90 ! | 13.70 ! | 47.48 ! | 47.48 ! |
| 3.00 ! | 13.80 ! | 47.17 ! | 47.17 ! |
| 3.10 ! | 13.90 ! | 46.88 ! | 46.88 ! |

Barrier table for segment # 2: HURONTARIO (day)

| Barrier Height | Elev of Barr Top | Road dBA | Tot Leq dBA |
|--------------------------|---------------------|-------------|----------------|
| ! | ! | ! | ! |
| -----+-----+-----+-----+ | | | |
| 1.20 | 12.00 | 61.13 | 61.13 |
| 1.30 | 12.10 | 56.11 | 56.11 |
| 1.40 | 12.20 | 56.01 | 56.01 |
| 1.50 | 12.30 | 55.83 | 55.83 |
| 1.60 | 12.40 | 55.60 | 55.60 |
| 1.70 | 12.50 | 55.31 | 55.31 |
| 1.80 | 12.60 | 54.99 | 54.99 |
| 1.90 | 12.70 | 54.63 | 54.63 |
| 2.00 | 12.80 | 54.25 | 54.25 |
| 2.10 | 12.90 | 53.86 | 53.86 |
| 2.20 | 13.00 | 53.46 | 53.46 |
| 2.30 | 13.10 | 53.07 | 53.07 |
| 2.40 | 13.20 | 52.67 | 52.67 |
| 2.50 | 13.30 | 52.29 | 52.29 |
| 2.60 | 13.40 | 51.91 | 51.91 |
| 2.70 | 13.50 | 51.55 | 51.55 |
| 2.80 | 13.60 | 51.19 | 51.19 |
| 2.90 | 13.70 | 50.84 | 50.84 |
| 3.00 | 13.80 | 50.51 | 50.51 |
| 3.10 | 13.90 | 50.19 | 50.19 |

RT/Custom data, segment # 1: LRT (day)

1 - Custom (81.0 dBA):

Traffic volume : 560 veh/TimePeriod
Speed : 60 km/h

Data for Segment # 1: LRT (day)

Angle1 Angle2 : -85.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 179.00 m
Receiver height : 1.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -85.00 deg Angle2 : 90.00 deg
Barrier height : 0.00 m
Elevation : 10.80 m
Barrier receiver distance : 4.50 m
Source elevation : 0.00 m
Receiver elevation : 10.80 m
Barrier elevation : 10.80 m
Reference angle : 0.00

Results segment # 1: LRT (day)

Source height = 0.50 m

Barrier height for grazing incidence

| | | | |
|------------|--------------|--------------|-------------------|
| Source | ! Receiver | ! Barrier | ! Elevation of |
| Height (m) | ! Height (m) | ! Height (m) | ! Barrier Top (m) |
| 0.50 | ! | 1.50 | ! |
| | | 1.20 | ! |
| | | | 12.00 |

RT/Custom (0.00 + 54.53 + 0.00) = 54.53 dBA

| Angle1 | Angle2 | Alpha | RefLeq | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|--------|-------|-------|-------|-------|--------|
| -85 | 90 | 0.00 | 65.42 | -10.77 | -0.12 | 0.00 | 0.00 | -0.48 | 54.05* |
| -85 | 90 | 0.00 | 65.42 | -10.77 | -0.12 | 0.00 | 0.00 | 0.00 | 54.53 |

* Bright Zone !

Segment Leq : 54.53 dBA

Total Leq All Segments: 54.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.29

Barrier table for segment # 1: LRT (day)

| Barrier Height | ! Elev of Barr Top | ! RT/CUST dBA | ! Tot Leq dBA |
|----------------|--------------------|---------------|---------------|
| 1.20 | ! | 12.00 | ! |
| 1.30 | ! | 12.10 | ! |
| 1.40 | ! | 12.20 | ! |
| 1.50 | ! | 12.30 | ! |
| 1.60 | ! | 12.40 | ! |
| 1.70 | ! | 12.50 | ! |
| 1.80 | ! | 12.60 | ! |
| 1.90 | ! | 12.70 | ! |
| 2.00 | ! | 12.80 | ! |
| 2.10 | ! | 12.90 | ! |
| 2.20 | ! | 13.00 | ! |
| 2.30 | ! | 13.10 | ! |
| 2.40 | ! | 13.20 | ! |
| 2.50 | ! | 13.30 | ! |
| 2.60 | ! | 13.40 | ! |
| 2.70 | ! | 13.50 | ! |
| 2.80 | ! | 13.60 | ! |
| 2.90 | ! | 13.70 | ! |
| 3.00 | ! | 13.80 | ! |
| 3.10 | ! | 13.90 | ! |

Predicted sound level with a 2.4 m high acoustic barrier: LeqDay = 54.87 dBA.

APPENDIX G

CITY OF MISSISSAUGA COMMENTS

PLANNING APPLICATION STATUS REPORT



*P&B/Planning & Building Dept
P&B/Develop & Design Division
City of Mississauga
300 City Centre Drive
MISSISSAUGA ON L5B 3C1
Tel: (905) 896-5511
Fax: (905) 896-5553*

File: 21T-M 18 5
Applicant: BROLL, GLEN
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building
Address: 5055 HURONTARIO ST.
91 EGLINTON AVE. E
General Location: NW HURONTARIO ST AND EGLINTON AVE EAST

MILESTONE DESCRIPTION

| Milestone | Description |
|--------------------------------|--|
| 1ST SERVICING SUB | Required prior to making first servicing servicing submission |
| DRAFT APPR | Required prior to draft approval. |
| INFO REPORT | Required prior to planner preparing Information Report to PDC. |
| NOTE: | Note for applicant's information only - no action required. |
| PLAN REGISTRATION (SCHEDULE B) | Clause to be included into Schedule 'B' of the Development Agreement |
| RECOMMENDATION REPORT | Required prior to planner preparing Recommendation Report to PDC |
| REGISTRATION | Required prior to registration of M-Plan |
| SERV AND/OR DEV. AGT | Required prior to finalization of Servicing and/or Development Agreement |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

LANDSCAPE ARCH - DEV DESIGN

Contact: Cameron Maybee Tel. (905) 615-3200 x4041

| No | Milestone | Condition |
|----|----------------------|---|
| 1 | SERV AND/OR DEV. AGT | Updated July 23/2019: Comment remains, please be advised the Development Agreement is to include a clause indicating that Low Impact Development features will be included in all phases of the proposed Development to address the Green Development Strategies and Guidelines approved by City Council. |

Original Comment:

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 and driveways, rainwater harvesting, greywater irrigation system, bioretention systems, green roofs and other technologies.

A Building and Site Design Features - Green Development Standards Compliance Summary prepared by Glen Schnarr & Associates Inc. dated September 20, 2018 has been received and the following comments have been provided:
+ Section 3.0 has indicated the following Low Impact Development strategies may be feasible throughout the proposed development: Rainwater Harvesting, Green Roofs, Enhanced Grass Swale and Bioretention, Permeable Pavement, and Enhanced Topsoil. The implementation of these features should be considered early on in the conceptual development of the proposal, please illustrate the potential location of Low Impact Development features on the Site Plan and Conceptual Landscape Plan for our information with the next submission.

Please investigate opportunities to limit the amount of excessive hard surfacing on-site and provide more soft landscaped areas throughout the proposed development.

The Development Agreement is to include a clause indicating that Low Impact Development features will be included in all phases of the proposed Development to address the Green Development Strategies and Guidelines approved by City Council.

Additional details will be required through the Site Plan Application process.

Note that the term "pervious stable surface" is to be used to identify areas on the Site Plan for permeable interlocking concrete pavement, pervious concrete, or porous asphalt.

Refer to www.sustainabletechnologies.ca for further information.

Created : 2018-10-30 01:39:38 **Last Modified :** 2019-07-24 12:57:41



Don't wait in line... go online with the Plan and Build eServices Centre
www.mississauga.ca/portal/services/planbuild

File: 21T-M 18 5

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

LANDSCAPE ARCH - DEV DESIGN

Contact: Cameron Maybee Tel. (905) 615-3200 x4041

| No | Milestone | Condition |
|----|-----------|--|
| 3 | NOTE: | <p>Updated July 24/2019: Comment addressed, please be advised additional details including the detailed design of the proposed green roofs will be reviewed through the Site Plan Application process.</p> <p>Original Comment: The submitted Urban Design Study prepared by Studio TLA dated September 18, 2018 has included a precedent image labelled 'Amenity Roof'; however, this precedent does not allow for active recreational uses as highlighted in the supplementary text.</p> <p>The design of the proposed Green Roof within the Central Outdoor Amenity Space should be considered early on in the design stage and should function as usable open space for the proposed development.</p> <p>Please confirm the function / design of the proposed Green Roof illustrated within the Central Outdoor Amenity Space for our information with the next submission.</p> <p>Please revise the Conceptual Landscape Plan accordingly with the next submission.</p> <p>Created : 2018-11-09 09:08:44 Last Modified : 2019-07-24 12:57:51</p> |

File: 21T-M 18 5

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

LANDSCAPE ARCH - DEV DESIGN

Contact: Cameron Maybee Tel. (905) 615-3200 x4041

| No | Milestone | Condition |
|----|-----------|---|
| 4 | NOTE: | <p>Updated July 23/2019: The Tree Removal Permit will be reviewed and processed through the associated Site Plan Application for the first phase of the proposed development.</p> <p>Please be advised additional details will be required through the Site Plan Application process.</p> <p>Original Comment: The applicant is advised that By-law #254-12 (Private Tree Protection By-Law) requires owners to obtain a permit to injure or remove trees if 3 or more trees of 150mm dbh or greater are to be removed in one calendar year on private property. The applicant is to submit a 'Tree Injury or Destruction Questionnaire and Declaration' form, and a 'Application to Permit the Injury or Destruction of Trees on Private Property' form. (For Zoning Applications, the above is required prior to the Supplementary Report.) They can be found respectively at the following City web site links: http://www6.mississauga.ca/online/planbldg/forms/planning/TreeInjuryOrDestructionFormFeb2013.pdf http://www6.mississauga.ca/online/planbldg/forms/planning/Form_2205_Permit_Destruct_Trees.pdf</p> <p>The approval of the Tree Permit may be required prior to the issuance of site plan approval. Tree Permit applications are to be submitted to the Forestry Section, 950 Burnhamthorpe Road West. For further information please contact the Urban Forestry Section of the City of Mississauga Community Services Department at 905-615-3200 ext. 4100.</p> <p>Created : 2018-10-22 02:30:09 Last Modified : 2019-07-23 10:35:18</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

LANDSCAPE ARCH - DEV DESIGN

Contact: Cameron Maybee Tel. (905) 615-3200 x4041

| No | Milestone | Condition |
|----|-----------------------|--|
| 6 | RECOMMENDATION REPORT | <p>Updated July 23/2019: Comment remains, a Streetscape Feasibility Study prepared by Corzier & Associates revised September 10/2018 has been received and the following comments have been made:</p> <ul style="list-style-type: none">+ Please be advised a utility relocation plan will be required to relocate the existing hydro cables identified under the proposed tree corridor into the proposed utility corridor to ensure any future maintenance of the existing utilities will not impact the proposed tree corridor. The detailed design of required utility relocations will be addressed through the associated Engineering Submission.+ Thornwood Drive - Section X has indicated proposed electrical transformers within the municipal boulevards, whereas, the proposed Site Plan has indicated within the proposed buildings on the subject site. Please be advised the tree corridor is be free and clear of any proposed utilities. Please revise the submitted sections accordingly with the next formal submission. <p>Updated May 15/2019: Comment remains, after further review of the submitted Streetscape Feasibility Study additional comments have been made, please refer below:</p> <ul style="list-style-type: none">+ The Streetscape Feasibility Study must be stamped by an Engineer.+ The Streetscape Feasibility Study is to provide a cross-section on the east side of the future road extension of Thornwood Drive along Eglinton Avenue East.+ The Streetscape Feasibility Study: Plan indicates an underground hydro line along the entire street frontage of Eglinton Avenue East; however, it is not indicated on the submitted cross-sections. Please clarify this and revise the Streetscape Feasibility Study accordingly with the next formal submission.+ If above ground / below ground utility conflicts are identified with the revised Eglinton Avenue East boulevard design, a Utility Relocation Plan will be required to facilitate the installation of the required upgraded streetscape condition.+ Please remove (by others) from the Streetscape Feasibility Study, if a utility conflict is identified it will be the responsibility of the developer to submit a Utility Relocation Plan and to relocate or remove any utilities in conflict through construction. <p>Original Comment:</p> <p>A Streetscaping Feasibility Study prepared by Crozier Consulting Engineers dated September 2018 has been received and the following comments have been provided:</p> <ul style="list-style-type: none">+ The City of Mississauga Cycling Master Plan has identified Eglinton Avenue East as a cycling corridor which is to include a multi-use trail, the submitted Eglinton Avenue East Sections are to be revised to include the required multi-use trail. Please refer to Transportation & Works comments for more details.+ The submitted Eglinton Avenue Cross Sections are to be revised to indicate the extent of the required road widenings by the Transportation & Works Department. The required streetscape cross-section is to begin at the extent of the required road widening. Please revise the submitted Eglinton Avenue East Sections for our review with the next resubmission.+ Please revise the all the submitted cross-sections to provide the separation distance |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

LANDSCAPE ARCH - DEV DESIGN

Contact: Cameron Maybee Tel. (905) 615-3200 x4041

| No | Milestone | Condition |
|----|-----------------------|--|
| 6 | RECOMMENDATION REPORT | <p>between the joint utility corridor and the streetscape corridor for our information with the next submission. Please be advised a minimum .3m separation distance is required between the joint utility corridor and streetscape corridor.</p> <p>Please be advised if the Belbin Street road extension is deemed a requirement from the Transportation & Works Department the Streetscape Feasibility Study must also include the Belbin Street road extension.</p> <p>Please refer to Transportation & Works and Community Services Department comments for more details.</p> <p>Created : 2018-10-22 10:46:52 Last Modified : 2019-07-23 09:11:44</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

LANDSCAPE ARCH - DEV DESIGN

Contact: Cameron Maybee Tel. (905) 615-3200 x4041

| No | Milestone | Condition |
|----|-----------------------|---|
| 7 | RECOMMENDATION REPORT | <p>Updated July 11, 2019: A Preliminary Pedestrian Level Wind Study prepared by Theakston Environmental dated May 30, 2019 has been received and the following comments have been provided:</p> <ul style="list-style-type: none">+ The submitted study has not provided satisfactory detail regarding the wind mitigation features that will be required to improve wind conditions on the subject site. The applicant is to provide a preliminary mitigation plan indicating the type, height, massing, and location of any proposed wind mitigation features for our review.+ Section 5.3 - Public Park and Central Amenity Area Conditions indicates the following: "The results as tested included hard landscape design features that were sufficiently large to incorporate into the model under test". Please confirm the type, height, massing, and location of this feature on the preliminary mitigation plan for our review with the next formal submission.+Section 5.3 - Rooftop Outdoor Amenity Areas has indicated probe location 23 as uncomfortable during the winter and spring months. The applicant is to provide a preliminary mitigation plan indicating what mitigation features are to be implemented to improve the anticipated wind conditions within the rooftop outdoor amenity areas. <p>Please revise the Preliminary Pedestrian Level Wind Study accordingly with the next formal submission.</p> <p>Original Comment: A Preliminary Pedestrian Level Wind Study prepared by Theakston Environmental dated September 7, 2018 has been received and the following comments have been provided:</p> <ul style="list-style-type: none">+ Section 1: Conclusions and Recommendations, Page 2 states "Where mitigation was recommended, it was achieved through: parapet walls, stepped facades, overhangs, canopies, balconies, porous fencing, screen walls, landscaping, plantings, and others, that were incorporated into the proposed Development's massing and landscape design." Please be advised landscaping features are not an acceptable wind mitigation technique where plant material is unable to thrive as per the City's Urban Design Terms of Reference for Pedestrian Wind Comfort and Safety Studies. Please evaluate the use of architectural features in an effort to improve the wind condition in Probe Locations that have been identified as an uncomfortable condition.+ Section 5: Results, Rooftop Outdoor Amenity Areas has identified Probes 23 & 37 as uncomfortable throughout the seasons. In addition, the Preliminary Pedestrian Level Wind Study has identified that a mitigation plan will be required for the rooftop outdoor amenity areas. Please provide a conceptual mitigation plan for the rooftop outdoor amenity areas, as recommended by the submitted Preliminary Pedestrian Level Wind Study, for our review with the next submission.+ Figure 7d: Pedestrian Level Wind Velocity Comfort Categories - Winter - Proposed has identified Probes 5, 7, 14, 18, 23, 34, 35, 37, 38, 39, and 42 as being uncomfortable. Please evaluate the use of architectural features to improve these Probe locations to a walking condition or better.+ Please ensure the Preliminary Pedestrian Level Wind Study is updated accordingly |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

LANDSCAPE ARCH - DEV DESIGN

Contact: Cameron Maybee Tel. (905) 615-3200 x4041

| No | Milestone | Condition |
|----|-----------------------|--|
| 7 | RECOMMENDATION REPORT | <p>to reflect the revised proposal. Please ensure it considers all additional outdoor amenity space locations that have been proposed as part of the revised proposal within the analysis.</p> <p>Please illustrate any required wind mitigation features on the Site Plan and Conceptual Landscape Plan with the next submission.</p> <p>Additional details will be required through the Site Plan Application process.</p> <p>Please refer to Urban Designer & Community Service - Planner comments for more details.</p> <p>Created : 2018-10-22 09:53:28 Last Modified : 2019-08-27 07:09:34</p> |
| 8 | RECOMMENDATION REPORT | <p>Updated July 22/2019: Comment remains, an Environmental Noise Feasibility Study prepared by Jade Acoustics Inc. revised June 4, 2019 has been received and the following comments have been provided:</p> <ul style="list-style-type: none">+ Table 2 - Predicted Unmitigated Sound Levels Outdoors Due to Road and Light Rail Traffic has indicated OLA's in excess of 55 dBA. The applicant is advised that noise mitigation will be required for all OLA's that exceed 55 dBA to conform with the Environmental Noise Guideline. Please revise the submitted Noise Feasibility Study to indicate the noise mitigation features to be implemented within the OLA's with the next formal submission. <p>Please be advised additional details will be required through the Site Plan Application process.</p> <p>Original Comment: An Environmental Noise Feasibility Study prepared by Jade Acoustics Inc. dated September 10, 2018 has been received and the following comments provided:</p> <ul style="list-style-type: none">+ Section 5.1.2: Outdoors, indicates sound levels greater than 60 dBA are predicted at many of the outdoor amenity areas. Please be advised noise attenuation measures will be required to bring all outdoor amenity areas into conformance with the dBA limits highlighted in the submitted Environmental Noise Feasibility Study.+ Please ensure the Environmental Noise Feasibility Study is updated accordingly to reflect the revised proposal. Please ensure it considers all additional outdoor amenity space locations that have been proposed as part of the revised proposal within the analysis. <p>Please illustrate any required noise mitigation features on the Site Plan and Conceptual Landscape Plan with the next submission.</p> <p>Additional details will be required through the Site Plan Application process.</p> <p>Please refer to Urban Designer comments for more details.</p> <p>Created : 2018-10-22 03:28:03 Last Modified : 2019-07-24 12:58:27</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and an amenity building

PLANNING AND BUILDING

LANDSCAPE ARCH - DEV DESIGN

Contact: Cameron Maybee Tel. (905) 615-3200 x4041

| No | Milestone | Condition |
|----|-----------------------|---|
| 9 | RECOMMENDATION REPORT | <p>Updated July 24/2019: Comment remains, a Shadow Study prepared by DIALOG dated May 31, 2019 has been received and the following comments have been made:</p> <ul style="list-style-type: none">+ Section 2.2 - Communal Outdoor Amenity Areas is incomplete and has not included an analysis or accounted for the central outdoor amenity area which includes the proposed amenity building and green roof or the central amenity area proposed for Tower G as indicated on the submitted Landscape Plan. Furthermore, the proposed analysis provides conflicting information indicating an overall area of 2,860 sq.m has been analyzed but further explains 3,600 sq.m has been proposed. No comments can be provided on this section of the submitted Shadow Study until all Communal Outdoor Amenity Areas are considered as part of the analysis. <p>Please refer to comments from the Community Services Department & Urban Designer for more information.</p> <p>Original Comment:</p> <p>A Shadow Study prepared by DIALOG dated September 18, 2018 has been received and the following comments have been made:</p> <ul style="list-style-type: none">+ Section 2.4 - Public Realm is incomplete and has not provided an Angular Plane analysis for the future public road extension of Thornwood Drive. Section 3.2 - Angular Planes to Protection Opposite Boulevards & Sidewalks has not provided sufficient justification for the exclusion of Thornwood Drive from the Angular Plane analysis. The Angular Plane analysis for the future public road extension of Thornwood Drive is to be considered within the Shadow Study to conform the City of Mississauga's Standards for Shadow Studies dated June 2014 with the next submission.+ Section 2.4 - Public Realm has identified the proposed massing of Towers 'D', 'E', and 'F' do not conform to the City of Mississauga's Standards for Shadow Studies dated June 2014. The proposed massing/heights of the proposed towers should be reduced in an effort to improve the impact on the future right-of-way.+ Section 3.1 - Public Park and Communal Outdoor Amenity Areas has identified the proposed development massing/heights do not allow for adequate sun access for the proposed public parkland or communal outdoor amenity areas on September 21 or December 21. The massing/heights of the proposed development should be reduced in an effort to improve the impact on the proposed outdoor amenity areas including the future parkland.+ + Please ensure the Shadow Study is updated accordingly to reflect the revised proposal. Please ensure it considers all additional outdoor amenity space locations that have been proposed as part of the revised proposal within the analysis. |

Please refer to Urban Designer comments for more details.

Please revise the submitted Shadow Study accordingly with the next submission.

Created : 2018-11-09 09:45:09 **Last Modified :** 2019-07-24 09:48:31

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and an amenity building

PLANNING AND BUILDING

LANDSCAPE ARCH - DEV DESIGN

Contact: Cameron Maybee Tel. (905) 615-3200 x4041

| No | Milestone | Condition |
|----|-----------------------|--|
| 10 | RECOMMENDATION REPORT | <p>Updated July 22/2019: Comment remains, based on the submitted statistics illustrated on RZ-02 the proposed development is providing 1.35 sq.m of outdoor amenity space per unit, and does not adequately balance the amount of outdoor amenity space with the amount of indoor amenity space provided.</p> <p>Please revise the submitted proposal to provide a more adequate amount of outdoor amenity space for the proposed development that more closely aligns with the City of Mississauga's Outdoor Amenity Area Design Reference Note. Please investigate opportunities to disperse the amount of outdoor amenity space throughout all phases of development to ensure all completed phases have access to a sufficient amount of outdoor amenity space.</p> <p>Also, Section 3.1 included on the submitted statistics indicates the required ratio as 5.5 sq.m per unit but the required ratio as per applicable zoning is 5.6 sq.m per unit. Please revise the statistics accordingly with the next formal submission.</p> <p>Please provide a drawing with the next formal submission illustrating the location and size of all the proposed outdoor amenity areas throughout all phases of the proposed development.</p> <p>Original Comment:</p> <p>The City of Mississauga's Outdoor Amenity Area Design Reference Note states required Outdoor Amenity Areas are to be calculated based on a rate of 5.6 sq.m or 10% of the total site area. Also, a minimum of 50% of the required Outdoor Amenity Area shall be provided in one contiguous area and a minimum of 50% of the Outdoor Amenity Area is to be provided at grade.</p> <p>Please provide detailed Outdoor Amenity Space calculations including 'required' and 'proposed' for our review with the next submission.</p> <p>Created : 2018-11-01 09:05:23 Last Modified : 2019-07-24 12:57:14</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

LANDSCAPE ARCH - DEV DESIGN

Contact: Cameron Maybee Tel. (905) 615-3200 x4041

| No | Milestone | Condition |
|----|-----------------------|--|
| 11 | RECOMMENDATION REPORT | <p>Updated July 24/2019: Comment remains, the proposed 3.0m underground parking garage setback along the east property line is to be extended and include the rear yards of the proposed townhouses.</p> <p>Please refer to comment #12 for more information.</p> <p>Original Comment: The City of Mississauga Zoning By-law 0225-2007 defines Landscaped Buffer as: a continuous, open, unobstructed width of land substantially parallel to and adjoining a lot line that is intended for the growth and maintenance of plant material including trees, shrubs and other landscape features such as retaining walls.</p> <p>Please be advised the proposed underground parking structures are not to be located within the required Landscape Buffers on-site.</p> <p>The required Landscaped Buffers along the easterly and westerly property lines are heavily impacted by the proposed multi-use trails and private roadway network for the proposed Residential Tower G, which has drastically limited the ability for significant plantings to occur between the subject property and adjacent land uses. The layout of the multi-use trails and private road network should be re-oriented to allow for high-branching deciduous trees to be planted along the property lines to provide a continuous landscaped buffer between the proposed development and adjacent properties.</p> <p>Please illustrate all the required landscape buffers on the Site Plan with the next submission for our information. The applicant is advised that a 4.5m landscape buffer is required along all street frontages and lands zoned 'RM4-4', and a 3.0m landscaped buffer is required adjacent to the lands zoned 'C2-7'.</p> <p>Please revise plans accordingly with the next submission.</p> <p>Created : 2018-10-31 09:43:20 Last Modified : 2019-07-24 02:24:27</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

LANDSCAPE ARCH - DEV DESIGN

Contact: Cameron Maybee Tel. (905) 615-3200 x4041

| No | Milestone | Condition |
|----|-----------------------|--|
| 12 | RECOMMENDATION REPORT | <p>Updated July 24/2019: Comment remains, the underground parking garage setback proposed adjacent to the existing townhouse blocks located along the east property line is insufficient. The underground parking garage setback along the east property line is to be a minimum of 3m to allow for an unencumbered landscape buffer and to provide adequate separation distance to the trees located on the neighbouring property line to mitigate any potential impacts from the excavation and construction of the proposed underground parking structure.</p> <p>Original Comment: Please label the proposed setback from the underground parking structure on the Site Plan with the next submission.</p> <p>Please be advised a minimum 3.0m setback will be required for the underground parking structure along all municipal street frontages and property lines.</p> <p>The City of Mississauga Green Development Standards Section 4.1 - New Trees, states that new trees planted primarily in hardscape areas, should allow for a minimum soil volume of 15 cubic metres. Please provide numerous sections throughout the site illustrating the amount of soil coverage to occur over the underground parking structure for our information and review with the next submission. Please be advised that the use of raised planters to achieve adequate soil coverage for plant material is not desirable and should be avoided.</p> <p>Please refer to Transportation & Works comments regarding encroachment of shoring within the municipal boulevard.</p> <p>Created : 2018-10-22 02:30:09 Last Modified : 2019-07-24 09:14:12</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

LANDSCAPE ARCH - DEV DESIGN

Contact: Cameron Maybee Tel. (905) 615-3200 x4041

| No | Milestone | Condition |
|----|----------------------|---|
| 15 | SERV AND/OR DEV. AGT | <p>Updated July 24/2019: Comment remains, the Development Agreement is to include appropriate clauses restricting the placement of any proposed hydro transformer vaults and gas meters at grade or near the municipal boulevard.</p> <p>Original Comment: Please indicate all existing and proposed utilities on the Site Plan for our review with the next formal submission.</p> <p>Please indicate the location of the required Hydro Vault Rooms on the Ground Floor Plan for our information with the next submission.</p> <p>The Site Plan is to indicate all turning radii / staging areas required to access and service the required Hydro Vault Room as it may impact potential landscaped areas and pedestrian circulation patterns throughout the site.</p> <p>Please contact Alectra for more details regarding Hydro Vault Rooms, required turning radii, and associated staging area dimensions.</p> <p>Please revise plans accordingly with the next submission.</p> <p>Created : 2018-11-09 08:40:43 Last Modified : 2019-07-24 01:47:51</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

LANDSCAPE ARCH - DEV DESIGN

Contact: Cameron Maybee Tel. (905) 615-3200 x4041

| No | Milestone | Condition |
|----|-----------------------|--|
| 16 | RECOMMENDATION REPORT | <p>Updated July 24/2019: Comment remains, the proposed design and placement of the exhaust shafts / air vents throughout the development are not located adequately on-site. The proposed underground parking vents / shafts have been proposed in high visibility areas, pedestrian oriented spaces, and abutting amenity areas where they ultimately will have a negative impact on the proposed development.</p> <p>Please investigate the opportunity to provide some, if not all, the proposed air shafts and exhaust vents within the built form to mitigate their impact on the pedestrian realm.</p> <p>Please provide elevation and floor plans to support this with the next formal submission.</p> <p>Original Comment: Please illustrate all exhaust vents/shafts on the Site Plan with the next submission for our information.</p> <p>Please be advised the exhaust vents/shafts are not to be located within any required landscape buffers and should be located thoughtfully on-site to mitigate potential conflicts with the pedestrian realm. Please investigate opportunities to incorporate the required exhaust vents/shafts on the proposed built form to eliminate any potential conflicts with pedestrians.</p> <p>Please revise the Site Plan / Elevations accordingly with the next submission.</p> <p>Created : 2018-11-09 08:31:30 Last Modified : 2019-07-24 01:44:46</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

LANDSCAPE ARCH - DEV DESIGN

Contact: Cameron Maybee Tel. (905) 615-3200 x4041

| No | Milestone | Condition |
|----|-----------------------|---|
| 17 | RECOMMENDATION REPORT | <p>Updated July 24/2019: Comment remains, the revised proposal still causes significant issues within the public realm due to excessive shadow, wind, and noise impacts.</p> <p>Please ensure all provided studies include complete analyses of the revised development, specifically, as they relate to the outdoor amenity areas throughout the proposed development.</p> <p>Please refer to Community Services and Urban Designer comments for further details.</p> <p>Original Comment: The proposed massing and heights of the proposed towers throughout the site has led to excessive shadows, wind, and noise impacts on a majority of the proposed pedestrian realm throughout the development. The proposal is to be revised to improve the condition of the pedestrian realm on private and future public property by mitigating the proposed shadow, wind, and noise impacts.</p> <p>The location of pedestrian comfort facilities should be considered early on in the design stage. Please illustrate pedestrian comfort facilities within the public realm and within the subject property on the Conceptual Landscape Plan with the next submission for our information. The implementation of pedestrian comfort facilities should be considered in close proximity to principal building entrances and passenger drop-off areas.</p> <p>Please refer to Urban Designer and Community Services - Planner comments for more details.</p> <p>Please revise the Conceptual Landscape Plan accordingly with the next submission.</p> <p>Additional details will be required through the Site Plan Application process. Created : 2018-11-09 08:48:15 Last Modified : 2019-07-24 01:47:32</p> |
| 18 | NOTE: | <p>Please note detailed comments will be provided as part of the Site Plan Application process and are subject to the resolution and finalization of the Official Plan Amendment, Rezoning Application, and Subdivision Application. Created : 2018-10-19 09:46:20 Last Modified : 2018-11-12 01:04:27</p> |
| 19 | NOTE: | <p>Please note additional comments may be provided upon review of this and any new information. Created : 2018-10-19 09:47:12 Last Modified : 2018-11-12 01:04:27</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

LANDSCAPE ARCH - DEV DESIGN

Contact: Cameron Maybee Tel. (905) 615-3200 x4041

| No | Milestone | Condition |
|----|-----------------------|--|
| 20 | RECOMMENDATION REPORT | <p>ADDED JULY 22/2019</p> <p>Please be advised all proposed laneways that front onto Public Park frontage are considered 'A' Streets as per the City of Mississauga Downtown Core Built Form Standards.</p> <p>Section 5.1 Standards for Buildings on 'A' Street Frontages states the following: "Development fronting onto 'A' Streets will require the greatest attention to urban design, ensuring a cohesive built form and streetscape treatment to achieve the highest standard in the execution of the public realm."</p> <p>The design of the private laneway and garbage loading area fronting the proposed public park is an unacceptable condition. The applicant is to provide a minimum 2.0m planting corridor within the private right-of-way design abutting the public park and relocate the proposed garbage loading areas to mitigate any potential impact they will have on the public realm including the proposed park block.</p> <p>Please refer to Community Services and Urban Designer comments for more information. Created : 2019-07-22 01:28:21 Last Modified : 2019-07-24 02:14:58</p> |
| 21 | RECOMMENDATION REPORT | <p>ADDED JULY 22/2019</p> <p>Please illustrate the extent of the Belbin Street extension to Eglinton Avenue West on the subject property with the next formal submission for our information. Please include any applicable building setbacks from the extent of the private roadway.</p> <p>The proposed building setbacks along the Belbin Street extension are to be adjusted to allow for the installation of an upgraded streetscape along the future private roadway.</p> <p>Please refer to Transportation & Works and Urban Designer comments for more details. Created : 2019-07-22 01:54:13 Last Modified : 2019-07-24 01:48:17</p> |
| 22 | RECOMMENDATION REPORT | <p>ADDED JULY 24/2019</p> <p>The proposed townhouses and associated driveways have resulted in an inefficient dead-end drive aisle and excessive paving throughout the eastern block of the proposed development.</p> <p>Please investigate opportunities to locate the proposed townhouse dwelling parking stalls below grade in an effort to introduce more landscaped area throughout the subject site and eliminate excessive paving areas. Created : 2019-07-24 01:07:49 Last Modified : 2019-07-24 02:01:51</p> |

File: 21T-M 18 5

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

URBAN DESIGNER

Contact: Michael Votruba Tel. (905) 615-3200 x5759

| No | Milestone | Condition |
|----|-----------------------|---|
| 1 | RECOMMENDATION REPORT | <p>UD01 Major Issues - Updated July 15, 2019 the latest circulation addresses some of the concerns with transition and tower separation. Many of the major issues summarized in the original comment have not been addressed including height, access, garbage, wind, and sun/shadow impacts.</p> <p>Original Comment - To summarize, major issues have been identified with the site planning and design of the proposed development related to the following:</p> <ul style="list-style-type: none">- Official Plan Policies for Uptown Major Node - Excessive height and does not promote a diversity of uses- Official Plan Policies for Uptown Special Site 2 - Acceptable egress and ingress to the site has not been demonstrated- Official Plan Policies for Road Networks - A fine grained-system of roads has not been demonstrated and future connectivity in the Uptown Node will be negatively impacted- Official Plan Policies for Chapter 9 - Inadequately addresses several policies including City Pattern, Public Realm, Movement, Context, Transition, and Parking Servicing & Loading- Mississauga's Downtown Built Form Standards - Tower floor plate sizes are too large, tower separations in some locations are too close, podium design is not well articulated, and environmental impacts from wind and shadow are severe- Technical issues related to garbage/service, frontages, amenity space, sun/shadow, wind/microclimate, noise, CPTEd, and overlook <p>The urban design comments to follow will detail these major concerns.</p> <p>Created : 2018-11-23 04:25:44 Last Modified : 2019-07-15 10:52:02</p> |

File: 21T-M 18 5

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

URBAN DESIGNER

Contact: Michael Votruba Tel. (905) 615-3200 x5759

| No | Milestone | Condition |
|----|-----------------------|--|
| 2 | RECOMMENDATION REPORT | <p>UD02 OP Uptown Heights - Updated July 15, 2019 the latest circulation still does not adequately address this comment related to heights. The heights of towers A, B, D, E, and G still range between 45 and 30 stories and have notable impacts on the proposed public park and surrounding existing residential areas. Tower F has been removed from the application which has helped with the transition to the area north of the site. The transition between Tower G and lands to the east of the site has not been improved.</p> <p>Original Comment - The proposed development does not meet OP Policies for the Uptown Node regarding height:</p> <p>Refer to OP Policy 13.1.1.2 for lands within a Major Node, a minimum building height of two storeys to a maximum building height of 25 storeys is required</p> <ul style="list-style-type: none">- Towers A, B, D, E, F and G range in heights between 45 and 30 stories and are in excess of the maximum height requirement <p>Refer to OP Policy 13.1.1.3 proposals with heights more than 25 storeys will only be considered where it can be demonstrated to the City's satisfaction the following:</p> <ul style="list-style-type: none">a. an appropriate transition in heights that respects the surrounding context is achieved; this is not satisfied in the following ways:<ul style="list-style-type: none">- Towers F, D, and G do not transition appropriately to the adjacent context- Towers F, D, and G do not step down appropriately to address the adjacent context- Landscape buffers are not significant and do not help with transitionb. the development proposal enhances the existing or planned development; this is not satisfied in the following ways:<ul style="list-style-type: none">- The surrounding context will be negatively impacted by the development in terms of sun/shadow, wind, and visual impactsc. the City Structure hierarchy is maintained; this is not satisfied in the following way:<ul style="list-style-type: none">- The development is not compatible with the approved plans that surround the sited. the development proposal is consistent with the policies of the Official Plan; this is not satisfied in the following ways:<ul style="list-style-type: none">- Refer to the inconsistencies with the OP noted in UD Comment #1 and items a - c above <p>Created : 2018-11-23 04:25:44 Last Modified : 2019-07-17 09:38:40</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

URBAN DESIGNER

Contact: Michael Votruba Tel. (905) 615-3200 x5759

| No | Milestone | Condition |
|----|-----------------------|--|
| 3 | RECOMMENDATION REPORT | <p>UD03 OP Uptown Special Site 2 - Updated July 15, 2019 the latest circulation does not completely address the original comment. Tower F has been removed from the application and although this has improved the transition to the north, there are still impacts on the proposed Public Park and still compatibility issues with the transition to the surrounding residential areas. There are still ingress and egress issues related to the proposed street pattern. The concept needs to demonstrate a future north-south connection from Belbin Street to Eglinton Avenue reserved for when lands to the west redevelop. The concept must also demonstrate that a future intersection between the north-south and east-west private streets does not impact the loading/garbage area for Tower A. The Tower separations have been improved with the removal of Tower F.</p> <p>Original Comment - The proposed development is inconsistent with Uptown Special Site 2 policies in the OP 13.4.4.2.2 Uptown Special Site 2 states that the following additional policies will apply to the site: a. A concept plan will be required to address, among other matters: compatibility of building form and scale with existing and proposed surrounding land uses; and acceptable ingress and egress arrangements for Hurontario Street, Eglinton Avenue East, and Thornwood Drive; The concept plan does not adequately address these policies in the following ways. Compatibility of building form is not suitable - There are major issues with the compatibility of the proposed development to the surrounding context with a proposed significant increase in density compared to the adjacent sites - The heights of the proposed towers do not transition appropriately to the adjacent context and are overbuilt particularly close to the existing property lines - The proposed buildings are not designed in a manner which reflects the scale, character, and massing of the surrounding area - The compatibility of building massing, frontages, materials, and architectural details do not address the abutting streets and intersections appropriately - The tower floor plate sizes and tower separations do not meet Mississauga's Built Form Standards for high rise buildings - The height and density of the development are substantially in excess of the existing and planned context of the area Acceptable ingress and egress arrangements is not satisfactory - The proposed streets and blocks compatible with the planned LRT on Hurontario Street and a suitable pedestrian environment has not been provided appropriately for the scale of the project - The ingress and egress proposed does not respect approved plans for the surrounding area that should include an extension of Belbin Street as a public road intersecting with Eglinton Ave. - A publicly accessible street that extends Belbin Street to Eglinton Ave has not been provided - The movement of garbage and service vehicles is not to Regional Standards and not</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

URBAN DESIGNER

Contact: Michael Votruba Tel. (905) 615-3200 x5759

| No | Milestone | Condition |
|----|-----------------------|---|
| 3 | RECOMMENDATION REPORT | <p>supported by Urban Design</p> <p>Created : 2018-11-23 04:25:44 Last Modified : 2019-07-18 10:54:28</p> |
| 4 | RECOMMENDATION REPORT | <p>UD04 Height - Updated July 15, 2019 the latest circulation removes Tower F from the proposal as recommended. The height of Tower G has not been reduced and still does not transition well to the adjacent lands to the east. The heights of Tower G should be revised to reflect a mid-rise character of development and the building should be broken down into two different buildings to reduce the scale and massing. The building should not extend over the private street.</p> <p>Original Comment - Reduce the tower heights to be in conformance with the following: - Building F - Transition to the neighbouring context with a mid-rise building in the location of Building F. Create a lower podium with a height that matches the planned context on the north side of Armdale Road east of Belbin Street. Reduce Tower F to match the approved development height to the northwest and mimic the podium heights of residential building D. - Building G - Please consider mid-rise heights for tower G. Transition to the neighbouring townhouse context with a mid-rise podium for Building G with a maximum height of 6 stories. Remove the terracing portions of the tower that are between 7 stories and 16 stories. Create a stepback at level 2 facing the townhouses to the east. Limit the height of Tower G to improve the transition to the residential area to the east of the site. - Vary the tower heights by increments of three stories. Towers heights should contribute to the massing and articulation of the development. Tower heights should start with a maximum height of 25 storeys consistent with the Official Plan at the southwest corner of the site closest to Hurontario St. and step down to a maximum of 2 storeys at the northeast corner.</p> <p>Created : 2018-11-23 04:25:44 Last Modified : 2019-07-15 10:52:02</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

URBAN DESIGNER

Contact: Michael Votruba Tel. (905) 615-3200 x5759

| No | Milestone | Condition |
|----|-----------------------|---|
| 5 | RECOMMENDATION REPORT | <p>UD05 Tower G - Updated July 15, 2019 the latest circulation does not adequately reduce the bulkiness of Block G and the heights of both the tower and podium are still too tall. The podium is recommended to be brought down to 8 storeys or lower. The tower is recommended to be 12 storeys or less. Please see UD Comment #4 and the original comment below.</p> <p>Original Comment - The massing of Tower G should be greatly reduced please see the recommendations in the UD Height Comment. Further to these recommendations the scale of Block G is too large. Please consider breaking down the scale of Block G by extending the private street that runs parallel to Eglinton Ave. to connect with the private street that runs along the east side of the site. Break the building into two blocks that are separated by the street extension. Medium density should be considered for the Tower G Block with lower heights that transition to the height of the adjacent 2 storey townhouses.</p> <p>Created : 2018-11-23 04:25:44 Last Modified : 2019-07-15 10:52:02</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

URBAN DESIGNER

Contact: Michael Votruba Tel. (905) 615-3200 x5759

| No | Milestone | Condition |
|----|-----------------------|--|
| 6 | RECOMMENDATION REPORT | <p>UD06 Belbin St Extension - Updated July 15, 2019 a publicly accessible street is required to connect Belbin Street to Eglinton Avenue when lands to the west develop. A concept must be prepared that demonstrates how this connection will be made and that the proposed development is compatible. There is concern that the loading and garbage access for Tower A will not be compatible with the future road alignment and street intersection. The access to underground parking and garbage areas of Block A need to be revised to be compatible with this concept. For further explanation please see UD30 Belbin St Setbacks.</p> <p>Original Comment - Please refer to the following OP Policies. A fine grain road network is essential to the future planning and connectivity of the Uptown Node area.</p> <p>8.2.2.3 Mississauga will strive to create a fine-grained system of roads that seeks to increase the number of road intersections and overall connectivity throughout the city.</p> <p>8.2.2.4 The creation of a finer grain road pattern will be a priority in Intensification Areas.</p> <p>8.2.2.5 Additional roads may be identified during the review of development applications and through the local area review process. The City may require the completion of road connections and where appropriate, the creation of a denser road pattern through the construction of new roads.</p> <p>A publicly accessible street connecting Belbin Street to Eglinton Ave. needs to be demonstrated for when lands to the west develop. Please see traffic review and fire review comments. The publicly accessible street should provide provision for vehicles, fire trucks, garbage/service, cycling and pedestrians. The location of loading and service accesses will need to be reconsidered because the garbage truck cannot back onto the publicly accessible street. Please revise the design of the loading areas for Tower E.</p> <p>Created : 2018-11-23 04:25:44 Last Modified : 2019-07-18 10:54:28</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

| URBAN DESIGNER | | | Contact: Michael Votruba Tel. (905) 615-3200 x5759 |
|----------------|-----------------------|---|--|
| No | Milestone | Condition | |
| 7 | RECOMMENDATION REPORT | UD07 Pedestrian Walkways - Updated July 15, 2019 the latest circulation has not addressed this comment. More information is needed to ensure that the proposed design is safe for pedestrians and cyclists. The planned TPSS Station and easments in the northwest corner of the site needs to be demonstrated on the site plan. The pedestrian walkway needs to be compatible with the TPSS Station and associated easments. Original Comment - Provide greater emphasis on pedestrian safety throughout the plan. Consider defined pedestrian crossings at all intersections and emphasize safe movement throughout the site. Further detail is needed to design pedestrian and vehicular areas to create a safe environment maintaining the curbless design. Please demonstrate how pedestrian areas will be differentiated from vehicular areas and how pedestrian crossing areas will be articulated. Created : 2018-11-23 04:25:44 Last Modified : 2019-07-18 10:54:28 | |
| 8 | RECOMMENDATION REPORT | UD08 Retail on Eglinton - Updated July 15, 2019 the latest circulation has not provided retail at grade along Eglinton Ave. or commercial uses within the development the original comment remains. As per the Official Plan a diversity of uses needs to be provided for significant developments within the Uptown Major Node. Building frontages associated with retail uses must adhere to the standards outlined in Mississauga's Downtown Built Form Standards Section 7.0. Original Comment - Provide retail at grade to create active frontage along Eglinton Ave. The frontage and streetscape along Eglinton Ave. should be compatible with retail uses. Please provide commercial uses along the building frontages facing Eglinton Ave. The retail provided along Eglinton Ave. should provide a flexible range of unit sizes and adaptable built form to support a range of different tenants. Created : 2018-11-23 04:25:44 Last Modified : 2019-07-18 10:58:47 | |
| 9 | RECOMMENDATION REPORT | UD09 Garbage and Loading Access - Updated July 15, 2019 the latest circulation has not addressed this comment. As per Peel Region's comments the garbage truck is not permitted to back over the public easement for the private street extension that aligns with Belbin Street. Original Comment - The garbage and loading areas should be consolidated with vehicular access and should be concealed inside the buildings. Loading, garbage/recycling, and vehicular parking should occur internally with one controlled access point. The garbage/loading vehicle should be able to maneuver internally and drive out in a forward direction. Redesign garbage and loading areas to avoid trucks reversing over sidewalks and pedestrian areas. Please consider consolidating the number of garbage/loading areas for towers that share the same podium including Towers E and Towers A & B. Created : 2018-11-23 04:25:44 Last Modified : 2019-07-18 03:57:22 | |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

| URBAN DESIGNER | | | Contact: Michael Votruba Tel. (905) 615-3200 x5759 |
|----------------|-----------------------|---|--|
| No | Milestone | Condition | |
| 10 | RECOMMENDATION REPORT | UD10 Garbage Rooms - Updated July 15, 2019 the latest circulation has not addressed the original comment adequately. Please see Section 5.3 of Mississauga's Downtown Built Form Standards. Large garbage rooms located along the building frontage as proposed does not meet the intensions of the standards. The ground floor building frontages should be lined with uses such as residential, amenity area, and/or commercial with the loading, garbage and service spaces located internal to the building to avoid noise and visual impacts. Please see Section 6.0 Mississauga's Downtown Built Form Standards the loading spaces and garbage rooms fronting the Public Park require redesign for Tower D. Building frontages exposed to a Public Park must meet the 'A' frontage requirements. Building frontages along parks and open spaces will have uses on the ground floor to animate and/or activate the frontage such as retail, commercial and/or residential uses; Buildings which surround, have proximity, or front-onto parks and open space will have the highest level of architectural expression, articulation and use of materials. Original Comment - All garbage rooms should be fully internalized or moved to the underground level(s). Relocate the garbage rooms so that they are fully internalized without frontage on the building exterior. If it is not feasible to internalize the garbage rooms on the ground level please consider moving them underground. Please do this for the following buildings Tower A, Tower D, Tower E and Tower G. The garbage areas should not have frontage along the exterior facade on the ground floor levels. Created : 2018-11-23 04:25:44 Last Modified : 2019-09-04 03:01:54 | |
| 11 | RECOMMENDATION REPORT | UD11 Floor Plates Sizes - Updated July 15, 2019 the latest circulation has not addressed this comment. Original Comment - Please refer to Mississauga's Downtown Core Built Form Standards the standard for towers under 30 storeys tall is a maximum of 750 square meters (gross). Towers A, B, D, E, F, and G are noted on the site plan to be 28 meters by 30 meters for a gross floor plate size of 840 square meters. Please reduce the floor plate size to equal or less than 750 square meters for all towers that are not in conformance with this standard. Since the heights of all towers within the development are recommended to be less than 30 storeys please reduce the floor plate sizes to 750 square meters or less. Created : 2018-11-23 04:25:44 Last Modified : 2019-07-15 03:50:12 | |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

URBAN DESIGNER

Contact: Michael Votruba Tel. (905) 615-3200 x5759

| No | Milestone | Condition |
|----|-----------------------|--|
| 12 | RECOMMENDATION REPORT | <p>UD12 Tower Separations and Setbacks - Updated July 15, 2019 the latest circulation has addressed the 30 meter tower separation. The setbacks of Towers A and G to the property line still needs to be addressed. The podium of Block G should be setback a minimum of 7.5 meters from the property line.</p> <p>Original Comment - Tower separations between Towers F and E should be increased to 30 meters minimum. The separation between Building A and the property line should be increased to 15 meters minimum. Increase the setback between Building G and the property line to 15 meters.</p> <p>Created : 2018-11-23 04:25:44 Last Modified : 2019-07-15 03:50:12</p> |
| 13 | RECOMMENDATION REPORT | <p>UD13 Step Backs - Updated July 15, 2019 the latest circulation has not addressed the original comment the Wind Study prepared by Theakston Environmental dated May 30, 2019 demonstrates that there are significant concerns regarding wind comfort. The required 3 meter step backs will help moderate the wind impacts.</p> <p>Original Comment - Set all of the proposed towers back a minimum 3 meters from the face of the podium along public roads, private streets/lanes, amenity space and the public park. Provide dimensions for the setbacks on the site plan. Please have the wind consultant prepare more detailed recommendations regarding step backs that will improve pedestrian comfort for areas identified as uncomfortable, walking, and standing. Where increased step backs are required to improve comfort please demonstrate them in the plans in the next submission.</p> <p>Created : 2018-11-23 04:25:44 Last Modified : 2019-07-15 03:50:12</p> |
| 14 | RECOMMENDATION REPORT | <p>UD14 Podium Design - Updated July 15, 2019 the latest circulation has not addressed this comment. The podiums of Tower E and Tower G are still too tall and bulky and causing impacts on the adjacent existing residential uses. Please reduce the podiums to 9 storeys maximum for Tower E and Tower G. The podium for Tower D is successful in its massing and height and the podiums for Tower E and Tower G should be designed to match its massing and height.</p> <p>Original Comment - The podium elevation for the buildings along Eglinton Ave. should create a continuous street wall with improved enclosure and continuous height. Remove the stepping between Tower A and B and provide a podium at a maximum height that matches the corresponding road right of way. Create a rhythm of bays and canopies that articulate the ground floor frontage for commercial uses. For all buildings provide a hierarchy of design with the most animated uses fronting Eglinton Ave., Public Streets, and the Public Park.</p> <p>Created : 2018-11-23 04:25:44 Last Modified : 2019-07-19 02:36:27</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

URBAN DESIGNER

Contact: Michael Votruba Tel. (905) 615-3200 x5759

| No | Milestone | Condition |
|----|-----------------------|--|
| 15 | RECOMMENDATION REPORT | <p>UD15 Mid-Block Connection - Updated July 15, 2019 the latest circulation has not fully addressed this comment. More information needs to be provided to demonstrate the merits of the proposed interior mid-block connection.</p> <p>Original Comment - Please consider providing a public mid-block connection between Towers A & B. The mid-block connection is preferred to be an outdoor connection that separates Tower A & B into two separate blocks. The recommended width of the mid-block connection should be comparable to the width of the right of way of a private lane.</p> <p>Created : 2018-11-23 04:25:44 Last Modified : 2019-07-18 10:54:28</p> |
| 16 | RECOMMENDATION REPORT | <p>UD16 Amenity Spaces - Updated July 15, 2019 the latest circulation has not addressed this comment.</p> <p>Original Comment - The central outdoor amenity space and underground indoor amenity space provided requires further consideration outlined in this comment. For the outdoor amenity space to meet its intended purpose the issues identified in the Wind and Shadow Study should be addressed and the location of the amenity space should be considered in conjunction with recommended performance standards. Please see UD comment Wind Study and Sun/Shadow for further explanation.</p> <p>Outdoor Amenity Space - The tenure of the shared outdoor amenity space needs to be clarified. As planned the space will be contiguous with the adjacent public park. Either a public easement should extend over the outdoor amenity space to function as a privately owned public space or the outdoor amenity spaced should be designed as an entity that is not contiguous with the adjacent public park. The sloped roof top of the outdoor amenity area presents several concerns. Please demonstrate that it is safe and clarify the proposed program for the rooftop amenity area. Please provide more detail and examples of the roof top amenity spaces provided.</p> <p>Underground Indoor Amenity Space - The indoor amenity space proposed underground on the P1 level requires satisfactory natural lighting conditions. Please provide an analysis that demonstrates the natural light access into these spaces. Access to the underground amenity space needs to be better demonstrated. Provide detailed plans demonstrating how the space will be accessed and 3D images of the atrium space proposed.</p> <p>Refer to LA-DD comment 'Amenity Space Calculations' please satisfy the technical requirements as noted.</p> <p>Created : 2018-11-23 04:25:44 Last Modified : 2019-07-15 03:50:12</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

URBAN DESIGNER

Contact: Michael Votruba Tel. (905) 615-3200 x5759

| No | Milestone | Condition |
|----|-----------------------|---|
| 17 | RECOMMENDATION REPORT | <p>UD17 Noise Report - Updated July 15, 2019 the latest circulation has not fully addressed this comment .</p> <p>Original Comment - An Environmental Noise Feasibility Study prepared by Jade Acoustics Inc. dated September 10, 2018 has been received and the following comments provided:</p> <p>- Section 5.1.2: Indicates sound levels greater than 60 dBA are predicted at many of the outdoor amenity areas. Please be advised noise attenuation measures will be required to bring all outdoor amenity areas into conformance with the dBA limits highlighted in the submitted Environmental Noise Feasibility Study. Please provide analysis and recommendations developed by the acoustical engineer with options for improving the siting of buildings and massing arrangement to mitigate noise on the outdoor amenity spaces.</p> <p>- Sections 5.1 and 5.2 provide options for addressing noise concerns from transportation and stationary sources on the interior spaces of the buildings. Please provide analysis and recommendations developed by the acoustical engineer with options for improving the setbacks, siting of buildings, and massing arrangements to mitigate noise from stationary sources and transportation sources on interior spaces. Please consider increasing the distance between the loading area on the adjacent commercial site and the proposed residential buildings along the west property line. Provide an addendum to the noise report that outlines these recommendations. Additional details will be required through the Site Plan Application process after improvements to setbacks, siting, and massing are made.</p> <p>Created : 2018-11-23 04:25:45 Last Modified : 2019-07-15 03:50:12</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

URBAN DESIGNER

Contact: Michael Votruba Tel. (905) 615-3200 x5759

| No | Milestone | Condition |
|----|-----------------------|---|
| 18 | RECOMMENDATION REPORT | <p>UD18 Sun/Shadow Study - Updated July 15, 2019 the latest circulation has not fully addressed this comment there are still significant impacts on the proposed public park, communal outdoor amenity spaces, and private amenity areas of the surrounding residential uses.</p> <p>Original Comment - The proposed building(s) should be redesigned to minimize shadow impacts onto the surrounding area and proposed park. Shadow impact on the proposed park must be minimized and meet Mississauga's performance standards. Relocating the public park to an area with less shadow impact and/or reducing the tower heights are the primary recommendations for meeting the standards.</p> <p>Shadow on Public Park - The sun/shadow study determines that quantity of shadow is in excess of Mississauga's performance standards on the public park. To correct the excessive shadow on the park the towers that surround it should be reduced in height or tiered with reduced heights that avoid casting shadow on the park. A second alternative is to relocate the park to an area of the site where it will not be as severely impacted by shadows and the performance standards can be met.</p> <p>Shadow on Outdoor Amenity Areas - Excessive shadow is cast on the outdoor amenity areas. Amenity areas are intended to be pleasant shared spaces for residents to enjoy the benefits of the outdoors including sun light. Please reduce the heights of buildings around the amenity space or relocate it to an area that receives less shadow.</p> <p>Created : 2018-11-23 04:25:45 Last Modified : 2019-07-15 03:50:12</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

URBAN DESIGNER

Contact: Michael Votruba Tel. (905) 615-3200 x5759

| No | Milestone | Condition |
|----|-----------------------|--|
| 19 | RECOMMENDATION REPORT | <p>UD19 Wind Study - Updated July 15, 2019 the latest circulation has not fully addressed this comment the updated wind study prepared by Theakston Environmental dated May 30, 2019 indicates that the wind impacts from the development persist.</p> <p>Original Comment - The buildings should be sited to minimize wind impacts onto the proposed development, public park, and the surrounding area. Modifications to the height and arrangement of the buildings, step backs, and other massing strategies should be the first step for improving the wind impacts of the development. A Preliminary Pedestrian Level Wind Study prepared by Theakston Environmental dated September 7, 2018 has been received and the following comments have been provided: In figures 7b annual, 7d winter, 7f spring, 7h summer, and 7j fall wind impacts that are identified as uncomfortable should be mitigated through reductions of building height or step backs. The development should not create wind conditions that are uncomfortable. In the proposed public park and outdoor amenity space annual, spring, and winter wind loads are identified as comfortable for walking. Wind impacts should be improved so that sitting is comfortable in spring months and standing is comfortable in winter months. Reduce the building heights to improve these conditions. On the proposed outdoor amenity roof tops of the podiums of Tower E & F and Tower A & B uncomfortable conditions are identified in the summer, spring, fall and winter. This is a significant concern. The tower heights should be reduced or other massing changes made to improve the wind conditions so that sitting is comfortable. All roof top amenity spaces should be comfortable for sitting during summer months. During winter the entrance to Tower G is identified as uncomfortable, north entrance for Tower A & B is identified as comfortable for walking. All entrances should be comfortable for standing during all seasons. Please see LA - DD Comments regarding the wind study please be advised that landscaping features are not an acceptable wind mitigation technique where plant material is unable to thrive as per the City's Urban Design Terms of Reference for Pedestrian Wind Comfort and Safety Studies. Please provide a conceptual mitigation plan for the rooftop outdoor amenity areas, as recommended by the submitted Preliminary Pedestrian Level Wind Study, for our review with the next submission. Please prioritize reducing building heights, modifying building locations, and other massing changes to improve wind impacts. Please illustrate any required wind mitigation features on the Site Plan and Conceptual Landscape Plan with the next submission and provide an amended wind study.</p> <p>Created : 2018-11-23 04:25:45 Last Modified : 2019-07-17 09:38:40</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

URBAN DESIGNER

Contact: Michael Votruba Tel. (905) 615-3200 x5759

| No | Milestone | Condition |
|----|-----------------------|--|
| 20 | NOTE: | <p>UD20 Canopies - Updated July 15, 2019 the latest circulation has addressed this comment and more information will be request during the SPA for the detailed design of the canopies.</p> <p>Original Comments - Provide detailed information regarding canopies over the main entrances for all of the buildings. Amend the wind study to provide a detailed analysis to determine suitable canopies to protect the entrances. Please provide canopies over the entrances that are 4.5 meters from the ground and have an unobstructed overhang of 4.5 meters. Further comments will be provided when this analysis is received.</p> <p>Created : 2018-11-23 04:25:45 Last Modified : 2019-07-18 10:54:28</p> |
| 21 | RECOMMENDATION REPORT | <p>UD21 Overlook - Updated July 15, 2019 the latest circulation has not addressed this comment.</p> <p>Original Comment - The location, size and internal layout of the proposed building creates undesirable overlook conditions onto the neighbouring properties. An alternative design which adequately addresses this issue is required while providing units that do not face directly over the adjacent low-rise residential areas. Improve the height and massing of buildings that neighbor adjacent low-rise housing.</p> <p>Created : 2018-11-23 04:25:45 Last Modified : 2019-07-15 03:50:12</p> |
| 22 | NOTE: | <p>UD22 Grading - Updated July 15, 2019 the latest circulation has not addressed this comment.</p> <p>Original Comment - Please address the grading issues identified. Refer to LA-DD Comment 'Grading / Sections' and T&W comments regarding grading.</p> <p>Created : 2018-11-23 04:25:45 Last Modified : 2019-07-17 09:38:40</p> |
| 23 | RECOMMENDATION REPORT | <p>UD23 Landscape Buffers - Updated July 15, 2019 the latest circulation has not fully addressed this comment.</p> <p>Original Comment - Please address the issues related to inadequate landscape buffers and planting along the east and west property lines. Refer to LA-DD Comment 'Required Landscape Buffers'. Refer to UD Comments related to the Belbin Street Public Street Extension a landscape buffer should be provided along the east property line that improves the impact on the neighbouring residential uses.</p> <p>Created : 2018-11-23 04:25:45 Last Modified : 2019-07-18 10:54:28</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

URBAN DESIGNER

Contact: Michael Votruba Tel. (905) 615-3200 x5759

| No | Milestone | Condition |
|----|-----------------------|---|
| 24 | RECOMMENDATION REPORT | <p>UD24 Parking Structure Setback - Updated July 15, 2019 the latest circulation has not fully addressed this comment. A 3.0 meter setback will be required to the underground parking from the East, Armdale Road, Thornwood Drive and Eglinton Avenue property lines.</p> <p>Original Comment - Please be advised a minimum 3.0m setback will be required from the parking structure along the Eglinton Avenue East frontage. No parking structure should be provided below the Belbin Street Extension - Right of Way. The parking structure should be limited to under buildings and should be avoided under private roads, outdoor amenity areas, and landscape areas. Provide dimensions for the proposed setback from the underground parking structure on the Site Plan with the next submission. Please provide the sections requested in comment LA-DD 'Parking Garage Setback'.</p> <p>Created : 2018-11-23 04:25:45 Last Modified : 2019-07-17 09:38:40</p> |
| 25 | RECOMMENDATION REPORT | <p>UD25 Streetscape Feasibility Study - Updated July 15, 2019 the latest circulation has not fully addressed this comment.</p> <p>Original Comment - The City of Mississauga Cycling Master Plan has identified Eglinton Avenue East as a cycling corridor which is to include a multi-use trail. Please revise the Eglinton Ave Frontage to include the multi-use path. Please refer to LA - DD Comment 'Streetscape Feasibility Study' for further requirements.</p> <p>Created : 2018-11-23 04:25:45 Last Modified : 2019-07-15 03:50:12</p> |
| 26 | NOTE: | <p>UD26 CPTED - Mississauga City Council has adopted the document "Crime Prevention Through Environmental Design (CPTED)" which is available on the City's website. Applicants are encouraged to review this document to optimize safety and crime prevention on the site.</p> <p>Created : 2018-11-23 04:25:45 Last Modified : 2019-07-17 09:38:40</p> |
| 27 | NOTE: | <p>UD27 Bike Storage - Provide a communal bicycle storage room for each proposed tower, preferably on the ground floor, for the building occupants and visitors. Please refer to T&W, traffic, active transportation, and health comments for further consideration.</p> <p>Created : 2018-11-23 04:25:45 Last Modified : 2019-07-17 09:38:40</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

URBAN DESIGNER

Contact: Michael Votruba Tel. (905) 615-3200 x5759

| No | Milestone | Condition |
|----|-----------------------|---|
| 28 | RECOMMENDATION REPORT | <p>UD28 Service and Fire - Updated July 15, 2019 the latest circulation has not fully addressed this comment. This comment is subject to the Fire Reviewer's approval of the proposed access and travel routes.</p> <p>Original Comments - Indicate on the site plan drawing the travel route of the service vehicles and/or fire trucks. Show all turning radii, travel widths, sufficient back-out space, overhead clearances, internal and/or external storage requirements, etc. Belbin Street should be extended from Nahani Way through to Eglinton Avenue with public access to assist firefighting operations. Extending the road will give options to fire operations entering the area and having trucks and staff accessing buildings. This extension resulting in a through street would provide for versatility in emergency response, ease of response and ultimately for the speed at which MFES can get crews to and into the building.</p> <p>Created : 2018-11-23 04:25:45 Last Modified : 2019-07-18 10:54:28</p> |
| 29 | RECOMMENDATION REPORT | <p>UD29 Urban Design Advisory Panel Comments - Updated July 15, 2019 the latest circulation has not addressed this comment. This comment is subject to MUDAP's further review. The project is required to return to Panel for a second review when deemed appropriate by staff.</p> <p>Original Comments - Please address the comments provided by the MUDAP (Mississauga Urban Design Advisory Panel) related to the topics below.</p> <ul style="list-style-type: none">- Reduce building heights, improve transition and meet design standards- Evaluate park location reduce shadow and wind impacts- Public road along west property- Improve pedestrian circulation- Break down the scale and height of building G- Architectural Variety <p>Minutes have been circulated with more detail on each of these subjects for further consideration. Further comments will be made upon the second panel review and consideration of these comments.</p> <p>Created : 2018-11-23 04:25:45 Last Modified : 2019-07-15 03:50:12</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PLANNING AND BUILDING

| URBAN DESIGNER | | | Contact: Michael Votruba Tel. (905) 615-3200 x5759 |
|----------------|-----------------------|---|--|
| No | Milestone | Condition | |
| 30 | RECOMMENDATION REPORT | UD30 Belbin St Setbacks - Updated July 15, 2019 - A minimum 3 meter setback is required to the curb line of the Belbin Street Extension for Building E and F. To accommodate the Belbin Street Extension and 3 meter front setback Building E and F should be setback a minimum of 20 meters from the west property line. A minimum 15 meter setback is required to the west property line to Building A accomodating a minimum of 3.0 meters between the building face and curb line of the private road. A concept plan for how the street connects to Eglinton Ave E. and a new intersection is created with the internal street is required. The proposed parking ramp access and loading/garbage space for Building A must be redesigned to be compatible with the street concept. Created : 2019-05-13 04:26:53 Last Modified : 2019-09-24 09:45:40 | |

| DEVELOPMENT SERVICES | | | Contact: Tel. [REDACTED] |
|----------------------|--------------|--|--------------------------|
| No | Milestone | Condition | |
| 7 | REGISTRATION | The applicant will be required to enter into the City's standard Development Agreement. In this regard, the applicant should contact Development Services, Planning and Building Department, directly. Created : 2019-04-26 04:24:47 Last Modified : 2019-04-26 04:25:09 | |
| 8 | REGISTRATION | 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 subdivision Development Agreement. In the event that other agreements are required in connection with the processing of the subdivision application, the applicant will be required to pay the applicable Legal Services processing fees, as set out in the City of Mississauga Fees and Charges By-law. Please contact 905-615-3200 x 5523 for the current rates. Created : 2019-04-26 04:24:47 Last Modified : 2019-04-26 04:25:09 | |
| 9 | REGISTRATION | The applicant will be required to pay in full, all assessments levied against the property, as well as the current year's taxes and/or local improvement charges. Created : 2019-04-26 04:24:47 Last Modified : 2019-04-26 04:25:09 | |
| 10 | REGISTRATION | Should there be any mortgagees, we will require that the mortgagees execute in duplicate, a Consent and Postponement with respect to the development agreement. Created : 2019-04-26 04:24:47 Last Modified : 2019-04-26 04:25:09 | |

TRANSPORTATION AND WORKS

| DEVELOPMENT ENGINEERING REVIEW | Contact: Cynthia Urdaneta Tel. (905) 615-3200 x3128 |
|--------------------------------|---|
|--------------------------------|---|

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

TRANSPORTATION AND WORKS

| DEVELOPMENT ENGINEERING REVIEW | | | Contact: Cynthia Urdaneta Tel. (905) 615-3200 x3128 |
|--------------------------------|-----------------------|---|---|
| No | Milestone | Condition | |
| 2 | RECOMMENDATION REPORT | [REVISE DRAWINGS-COMMENTS OUTSTANDING SINCE 1st CIRCULATION] The below mentioned comments remain outstanding since 1st circulation. Please address them by next cycle: (iv) Servicing Plan to show and label proposed CB's on Belbin Street, Armdale Road and Thornwood Drive and proposed connections to the Municipal storm sewer. Also, ensure to show all the existing services outside the limits of the proposed subdivision (e.g. existing watermain along Thornwood Drive); (v) Provide detailed and at scale cross sections on Armdale Road, to clearly show grades, boulevard, utilities and services for this site (both existing and proposed) to ensure it will provide the ultimate crowned cross section with 2% cross fall as per City standards, also incorporating the already approved grades for the neighbouring subdivision on the North through applications 43M-1988 and Site Plan applications SP 14/053 and SP 15/077; (x) Ensure all the engineering drawings are signed and stamped by the responsible P.Eng (it is understood that the supporting drawings are preliminary. However, the professional responsible of the information that is being assessed at this feasibility stage shall sign and stamp the drawings as previously requested); (xi) Please complete the benchmark reference note to include the description (location) of the benchmark (Location not shown as response matrix mentions). Created : 2018-11-22 10:08:03 Last Modified : 2019-09-19 06:19:37 | |

File: 21T-M 18 5

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

TRANSPORTATION AND WORKS

DEVELOPMENT ENGINEERING REVIEW

Contact: Cynthia Urdaneta Tel. (905) 615-3200 x3128

| No | Milestone | Condition |
|----|-----------------------|--|
| 3 | RECOMMENDATION REPORT | <p>[COMMENTS ON DRAWINGS RECEIVED WITHIN 3rd CIRCULATION]</p> <p>Based on the drawings received on this 3rd circulation, the following comments shall be addressed by next circulation:</p> <p>(i) Ensure that the Concept Plan shows and label the 'ultimate' condition of the 'Belbin Street' alignment connecting to Eglinton Av. so the ultimate condition (once the lands to the West redevelop) is shown,</p> <p>(ii) Ensure that all the drawings show and dimension the required easement in favour of Alectra on the south-west corner of Belbin-Armdale intersection and any other proposed easement required to support the proposed redevelopment within the site (private or Municipal),</p> <p>(iv) Ensure that all the private roads within this development follow City of Mississauga multifamily-condo standard and depict proposed dimensions,</p> <p>(v) Draft M-Plan to show the parts and Draft Plan Reference Plan No. 43R-XXXXX for the easements to be granted to Alectra and the City of Mississauga (Don't deposit any Draft R-Plan until confirmation that the parts are satisfactory has been provided by the City),</p> <p>(vi) Revise Eglinton Avenue East cross sections to ensure drainage of the site is self-contained from the new property line towards the private property,</p> <p>(vii) As mentioned at DARC meeting No. 18-106 no encroachments of any shoring element to support excavation activities of the underground parking will be allowed. Revise the U/G parking limits of Lot 2 and 4 to ensure there is no future encroachments of soldier piles or shoring elements within future Thornwood Dr. extension (information received shows that at some points this requirement could not be met. Please revise),</p> <p>(viii) Ensure that all above ground (AG) and below ground (BG) services (including access points) to serve ALL Blocks are being shown for any private or Municipal Road to confirm that the proposed development is feasible,</p> <p>(ix) Provide a Concept Grading Plan that shows Belbin Street extension up to Eglinton Avenue to ensure proposed grades as shown are feasible to accommodate the future road interconnection as requested. The applicant is advised that based on this concept and the grades shown, further comments could be provided, including but not limited to additional warning clauses.</p> <p>Created : 2019-08-30 03:41:16 Last Modified : 2019-09-19 10:14:49</p> |

File: 21T-M 18 5

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

TRANSPORTATION AND WORKS

DEVELOPMENT ENGINEERING REVIEW

Contact: Cynthia Urdaneta Tel. (905) 615-3200 x3128

| No | Milestone | Condition |
|----|-----------------------|---|
| 4 | RECOMMENDATION REPORT | <p>[REVISE NOISE STUDY]</p> <p>After review of the updated Noise Study received within this 3rd cycle, the following comments requested since 1st submission remain outstanding and shall be addressed by next circulation:</p> <p>(i) Provide a Table depicting a range of barrier heights and corresponding mitigated sound levels (between 55 dBA and 59 dBA) for the outdoor living areas. Also provide the unmitigated sound levels for the outdoor living areas;</p> <p>(ii) Provide a Figure for Item (i) showing the location of the barriers and proposed barrier heights on the proposed development plans. If the recommended barrier height does not achieve outdoor sound levels of 55 dBA, provide a rationale of why a barrier to achieve 55 dBA is not technically, economically or administratively feasible;</p> <p>(iii) Provide a Figure showing the predicted unmitigated and mitigated sound levels at all receptor points for Transportation & Stationary Noise sources;</p> <p>(iv) Provide cross-sections for the berm/fence combinations (including fence returns) to be implemented at this site (if any) to control noise levels;</p> <p>(v) Address any on-site/off-site stationary noise impacts caused by existing and proposed developments;</p> <p>(vi) All analysis and recommendations (noise control measures) shall be based on this development being within a Class 1 Area (any reference to a Class 4 shall be removed),</p> <p>Created : 2018-11-23 09:40:54 Last Modified : 2019-09-16 11:45:11</p> |
| 5 | REGISTRATION | <p>[COMMON UTILITY TRENCH REQUIRED]</p> <p>Prior to execution of the Agreement for Municipal Infrastructure Works, the developer, under separate arrangements or agreements with the various utility companies, is to determine the precise extent of their requirements.</p> <p>The developer must submit in writing evidence to the Commissioner of Transportation and Works that satisfactory arrangements have been made with the Telecommunications provider, Cable TV, Enbridge and Alectra Utilities for the installation of their plant in a common trench, within the prescribed location on the road allowance.</p> <p>Created : 2018-11-22 09:59:59 Last Modified : 2019-09-16 12:50:00</p> |

File: 21T-M 18 5

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

TRANSPORTATION AND WORKS

| DEVELOPMENT ENGINEERING REVIEW | | | Contact: Cynthia Urdaneta Tel. (905) 615-3200 x3128 |
|--------------------------------|----------------------|--|---|
| No | Milestone | Condition | |
| 6 | REGISTRATION | Schedules 'B' and 'C' of the Subdivision Agreement are to be determined through circulation by Development Services. The owner is to contact the Development Services Analysts at 905-615-3200 ext. 5523 or ext. 5528. Created : 2018-11-22 09:59:59 Last Modified : 2019-09-19 10:14:49 | |
| 7 | REGISTRATION | Prior to Registration, the Owner will be required to enter into a Subdivision Agreement with the City containing a Schedule to agree to construct the required municipal works, including but not limited to: - Construction of the required storm sewer outlet works and any necessary municipal works required to service these lands; - Construction of the required boulevard works; - Construction of the required road works; - Construction of the required berm/fence noise barriers; - Detailed design of all works, including site servicing plans, grading plans and drainage plans; - Land dedications, buffer blocks and easements; - Fees, securities and insurance. The Owner shall provide a cost estimate and a Letter of Credit representing 100% of the Owner's total cost for municipal infrastructure works. The agreement is to include reference to the securities required for the completion of the boulevard works and all other matters such as: engineering drawings, timing of construction, notification for inspection, insurance certificate, inspection and processing fees. Please note that the detailed design for the proposed works must account for the possible relocation of any existing services and utilities that may currently be located within both the Eglinton Avenue East, Armdale Road and Thornwood Drive boulevards. In addition, it should be noted that PUCC approval may be required. Created : 2018-11-22 09:59:59 Last Modified : 2019-09-16 12:50:00 | |
| 8 | SERV AND/OR DEV. AGT | [THE BELOW MENTIONED CLAUSE IS TO BE INCLUDED ON SCHEDULE 'B' OF THE SUBDIVISION AGREEMENT] Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road and rail 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. Created : 2018-11-23 10:52:45 Last Modified : 2019-09-19 09:55:42 | |

File: 21T-M 18 5

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

TRANSPORTATION AND WORKS

| DEVELOPMENT ENGINEERING REVIEW | | | Contact: Cynthia Urdaneta Tel. (905) 615-3200 x3128 |
|--------------------------------|----------------------|--|---|
| No | Milestone | Condition | |
| 9 | SERV AND/OR DEV. AGT | [THE BELOW MENTIONED CLAUSE IS TO BE INCLUDED ON SCHEDULE 'B' OF THE SUBDIVISION AGREEMENT] Purchasers/tenants are advised that 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. Created : 2018-11-23 10:52:45 Last Modified : 2019-09-19 09:55:42 | |
| 10 | SERV AND/OR DEV. AGT | [THE BELOW MENTIONED CLAUSE IS TO BE INCLUDED ON SCHEDULE 'B' OF THE SUBDIVISION AGREEMENT] Purchasers/tenants are advised that due to the proximity of the adjacent commercial buildings, noise from the commercial buildings may at times be audible. Created : 2018-11-23 11:01:53 Last Modified : 2019-09-19 09:55:42 | |
| 11 | SERV AND/OR DEV. AGT | [THE BELOW MENTIONED CLAUSE IS TO BE INCLUDED ON SCHEDULE 'B' OF THE SUBDIVISION AGREEMENT] The City of Mississauga does not require off-site snow removal. However, in the case of heavy snow falls the limited snow storage space available on the property may make it necessary to truck the snow off the site with all associated costs being borne by the registered property owner. Created : 2018-11-22 09:59:59 Last Modified : 2019-09-19 09:55:42 | |
| 12 | SERV AND/OR DEV. AGT | [THE BELOW MENTIONED CLAUSE IS TO BE INCLUDED ON SCHEDULE 'C' OF THE SUBDIVISION AGREEMENT] The owner shall contact the Development Engineering Section, Transportation and Works Department with respect to the procedure for the assignment of Public/Private Street names. Created : 2018-11-22 09:59:59 Last Modified : 2019-09-19 09:55:42 | |
| 13 | SERV AND/OR DEV. AGT | [SUBDIVISION AGREEMENT EXECUTION REQUIRED PRIOR TO REGISTRATION] All the detailed design of any below or above ground element within the City right-of-way necessary to support this application, is to be reviewed and captured through the Subdivision Agreement (including any related security, fee and/or cash contribution). This condition will be cleared once the Subdivision Agreement has been executed to the satisfaction of the City of Mississauga and the Region of Peel. Created : 2019-09-04 01:18:27 Last Modified : 2019-09-19 10:14:49 | |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

TRANSPORTATION AND WORKS

| DEVELOPMENT ENGINEERING REVIEW | | | Contact: Cynthia Urdaneta Tel. (905) 615-3200 x3128 |
|--------------------------------|----------------------|--|---|
| No | Milestone | Condition | |
| 14 | SERV AND/OR DEV. AGT | [REVISE GEOTECHNICAL REPORT] This section received a Preliminary Geotechnical Investigation prepared by Pinchin dated August 30, 2017. Upon review of the same, the owner is to submit an updated Geotechnical Investigation/Report at detailed design stage which is to include the following: (i) Include a Clause or be accompanied of a letter signed and sealed 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, conclusions and recommendations presented in the report, (ii) Provide recommended pavement design for any Municipal Road within the Plan, (iii) Provide bedding and backfill recommendations for any STM sewer (to meet or exceed minimum City standards) Created : 2019-08-30 02:17:51 Last Modified : 2019-09-19 10:14:49 | |
| 15 | SERV AND/OR DEV. AGT | | |
| | | | |
| | | [MUNICIPAL INFRASTRUCTURE DETAILED DESIGN REQUIREMENTS] Refer to T&W Development Requirements Manual, Section 3 - Engineering Submission Requirements; Section 3A - Appendices for information on the material that could be required in support of the Municipal Infrastructure detailed design review/approval. http://www.mississauga.ca/portal/business/developmentrequirements Created : 2019-09-04 04:38:03 Last Modified : 2019-09-19 10:14:49 | |
| 16 | NOTE: | [OZ ADDRESSED UNDER T] An application has been filed for a Zoning By-law amendment under file OZ 18-016, W5 concurrently with an application for a Draft Plan of Subdivision T-M18005. Please note that this Department's detailed comments and conditions for the Rezoning Application will be addressed as part of the subject Draft Plan of Subdivision. Created : 2019-01-07 02:52:50 Last Modified : 2019-09-19 09:55:42 | |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

TRANSPORTATION AND WORKS

| DEVELOPMENT ENGINEERING REVIEW | | | Contact: Cynthia Urdaneta Tel. (905) 615-3200 x3128 |
|--------------------------------|-----------|--|---|
| No | Milestone | Condition | |
| 17 | NOTE: | [TIMING FOR SUBMITTING 1ST ENG. SUBMISSION] Please be advised that the City will NOT accept a First Submission in support of the required Municipal Works part of the Subdivision Agreement (Schedules 'D' and 'G') until such time as the Recommendation Report recommending Draft Plan Approval and the associated rezoning/OPA application has been approved in principle by City Council. Created : 2019-01-07 02:51:43 Last Modified : 2019-09-19 10:14:49 | |
| 18 | NOTE: | [CONDO/MULTI-FAMILY STANDARDS REFERENCE TO CITY'S STANDARDS] As 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 Created : 2019-01-07 02:52:50 Last Modified : 2019-09-19 09:55:42 | |
| 19 | NOTE: | [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. Created : 2019-01-07 02:52:50 Last Modified : 2019-09-19 09:55:42 | |

File: 21T-M 18 5

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

TRANSPORTATION AND WORKS

DEVELOPMENT ENGINEERING REVIEW

Contact: Cynthia Urdaneta Tel. (905) 615-3200 x3128

| No | Milestone | Condition |
|----|-----------|--|
| 20 | NOTE: | <p>[SHORING, TIE-BACKS, HOARDING REQUIREMENTS]</p> <p>In the event that placement of any shoring and tie-backs 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</p> <p>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</p> <p>Prior to any work being carried out within the municipal right-of-way, the owner is to have their Road Occupancy Permit in place. For further information related to the Road Occupancy Permit, please contact the PUC/ Permit Technologist, located at 3185 Mavis Road.</p> <p>The owner is further advised that an encroachment agreement may be required and that only tiebacks encroachments will be accepted (if any). Created : 2019-01-07 02:49:55 Last Modified : 2019-09-19 09:55:42</p> |
| 21 | NOTE: | <p>[UTILITY RELOCATION COSTS TO BE BORNE BY THE OWNER]</p> <p>The cost of any boulevard improvement/reinstatement, sidewalk and/or utility relocations as necessary to accommodate this development shall be borne by the owner. Created : 2019-01-07 02:51:43 Last Modified : 2019-09-19 09:55:42</p> |
| 22 | NOTE: | <p>The applicant is advised that as part of a future Shoring Permit application, this section will require written confirmation from adjacent landowners to this site Easterly and Westerly boundaries agreeing to the installation of any element (i.e. tiebacks) or the execution of works within their property. Created : 2019-09-16 01:03:50 Last Modified : 2019-09-19 10:14:49</p> |
| 23 | NOTE: | <p>[ROAD IMPROVEMENT COSTS TO BE BORNE BY THE OWNER]</p> <p>The cost for any/all road improvements required in support of this development application will be borne by the owner. Created : 2019-01-07 02:51:43 Last Modified : 2019-09-19 09:55:42</p> |

File: 21T-M 18 5

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

TRANSPORTATION AND WORKS

DEVELOPMENT ENGINEERING REVIEW

Contact: Cynthia Urdaneta Tel. (905) 615-3200 x3128

| No | Milestone | Condition |
|----|-----------------------|--|
| 24 | NOTE: | <p>The applicant is advised that further/additional comments could be provided depending on the changes that the proposed works might experience due to other departments/Agencies requirements. Created : 2019-09-19 06:19:37 Last Modified : 2019-09-19 10:14:49</p> |
| | | <h5>ENVIRONMENTAL ENG REV STORM</h5> <p>Contact: Ghazwan Yousif Tel. (905) 615-3200 x3526</p> |
| 1 | NOTE: | <p>The storm sewer outlet for these lands is the existing 900mm diameter storm sewer system located on Eglinton Avenue East.</p> <p>In order to minimize the impact to existing drainage systems, it will be necessary to implement on-site storm water management techniques into the design and construction of the site works and services as necessary, to limit the 100 year post-development storm water discharge to the two year pre-development levels. Created : 2018-12-03 10:03:43 Last Modified : 2019-01-07 03:00:42</p> |
| 2 | RECOMMENDATION REPORT | <p>Updated July 19, 2019: Based on the Revised Functional Servicing and Stormwater Management Report, dated May 2019, prepared by Crozier Consulting Engineers, and provide the following comments:</p> <p>i) please show the overland flow route on the grading plan; ii) show the location of the underground storage tank; iii) For phase 4, as the proposed drainage area has been increased, this phase required to have extra control (over control); iv) Section 6.1 storm quantity control mentioning the pre-development runoff coefficient to be used 0.25, while Appendix C showing the runoff coefficient is 0.3, please correct one of them; v) Indicate the construction phasing of the storm sewers and stormwater management Created : 2018-12-03 10:03:43 Last Modified : 2019-07-22 01:40:47</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

TRANSPORTATION AND WORKS

| ENVIRONMENTAL ENG REV STORM | | | Contact: Ghazwan Yousif Tel. (905) 615-3200 x3526 |
|-----------------------------|----------------------|---|---|
| No | Milestone | Condition | |
| 3 | SERV AND/OR DEV. AGT | [THE BELOW MENTIONED CLAUSE IS TO BE INCLUDED ON SCHEDULE 'B' OF THE SUBDIVISION AGREEMENT] | |
| | | <p>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 park and/or landscaped areas.</p> <p>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.</p> <p>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.</p> <p>This indemnification and save harmless undertaking shall be binding upon the owner's successors and assigns.</p> <p>The owner acknowledges and agrees that all future purchase and sale agreements and all future lease agreements in connection with the subject lands, or any lot, part lot or other segment of the subject lands or of any residential development constructed on the subject lands, shall contain notice of the constraints on development of these lands described in this agreement, as well as notice of the indemnification and save harmless clause.</p> <p>Created : 2018-12-03 10:04:28 Last Modified : 2019-09-24 11:09:28</p> | |
| 4 | NOTE: | <p>The City of Mississauga has adopted the Green Development Strategy and the corresponding Stage One Green Development Standards. As such, Applicants are required to implement sustainable technologies to manage stormwater on-site.</p> <p>In this regard, for an application of this nature, suitable techniques could include green roofs, infiltration trenches, stormwater re-use for landscape irrigation and/or permeable pavers.</p> <p>Created : 2018-12-03 10:04:28 Last Modified : 2019-01-07 03:00:42</p> | |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

TRANSPORTATION AND WORKS

| ENVIRONMENTAL ENG REV STORM | | | Contact: Ghazwan Yousif Tel. (905) 615-3200 x3526 |
|-----------------------------|-----------|--|--|
| No | Milestone | Condition | |
| 5 | NOTE: | <p>Please be advised that the Stormwater Charge has come into effect as of January 2016. Credits of up to 50% are available for on-site stormwater management on non-residential and multi-residential properties. Learn more at www.stormwatercharge.ca.</p> <p>Created : 2018-12-03 10:04:28 Last Modified : 2019-01-07 03:00:42</p> | |
| 6 | NOTE: | <p>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.</p> <p>In accordance with the City of Mississauga's Erosion and Sediment By-law No. 512-91 as amended, the discharge of ballast/ground water to the municipal storm sewer system during construction/dewatering at the site requires approval from the City. Should you have any questions concerning this matter, please contact Valeriya Danylova, Environmental Technologist at 905-615-3200 ext. 5930</p> <p>Created : 2019-07-19 10:42:13 Last Modified : 2019-09-16 12:50:00</p> | |
| ENVIRONMENTAL ENG REVIEWER | | | Contact: Valeriya Danylova Tel. (905) 615-3200 x5930 |
| No | Milestone | Condition | |
| 1 | NOTE: | <p>Based upon the review of the:</p> <ul style="list-style-type: none">-Environmental Site Screening Questionnaire and Declaration (ESSQD) for 91 Eglinton Avenue East, dated July 18, 2018;-ESSQD for 5055 Hurontario Street, dated July 18, 2018;-ESSQD form for 131 Eglinton Ave E, dated May 31, 2019-Phase I Environmental Site Assessment (ESA) for 5055 Hurontario Street, dated January 29, 2018;-Fill Characterization- Test Pitting Program for 5055 Hurontario Street, dated May 8, 2018;-Phase II Environmental Site Assessment for 91 Eglinton Avenue East, dated August 23, 2017;- Phase I ESA (file # 0208402), dated August 8, 2017 and prepared by Pinchin,-Final Phase I ESA, 131 Eglinton Ave E, Mississauga, On, Pinchin File # 230989, dated April 18, 2019 and prepared by Pinchin; <p>The following comments are provided:</p> <p>Created : 2018-11-14 08:14:57 Last Modified : 2019-07-11 11:30:30</p> | |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

TRANSPORTATION AND WORKS

ENVIRONMENTAL ENG REVIEWER

Contact: Valeriya Danylova Tel. (905) 615-3200 x5930

| No | Milestone | Condition |
|----|-----------------------|---|
| 2 | RECOMMENDATION REPORT | <p>July 11, 2019:</p> <p>The title of the Phase II ESA that has been submitted to the City is: 'Final Phase II Environmental Site Assessment (Pinchin File 208402.001), 91 Eglinton Ave E, Mississauga, On, dated August 23, 2017'. The reliance letter, dated July 31, 2018, provides reliance for the report titled: 'Baseline Property Condition Assessment, 91 Eglinton Ave E, Mississauga On'; Therefore, either submit the report titled 'Baseline Property Condition Assessment, 91 Eglinton Ave E, Mississauga On' or provide a reliance letter for the report titled: 'Final Phase II Environmental Site Assessment (Pinchin File 208402.001), 91 Eglinton Ave E, Mississauga, On, dated August 23, 2017'</p> <p>Previous:</p> <p>The reliance letters for The Phase I ESA (5055 Hurontario Street), Fill Characterization- Test Pitting Program report (5055 Hurontario Street), and Phase II ESA (91 Eglinton Avenue E) dated July 31, 2018, and prepared by Pinchin has been received.</p> <p>The title for the Phase II ESA for 91 Eglinton Ave E on the reliance letter does not match the title on the report. Therefore, correct the wording for the title on the reliance letter and resubmit the reliance letter for review.</p> <p>Created : 2018-11-14 08:14:57 Last Modified : 2019-07-11 11:32:22</p> |
| 3 | RECOMMENDATION REPORT | <p>Final Phase I ESA, 131 Eglinton Ave E, Mississauga, On, Pinchin File # 230989, dated April 18, 2019 and prepared by Pinchin has been received.</p> <p>The report must include a clause or be accompanied by a letter signed and sealed 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.</p> <p>The wording of the reliance letter must meet the City's requirements. The template is provided on the City's website under terms-of -reference: http://www.mississauga.ca/portal/residents/terms-of-reference</p> <p>Created : 2019-07-11 11:30:30 Last Modified : 2019-07-15 09:57:33</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

TRANSPORTATION AND WORKS

ENVIRONMENTAL ENG REVIEWER

Contact: Valeriya Danylova Tel. (905) 615-3200 x5930

| No | Milestone | Condition |
|----|-----------------------|---|
| 4 | RECOMMENDATION REPORT | <p>The Final Phase I ESA report for 131 Eglinton Avenue E indicated the possibility of contamination of the subject lands. Therefore, we require that a Phase II Environmental Site Assessment (ESA) be submitted to the T&W for review. The report must be prepared in accordance with O. Reg 153/04 (as amended), signed and dated by a Qualified Person as defined in Ontario Regulation 153/04 (as amended) and include a clause or 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.</p> <p>The wording of the reliance letter must meet the City's requirements. The template is provided on the City's website under terms-of -reference: http://www.mississauga.ca/portal/residents/terms-of-reference</p> <p>Created : 2019-07-11 11:30:30 Last Modified : 2019-07-11 11:34:36</p> |
| 5 | RECOMMENDATION REPORT | <p>The Final Phase I ESA for 131 Eglinton Ave E indicates that the Phase One property has been utilized for storage of shipping crates and boxes since 2015. In addition between 1986 and 2001 the farm house was likely converted to a car parking garage for the use by landscaping contractors. Therefore, please clarify the latest property use and a need for filing a Record of Site Conditions (RSC).</p> <p>Please be advised that if the proposed land use is changing from a less sensitive use to a more sensitive use than a Record of Site Condition (RSC) will be required, which must be acknowledged by the Ministry of the Environment and Climate Change, and posted on the Environmental Site Registry.</p> <p>All reports prepared in support of the RSC must be submitted to the City along with a signed copy of the RSC.</p> <p>The reports must be signed by a Qualified Person as defined in On. Reg. 153/04 (as amended) and include a clause or 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 report.</p> <p>Created : 2019-07-11 11:30:30 Last Modified :</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

TRANSPORTATION AND WORKS

ENVIRONMENTAL ENG REVIEWER

Contact: Valeriya Danylova Tel. (905) 615-3200 x5930

| No | Milestone | Condition |
|----|-----------------------|---|
| 6 | RECOMMENDATION REPORT | <p>As lands will be dedicated to the City and all ESA reports submitted as part of the application have been prepared in accordance with CSA Standards, a current Phase I Environmental Site Assessment (ESA) prepared for the conveyance lands must be submitted to the City for review. The report must:</p> <ul style="list-style-type: none">- specifically reference the lands to be dedicated to the City (boundaries of conveyance lands should be overlaid on top of the legal survey to scale in order to accurately see exactly the limits of these lands);- be completed in accordance with O. Reg. 153/04 (as amended);- be signed and dated by a Qualified Person;- 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 reports. The wording of the reliance must meet the City's satisfaction. <p>Created : 2018-11-14 08:14:57 Last Modified : 2019-07-11 11:30:30</p> |
| 7 | RECOMMENDATION REPORT | <p>The ESSQD and Phase II ESA indicated the presence of monitoring wells and domestic well on the property 91 Eglinton Avenue E. A written document, prepared by a Professional Engineer, must be provided to the satisfaction of the Transportation and Works Department which includes a plan to decommission the wells or proof of decommissioning if already completed. The document should reference all applicable guidelines and regulations, including Ontario Water Resources Act Regulation 903 (formerly 612/84) and should provide details as to when during the development process the well(s) will be decommissioned.</p> <p>Created : 2018-11-14 08:14:57 Last Modified : 2019-07-11 11:30:30</p> |
| 8 | RECOMMENDATION REPORT | <p>The Phase I ESA for 91 Eglinton Ave E indicated the presence of an aboveground storage tank (AST) on the property. A written document, prepared by a Professional Engineer, must be provided to the satisfaction of the Transportation and Works Department which includes a plan to remove the AST or proof of removal if already completed. The document should reference all applicable guidelines and regulations and should provide details as to when during the development process the AST will be removed</p> <p>Created : 2019-05-21 02:18:46 Last Modified : 2019-07-11 11:30:30</p> |
| 9 | RECOMMENDATION REPORT | <p>The Phase I ESA for 91 Eglinton Ave E indicated the presence of a septic system on the property. A written document, prepared by a Professional Engineer, must be provided to the satisfaction of the Transportation and Works Department which includes a plan to decommission or abandon the septic system. The document should reference all applicable guidelines and regulations and should provide details as to when during the development process the septic will be removed.</p> <p>Created : 2019-05-21 02:18:46 Last Modified : 2019-07-11 11:30:30</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

TRANSPORTATION AND WORKS

ENVIRONMENTAL ENG REVIEWER

Contact: Valeriya Danylova Tel. (905) 615-3200 x5930

| No | Milestone | Condition |
|----|-----------------------|---|
| 10 | RECOMMENDATION REPORT | <p>The aerial images indicate that the existing buildings or structures on site are to be demolished or have been demolished. Therefore, written confirmation that all debris, including foundations of the previously existing structures, have been removed in accordance with all applicable guidelines and regulations. The document must be signed and sealed by a Qualified Person (as defined by O. Reg. 153/04, as amended).</p> <p>Created : 2018-11-14 08:37:53 Last Modified : 2019-07-11 11:30:30</p> |
| 11 | RECOMMENDATION REPORT | <p>The proposed buildings may require that the proposed excavation be extended to a depth significantly below the water table. Therefore, please provide your dewatering plan to the Transportation and Works Department for review. In addition, indicate the dewatering procedure for ballast water accumulation (e.g. rainwater).</p> <p>Created : 2018-11-14 08:14:57 Last Modified : 2019-07-11 11:30:30</p> |
| 12 | NOTE: | <p>Further comments may be provided upon review of the requested materials.</p> <p>Created : 2018-11-14 08:14:57 Last Modified : 2019-07-11 11:30:30</p> |

TRAFFIC REVIEW (PPP)

Contact: Gregory Borys Tel. (905) 615-3200 x3597

| No | Milestone | Condition |
|----|-----------|-----------|
|----|-----------|-----------|

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

TRANSPORTATION AND WORKS

TRAFFIC REVIEW (PPP)

Contact: Gregory Borys Tel. (905) 615-3200 x3597

| No | Milestone | Condition |
|----|-----------------------|---|
| 1 | RECOMMENDATION REPORT | <p>August 2019: Provide a memorandum detailing the changes in site statistics. Provide a table comparing the new site stats compared to the old site stats and the overall difference in volumes generated.</p> <p>Previous: This department is in receipt of a Traffic Impact Study dated September 11, 2018 by WSP and have the following comments:</p> <p>a) Extension of Belbin Street from Armdale Road to Eglinton Avenue is a requirement;</p> <p>b) Complete All-Way-Stop warrants for Thornwood Drive at Armdale Road for 2023 and 2028 future conditions;</p> <p>c) 4.2.1 Corridor Traffic Growth: Based on Appendix G, WSP requested growth rates for Hurontario Street from Elm Drive to Fairview Road and Central Parkway West, west of Hurontario. However, Table 4.2 uses Eglinton Avenue Projected Future Growth Rates. Confirm if those growth rates were provided by the City;</p> <p>d) 4.2.1 Corridor Traffic Growth: Table 4.1 growth rates do not match up to the rates provided in Appendix G from the City of Mississauga;</p> <p>e) Comments regarding parking requirements and parking justification for a reduction in parking spaces will be provided by the Development Application Planner on file;</p> <p>f) 9.0 Transportation Demand Management: It should be noted that the City of Mississauga does not issue Pre-loaded PRESTO cards, all costs associated with TDM initiatives are to be borne by the developer;</p> <p>g) Further updates to the Traffic Impact Study may be required based on any changes to the Site Plan or through the Public Consultation Process.</p> <p>Created : 2018-12-19 02:08:41 Last Modified : 2019-08-06 02:53:36</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

TRANSPORTATION AND WORKS

TRAFFIC REVIEW (PPP)

Contact: Gregory Borys Tel. (905) 615-3200 x3597

| No | Milestone | Condition |
|----|-----------------------|--|
| 2 | RECOMMENDATION REPORT | <p>This department is in receipt of a Technical Memo dated June 15, 2018 by WSP in regards to the Belbin Street extension and have the following comments:</p> <p>(a) The road network for Year 2023 within the proximity of Belbin Street/Armdale Rd has NOT been properly assumed. Based on the approved Summit Eglinton development and 8 Nahani Way, Belbin Street will be extended northerly to Nahani Way. As a result, the future road network shall include the intersections of Nahani Way at Hurontario St; Belbin St at Nahani Way; and Belbin St at Preston Meadow Ave;</p> <p>(b) Intersection operations at Eglinton Ave and Hurontario St are anticipated to deteriorate greatly due to LRT operations and adjacent high-density developments. As such, the City's long-term vision is to have Belbin St stretched from Eglinton Ave to Nahani Way in order to alleviate traffic congestions in this area. This study contains an alternative scenario with the extension of Belbin St (to Eglinton Ave) and concludes that the extension is NOT required from an operational perspective. However, we consider that the traffic analysis presented in the study is NOT sufficient to justify this conclusion due to the following factors:</p> <ul style="list-style-type: none">- The background traffic development with respect to the road network with the Belbin St extension (to Eglinton Ave) is concerning. Comparison of Figure 3-5 (w/o extension) and Figure 3-6 (with extension) suggest that only the trips on Thornwood Drive and Forum Drive were diverted onto the Belbin St extension. Staff notes that the diverted Belbin St trips shall come from all parallel streets including Hurontario Street, especially given the anticipated delays at Hurontario St/ Eglinton Ave. (e.g. the AM WBR movement will experience approximately 400s delay in the future.)- The AM VISSIM model volumes (provided by the City) at Eglinton Ave /Hurontario St are approximately 35%-40% higher than the utilized background traffic volumes based on City's grow rates. The study should clarify the resulted deviations on the capacity analysis.- Queuing analysis for the intersection of Eglinton Ave and Hurontario Street shall be included and referenced in the discussion of Other Operational and Functional Issues (Page 35).- City may undertake a modeling exercise to obtain accurate trip redistribution as a result of the Belbin St extension and direct its use in this traffic impact study. <p>(c) Pinnacle is currently seeking to amend the previous approval to allow for an increase of 1,140 units (File # OZ 18-11) over the existing permission (2,095 units). The increase of 1,140 units shall be accounted for in the alternative scenario;</p> <p>(d) Traffic volume diagrams for background developments shall be provided separately from the total background traffic diagrams;</p> <p>(e) Phasing description of the subject development shall be included;</p> <p>Created : 2018-12-19 02:48:37 Last Modified : 2019-01-07 04:05:31</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

TRANSPORTATION AND WORKS

TRAFFIC REVIEW (PPP)

Contact: Gregory Borys Tel. (905) 615-3200 x3597

| No | Milestone | Condition |
|----|-----------------------|--|
| 3 | RECOMMENDATION REPORT | <p>August 2019: Update Site Plan to show the following:</p> <ul style="list-style-type: none">- Show the location of the Alectra parcel which will have the future TPSS located on the South-West corner of Armdale Road and Belbin Street;- Update the intersection of Thornwood Drive and Armdale Road as intersection meets the warrant to be an all-way-stop controlled intersection;- As mentioned in the motion that has been adopted at the March 27, 2019 City Council Meeting. Identify the Belbin Street extension as a public access easement over the private roadway which will connect to Eglinton through the future redevelopment of the lands located to the west;- Show the interim and ultimate conditions of Belbin Street and the Belbin Street extension- Dimension all sight triangles <p>Previous:</p> <ul style="list-style-type: none">- The Belbin Street road extension from Armdale Road to Eglinton Avenue East is a requirement, revise Site Plan accordingly- The applicant is to ensure convenient and safe pedestrian linkage is provided within the development site, specifically connecting pedestrians from Tower A/B/G to the proposed public park through the use of pavement markings, signage and the Ontario Traffic Manual - Book 15;- Clarify the vertical clearance for the loading/parking entrances;- The site plan shall be revised to:<ul style="list-style-type: none">a. Dimension the existing driveway width at the street line, and the proposed driveway width at the property line and the street line to determine the width(s) of curb works required.b. Identify the portions of the municipal sidewalk and curb across the proposed access as Heavy Duty.c. Dimension the entrance curb radii and make reference to O.P.S.D. 350.010.d. Indicate the municipal curb and sidewalk continuous through the driveway.e. Delete the portion of curb and sidewalk through the access at the controlled intersection, therefore being constructed to local roadway standards - remove portions of private curbing proposed within the municipal boulevard, or between the municipal sidewalk and curb as applicable. <p>Created : 2018-12-19 02:39:32 Last Modified : 2019-09-20 03:35:55</p> |
| 4 | NOTE: | <p>The applicant is advised that based on the profile, size and density of the proposed development, Transportation & Works may retain a peer reviewer for the Traffic Impact Study through the use of our Fees and Charges By-Law (By-Law 155-17) to be paid for by the applicant.</p> <p>Created : 2018-12-12 03:21:01 Last Modified : 2019-01-07 03:00:42</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

TRANSPORTATION AND WORKS

TRAFFIC REVIEW (PPP)

Contact: Gregory Borys Tel. (905) 615-3200 x3597

| No | Milestone | Condition |
|----|-----------|--|
| 5 | NOTE: | <p>August 2019: Please refer to Traffic Review Comment #3 regarding the Belbin Street extension</p> <p>Previous:</p> <p>Extension of Belbin Street from Armdale Road to Eglinton Avenue East is a requirement for proposed development.</p> <p>- As outlined in the Section 8.2.2.3 and 9.3.1.5 of the Official Plan, the City will strive to create a fine-grade system of roads that seek to increase the number of road intersections and overall connectivity throughout the city;</p> <p>- Section 8.2.2.7 of the Official Plan states, Future additions to the road network should be public roads. Public easements may be required where private roads are permitted;</p> <p>- Through consultation with Mississauga Fire, extension of Belbin Street to Eglinton Avenue East is necessary for emergency purposes</p> <p>Created : 2018-12-19 02:48:37 Last Modified : 2019-08-06 02:53:36</p> |
| 6 | NOTE: | <p>- The portion of the driveway within the municipal boulevard is to be paved by the applicant</p> <p>- 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>- All damaged or disturbed areas within the municipal right-of-way are to be reinstated at the applicant's expense;</p> <p>- The applicant will be required to submit an Access Modification Permit (https://www.mississauga.ca/portal/services/twformscentre)</p> <p>Created : 2018-12-06 03:21:58 Last Modified : 2019-02-05 05:06:58</p> |

COMMUNITY SERVICES

PLANNER - COMM SERVICES

Contact: Michael Hynes Tel. (905) 615-3200 x4409

| No | Milestone | Condition |
|----|-----------|-----------|
| | | |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

COMMUNITY SERVICES

PLANNER - COMM SERVICES

Contact: Michael Hynes Tel. (905) 615-3200 x4409

| No | Milestone | Condition |
|--|-------------|--------------------|
| 1 | INFO REPORT | INFORMATION REPORT |
| <p>The following comments shall be included in the Planning and Building Department Information Report:</p> <p>January 9, 2019</p> <p>(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)</p> <p>Proposed Park Block 3, having an area of 0.33 ha (0.8 ac.) along Armdale Road is an inappropriate location for a park. Given the amount of height and density surrounding this proposed park, the park will be in shadow the entire day between March 21st and September 21st. There will also be a significant shadow impact on June 21st.</p> <p>Please address the shadow impacts by relocating the park and/or through design solutions.</p> <p>Sandalwood Park (P-309), zoned OS1, located on the north side of Nahani Way, east of the subject lands, which is less than 400 m (1312 ft.) from the subject lands. This 1.86 ha (4.60 acre) park contains a playground and an 11v11 soccer field.</p> <p>Given the limited number of parks within the immediate area and the proposed density and units being requested, Community Services will request a park on the subject lands to service this development and immediate area.</p> <p>Based on the proposed size and location of the park, cash-in-lieu and parkland dedication will be required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City Policies and By-laws.</p> <p>Created : 2018-11-25 01:24:24 Last Modified : 2019-02-13 12:23:14</p> | | |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

COMMUNITY SERVICES

PLANNER - COMM SERVICES

Contact: Michael Hynes Tel. (905) 615-3200 x4409

| No | Milestone | Condition |
|---|-----------------------|---|
| 2 | RECOMMENDATION REPORT | July 15, 2019 - comments unchanged. 5 buildings instead of 6. |
| <p>46 storeys - Tower A 41 storeys - Tower B 31 storeys - Tower G 41 storeys - Tower E 34 storeys - Tower D</p> <p>4 of these buildings abut the proposed park.</p> <p>Proposed Park Block 3 having (0.3245 ha) (0.800 ac) along Street "B" (Armdale Road) is an inappropriate location for a park given the amount of height and density surrounding this proposed park will cause the proposed park to be in shadow the entire day during the March 21 and September 21 Solstice. The June 21 solstice will also have a significant impact on shadowing of the Proposed Park. Here are the heights of the buildings that are proposed to surround this park:</p> <p>Tower A - 45 storeys - southeast corner of site Tower B - 40 storeys - south center of site abutting Eglinton Tower D - 33 storeys - abutting the site southeast corner Tower E - 40 storeys - southwest of proposed park Tower F - 35 storeys - just west of the proposed park</p> <p>The accumulative affect of the shadows from Towers A through Towers F will have the park in shadow the entire day.</p> <p>Community Services will not accept the location of this park. Community Services would request that this Proposed Park be relocated to a location on-site where shadow is not fully impacted by the proposed location of these Towers.</p> <p>Created : 2018-11-25 02:01:23 Last Modified : 2019-09-24 09:54:53</p> | | |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

COMMUNITY SERVICES

| PLANNER - COMM SERVICES | | | Contact: Michael Hynes Tel. (905) 615-3200 x4409 |
|-------------------------|-----------------------|---|--|
| No | Milestone | Condition | |
| 3 | RECOMMENDATION REPORT | Updated comment: July 16, 2019 This community wind study did not accurately address the impact this proposed height will have on the park. We would like a peer review of Theakston Environmental Pedestrian Level Wind Study. The result of the Theakston Wind Study indicated that walking, standing and sitting are in the comfort zone. Community Services needs assurances that this proposed park that will be shadow all day is not also uncomfortable all day Community Services has reviewed the preliminary pedestrian level wind study undertaken by Theakston Environmental within the Proposed Park and found the results to be not acceptable. Please revise the wind analysis to include when all phases are built and the impact of wind within the Proposed Park while sitting, standing and walking for Winter and Spring. Community Services will provide additional comments once we have received an updated wind study on the impact on the Proposed Park. Created : 2018-11-25 02:01:23 Last Modified : 2019-09-24 09:54:53 | |
| 4 | REGISTRATION | No change to comment - July 16, 2019 STREET TREE PAYMENT Payment in cash or certified cheque will be required to cover the cost of planting street trees, up to 60 mm caliper, on Armdale Road in accordance with current City standards. The frontage along Armdale is approximately 200 m (1 tree for every 10 m) equals 20 trees at \$74.50 per tree. A street tree payment will be \$11,490.00. Created : 2018-11-25 01:24:24 Last Modified : 2019-07-16 08:40:24 | |
| 5 | RECOMMENDATION REPORT | No change to comment - July 16, 2019 UTILITY EASEMENT/BLOCKS The applicant is to confirm whether there is a requirement to locate utility cabinets (i.e. Hydro / Bell) on the subject lands. If they are required, the locations are to be shown on the draft plan of subdivision and identified as a separate block. These utility blocks are discouraged from being located next to park blocks. Created : 2018-11-25 01:24:24 Last Modified : 2019-07-16 08:44:19 | |
| 6 | INFO REPORT | Please see LA-DD comments Re: Joint Utility Trench for Thornwood Drive and Eglington Avenue East Created : 2018-11-28 03:54:35 Last Modified : 2018-11-30 11:35:44 | |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

COMMUNITY SERVICES

| PLANNER - COMM SERVICES | | | Contact: Michael Hynes Tel. (905) 615-3200 x4409 |
|-------------------------|-----------------------|---|--|
| No | Milestone | Condition | |
| 10 | RECOMMENDATION REPORT | No change to comment: July 16, 2019 CASH IN LIEU OF PARKLAND - DRAFT PLAN CONDITION The following shall not be listed as a draft plan condition but included under the NOTE section. NOTE: The City has not required either the dedication of land for park or other public recreational purposes, or a payment of money in lieu of such conveyance as a condition of subdivision draft approval authorized by Section 51.1 of the Planning Act, R.S.O. 1990, c.P.13 as amended. The City will require payment of cash-in-lieu for park or other public recreational purposes as a condition of development for each lot and block, prior to the issuance of building permits pursuant to Section 42(6) of the Planning Act, R.S.O. 1990, c.P.13, as amended, and in accordance with the City's policies and by-laws. Created : 2018-11-25 01:24:24 Last Modified : 2019-07-16 08:44:19 | |
| 12 | SERV AND/OR DEV. AGT | No change to condition: July 16, 2019 WARNING CLAUSE REQUIRED - RECREATIONAL USES A warning clause shall be entered into the Development Agreement - Schedule B and into all Offers of Purchase and Sale, as well as registered on the titles of all lots and blocks, advising potential purchasers that the adjacent park. Created : 2018-11-25 01:28:39 Last Modified : 2019-07-22 10:35:35 | |
| 13 | SERV AND/OR DEV. AGT | No change to condition: July 16, 2019 A warning clause shall be entered into Schedule B of the Subdivision Agreement and into all Offers of Purchase and Sale, as well as registered on the titles of (list all residential lots/blocks abutting parkland), advising potential purchasers that snow storage is not permitted on the City Park Block. Created : 2018-11-25 01:36:39 Last Modified : 2019-07-22 10:49:23 | |
| 17 | SERV AND/OR DEV. AGT | No change to condition: July 16, 2019 LEGAL DESCRIPTIONS REQUIRED Legal descriptions of all lands to be deeded to the City as parkland shall be listed in Schedule B of the Subdivision Agreement. Created : 2018-11-25 01:28:39 Last Modified : 2019-07-22 10:35:35 | |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

COMMUNITY SERVICES

PLANNER - COMM SERVICES

Contact: Michael Hynes Tel. (905) 615-3200 x4409

| No | Milestone | Condition |
|----|----------------------|---|
| 19 | SERV AND/OR DEV. AGT | No change to condition: July 16, 2019 The following clause shall be entered into the Subdivision Agreement - Schedule B: 1. Community Services Department a) Prior to the issuance of building permits for all lots and blocks within the plan of subdivision, satisfactory arrangements shall have been made with the Planning and Heritage Section of the Community Services Department 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. Created : 2018-11-25 01:28:39 Last Modified : 2019-07-22 10:37:07 |
| 20 | REGISTRATION | No change to this condition: July 16, 2019 PARKLAND REQUIRED The following clause shall be included in the Subdivision Agreement, Schedule B. Application T 18005 yields a ____ (____) land requirement for park or other public recreational purposes based on the Planning Act (R.S.O. 1990, c.P.13, Section 51.1 as amended). The applicant shall deed to the City for park purposes a minimum Block having an area of 0.324 ha (0.800 ac) to satisfy City parkland provision guidelines. Option (1) The City shall compensate the developer for the resulting overdedication of ____ ha (____ ac) at the per acre rate of ____, for the total amount of \$____, following registration of plan T ____ and the satisfaction of the Inhibiting Order in connection with the Plan. OR Option (2) Prior to registration, the developer shall provide the City with a certified cheque for the underdedication of ____ ha (____ ac) at the per acre rate of \$ ____, for the total amount of \$ ____. Created : 2018-11-25 01:28:39 Last Modified : 2019-07-22 10:49:23 |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

COMMUNITY SERVICES

PLANNER - COMM SERVICES

Contact: Michael Hynes Tel. (905) 615-3200 x4409

| No | Milestone | Condition |
|----|----------------------|--|
| 21 | NOTE: | No change to this condition: July 16, 2019 SITE PLAN REQUIRED Site plans for blocks (block numbers) which abut existing or proposed parkland or greenbelt / woodland (location) shall be forwarded to the Community Services Department - Park Planning Section for review and comment. Created : 2018-11-25 01:28:39 Last Modified : 2019-07-16 08:48:32 |
| 22 | NOTE: | DEVELOPMENT CREDITS TO DEVELOPER The Community Services Department may permit the developer to construct the park. If the developer is responsible for the development of the (parkland / greenbelt / woodland lands), a credit from the Development Charges Reserve Fund for the Community Services Department required items, in accordance with City policy and the Development Charges Act, will be recommended for City Council approval after accurate cost estimates have been approved by the Community Services Department. Cost estimates are required at second engineering submission to allow sufficient time for the Development Charges Credit Report to go before Council. Created : 2018-11-25 01:28:39 Last Modified : 2019-07-22 09:55:34 |
| 23 | NOTE: | Satisfactory Phase 1/2 ESA clearance from Transportation and Works for lands to be dedicated. Created : 2018-11-30 11:34:09 Last Modified : 2019-07-22 09:58:19 |
| 24 | NOTE: | Additional comments may be made upon the review of this and any new information. Created : 2018-11-25 01:36:39 Last Modified : 2019-07-22 09:55:34 |
| 26 | SERV AND/OR DEV. AGT | New July 19, 2019 The following clause shall be entered in the Subdivision Agreement - Schedule D Notes: "The Developer acknowledges that the City does not permit the placement of unapproved materials or structures within the proposed park block at any stage of development up to and including pre-servicing, registration and post registration without the expressed written authorization of the Commissioner of Community Services. This includes, but is not limited to, topsoil stockpiling, construction trailers, construction materials and debris, signage and sales/promotional trailers." Created : 2019-07-19 02:35:32 Last Modified : 2019-07-22 09:55:34 |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

COMMUNITY SERVICES

| PLANNER - COMM SERVICES | | | Contact: Michael Hynes Tel. (905) 615-3200 x4409 |
|-------------------------|-----------|---|--|
| No | Milestone | Condition | |
| 28 | NOTE: | A 3.0m setback is required from any structures adjacent to potentially Municipal owned Park Block. The 3.0m setback would apply to any underground or above ground parking structure or amenity space that is proposed adjacent to the Park Block. No encroachments will be permitted within Park Block to include any shoring tie-back conditions associated with any underground structures. Created : 2019-07-19 02:41:03 Last Modified : 2019-07-22 10:37:07 | |
| 29 | NOTE: | New - July 19, 2019 The proposed 33 storey building located on the east side of the proposed park has a loading and unloading area open to the proposed park (i.e. from the park you can see the garbage containers use for the proposed building). The applicant should reconsider relocating the loading and unloading area to an area away from the proposed park. Created : 2019-07-19 02:50:55 Last Modified : | |

| LANDSCAPE ARCH - COMM SERVICES | | | Contact: Sandra Neal Tel. (905) 615-3200 x5373 |
|--------------------------------|----------------------|--|--|
| No | Milestone | Condition | |
| 1 | NOTE: | ADDITIONAL COMMENTS July 2019 Additional comments may be made upon the review of this and any new information. Created : 2019-07-17 12:54:24 Last Modified : 2019-07-19 04:28:39 | |
| 2 | SERV AND/OR DEV. AGT | STREETSCAPE - ALONG EGLINTON July 2019 Street Trees along Eglinton including the Multi-use Trail is to be developer built. The Street Trees along Eglinton are to be spaced 8.0m on centre and 10.0m on centre where utilities occur and revise to be Trees in sod. Please ensure all utilities are re-located along Eglinton in order to accomodate Street Tree Planting. Community Service - Park Planning defers to Design & Development with regards to Boulevard Treatment. Created : 2019-07-17 12:59:32 Last Modified : 2019-07-19 04:28:39 | |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

COMMUNITY SERVICES

| LANDSCAPE ARCH - COMM SERVICES | | | Contact: Sandra Neal Tel. (905) 615-3200 x5373 |
|--------------------------------|----------------------|--|--|
| No | Milestone | Condition | |
| 3 | SERV AND/OR DEV. AGT | STREETSCAPE - THORNWOOD DRIVE July 2019 Please ensure the landscape drawings include all utilities, easements, proposed servicing (above and below grade), drop curbs and all other elements in the boulevard. Sections through all streetscape frontages are to be coordinated with Engineering. The Landscape Drawings do not include the Streetscape information along Thornwood Drive. Please include all utility information and update the drawings to include this information in the next submission. Upon transposing the existing utilities (Composite Utility Plan) as well as any proposed utilities onto the streetscape plans, confirm that there are no utilities within the Street R.O.W. in the 2.0m wide soil cell corridor. Street Trees are to be spaced at 8.0m on centre typical, and 10.0m on centre around utilities such as Light Standards and Fire Hydrants. Soild Cells within the soil cell corridor are to end 1.0m on either side of the utility and the sub drain is to be diverted around the utility. Unit Paving along the street tree corridor should reflect the Soil Cell corridor underneath. The soil cell corridor is to terminate 4.0m from the end of the Street Tree, please review and maximize the number of street tree plantings along Thornwood Drive on the west and east sides. The Landscape Drawings are to be fully coordinated with Engineering, and the public utilities re-located to the Joint Utility Trench. Created : 2019-07-17 01:00:57 Last Modified : 2019-07-19 04:28:39 | |
| 4 | SERV AND/OR DEV. AGT | PARK MASTER PLAN July 2019 A master plan for all dedicated parkland shall be submitted to, and approved by, the Community Services Department - Park Planning. All plans shall be submitted at a scale of 1:200 unless otherwise specified. The master plan is to be prepared by a certified landscape architect. All proposed sanitary, storm and/or utility easements (hydro, gas, water bell, cable, etc.) and/or stormwater management facilities shall be indicated on the park master plan and approved by the Community Services Department - Park Planning, in order that such easements do not compromise park development plans. All other utility structures are discouraged from being located in the park block. Created : 2019-07-17 04:02:31 Last Modified : 2019-07-22 10:53:01 | |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

COMMUNITY SERVICES

LANDSCAPE ARCH - COMM SERVICES Contact: Sandra Neal Tel. (905) 615-3200 x5373

| No | Milestone | Condition |
|----|----------------------|---|
| 5 | SERV AND/OR DEV. AGT | <p>PARK GRADING July 2019</p> <p>Prior to the issuance of the preservicing clearance, the following issues must be addressed to the satisfaction of Community Services Department - Park Planning.</p> <p>a) all surface drainage within the park block must be finalized. b) cross slopes of facilities and drainage swales must be indicated with direction of flow and percentage of slope c) proposed surface drainage in lots adjacent to the park block must be indicated d) grading must preclude drainage across or along pathways</p> <p>Created : 2019-07-17 04:02:31 Last Modified : 2019-07-19 04:28:39</p> |
| 6 | SERV AND/OR DEV. AGT | <p>STREET TREE PLANS July 2019</p> <p>Should the planting of street trees be undertaken by the applicant, street tree Master Plan planting plans are required. Planting plans are to be prepared at 1:200 scale and include all utilities, including street lights, hydro transformers, bell and cable boxes, sidewalk and driveway locations, elevations, vegetation, easements, proposed lot lines, road and boulevard width. Plans must show planting locations and plant list indicating height, spread, caliper, root condition and quantities.</p> <p>Created : 2019-07-17 04:02:31 Last Modified : 2019-07-19 04:28:39</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

COMMUNITY SERVICES

LANDSCAPE ARCH - COMM SERVICES Contact: Sandra Neal Tel. (905) 615-3200 x5373

| No | Milestone | Condition |
|----|----------------------|--|
| 7 | SERV AND/OR DEV. AGT | <p>PLANTING WARNING CLAUSE (EGLINTON AVENUE) July 2019</p> <p>The following warning clauses are to be included in the Subdivision Agreement - Schedule B for plans of subdivision and subsequently in the Agreements of Purchase and Sale for new homes, as applicable:</p> <p>PLANTING BY THE DEVELOPER "Purchasers are advised that street tree planting is the responsibility of the developer, and that street tree planting is only required to be carried out in accordance with the approved plans and City of Mississauga guidelines."</p> <p>a."Purchasers are advised that site conditions may prevent the planting of (buffer / street trees) within the public right-of-way in front of this lot." b."Purchasers are advised that the City of Mississauga has no jurisdiction over the monies charged by the vendor to the purchaser for (buffer/street tree) planting." c."Purchasers are advised that site conditions may require that a street tree is planted within the private lot rather than within the public right-of-way." d."Purchasers are advised that the current Fee Charges By-Law permits the charge of \$___ per street tree, up to 60mm caliper."</p> <p>Created : 2019-07-17 04:02:31 Last Modified : 2019-07-19 04:28:39</p> |
| 8 | 1ST SERVICING SUB | <p>WARNING CLAUSE - STREET TREES (ARMDALE ROAD) July 2019</p> <p>The following warning clauses are to be included in the Subdivision Agreement - Schedule B for plans of subdivision and subsequently in the Agreements of Purchase and Sale for new homes, as applicable:</p> <p>PLANTING BY THE CITY a. "Purchasers are advised that, despite the payment of monies by the developer to the City of Mississauga for street tree planting, site conditions may prevent the planting of a street tree within the public right-of-way in front of this lot. Purchasers are further advised that the City will not reimburse purchasers for any payments made by the purchaser to the vendor for street tree planting should a tree not be planted within the public right-of-way in front of this lot." b. "Purchasers are advised that the City of Mississauga has no jurisdiction over the monies charged by the vendor to the purchaser for street tree planting." c. "Purchasers are advised that site conditions may require that a street tree is planted within the private lot rather than within the public right-of-way." d. "Purchasers are advised that the current Fee Charges By-Law permits the charge of \$___ per street tree, up to 60mm caliper."</p> <p>Created : 2019-07-19 03:51:58 Last Modified : 2019-07-19 04:28:39</p> |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

COMMUNITY SERVICES

| LANDSCAPE ARCH - COMM SERVICES | | | Contact: Sandra Neal Tel. (905) 615-3200 x5373 |
|--------------------------------|----------------------|--|--|
| No | Milestone | Condition | |
| 9 | SERV AND/OR DEV. AGT | TREE PRESERVATION PLAN APPROVAL July 2019 | |
| | | Please clarify why Tree Removal is being proposed within the Park Block, further clarification is required. | |
| | | The preliminary tree preservation plan shall be approved by the Community Services Department - Park Planning prior to issuance of Soil Erosion and Sediment Control Permit by Transportation and Works. Should a Tree Permit be required, further approval is required by the Community Services Department - Forestry. | |
| | | Created : 2019-07-17 04:02:31 Last Modified : 2019-07-22 09:38:53 | |
| 10 | SERV AND/OR DEV. AGT | FINAL TREE INVENTORY/PRESERVATION PLAN July 2019 | |
| | | Prior to By-Law enactment, a final tree inventory and preservation plan shall be submitted to the Community Services Department - Park Planning for review and approval. All plans shall be submitted at a scale of 1:200 (unless otherwise specified) and shall include all existing and proposed roadways, driveways, parking areas, building locations and envelopes, walkways, amenity areas, grades, services and utilities, pertinent property information and required hoarding. | |
| | | Provide on the plan all existing trees including those to be preserved, those to be removed and those to be transplanted, with canopy sizes accurately illustrated. Provide the existing grade at the base of the tree and at the canopy limits. Indicate in a table or appended to the drawing every tree over 150 mm caliper, including all trees to be preserved, trees to be removed, and trees to be transplanted. Detail the common and botanical name, size, condition and any applicable comments for each tree. | |
| | | Created : 2019-07-17 04:02:31 Last Modified : 2019-07-19 04:28:39 | |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

COMMUNITY SERVICES

| LANDSCAPE ARCH - COMM SERVICES | | | Contact: Sandra Neal Tel. (905) 615-3200 x5373 |
|--------------------------------|----------------------|---|--|
| No | Milestone | Condition | |
| 11 | SERV AND/OR DEV. AGT | HOARDING July 2019 | |
| | | Protective hoarding will be required along the park boundary and along or beyond the drip line of any vegetation indicated for preservation including street trees that may be impacted. The hoarding is to be located on private property, 1.0 metres inside the property line. Hoarding is to be solid board construction as per the most current Community Services Standard Detail No. 02830-4. | |
| | | The hoarding is to be supplied, erected and maintained in good condition by the developer at his own cost prior to topsoil stripping, preservicing of, or any construction on the site and shall be maintained in good repair throughout all phases of servicing and construction on the site. The hoarding will be erected to the satisfaction of the Community Services Department - Park Planning. | |
| | | Created : 2019-07-17 04:02:31 Last Modified : 2019-07-19 04:28:39 | |
| 12 | SERV AND/OR DEV. AGT | HOARDING CLAUSE | |
| | | The following clause shall be entered in the Subdivision Agreement - Schedule C: | |
| | | 1. "Prior to the issuance of building permits for Blocks / Lots _____, the adjoining municipal parkland must be protected with hoarding as per the most current Community Services Detail No. 02830-4 along the common property line." | |
| | | Approval of the hoarding is required from the Community Services Department - Park Planning. | |
| | | After construction is complete, confirmation must be submitted to the Community Services Department indicating that no trees designated for preservation were either damaged or removed without the approval of the Community Services Department. | |
| | | Created : 2019-07-17 04:02:31 Last Modified : 2019-07-19 04:28:39 | |
| 13 | SERV AND/OR DEV. AGT | AS-BUILT DRAWINGS July 2019 | |
| | | Securities valued at \$7,500.00 shall be included in the Schedule D-2 and itemized for the provision of digital as-built drawings to Community Services specifications. | |
| | | Created : 2019-07-17 04:02:31 Last Modified : 2019-07-19 04:28:39 | |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

COMMUNITY SERVICES

LANDSCAPE ARCH - COMM SERVICES Contact: Sandra Neal Tel. (905) 615-3200 x5373

| No | Milestone | Condition |
|----|--------------|---|
| 14 | REGISTRATION | ESA/RSC REQUIRED PRIOR TO PARKLAND DEDICATION July 2019 Prior to parkland dedication to the City, the applicant is to provide written confirmation that Transportation and Works has received and approved the Phase 1 and Phase 2 (if required) Environmental Site Assessment Report (ESA), together with a Record of Site Condition (RSC) for these dedicated lands. Both sets of documents are to be prepared, signed, dated and sealed by a Professional Engineer (P.Eng.). Please note that the final ESA report is to include a statement confirming the suitability of the conveyed lands for the intended parkland use. Also, note that the reports are to include a clause, or be accompanied by a signed letter from the author of the report, or a Principal of the Consulting Firm, which allows the City of Mississauga to make reliance on the findings and conclusions presented in the report. Created : 2019-07-17 04:02:31 Last Modified : 2019-07-22 10:30:48 |
| 15 | REGISTRATION | STREETSCAPE PROCESSING FEE The Streetscape Processing fee is calculated as a percentage of the gross Streetscape Works costs as listed within the Servicing or Development Agreement, as follows: Less than \$100,000 - 10% \$100,000 to \$250,000 - 8% \$250,000 to \$500,000- 6% Over \$500,000 - 5% This fee will be required by the Community Services Department - Park Planning Section prior to registration. Created : 2019-07-19 03:51:58 Last Modified : 2019-07-19 04:28:39 |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

COMMUNITY SERVICES

LANDSCAPE ARCH - COMM SERVICES Contact: Sandra Neal Tel. (905) 615-3200 x5373

| No | Milestone | Condition |
|----|-------------------------|---|
| 16 | SERV AND/OR DEV. AGT | SECURITIES - SUMMARY July 2019 The following securities will be required as part of this Subdivision Agreement. The exact amount of securites will be determined when more information becomes available for review. 1. Protective Hoarding and Sediment Control adjacent to Parkland 2. Streetscape along Thornwood Drive 3. Streetscape along Eglinton Avenue The above are to be entered in the Subdivision Agreement - Schedule 'D-1' Summary. Created : 2019-07-19 04:19:45 Last Modified : 2019-07-19 04:28:39 |

BELL CANADA

| BELL CANADA | | Contact: Tel. [REDACTED] |
|--------------------|-----------|--------------------------|
| No | Milestone | Condition |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

BELL CANADA

BELL CANADAContact: **Tel.**

| No | Milestone | Condition |
|----|------------|--|
| 1 | DRAFT APPR | <p>We have reviewed the circulation regarding the above noted application. The following paragraph is to be included as a condition of approval:</p> <p>"The Owner shall indicate in the Agreement, in words satisfactory to Bell Canada, that it will grant to Bell Canada any easement that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements."</p> <p>We hereby advise the Developer to contact Bell Canada during detailed design to confirm the provision of communication/telecommunication infrastructure needed to service the development.</p> <p>As you may be aware, Bell Canada is Ontario's principal telecommunications infrastructure provider, developing and maintaining an essential public service. It is incumbent upon the Municipality and the Developer to ensure that the development is services with communication/telecommunication infrastructure. In fact, the 2014 Provincial Policy Statement (PPS) requires the development of coordinated, efficient and cost-effective infrastructure, including telecommunications system (Section 1.6.1)</p> <p>The Developer is hereby advised that prior to commencing any work, the Developer must confirm that sufficient wire-line communication/telecommunication infrastructure is available. In the event that such infrastructure is unavailable, the Developer shall be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure</p> <p>If the Developer elects not to pay for the above noted connection, then the Developer will be required to demonstrate to the satisfaction of the Municipality that sufficient alternative communication/telecommunication will be provided to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services (i.e. 911 Emergency Services).</p> <p>CONTACT: Meaghan Palynchuk Urban Planner, Municipal Relations Access Network Provisioning, Ontario Phone 905-540-7254 Mobile: 289-527-3953 Email: Meaghan.Palynchuk@bell.ca Created : 2019-01-11 12:14:08 Last Modified : 2019-02-06 04:25:45</p> |

CANADA POST CORPORATION

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

CANADA POST CORPORATION

CANADA POST CORPORATION

Contact: Tigist Yage Tel. (416) 606-8372

| No | Milestone | Condition |
|----|-----------|-----------|
|----|-----------|-----------|

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

CANADA POST CORPORATION

CANADA POST CORPORATION Contact: Tigest Yage Tel. (416) 606-8372

| No | Milestone | Condition |
|----|-----------|--|
| 1 | NOTE: | October 30, 2018 Re: Application No: 21T-M 18 5 NW HURONTARIO ST AND EGLINTON AVE EAST Canada Post Corporation appreciates the opportunity to comment on the above noted application and it is requested that the developer be notified of the following: In order to provide mail service to the residential building(s) for this development, Canada Post requests that the owner/developer comply with the following conditions: The owner/developer will provide each building with its own centralized mail receiving facility. This lock-box assembly must be provided and maintained by the Owner/Developer in order for Canada Post to provide mail service to the residents of this project. For any building where there are more than 100 units, a secure, rear-fed mailroom must be provided. The owner/developer agrees to provide Canada Post with access to any locked doors between the street and the lock-boxes via the Canada Post Crown lock and key system. This encompasses, if applicable, the installation of a Canada Post lock in the building's lobby intercom and the purchase of a deadbolt for the mailroom door that is a model which can be retro-fitted with a Canada Post deadbolt cylinder. As per our revised National Delivery Policy, street level residences and businesses will also receive mail delivery at centralized locations, not directly to their door. For example: - extra mail compartments can be provided to accommodate these units in the main mailbox panel - if these units are not part of the condo then a separate centralized mail receiving facility/box can be set up by the developer at an alternative location. As the project nears completion, it is requested that the Developer contact me directly for a Postal Code as existing postal coding will not apply and new postal codes will be issued for this development. The Developer's agent should contact a Delivery Supervisor , Mississauga Depot 6 Post office Supervisor, Phone number 905-501-0358 for mailroom/lock box inspection and mail delivery startup. The complete guide to Canada Post's Delivery Standards can be found at: https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

CANADA POST CORPORATION

CANADA POST CORPORATION Contact: Tigest Yage Tel. (416) 606-8372

| No | Milestone | Condition |
|----|-----------|---|
| 1 | NOTE: | Tigest Yage Delivery Planning Officer - GTA West tigest.yage@canadapost.ca Created : 2018-10-30 11:00:40 Last Modified : 2019-02-06 04:27:05 |

ENDBRIDGE/CONSUMERS GAS

ENBRIDGE Contact: Municipal Planning Tel. (416) 495-5763

| No | Milestone | Condition |
|----|-----------|---|
| 1 | NOTE: | Enbridge Gas Distribution does not object to the proposed application(s). Created : 2018-11-01 09:40:48 Last Modified : |
| 2 | NOTE: | This response does not constitute a pipe locate or clearance for construction. Created : 2018-11-01 09:40:49 Last Modified : |
| 3 | NOTE: | The applicant shall contact Enbridge Gas Distribution's Customer Connections department by emailing SalesArea20@enbridge.com for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving. Created : 2018-11-01 09:40:49 Last Modified : 2018-12-12 02:43:04 |
| 4 | NOTE: | If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant. Created : 2018-11-01 09:40:49 Last Modified : |
| 5 | NOTE: | Easement(s) are required to service this development and any future adjacent developments. The applicant will provide all easement(s) to Enbridge Gas Distribution at no cost. Created : 2018-11-01 09:40:49 Last Modified : |
| 6 | NOTE: | The applicant will contact Enbridge Gas Distribution'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. Created : 2018-11-01 09:40:49 Last Modified : 2018-12-12 02:43:04 |

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and an amenity building

ENBRIDGE

| No | Milestone | Condition |
|----|-----------|--|
| 7 | NOTE: | <p>In the event a pressure reducing regulator station is required, the applicant is to provide a 3 metre by 3 metre exclusive use location that cannot project into the municipal road allowance. The final size and location of the regulator station will be confirmed by Enbridge Gas Distributions Customer Connections department. For more details contact SalesArea20@enbridge.com.</p> <p>Created : 2018-11-01 09:40:49 Last Modified : 2018-12-12 02:58:10</p> |
| 8 | NOTE: | <p>The applicant will grade all road allowances to as close to final elevation as possible, provide necessary field survey information and all approved municipal road cross sections, identifying all utility locations prior to the installation of the gas piping.</p> <p>Created : 2018-11-01 09:40:49 Last Modified :</p> |
| 9 | NOTE: | <p>Enbridge Gas Distribution reserves the right to amend or remove development conditions.</p> <p>Created : 2018-11-01 09:40:49 Last Modified :</p> |

DUFFERIN PEEL CD SCHOOL BOARD

| No | Milestone | Condition |
|----|-----------|---|
| 1 | NOTE: | <p>With respect to the schools currently accommodating students from this area, the above noted application is located in the elementary catchment area of St Jude Elementary School, and proposes a total of 2542 additional units, yielding approximately 42 Junior Kindergarten to Grade 8 separate school student. St Jude Elementary School has a capacity of 280 pupil places plus 475 pupil places in temporary accommodation, with a current enrolment of 431 students and 0 portables/temporary classrooms on site.</p> <p>The application will yield approximately 35 Grade 9 to 12 separate school students. This application is located in the secondary catchment area of St Francis Xavier Secondary School, which has a capacity of 1500 pupil places with a current enrolment of 1877 students, and 17 portables/temporary classrooms on site.</p> <p>Created : 2018-11-13 11:30:17 Last Modified : 2019-07-04 12:47:24</p> |
| 2 | NOTE: | <p>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.</p> <p>Created : 2018-11-13 11:30:17 Last Modified :</p> |

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and an amenity building

DUFFERIN PEEL CD SCHOOL BOARD

| No | Milestone | Condition |
|----|--------------------------------|--|
| 3 | PLAN REGISTRATION (SCHEDULE B) | <p>The Board requests that the following conditions be fulfilled prior to the final approval of the zoning by-law:</p> <p>1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots until the permanent school for the area has been completed.</p> <p>(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."</p> <p>(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."</p> <p>Created : 2018-11-13 11:30:17 Last Modified :</p> |

GREATER TORONTO AIRPORT AUTH

| No | Milestone | Condition |
|----|-----------|-----------|
|----|-----------|-----------|

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

GREATER TORONTO AIRPORT AUTH

| GREATER TORONTO AIRPORT AUTH | | | Contact: Greg Straatsma Tel. (416) 776-3536 |
|------------------------------|-----------------------|--|---|
| No | Milestone | Condition | |
| 1 | RECOMMENDATION REPORT | 2018-Nov-14; SP 18-016 W5; 91 Eglinton Avenue East & 5055 Hurontario Street; Airport Zoning Restrictions: According to the Airport Zoning Regulations for Toronto's Lester B. Pearson International Airport, development elevations on the property are not affected by any airport restrictions related to obstacle zoning. NAV CANADA Review & Request for Additional Information: As the proposed development is located within close proximity to Toronto Pearson Airport, the development could impact on NAV CANADA's instrument runway approach procedures. In order to determine if the proposed residential towers would comply with the Airport's runway approach procedures, the GTAA and NAV CANADA will need to conduct a detailed evaluation of the proposed development and therefore the following additional information is required: 1) The geographic coordinates of the four outside corners of each proposed building. The coordinates would be based upon 6 degrees UTM (Universal Transverse Mercator expressed in metres) (Zone 17); NAD 27 - 1974 adjustment (horizontal); GSC-1978 Southern Ontario adjustment (vertical); 2) Building elevation drawings showing the full height of the structures including any rooftop units such as a/c units, ladders, railings, etc. 3) The materials to be used on the outside walls of the building. Once a more complete development proposal becomes available, please circulate it to us for our review and submission to NAV Canada. GTAA, 416-776-3635, Greg.Straatsma@GTAA.com Created : 2018-11-14 11:09:36 Last Modified : 2019-02-06 04:48:52 | |
| 2 | NOTE: | 2019-Aug-01; OZ 18-016; 91 Eglinton Avenue East & 5055 Hurontario Street; Our previous comments and request for information remain the same. GTAA, 416-776-3635, Greg.Straatsma@GTAA.com Created : 2019-08-01 02:12:54 Last Modified : | |

ENERSOURCE HYDRO MISS

| ENERSOURCE HYDRO MISS | | | Contact: Marilou Ignacio Tel. (905) 283-4088 |
|-----------------------|-----------|-----------|--|
| No | Milestone | Condition | |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

ENERSOURCE HYDRO MISS

| ENERSOURCE HYDRO MISS | | | Contact: Marilou Ignacio Tel. (905) 283-4088 |
|-----------------------|-----------|--|--|
| No | Milestone | Condition | |
| 1 | NOTE: | 7Dec2018: We have no objection to the rezoning of these lands. Our comments are as follows: - 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. - The applicant is requested to contact Alectra well in advance to arrange for the design and installation of the electrical distribution system. - An 'Offer to Connect' will be made for the above development that is in consistent with the rules outlined in Chapter 3 of the Ontario Energy Board's Distribution System Code. - All on grade hydro equipment that will be located within the property will be required vehicle access at all times (i.e. driveway minimum 3.0m wide) and cannot be located top of any other structure, such as underground parking garage. - 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 has to be at least 1.5 m from the building and cannot be located top of any other structure, such as underground parking garage. The electrical room is required at grade level. For a vault amounted installation, the vault room is required at the grade level. - On above grade pad mounted switchgear will need to be installed at customer's property. 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. - 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. - Before approving this application, the applicant is to contact Alectra Engineering Technician, to provide information regarding the hydro service requirement. - If the proposed development is supplied by a pad-mounted transformer, an above grade pad-mounted switchgear will need to be installed by customer's property. 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. - All above grade hydro equipment that will be located within the property will require vehicle access at all times (i.e. driveway minimum 3.0 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. - Vault type transformers installed inside transformer vault room located on grade will be needed to provide hydro supply to these developments (the proposed High-Rise Condominium Development). - 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 | |

File: 21T-M 18 5

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

ENERSOURCE HYDRO MISS

ENERSOURCE HYDRO MISS

Contact: Marilou Ignacio Tel. (905) 283-4088

| No | Milestone | Condition |
|----|-----------|--|
| 1 | NOTE: | 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. - An Alectra Application Form for hydro supply will be required. We recommend establishing this at a very early stage to allow for proper procedures. Lead time for delivery for major equipment (i.e. transformer) is approximately 32 weeks from the date that the application and required deposit is received. To be continued..... Created : 2018-12-10 02:48:45 Last Modified : 2018-12-12 04:06:58 |
| 2 | NOTE: | 7Dec2018 - We recommend awareness and caution if working in the area where underground or 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 Should you have any concerns, please do not hesitate to contact our Mr. Goran Mandic at 905-283-4144. Created : 2018-12-10 02:50:53 Last Modified : 2018-12-12 04:06:58 |

HYDRO ONE NETWORK

HYDRO ONE NETWORK

Contact: **Tel.**

| No | Milestone | Condition |
|----|-----------|-----------|
|----|-----------|-----------|

File: 21T-M 18 5

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

HYDRO ONE NETWORK

HYDRO ONE NETWORK

Contact: **Tel.**

| No | Milestone | Condition |
|----|-----------|--|
| 1 | NOTE: | We are in receipt of your Plan of Subdivision application, T-M18005 W5 dated October 17, 2018. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. Our preliminary review considers issues affecting Hydro Ones 'High Voltage Facilities and Corridor Lands' only. For proposals affecting 'Low Voltage Distribution Facilities' the Owner/Applicant should consult their local area Distribution Supplier. Where Hydro One is the local supplier the Owner/Applicant must contact the Hydro subdivision group at subdivision@Hydroone.com or 1-866-272-3330. To confirm if Hydro One is your local distributor please follow the following link: http://www.hydroone.com/StormCenter3/ If you have any further questions or inquiries, please contact Customer Service at 1-888-664-9376 or e-mail CustomerCommunications@HydroOne.com to be connected to your Local Operations Centre CONTACT: Dennis De Rango Specialized Services Team Lead, Real Estate Department Hydro One Networks Inc. Tel: 905-946-6237 Email: Dennis.DeRango@HydroOne.com Created : 2018-11-19 10:21:23 Last Modified : 2018-12-12 05:02:53 |

PEEL DIST SCHOOL BOARD

PEEL DIST SCHOOL BOARD

Contact: Branko Vidovic Tel. (905) 890-1010 x2724

| No | Milestone | Condition |
|----|-----------|--|
| 1 | NOTE: | The Peel District School Board has reviewed the above noted application based on its School Accommodation Criteria and has the following comments: The anticipated yield is as follows: K-5 = 280; 6-8 = 87; 9-12 = 151. The students generated are presently within the following attendance areas: Nahani Way P.S.(Enrolment = 498; Capacity = 614 ;# of Portables = 0); Bristol Road Middle P.S. (Enrolment = 632; Capacity = 601; # of Portables = 3) Applewood Heights S.S.(Enrolment = 1,193; Capacity = 1,284; # of Portables = 0). An addition, portables, boundary change and/or school re-organization may be required at the affected school(s) to accommodate the anticipated number of students from this development. Created : 2018-11-02 02:49:21 Last Modified : 2019-03-07 12:30:50 |

File: 21T-M 18 5

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

PEEL DIST SCHOOL BOARD

PEEL DIST SCHOOL BOARD

Contact: Branko Vidovic Tel. (905) 890-1010 x2724

| No | Milestone | Condition |
|----|----------------------|--|
| 2 | SERV AND/OR DEV. AGT | City of Mississauga Council Resolution 152-98 applies to this application, therefore prior to final approval, the City of Mississauga shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan. Created : 2018-11-02 02:49:21 Last Modified : |
| 3 | SERV AND/OR DEV. AGT | The Peel District School Board requires the following clauses be placed in any agreement of purchase and sale entered into with respect to any units on this plan, within a period of five years from the date of registration of the development agreement: (a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools." (b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Board." Created : 2018-11-02 02:49:21 Last Modified : |
| 4 | SERV AND/OR DEV. AGT | The developer shall agree to erect and maintain signs at the entrances to this development which shall advise prospective purchases that due to present school facilities, some of the children from this development may have to be accommodated in temporary facilities or bused to schools, according to the Board's Transportation Policy. Created : 2018-11-02 02:49:22 Last Modified : |

REGION OF PEEL

REGION OF PEEL

Contact: Angelo Ambrico Tel. (905) 791-7800 x4612

| No | Milestone | Condition |
|----|-----------|---|
| 1 | NOTE: | Municipal sanitary sewer facilities consist of a 540mm diameter sewer on Eglinton Avenue East. Existing infrastructure also consists of 300mm diameter watermain on Preston Meadow Ave, Nahani Way and Forum Drive. There is also a constructed, but not currently in use, 300mm diameter watermain on Eglinton Avenue East from Forum Drive to the proposed site. Created : 2018-12-20 03:50:41 Last Modified : |

File: 21T-M 18 5

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

REGION OF PEEL

REGION OF PEEL

Contact: Angelo Ambrico Tel. (905) 791-7800 x4612

| No | Milestone | Condition |
|----|-----------------------|---|
| 2 | RECOMMENDATION REPORT | The Region has received the Functional Servicing Report (FSR) prepared by C.F. Crozier & Associates Inc., dated September 2018. Please be advised that the FSR must be approved by the Region and must show proposed prior to the Engineering Submission. This subdivision cannot proceed with development until an external 525/600mm diameter sanitary sewer on Tailfeather Crescent to service this site has been twinned/ upsized and preliminary approved to the Region's satisfaction. Created : 2018-12-20 03:50:39 Last Modified : 2019-02-06 04:48:52 |
| 3 | NOTE: | The Region will require a Condominium Water Servicing Agreement and a draft Declaration and Description with completed Schedule A for the future Common Element Condominium (Block 1 and 2) Created : 2018-12-20 03:50:41 Last Modified : |
| 4 | NOTE: | The Developer acknowledges that the lands are subject to the Region's Development Charges By-law. The applicable development charges shall be paid in the manner and at times provided by this By-law. Created : 2018-12-20 03:50:42 Last Modified : |
| 5 | RECOMMENDATION REPORT | Servicing of this plan will require the construction of oversized 373/525/625mm diameter sanitary sewers which are the financial responsibility of the Region as per the Development Charges By-law. Should the Developer wish to proceed with these works in order to obtain clearance of the Draft Plan conditions at a time when the Region is not prepared to fund the works, then the Developer shall be required to enter into a Front-Ending Agreement prior to the construction of the works. This Agreement will be subject to the Region's determination that is has or will have sufficient funds to justify entering into the Front-Ending Agreement and Regional Council approval. The following required oversized sanitary sewers shall be included in the Five Year Capital Budget and Forecast: 1) 375mm diameter sanitary sewer on future Thornwood Drive from Eglinton Avenue East to future Armdale Road, Construction Year: 2020; Project Number: TBD; and; 2) Twinning existing 525/600mm diameter sanitary sewers on Tailfeather Crescent, Construction Year: 2020; Project Number: TBD Created : 2018-12-20 03:50:42 Last Modified : 2019-02-06 04:48:52 |
| 6 | SERV AND/OR DEV. AGT | Clauses shall be included in the Subdivision Agreement stating that: a) Water meter fees for future residential and commercial blocks shall be payable to the Region prior to the issuance of building permits, in accordance with the Region's Fees By-law, as amended from time to time. Created : 2018-12-20 03:50:42 Last Modified : |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

REGION OF PEEL

REGION OF PEEL

Contact: Angelo Ambrico Tel. (905) 791-7800 x4612

| No | Milestone | Condition |
|----|----------------------|--|
| 7 | SERV AND/OR DEV. AGT | Clauses shall be included in the Subdivision Agreement stating that: a) the Developer shall gratuitously transfer to the Region, free and clear of all encumbrances, and to the satisfaction of the Region all necessary easements for the proposed and existing Regional infrastructure as required by the Region to service the proposed plan and external lands; and b) All costs associated with easements shall be 100% the responsibility of the Developer. Created : 2018-12-20 03:50:42 Last Modified : |
| 8 | SERV AND/OR DEV. AGT | Clauses shall be included in the Subdivision Agreement stating that: a) Servicing of the subdivision will require the construction of oversized 375/525/600mm diameter sanitary sewers which are the financial responsibility of the Region as per Development Charges By-Law. The 375/525/600mm diameter sanitary sewer shall be included in the Five Year Capital Budget and Forecast; and b) The Developer shall make appropriate financial arrangements with the Region prior to the construction of such Works. The construction will be subject to the Region's determination that it has or will have sufficient funds to finance the Works. Created : 2018-12-20 03:50:43 Last Modified : |
| 9 | SERV AND/OR DEV. AGT | Clauses shall be included in the Subdivision Agreement stating that: a) Restriction on transfer or charge for all lots and blocks within the plan of subdivision, save and except those to be conveyed to the City and the Region, shall be registered on title to said lots and blocks prohibiting any transfers or charge of said lots and blocks without consent of the Region until external 525/600mm diameter sanitary sewers to service this Plan have been constructed and preliminary approved to the Region's satisfaction; and b) The Developer shall be responsible for all costs in respect of said restriction on title. Created : 2018-12-20 03:50:42 Last Modified : |
| 10 | SERV AND/OR DEV. AGT | Clauses shall be included in the Subdivision Agreement stating that: a) Within (60) days of preliminary acceptance of the underground services, the Developer's engineer shall submit "As-Constructed" drawings in digital format, pursuant to the latest Region's Digital Format Guidelines; b) The Developer's engineer shall also provide all ties to all main line valves, ties to individual water service boxes, linear ties to sanitary sewer services and GPS coordinates of all watermain and sanitary sewer appurtenances in accordance with the latest requirements of the Region's "Development Procedures Manual". Created : 2018-12-20 03:50:43 Last Modified : |
| 11 | REGISTRATION | Prior to Registration of the Plan of Subdivision, the Developer shall execute a Subdivision Agreement with the local municipality and the Region for the construction of municipal sanitary sewer and water associated with the lands. The Developer shall construct and design these services in accordance with the latest Region standards and requirements. Created : 2018-12-20 03:50:41 Last Modified : |

File: 21T-M 18 5
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

REGION OF PEEL

REGION OF PEEL

Contact: Angelo Ambrico Tel. (905) 791-7800 x4612

| No | Milestone | Condition |
|----|-----------------------|--|
| 12 | RECOMMENDATION REPORT | Prior to Site Servicing, the Developer shall submit a satisfactory Engineering Submission to the Region for review and approval. Created : 2018-12-20 03:50:41 Last Modified : 2019-02-06 04:48:52 |
| 13 | REGISTRATION | Prior to Registration of the Plan of Subdivision, the Developer shall pay the Region's cost for updating its electronic "As Constructed" information for the infrastructure installed by the Developer. The cost shall be based on a "per kilometer" basis for combined watermain and sanitary sewers installed pursuant to the Region's latest User Fees By-law. Created : 2018-12-20 03:50:41 Last Modified : |
| 14 | RECOMMENDATION REPORT | Prior to Site Servicing, the Region may require the Developer to construct a sampling hydrant (at the developers cost) within the proposed plan. Location and the requirement for sampling hydrant will be determined at the engineering review stage. Created : 2018-12-20 03:50:41 Last Modified : 2019-02-06 04:48:52 |
| 15 | SERV AND/OR DEV. AGT | Clauses shall be included in the Subdivision Agreement stating that: The Developer agrees that the Region shall hold back a portion of the Letter of Credit to cover the costs of services completed by the Region on a time and material basis pursuant to the current Region's User Fee By-Law. Created : 2018-12-20 03:50:42 Last Modified : |
| 16 | SERV AND/OR DEV. AGT | Clauses shall be included in the Subdivision Agreement stating that: a) The Developer will maintain adequate chlorine residuals in the watermain within the plan from the time the watermain are connected to the municipal system until such time as the Region issues Final Acceptance. To maintain adequate chlorine residuals, the Developer shall either install automatic flushing devices or retain Regional staff to carry out manual flushing. Regional staff shall conduct the monitoring and testing for chlorine residuals; and b) All costs associated with the monitoring and flushing shall be the responsibility of the Developer pursuant to the current Region's User Fee By-Law. Created : 2018-12-20 03:50:42 Last Modified : |
| 17 | SERV AND/OR DEV. AGT | Clauses shall be included in the Subdivision Agreement stating that: The Developer shall agree that neither the Developer nor any Builder will apply for building permits for any lots or blocks within the plan of subdivision until the Region's Public Works Department has issued Preliminary Acceptance and provided notice to the local municipality stating that internal and external sanitary sewers and watermain, including fire protection, have been completed to the Region's satisfaction. The Developer's Consulting Engineer shall certify in writing that the internal and external sanitary sewers and watermain, including fire protection, have been constructed, inspected and shall function in accordance with the detailed design as approved by the Region. Created : 2018-12-20 03:50:42 Last Modified : |

File: 21T-M 18 5

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

REGION OF PEEL

| REGION OF PEEL | | | Contact: Angelo Ambrico Tel. (905) 791-7800 x4612 |
|----------------|----------------------|--|---|
| No | Milestone | Condition | |
| 18 | SERV AND/OR DEV. AGT | Clauses shall be included in the Subdivision Agreement stating that: The Developer shall indemnify and hold the Region harmless from and against any and all actions, suites, claims, demands, and damages which may arise either directly or indirectly by reason of the development of the subject lands and/or construction of works, save and except for any actions, causes of action, claims, demands and damages arising out of the negligence of the Region or those for whom it is in law responsible. Created : 2018-12-20 03:50:41 Last Modified : | |
| 19 | REGISTRATION | Prior to Registration of the Plan of Subdivision, the Developer shall submit draft reference plan(s) for the Region's review and approval prior to such plans being deposited. All costs associated with preparation and depositing of the plans and transfer of lands shall be at the sole expense of the Developer. Created : 2018-12-20 03:50:41 Last Modified : | |
| 20 | SERV AND/OR DEV. AGT | Clauses shall be included in the Subdivision Agreement stating that: a) The Developer agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall required to be forwarded the Region's Legal Services Division: i) A copy of the final signed M-Plan; ii) A copy of the final draft R-Plan(s); and iii) The documents required pursuant to Schedule B of the Subdivision Agreement and all associated documents. Created : 2018-12-20 03:50:43 Last Modified : | |

File: 21T-M 18 5

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and and amenity building

REGION OF PEEL

| REGION OF PEEL | | | Contact: Angelo Ambrico Tel. (905) 791-7800 x4612 |
|----------------|------------|---|---|
| No | Milestone | Condition | |
| 21 | DRAFT APPR | Waste Requirements: 1) The waste collection vehicle access route throughout the complex indicating turning radii and turning movements is to be clearly labelled on the drawing. 2) The turning radius from the centre line must be a minimum of 13 metres on all turns. This includes the turning radii to the entrance and exit of the site. For the residential towers, the Region of Peel will provide front-end collection of garbage, recyclable materials, household organics and yard waste subject to the conditions set out in the Waste Collection Design Standards Manual, specifically Section 2 and 4 for internal waste storage and collection area requirements. For the residential townhouse units, the Region of Peel will provide curbside collection of garbage, recyclable materials, household organics, and yard waste subject to the following conditions: 1) Each dwelling unit must have its own identifiable collection point. See Appendix 9 of the Waste Collection Design Standards Manual for an example of a collection point. See Section 3.0 of the Waste Collection Design Standards Manual for curbside collection requirements. and; 2) Road layouts shall be designed to permit a waste collection vehicle to drive forward without reversing for waste collection. Where the requirements for a road layout permitting forward movement of a waste collection vehicle cannot be met, a cul-de-sac or a T-turnaround shall be provided in accordance with the specifications shown in Appendices 2 and 3, respectively (Waste Collection Design Standards Manual). A turnaround is required at the driveway alongside building H3. For more information, please consult the Waste Collection Design Standards Manual available at: https://www.peelregion.ca/pw/standards/design/waste-collection-design-manual-2016.pdf Created : 2019-03-13 03:41:14 Last Modified : | |

PLANNING APPLICATION STATUS REPORT



P&B/Planning & Building Dept
P&B/Develop & Design Division
City of Mississauga
300 City Centre Drive
MISSISSAUGA ON L5B 3C1
Tel: (905) 896-5511
Fax: (905) 896-5553

File: OZ/OPA 18 16
Applicant: BROLL, GLEN
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and an amenity building
Address: 5055 HURONTARIO ST.
91 EGLINTON AVE. E
General Location: NORTH SIDE OF EGLINTON AVE EAST, EAST OF HURONTARIO STREET

MILESTONE DESCRIPTION

| Milestone | Description |
|--------------------------------|--|
| BYLAW ENACTMENT | Required prior to enactment of a re-zoning bylaw. |
| NOTE: | Note for applicant's information only - no action required. |
| PASSAGE OF BY-LAW (SCHEDULE B) | Clause to be included in Schedule 'B' of the Development Agreement |
| RECOMMENDATION REPORT | Required prior to planner preparing Recommendation Report to PDC |



Don't wait in line... go online with the Plan and Build eServices Centre
www.mississauga.ca/portal/services/planbuild

File: OZ/OPA 18 16
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and an amenity building

PLANNING AND BUILDING

PLANNER - DEV DESIGN

Contact: Caleigh McInnes Tel. (905) 615-3200 x5598

| No | Milestone | Condition |
|----|-----------------------|--|
| 1 | RECOMMENDATION REPORT | <p>Most of Mississauga's future growth will be directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities.</p> <p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.</p> <p>Created : 2019-02-08 04:56:07 Last Modified : 2019-02-08 05:12:37</p> |
| 2 | RECOMMENDATION REPORT | <p>MOP will ensure that Major Nodes develop as prominent centres with regional and city focus, and will be served by higher order transit. Major Nodes will provide a mix of uses including employment, commercial, residential, educational and open space. It is also anticipated that Major Nodes will provide a variety of higher density housing for people in different phases of their lifecycle and for a variety of income groups.</p> <p>Major Nodes will achieve a gross density of between 200 and 300 residents and jobs per hectare (81 and 121 residents and jobs combined per acre), and an average employment ratio of between 2:1 to 1:2, measured as an average across the entire area of each node.</p> <p>Development applications within a Major Node proposing a change to the designated land use which results in a significant reduction in the number of residents or jobs that could be accommodated on the site will not be permitted unless considered through a municipal comprehensive review.</p> <p>Major Nodes will be developed to support and encourage active transportation as a mode of transportation.</p> <p>Created : 2019-02-08 04:56:07 Last Modified :</p> |
| 3 | RECOMMENDATION REPORT | <p>Corridors connect various elements of the city to each other. Over time, many of these Corridors will evolve and accommodate multi-modal transportation and become attractive public spaces in their own right. Some Corridors have been identified as appropriate locations for intensification. A corridor is generally comprised of the road right-of-way as well as the lands on either side of the road. Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</p> <p>Created : 2019-02-08 04:56:07 Last Modified :</p> |

File: OZ/OPA 18 16
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and an amenity building

PLANNING AND BUILDING

| PLANNER - DEV DESIGN | | | Contact: Caleigh McInnes Tel. (905) 615-3200 x5598 |
|----------------------|-----------------------|---|--|
| No | Milestone | Condition | |
| 4 | RECOMMENDATION REPORT | <p>The official plan supports the creation of complete communities that meet the day-to-day needs of people through all stages of their life offering a wide assortment of housing options and employment opportunities as well as numerous commercial and social venues. The provision of suitable housing is important to ensure that youth, older adults and immigrants thrive.</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p> <p>Mississauga will provide opportunities for:</p> <p>a. The development of a range of housing choices in terms of type, tenure and price; b. The production of a variety of affordable dwelling types for both the ownership and rental markets; and, c. The production of housing for those with special needs, such as housing for the elderly and shelters.</p> <p>Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged.</p> <p>The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Downtown, Major Nodes and Community Nodes.</p> <p>Housing is to be provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. A range of housing types, tenure and price is to be provided.</p> <p>Created : 2019-02-08 04:56:07 Last Modified :</p> | |
| 5 | RECOMMENDATION REPORT | <p>Mississauga will strive to create a fine-grained system of roads to increase the number of road intersections and overall connectivity throughout the City.</p> <p>Future additions to the road network should be public roads. Public easements may be required where private roads are permitted.</p> <p>Created : 2019-02-08 04:56:07 Last Modified :</p> | |

File: OZ/OPA 18 16
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and an amenity building

PLANNING AND BUILDING

| PLANNER - DEV DESIGN | | | Contact: Caleigh McInnes Tel. (905) 615-3200 x5598 |
|----------------------|-----------------------|---|--|
| No | Milestone | Condition | |
| 6 | RECOMMENDATION REPORT | <p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.</p> <p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties.</p> <p>Residential developments of a significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.</p> <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area. Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained.</p> <p>Site development should respect and maintain the existing grades on-site.</p> <p>Created : 2019-02-08 04:56:07 Last Modified :</p> | |
| 7 | RECOMMENDATION REPORT | <p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant forms and tenures. It is important that infill "fits" within the existing building context and minimizes undue impacts on adjacent properties. Redevelopment projects include a range of scales, from small residential developments to large scale projects, such as the redevelopment of strip malls.</p> <p>In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.</p> <p>High quality, diverse and innovative design will be promoted in a form that reinforces and enhances the local character. Development will be sited and massed to contribute to a safe and comfortable environment. Site development should respect and maintain the existing grades, conserve energy, provide enhanced streetscaping and contribute to the quality and character of existing streets.</p> <p>Buildings will minimize undue negative physical and visual impacts relating to noise, sun, shadow, views, skyview and wind.</p> <p>Created : 2019-02-08 04:56:07 Last Modified :</p> | |

File: OZ/OPA 18 16

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and an amenity building

PLANNING AND BUILDING

PLANNER - DEV DESIGN

Contact: Caleigh McInnes Tel. (905) 615-3200 x5598

| No | Milestone | Condition |
|----|-----------------------|--|
| 8 | RECOMMENDATION REPORT | Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. Created : 2019-02-08 04:56:07 Last Modified : |
| 9 | RECOMMENDATION REPORT | In order to enhance a sense of community, a number of major streetscapes should be developed in a manner that will impact a sense of character. Community form along Hurontario Street should be integrated with the overall community design by providing for a graduated transition in development intensity and building scale, as well as the orientation of buildings. Created : 2019-02-08 04:56:07 Last Modified : |
| 10 | RECOMMENDATION REPORT | In order to enhance a sense of community, a number of major streetscapes should be developed in a manner that will impact a sense of character. Community form along Hurontario Street should be integrated with the overall community design by providing for a graduated transition in development intensity and building scale, as well as the orientation of buildings. This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows: - the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; - the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; - there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; - a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant Created : 2019-02-08 04:56:07 Last Modified : 2019-08-20 04:36:05 |
| 11 | RECOMMENDATION REPORT | Please submit updated draft by-laws based on the addition of the townhomes to the east (131 Eglinton Avenue East) Created : 2019-02-08 04:58:21 Last Modified : |
| 12 | RECOMMENDATION REPORT | Please provide a concept showing the Extension of Belbin Street with Easements. Created : 2019-02-08 05:01:59 Last Modified : 2019-09-24 12:40:16 |

File: OZ/OPA 18 16

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and an amenity building

PLANNING AND BUILDING

PLANNER - DEV DESIGN

Contact: Caleigh McInnes Tel. (905) 615-3200 x5598

| No | Milestone | Condition |
|----|-----------------------|--|
| 13 | RECOMMENDATION REPORT | The City is initiating a study of the Uptown Node area including traffic, in particular the intersection of Hurontario Street and Eglinton Avenue, affordable housing, community services, and employment opportunities. We will await direction from you regarding a scoped proposal for the east block with reduced height and density. A revised park location or proposal to address excessive shadow impact will need to be provided to advance the Draft Plan of Subdivision application. Created : 2019-08-20 04:39:09 Last Modified : 2019-09-24 12:41:07 |
| 14 | RECOMMENDATION REPORT | Please ensure you review the full comment package on both the OZ and 21T. Updated comments have not been received from the Region of Peel, the Hurontario LRT Office (Metrolinx), or by Peel District School Board . Additional comments may be provided at a later date by these parties. Created : 2019-08-20 04:39:56 Last Modified : 2019-09-24 12:55:31 |

LANDSCAPE ARCH - DEV DESIGN

Contact: Cameron Maybee Tel. (905) 615-3200 x4041

| No | Milestone | Condition |
|----|-----------|--|
| 1 | NOTE: | Please review T-M18005 W5 for Landscape Architect comments. Created : 2018-10-19 09:42:04 Last Modified : |
| 2 | NOTE: | Please note detailed comments will be provided as part of the Site Plan Application process and are subject to the resolution and finalization of the Official Plan Amendment, Rezoning Application, and Subdivision Application. Created : 2018-10-19 09:42:04 Last Modified : |
| 3 | NOTE: | Please note additional comments may be provided upon review of this and any new information. Created : 2018-10-19 09:42:04 Last Modified : |

URBAN DESIGNER

Contact: Michael Votruba Tel. (905) 615-3200 x5759

| No | Milestone | Condition |
|----|-----------|--|
| 1 | NOTE: | Please review T-M18005 W5 for Urban Designer comments. Created : 2018-11-23 04:31:11 Last Modified : 2018-11-23 04:31:46 |
| 2 | NOTE: | Please note detailed comments will be provided as part of the Site Plan Application process and are subject to the resolution and finalization of the Official Plan Amendment, Rezoning Application, and Subdivision Application. Created : 2018-11-23 04:31:11 Last Modified : 2018-11-23 04:31:46 |

File: OZ/OPA 18 16

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and an amenity building

PLANNING AND BUILDING

URBAN DESIGNER

Contact: Michael Votruba Tel. (905) 615-3200 x5759

| No | Milestone | Condition |
|----|-----------|---|
| 3 | NOTE: | Please note additional comments may be provided upon review of this and any new information. Created : 2018-11-23 04:31:11 Last Modified : 2018-11-23 04:31:46 |

DEVELOPMENT SERVICES

Contact: Tel.

| No | Milestone | Condition |
|----|-----------------|--|
| 1 | BYLAW ENACTMENT | The applicant may be required to enter into a Development Agreement if warning clauses and/or conditions of building permit are required to be registered on title. Created : 2018-10-24 03:34:24 Last Modified : 2018-10-24 03:34:40 |
| 2 | BYLAW ENACTMENT | Please ensure that the public meeting notice and all reports clearly indicate that the proposal is to develop dwellings on a common element road condominium. Created : 2018-10-24 03:34:24 Last Modified : 2018-10-24 03:34:40 |
| 3 | BYLAW ENACTMENT | 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. Created : 2018-10-24 03:34:24 Last Modified : 2018-10-24 03:34:40 |
| 4 | BYLAW ENACTMENT | 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. Call 905-615-3200 x5523 for the current rate. Created : 2018-10-24 03:34:24 Last Modified : 2018-10-24 03:34:40 |

TRANSPORTATION AND WORKS

DEVELOPMENT ENGINEERING REVIEW

Contact: Cynthia Urdaneta Tel. (905) 615-3200 x3128

| No | Milestone | Condition |
|----|-----------|---|
| 1 | NOTE: | [OZ ADDRESSED UNDER T] An application has been filed for a Zoning By-law amendment under file OZ 18/016, W5 concurrently with an application for a Draft Plan of Subdivision T-M18005. Please note that this Department's detailed comments and conditions for the Rezoning Application will be addressed as part of the subject Draft Plan of Subdivision. Created : 2018-11-23 11:31:32 Last Modified : 2018-11-23 11:33:02 |

File: OZ/OPA 18 16

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and an amenity building

TRANSPORTATION AND WORKS

TRANSIT REVIEWER

Contact: Paulina Szmudrowska Tel. (905) 615-3200 x2692

| No | Milestone | Condition |
|----|-----------------|--|
| 1 | NOTE: | This site is currently serviced by MiWay Route 35 and is in proximity to Hurontario services such as Routes 19 & 103, as well as Brampton Route 502. Created : 2018-11-23 11:01:08 Last Modified : 2019-02-08 09:15:48 |
| 2 | BYLAW ENACTMENT | 2019/08/02 - Circulation on additional submission materials detailing the proposed development concept for the lands located east of future Thornwood Drive and immediately west of the existing townhouses, states at Stop #3521 that the "Existing bus stop, sign, and curb cut, to be relocated". Please revise note to state "existing bus stop is to remain in its current location". If construction will impact this existing stop, please refer to Transit Comment #6 Notification Requirements. 2019/02/08 - Circulation on additional submission materials detailing the proposed development concept for the lands located east of future Thornwood Drive and immediately west of the existing townhouses, still does not address the below comments. As per below comment, the applicant is to amend all appropriate drawings to clearly depict the location of this bus stop/pad (Bus Stop #3521) and a note be added to the plan stating that the existing bus stop is to remain in its current location. Please be advised that there is an existing nearside transit stop with concrete bus pad located along Eglinton Avenue and Sorrento Drive. The function of this bus stop is to be maintained and remain in its current location. The applicant is to amend all appropriate drawings to clearly depict the location of this bus stop/pad and a note be added to the plan stating that the existing bus stop is to remain in its current location. Created : 2018-11-23 11:01:08 Last Modified : 2019-08-20 05:08:23 |
| 3 | NOTE: | The cost of any boulevard improvements/reinstatement, including any impact to MiWay Transit infrastructure, as necessary to accommodate this development shall be borne by the developer. Should any road/boulevard works be proposed that impact any existing transit infrastructure or service the applicant is advised to contact MiWay Transit's Infrastructure Management Section at 905 615-3200 ext. 3825 at least two weeks prior to construction/installation. Created : 2018-11-23 11:01:08 Last Modified : |

File: OZ/OPA 18 16

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and an amenity building

TRANSPORTATION AND WORKS

TRANSIT REVIEWER

Contact: Paulina Szmudrowska Tel. (905) 615-3200 x2692

| No | Milestone | Condition |
|----|-----------|--|
| 4 | NOTE: | <p>2019/08/02 - Standard Drawings are available at: http://www.mississauga.ca/portal/business/transit. If the boulevard is impacted along with transit infrastructure, MiWay will require Stop #3521 to be relocated to the nearside northeast location of Thornwood Drive at Eglinton Avenue East. As such, if transit infrastructure will be impacted during construction, all appropriate drawings shall be amended to clearly depict Standard Drawing #2250020 for the protection of the existing stop, and a note be added to the plan stating that the existing bus stop will be reinstated onto it's current location.</p> <p>The applicant is advised that MiWay's standard drawings are available on-line as part of the Standard Drawings Manual for the Transportation and Works Department, City of Mississauga.</p> <p>Created : 2018-11-23 11:51:57 Last Modified : 2019-08-07 11:56:59</p> |
| 5 | NOTE: | <p>The applicant is to ensure that convenient and accessible pedestrian linkages are provided between the site, the existing sidewalk network, and MiWay Transit service. Pedestrian walkway connections to the existing municipal sidewalk are necessary to reduce walking time and encourage transit use.</p> <p>Created : 2018-11-23 11:01:08 Last Modified : 2019-08-02 11:20:57</p> |
| 6 | NOTE: | <p>2019/08/02 - MiWay's Infrastructure Management Team coordinates stop/shelter relocations as well as detours and must be contacted at 905 615-3200 ext. 3825 at least two weeks prior to the commencement of construction.</p> <p>Should any road/boulevard works (including lane disruptions) impact existing transit infrastructure (stops/landing pads) or service (routes), the applicant is required to 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.</p> <p>Created : 2019-08-02 11:20:57 Last Modified : 2019-08-23 01:53:33</p> |
| 7 | NOTE: | <p>2019/08/02 - Please be advised that Higher Order Transit has been planned for Hurontario Street in the form of Light Rail Transit (LRT) and will include a centre median LRT as well as a station at the intersection of Eglinton Avenue and Hurontario Street. Preliminary Design and Engineering is underway for a LRT operating between Port Credit GO and Brampton's Gateway Station.</p> <p>In addition to the planned LRT service, local MiWay transit service and infrastructure (stops & shelters) will continue to be maintained along the Hurontario Corridor.</p> <p>Created : 2019-08-02 11:20:57 Last Modified :</p> |

File: OZ/OPA 18 16

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and an amenity building

TRANSPORTATION AND WORKS

TRANSIT REVIEWER

Contact: Paulina Szmudrowska Tel. (905) 615-3200 x2692

| No | Milestone | Condition |
|----|-----------|--|
| 8 | NOTE: | <p>2019/08/02 - Boulevard areas at intersections are to be barrier-free (i.e. minimize any above ground utilities/street furniture along the boulevard at intersections) and be hard surface treatment for accessibility.</p> <p>Please be advised that MiWay requires a 15m clearance with concrete passenger landing pad to provide safe access for passengers existing from the back doors of a 40ft, and 60ft, bus. The hard surface passenger landing pad is to connect with proposed sidewalk/pedestrian linkage and be illustrated on all plans.</p> <p>The applicant is to amend all drawings to illustrate the 15m clearance at Stop #3521 and ensure all proposed trees and grates (or any other street furniture) are removed from the intersections mentioned above. The applicant is to amend all plans to reflect these changes and ensure that the existing stop and concrete pad is illustrated on all drawings.</p> <p>Created : 2019-08-02 11:20:57 Last Modified : 2019-08-07 11:56:59</p> |

COMMUNITY SERVICES

ARBORIST - CITY PROPERTY

Contact: Aaron Schmidt Tel. (905) 615-3200 x5870

| No | Milestone | Condition |
|----|-----------|--|
| 1 | NOTE: | <p>No concerns</p> <p>Created : 2018-11-13 11:34:45 Last Modified : 2018-11-13 11:35:10</p> |

ARBORIST - PRIVATE PROPERTY

Contact: Aaron Schmidt Tel. (905) 615-3200 x5870

| No | Milestone | Condition |
|----|-----------|-----------|
|----|-----------|-----------|

File: OZ/OPA 18 16

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and an amenity building

COMMUNITY SERVICES

ARBORIST - PRIVATE PROPERTY

Contact: Aaron Schmidt Tel. (905) 615-3200 x5870

| No | Milestone | Condition |
|----|-----------|---|
| 1 | NOTE: | <p>The applicant is advised that Tree Removal Permission is required to injure or remove trees on private property depending on the size and number of trees and the location of the property. The applicant is to submit a Tree Removal application for the proposed injury and removal of trees on site. The Tree Removal application will be reviewed in conjunction with the site plan application.</p> <p>The approval of the Tree Permission application is required prior to the earliest of the Demolition Permit/the Erosion and Sediment Control Permit/Site Plan approval.</p> <p>The Tree Removal application is to be submitted to Urban Forestry, and will be issued when the drawings are approved, securities provided and the protective hoarding is installed, inspected and approved by an Urban Forestry representative.</p> <p>Further information is available at: www.mississauga.ca/portal/residents/urbanforestry or by calling the department at (905)615-3200 ext. 4100.</p> <p>Created : 2018-11-13 11:35:24 Last Modified : 2018-12-12 11:55:37</p> |

PUBLIC ART COORDINATOR

Contact: Iwona (Yvonne) Monestier Tel. (905) 615-3200 x4675

| No | Milestone | Condition |
|----|-----------|---|
| 1 | NOTE: | <p>The City of Mississauga strongly encourages the inclusion of public art in developments with greater than 10,000m² (100,000 sq.ft) in gross floor area, with the exception of non-profit organizations and social housing. Public art helps to create vibrant public spaces and streetscapes, making the city a place people want to live in, work in and visit. Public art refers to artwork which is permanent or temporary, in any medium, material, media or combination thereof that is planned and executed with the specific intention of being sited or staged in the public realm and accessible to the public in general. Such works are created or managed by a professional artist, environmentally integrated or installed, and can be acquired by the City through purchase, commission, or donation.</p> <p>The applicant is encouraged to include public art near major pedestrian walkway connections and/or to make a cash contribution to the City's Public Art Reserve Fund for the inclusion of public art near the subject site. The suggested contribution is equal to 0.5% (at a minimum) of the Gross Construction Costs of the Development. The Gross Construction Costs will initially be determined by the Owner/Applicant, to the satisfaction of the Planning and Building Department.</p> <p>Created : 2018-11-09 01:05:07 Last Modified : 2019-02-11 09:37:04</p> |

File: OZ/OPA 18 16

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and an amenity building

COMMUNITY SERVICES

PUBLIC ART COORDINATOR

Contact: Iwona (Yvonne) Monestier Tel. (905) 615-3200 x4675

| No | Milestone | Condition |
|----|-----------|---|
| 2 | NOTE: | <p>The subject site is near the Hurontario Corridor where approval and funding is in place to construct a centre running Light Rail Transit line. The future HLRT transit corridor has been identified as a major priority zone for public art. The applicant is highly encouraged to include public art near pedestrian walkway connections and/or make a cash contribution to the City's Public Art Program for the inclusion of public art near the subject site.</p> <p>Created : 2019-02-14 12:15:45 Last Modified :</p> |

FIRE PREVENTION

FIRE PREV PLAN EXAMINATION

Contact: Don Casey Tel. (905) 615-3200 x4267

| No | Milestone | Condition |
|----|-----------|--|
| 1 | NOTE: | <p>This proposal is located within the response area of Fire Station 120. At present, average travel times to emergencies in this area of the City is within 5 minutes based on normal traffic and weather conditions.</p> <p>Fire has no concerns regarding response times to the area.</p> <p>Created : 2018-12-17 04:19:17 Last Modified : 2019-02-08 12:51:05</p> |
| 2 | NOTE: | <p>An actual flow test of the existing water supply system in an area adjacent to this location indicates the potential for an adequate supply of water for fire protection purposes. Confirmation will be required from the Region of Peel indicating the proposed extension to their system into this subdivision area will maintain the flows necessary for adequate fire protection</p> <p>Created : 2018-12-17 04:22:17 Last Modified : 2019-02-08 12:51:05</p> |

BELL CANADA

BELL CANADA

Contact: Tel. [REDACTED]

| No | Milestone | Condition |
|----|-----------|-----------|
|----|-----------|-----------|

File: OZ/OPA 18 16
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and an amenity building

BELL CANADA

| BELL CANADA | | Contact: Tel. [REDACTED] |
|-------------|-----------|---|
| No | Milestone | Condition |
| 1 | NOTE: | <p>- The Owner shall indicate in the Agreement, in words satisfactory to Bell Canada, that it will grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements.</p> <p>We hereby advise the Developer to contact Bell Canada during detailed design to confirm the provision of communication/telecommunication infrastructure needed to service the development.</p> <p>As you may be aware, Bell Canada is Ontario's principal telecommunications infrastructure provider, developing and maintaining an essential public service. It is incumbent upon the Municipality and the Developer to ensure that the development is serviced with communication/telecommunication infrastructure. In fact, the 2014 Provincial Policy Statement (PPS) requires the development of coordinated, efficient and cost-effective infrastructure, including telecommunications systems (Section 1.6.1).</p> <p>The Developer is hereby advised that prior to commencing any work, the Developer must confirm that sufficient wire-line communication/telecommunication infrastructure is available. In the event that such infrastructure is unavailable, the Developer shall be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure.</p> <p>If the Developer elects not to pay for the above noted connection, then the Developer will be required to demonstrate to the satisfaction of the Municipality that sufficient alternative communication/telecommunication will be provided to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services (i.e., 911 Emergency Services).</p> <p>Created : 2019-05-21 11:28:56 Last Modified : 2019-09-23 12:00:47</p> |

CANADA POST CORPORATION

| CANADA POST CORPORATION | | Contact: Tigist Yage Tel. (416) 606-8372 |
|-------------------------|-----------|--|
| No | Milestone | Condition |

File: OZ/OPA 18 16
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and an amenity building

CANADA POST CORPORATION

| CANADA POST CORPORATION | | Contact: Tigist Yage Tel. (416) 606-8372 |
|-------------------------|-----------|--|
| No | Milestone | Condition |
| 1 | NOTE: | <p>October 30, 2018</p> <p>City of Mississauga Planning Department</p> <p>To: Debbie Sheffield</p> <p>Re: Application No: OZ/OPA 18 16 NORTH SIDE OF EGLINTON AVE EAST, EAST OF HURONTARIO ST</p> <p>Canada Post Corporation appreciates the opportunity to comment on the above noted application and it is requested that the developer be notified of the following:</p> <p>In order to provide mail service to the residential apartment building(s) for this development, Canada Post requests that the owner/developer comply with the following conditions:</p> <p>The owner/developer will provide each building with its own centralized mail receiving facility. This lock-box assembly must be provided and maintained by the Owner/Developer in order for Canada Post to provide mail service to the residents of this project. For any building where there are more than 100 units, a secure, rear-fed mailroom must be provided.</p> <p>The owner/developer agrees to provide Canada Post with access to any locked doors between the street and the lock-boxes via the Canada Post Crown lock and key system. This encompasses, if applicable, the installation of a Canada Post lock in the building's lobby intercom and the purchase of a deadbolt for the mailroom door that is a model which can be retro-fitted with a Canada Post deadbolt cylinder.</p> <p>As per our revised National Delivery Policy, street level residences and businesses will also receive mail delivery at centralized locations, not directly to their door. For example:</p> <ul style="list-style-type: none">- extra mail compartments can be provided to accommodate these units in the main mailbox panel- if these units are not part of the condo then a separate centralized mail receiving facility/box can be set up by the developer at an alternative location. <p>As the project nears completion, it is requested that the Developer contact me directly for a Postal Code as existing postal coding will not apply and new postal codes will be issued for this development.</p> <p>The Developer's agent should contact a Delivery Supervisor, Mississauga Depot 6 Post office Supervisor, Phone number 905-501-0358 for mailroom/lock box inspection and mail delivery</p> |

File: OZ/OPA 18 16

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and an amenity building

CANADA POST CORPORATION

CANADA POST CORPORATION

Contact: Tigest Yage Tel. (416) 606-8372

| No | Milestone | Condition |
|----|-----------|---|
| 1 | NOTE: | startup. The complete guide to Canada Post's Delivery Standards can be found at: https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf Sincerely, Tigest Yage Delivery Planning Officer , GTA West tigest.yage@canadapost.ca Created : 2018-10-30 10:57:05 Last Modified : 2019-08-23 02:10:19 |

ENDBRIDGE/CONSUMERS GAS

ENBRIDGE

Contact: Municipal Planning Tel. (416) 495-5763

| No | Milestone | Condition |
|----|-----------|--|
| 1 | NOTE: | Enbridge Gas Distribution does not object to the proposed application(s). Created : 2018-11-01 09:42:34 Last Modified : |
| 2 | NOTE: | Enbridge Gas Distribution reserves the right to amend or remove development conditions. Created : 2018-11-01 09:42:34 Last Modified : |

DUFFERIN-PEEL CATHOLIC SB

DUFFERIN PEEL CD SCHOOL BOARD

Contact: Joanne Rogers Tel. (905) 890-0708 x4299

| No | Milestone | Condition |
|----|-----------|-----------|
|----|-----------|-----------|

File: OZ/OPA 18 16

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and an amenity building

DUFFERIN-PEEL CATHOLIC SB

DUFFERIN PEEL CD SCHOOL BOARD

Contact: Joanne Rogers Tel. (905) 890-0708 x4299

| No | Milestone | Condition |
|----|--------------------------------|---|
| 1 | NOTE: | With respect to the schools currently accommodating students from this area, the above noted application is located in the elementary catchment area of St Jude Elementary School, and proposes a total of 2580 additional units, yielding approximately 43 Junior Kindergarten to Grade 8 separate school student. St Jude Elementary School has a capacity of 280 pupil places plus 475 pupil places in temporary accommodation, with a current enrolment of 431 students and 0 portables/temporary classrooms on site. The application will yield approximately 36 Grade 9 to 12 separate school students. This application is located in the secondary catchment area of St Francis Xavier Secondary School, which has a capacity of 1500 pupil places with a current enrolment of 1877 students, and 17 portables/temporary classrooms on site. Created : 2018-11-13 11:27:18 Last Modified : 2018-12-12 11:55:37 |
| 2 | NOTE: | 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. Created : 2018-11-13 11:27:18 Last Modified : |
| 3 | PASSAGE OF BY-LAW (SCHEDULE B) | The Board requests that the following conditions be fulfilled prior to the final approval of the zoning by-law: 1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots until the permanent school for the area has been completed. (a) "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." (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." Created : 2018-11-13 11:27:18 Last Modified : 2018-12-12 11:55:37 |

GREATER TORONTO AIRPORT AUTH

GREATER TORONTO AIRPORT AUTH

Contact: Greg Straatsma Tel. (416) 776-3536

File: OZ/OPA 18 16
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and an amenity building

GREATER TORONTO AIRPORT AUTH

| GREATER TORONTO AIRPORT AUTH | | | Contact: Greg Straatsma Tel. (416) 776-3536 |
|------------------------------|-----------|--|---|
| No | Milestone | Condition | |
| 1 | NOTE: | 2018-Nov-14; SP 18-016 W5; 91 Eglinton Avenue East & 5055 Hurontario Street; Airport Zoning Restrictions: According to the Airport Zoning Regulations for Toronto Lester B. Pearson International Airport, development elevations on the property are not affected by any airport restrictions related to obstacle zoning. NAV CANADA Review & Request for Additional Information: As the proposed development is located within close proximity to Toronto Pearson Airport, the development could impact on NAV CANADA's instrument runway approach procedures. In order to determine if the proposed residential towers would comply with the Airport's runway approach procedures, the GTAA and NAV CANADA will need to conduct a detailed evaluation of the proposed development and therefore the following additional information is required: 1) The geographic coordinates of the four outside corners of each proposed building. The coordinates would be based upon 6 degrees UTM (Universal Transverse Mercator expressed in metres) (Zone 17); NAD 27 - 1974 adjustment (horizontal); GSC-1978 Southern Ontario adjustment (vertical); 2) Building elevation drawings showing the full height of the structures including any rooftop units such as a/c units, ladders, railings, etc. 3) The materials to be used on the outside walls of the building. Once a more complete development proposal becomes available, please circulate it to us for our review and submission to NAV Canada. GTAA, 416-776-3635, Greg.Straatsma@GTAA.com Created : 2018-11-14 11:07:21 Last Modified : 2018-12-12 11:55:37 | |
| 2 | NOTE: | 2019-Aug-01; OZ 18-016; 91 Eglinton Avenue East & 5055 Hurontario Street; Our previous comments and request for information remain the same. GTAA, 416-776-3635, Greg.Straatsma@GTAA.com Created : 2019-08-01 02:11:40 Last Modified : | |

ENERSOURCE HYDRO MISS

| ENERSOURCE HYDRO MISS | | | Contact: Marilou Ignacio Tel. (905) 283-4088 |
|-----------------------|-----------|-----------|--|
| No | Milestone | Condition | |

File: OZ/OPA 18 16
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and an amenity building

ENERSOURCE HYDRO MISS

| ENERSOURCE HYDRO MISS | | | Contact: Marilou Ignacio Tel. (905) 283-4088 |
|-----------------------|-----------|--|--|
| No | Milestone | Condition | |
| 1 | NOTE: | 7Dec2018: We have no objection to the rezoning of these lands. Our comments are as follows: - 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. - The applicant is requested to contact Alectra well in advance to arrange for the design and installation of the electrical distribution system. - An 'Offer to Connect' will be made for the above development that is in consistent with the rules outlined in Chapter 3 of the Ontario Energy Board's Distribution System Code. - All on grade hydro equipment that will be located within the property will be required vehicle access at all times (i.e. driveway minimum 3.0m wide) and cannot be located top of any other structure, such as underground parking garage. - 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 has to be at least 1.5 m from the building and cannot be located top of any other structure, such as underground parking garage. The electrical room is required at grade level. For a vault mounted installation, the vault room is required at the grade level. - On above grade pad mounted switchgear will need to be installed at customer's property. 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. - 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. - Before approving this application, the applicant is to contact Alectra Engineering Technician, to provide information regarding the hydro service requirement. - If the proposed development is supplied by a pad-mounted transformer, an above grade pad-mounted switchgear will need to be installed by customer's property. 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. - All above grade hydro equipment that will be located within the property will require vehicle access at all times (i.e. driveway minimum 3.0 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. - Vault type transformers installed inside transformer vault room located on grade will be needed to provide hydro supply to these developments (the proposed High-Rise Condominium Development). - 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 | |

File: OZ/OPA 18 16

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and an amenity building

ENERSOURCE HYDRO MISS

ENERSOURCE HYDRO MISS

Contact: Marilou Ignacio Tel. (905) 283-4088

| No | Milestone | Condition |
|----|-----------|--|
| 1 | NOTE: | 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. - An Alectra Application Form for hydro supply will be required. We recommend establishing this at a very early stage to allow for proper procedures. Lead time for delivery for major equipment (i.e. transformer) is approximately 32 weeks from the date that the application and required deposit is received. Created : 2018-12-07 03:37:18 Last Modified : 2019-02-08 03:56:43 |
| 2 | NOTE: | 7dec2018 (continuation):- We recommend awareness and caution if working in the area where underground or 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. Should you have any concerns, please contact our Mr. Goran Mandic at 905-283-4144. Created : 2018-12-07 03:42:19 Last Modified : 2018-12-12 02:34:38 |

TRILLIUM HEALTH CENTRE

TRILLIUM HEALTH PARTNERS

Contact: Tel. [REDACTED]

| No | Milestone | Condition |
|----|-----------|-----------|
|----|-----------|-----------|

File: OZ/OPA 18 16

Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and an amenity building

TRILLIUM HEALTH CENTRE

TRILLIUM HEALTH PARTNERS

Contact: Tel. [REDACTED]

| No | Milestone | Condition |
|----|-----------|---|
| 1 | NOTE: | 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 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 this 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. CONTACT: Michael Matthys, B.A, MScPl Senior Urban Planner DIALOG (ON BEHALF TRILLIUM) Created : 2018-11-22 04:39:55 Last Modified : 2018-12-12 11:55:37 |

POLICY PLANNER

Contact: Jordan Lee Tel. (905) 615-3200 x5732

| No | Milestone | Condition |
|----|-----------|-----------|
|----|-----------|-----------|

File: OZ/OPA 18 16
Proposal: 6 residential apartment buildings (up to 45 storeys) with grade related podiums, a public park and an amenity building

POLICY PLANNER

Contact: Jordan Lee Tel. (905) 615-3200 x5732

| No | Milestone | Condition |
|----|-----------|--|
| 1 | NOTE: | <p>The City of Mississauga, in partnership with Peel Public Health, has developed the Healthy by Design Questionnaire to evaluate development applications from a health perspective.</p> <p>Staff have evaluated your development proposal. We offer the following comments, which are based on evidence-based health indicators, and do not negate comments provided by other departments and agencies.</p> <p>Land Use and Density: The proposed Official Plan designation is `Residential High Density? Special Site?. Additional efforts could be made to incorporate a mix of uses on the site. Mississauga Official Plan permits convenience commercial facilities in the High Density Residential designation provided that it forms an integral part of the ground floor of the building and is oriented to pedestrian use. Providing some non-residential uses on the ground floor would promote walkability and improved service proximity.</p> <p>Service Proximity: The subject property is located in a very well connected area of the city, with many neighbourhood amenities and services within walking distance. The site is also well connected to existing and future transit.</p> <p>Network Connectivity: There are many different pedestrian routes through the proposed site. The property is in close proximity to the Hurontario Street and Eglinton Avenue primary cycling routes.</p> <p>Optimized Parking: All of the parking spaces are located underground. The proposal includes unbundled parking and carshare parking spaces, which encourages a more balanced modal split.</p> <p>Active Buildings: A public park is proposed along the northerly edge of the subject property, encouraging active lifestyles for residents. Proposed pedestrian walkways and a multi-use trail connect the site to surrounding streets and transit stops.</p> <p>Based on our evaluation, your proposed development achieves a score of 80%. For more information regarding the Healthy by Design program, visit http://www.mississauga.ca/portal/residents/healthybydesign.</p> <p>Created : 2018-11-23 04:24:59 Last Modified :</p> |

APPENDIX H

COMPLETED QUESTIONNAIRES BY NEIGHBOURING BUSINESSES

May 15, 2019

Shoppers Drug Mart
5033 Hurontario Street
Mississauga, Ontario
L4Z 3X7

To Whom It May Concern:



Re: Information Request
Proposed Residential Development
91 Eglinton Avenue East
City of Mississauga
Our File: 18-090

As requested by the owner of the property located at 91 Eglinton Avenue East and as required by the City of Mississauga, we are conducting a noise study for the above mentioned development, which is proposed for residential re-development. As part of the noise study, we are required by the Ministry of the Environment, Conservation and Parks to identify and quantify all potential noise sources. In order to do this adequately we have summarized the information we require regarding your operations. Please complete and return this form by fax or email by May 22, 2019. We will then contact you regarding a time and date to complete sound measurements (if required).

1. What is the primary function of your company? Detail / Pharmacy
2. What are your hours of operation? 8 Am - Midnight M-S
How many days per week? 9 Am - " Sunday
3. Is your operation seasonal? If so, describe the operations associated with different seasons. NO
4. Are you currently operating at full capacity? If so, will you be operating at this level for the next several weeks? YES



5. If not, when do you anticipate being at full operating capacity? _____

N/A

6. What noise producing equipment do you have located: _____

(a) internally? _____

Fridges

(b) internally but exhausting/intaking to the exterior? _____

NO EXTERNA

(c) externally? _____

DONE

7. Does your company have any outside storage? If so, are there any activities such as forklifts or transport trucks which access the storage area? NONE PERMANENT

TWO SHIPPING CONTAINERS - HAND TRUCK ACCESS ONLY

8. How many trucks use the shipping/receiving area during the day and at night? How are deliveries offloaded (e.g. forklift)? _____

MAX 6 ON THURSDAY
TRUCK 1-2 ROW } Gpm put off
power pump truck

9. Where is the shipping/receiving area for your business located? _____

Rear

10. Are shipping doors left open during the summer? Where are they located? _____

No

11. Are there any planned modifications/expansions to your facility? _____

NO



12. Does your company have a valid Certificate of Approval (C of A) or Environmental Compliance Approval (ECA) from the Ministry of the Environment, Conservation and Parks which includes a noise assessment and noise mitigation measures, if required? If yes, please provide us with a copy of the Approvals documentation and copy of the noise assessment report.

NO

13. Other information

NONE

14. Contact Information

Name:

Bani Vani Jeyarajah

Position:

Manager

Telephone No.:

905-890-1313

Fax No.:

E-mail:

FSDM1100@shoppersdrugmart.ca

If you have any questions, please contact the undersigned. Thank you in advance for your assistance.

Yours truly,

JADE ACOUSTICS INC.

Per:

Michael Bechbach, E.I.T.

michael@jadeacoustics.com

May 15, 2019

Bombay Bhel Restaurant
5035 Hurontario Street
Mississauga, Ontario
L4Z 3X7

To Whom It May Concern:



Re: Information Request
Proposed Residential Development
91 Eglinton Avenue East
City of Mississauga
Our File: 18-090

As requested by the owner of the property located at 91 Eglinton Avenue East and as required by the City of Mississauga, we are conducting a noise study for the above mentioned development, which is proposed for residential re-development. As part of the noise study, we are required by the Ministry of the Environment, Conservation and Parks to identify and quantify all potential noise sources. In order to do this adequately we have summarized the information we require regarding your operations. Please complete and return this form by fax or email by May 22, 2019. We will then contact you regarding a time and date to complete sound measurements (if required).

1. What is the primary function of your company? Restaurant
2. What are your hours of operation? Tuesday - Friday 12-3
How many days per week? 5-10 pm
Sate Sunday 1:00 pm to 10 pm
3. Is your operation seasonal? If so, describe the operations associated with different seasons. NO
4. Are you currently operating at full capacity? If so, will you be operating at this level for the next several weeks? YES



5. If not, when do you anticipate being at full operating capacity? _____
_____ *N/A* _____
6. What noise producing equipment do you have located: _____
- (a) internally? _____

- (b) internally but exhausting/intaking to the exterior? _____

- (c) externally? _____
_____ *NONE* _____

7. Does your company have any outside storage? If so, are there any activities such as forklifts or transport trucks which access the storage area? _____
_____ *Grease container* _____
8. How many trucks use the shipping/receiving area during the day and at night? How are deliveries offloaded (e.g. forklift)? _____

9. Where is the shipping/receiving area for your business located?
_____ *Rear* _____ *Single man door* _____

10. Are shipping doors left open during the summer? Where are they located?
_____ *NO* _____

11. Are there any planned modifications/expansions to your facility? _____
_____ *NO* _____



12. Does your company have a valid Certificate of Approval (C of A) or Environmental Compliance Approval (ECA) from the Ministry of the Environment, Conservation and Parks which includes a noise assessment and noise mitigation measures, if required? If yes, please provide us with a copy of the Approvals documentation and copy of the noise assessment report. _____

13. Other information _____

14. Contact Information
Name: _____
Position: _____
Telephone No.: _____
Fax No.: _____
E-mail: _____

If you have any questions, please contact the undersigned. Thank you in advance for your assistance.

Yours truly,

JADE ACOUSTICS INC.

Per: 
Michael Bechbach, E.I.T.
michael@jadeacoustics.com

May 15, 2019

Bombay Bhel Restaurant
5035 Hurontario Street
Mississauga, Ontario
L4Z 3X7

To Whom It May Concern:

Re: Information Request
Proposed Residential Development
91 Eglinton Avenue East
City of Mississauga
Our File: 18-090

As requested by the owner of the property located at 91 Eglinton Avenue East and as required by the City of Mississauga, we are conducting a noise study for the above mentioned development, which is proposed for residential re-development. As part of the noise study, we are required by the Ministry of the Environment, Conservation and Parks to identify and quantify all potential noise sources. In order to do this adequately we have summarized the information we require regarding your operations. Please complete and return this form by fax or email by May 22, 2019. We will then contact you regarding a time and date to complete sound measurements (if required).

1. What is the primary function of your company? Restaurant
2. What are your hours of operation? Tuesday - Friday 12-3
How many days per week? " " 5-10 pm
Saturday Sunday 1:00 pm to 10 pm
3. Is your operation seasonal? If so, describe the operations associated with different seasons. NO
4. Are you currently operating at full capacity? If so, will you be operating at this level for the next several weeks? YES

5. If not, when do you anticipate being at full operating capacity? _____

N/A

6. What noise producing equipment do you have located: _____

(a) internally? NONE

(b) internally but exhausting/intaking to the exterior? _____

Hood Fan

(c) externally? _____

NOTE

7. Does your company have any outside storage? If so, are there any activities such as forklifts or transport trucks which access the storage area? _____

Grease container

8. How many trucks use the shipping/receiving area during the day and at night? How deliveries offloaded (e.g. forklift)? _____

1 per day dairies/produce/poultry
midday deliveries

9. Where is the shipping/receiving area for your business located?

Rear Single man door

10 Are shipping doors left open during the summer? Where are they located?

No

11. Are there any planned modifications/expansions to your facility? _____

NO

Does your company have a valid Certificate of Approval (C of A) or Environmental Compliance Approval (ECA) from the Ministry of the Environment, Conservation and Parks which includes a noise assessment and noise mitigation measures, if required? If yes, please provide us with a copy of the Approvals documentation and copy of the noise assessment report. _____

N/A

Other information _____

N/A

Contact Information

Name: MANDEEP NAGPAL

Position: OPERATOR

Telephone No.: 905-890-7955

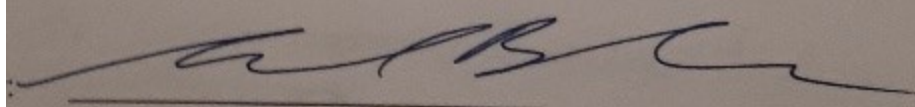
Fax No.: _____

E-mail: Bombaybhel@rogers.com

ou have any questions, please contact the undersigned. Thank you in advance for your assistance.

Yours truly,

DE ACOUSTICS INC.


Michael Bechbach, E.I.T.
michael@jadeacoustics.com

May 15, 2019

COBS Bread Bakery
5035 Hurontario Street
Mississauga, Ontario
L4Z 3X7

To Whom It May Concern:



Re: Information Request
Proposed Residential Development
91 Eglinton Avenue East
City of Mississauga
Our File: 18-090

As requested by the owner of the property located at 91 Eglinton Avenue East and as required by the City of Mississauga, we are conducting a noise study for the above mentioned development, which is proposed for residential re-development. As part of the noise study, we are required by the Ministry of the Environment, Conservation and Parks to identify and quantify all potential noise sources. In order to do this adequately we have summarized the information we require regarding your operations. Please complete and return this form by fax or email by May 22, 2019. We will then contact you regarding a time and date to complete sound measurements (if required).

1. What is the primary function of your company? _____
_____ Bakery / Retail _____

2. What are your hours of operation? M-F 6:00am - 8:00pm
How many days per week? Sun " 6:00pm
3. Is your operation seasonal? If so, describe the operations associated with different seasons. _____
_____ NO _____

4. Are you currently operating at full capacity? If so, will you be operating at this level for the next several weeks? _____
_____ YES _____



5. If not, when do you anticipate being at full operating capacity? _____
_____ W/A _____
6. What noise producing equipment do you have located: _____
- (a) internally? ~~Mixer~~ Mixer _____

- (b) internally but exhausting/intaking to the exterior? _____
NONE _____
OUTSIDE ONLY _____
- (c) externally? NONE _____

7. Does your company have any outside storage? If so, are there any activities such as forklifts or transport trucks which access the storage area? _____
NONE _____

8. How many trucks use the shipping/receiving area during the day and at night? How are deliveries offloaded (e.g. forklift)? _____
2x (week) (SUNDAY & TUESDAY)
BY HAND 8pm to 10:00 AM
9. Where is the shipping/receiving area for your business located? _____
REAR _____

10. Are shipping doors left open during the summer? Where are they located? _____
NO _____

11. Are there any planned modifications/expansions to your facility? _____
NO _____



12. Does your company have a valid Certificate of Approval (C of A) or Environmental Compliance Approval (ECA) from the Ministry of the Environment, Conservation and Parks which includes a noise assessment and noise mitigation measures, if required? If yes, please provide us with a copy of the Approvals documentation and copy of the noise assessment report. _____

N/A

13. Other information _____

NONE

14. Contact Information

Name: _____

ANNA - See card.

Position: _____

Telephone No.: _____

Fax No.: _____

E-mail: _____

If you have any questions, please contact the undersigned. Thank you in advance for your assistance.

Yours truly,

JADE ACOUSTICS INC.

Per: _____

Michael Bechbach, E.I.T.

michael@jadeacoustics.com

May 15, 2019

LCBO *Store 505*
5035 Hurontario Street
Mississauga, Ontario
L4Z 3X7

To Whom It May Concern:



Re: Information Request
Proposed Residential Development
91 Eglinton Avenue East
City of Mississauga
Our File: 18-090

As requested by the owner of the property located at 91 Eglinton Avenue East and as required by the City of Mississauga, we are conducting a noise study for the above mentioned development, which is proposed for residential re-development. As part of the noise study, we are required by the Ministry of the Environment, Conservation and Parks to identify and quantify all potential noise sources. In order to do this adequately we have summarized the information we require regarding your operations. Please complete and return this form by fax or email by May 22, 2019. We will then contact you regarding a time and date to complete sound measurements (if required).

1. What is the primary function of your company? Retail

2. What are your hours of operation? M-F 10-6
How many days per week? Fri 9-11pm
Sat 10-8
3. Is your operation seasonal? If so, describe the operations associated with different seasons.
NO

4. Are you currently operating at full capacity? If so, will you be operating at this level for the next several weeks?
YES



5. If not, when do you anticipate being at full operating capacity? _____
_____ N/A _____
6. What noise producing equipment do you have located: _____
- (a) internally? _____
_____ SMALL COOLERS _____
- (b) internally but exhausting/intaking to the exterior? _____
_____ NONE _____
- (c) externally? _____ NONE _____

7. Does your company have any outside storage? If so, are there any activities such as forklifts or transport trucks which access the storage area? _____
_____ NONE _____
8. How many trucks use the shipping/receiving area during the day and at night? How are deliveries offloaded (e.g. forklift)? _____
_____ 5-6 (week BEFORE 6:00pm) _____
_____ By hand or pump cart. _____
9. Where is the shipping/receiving area for your business located? _____
_____ REAR _____
10. Are shipping doors left open during the summer? Where are they located? _____
_____ NO. _____
11. Are there any planned modifications/expansions to your facility? _____
_____ NO _____



12. Does your company have a valid Certificate of Approval (C of A) or Environmental Compliance Approval (ECA) from the Ministry of the Environment, Conservation and Parks which includes a noise assessment and noise mitigation measures, if required? If yes, please provide us with a copy of the Approvals documentation and copy of the noise assessment report. _____

N/A

13. Other information _____

NONE

14. Contact Information

Name:

Puneet Sidhu

Alex

Position:

Manager

Assistant Manager

Telephone No.:

905-501-9784

Fax No.:

E-mail:

puneet.sidhu@lcbo.com

If you have any questions, please contact the undersigned. Thank you in advance for your assistance.

Yours truly,

JADE ACOUSTICS INC.

Per:

Michael Bechbach, E.I.T.

michael@jadeacoustics.com

May 15, 2019

Sleep Country Canada
5035 Hurontario Street
Mississauga, Ontario
L4Z 3X7

To Whom It May Concern:



J A D E
ACOUSTICS

Re: Information Request
Proposed Residential Development
91 Eglinton Avenue East
City of Mississauga
Our File: 18-090

As requested by the owner of the property located at 91 Eglinton Avenue East and as required by the City of Mississauga, we are conducting a noise study for the above mentioned development, which is proposed for residential re-development. As part of the noise study, we are required by the Ministry of the Environment, Conservation and Parks to identify and quantify all potential noise sources. In order to do this adequately we have summarized the information we require regarding your operations. Please complete and return this form by fax or email by May 22, 2019. We will then contact you regarding a time and date to complete sound measurements (if required).

1. What is the primary function of your company? Retail -

2. What are your hours of operation? M-F 10:00 AM to 9:00 PM
How many days per week? Sat 9:30 " " 6:00 PM
Sun 11:00 " " 5:00 PM
3. Is your operation seasonal? If so, describe the operations associated with different seasons.
NO

4. Are you currently operating at full capacity? If so, will you be operating at this level for the next several weeks?
YES

12. Does your company have a valid Certificate of Approval (C of A) or Environmental Compliance Approval (ECA) from the Ministry of the Environment, Conservation and Parks which includes a noise assessment and noise mitigation measures, if required? If yes, please provide us with a copy of the Approvals documentation and copy of the noise assessment report. _____

No

13. Other information _____

NONE

14. Contact Information

Name: Michael Sharma
Position: Regional Sales Manager
Telephone No.: 416-318-5037
Fax No.: _____
E-mail: Michael.Sharma@SleepCountry.ca

If you have any questions, please contact the undersigned. Thank you in advance for your assistance.

Yours truly,

JADE ACOUSTICS INC.

Per: _____

Michael Bechbach, E.I.T.
michael@jadeacoustics.com