

December 5<sup>th</sup> 2014

Aiden Stanley  
Development and Design Division – Planning and Development Department  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON  
L5B 3C1

Dear Ms. Stanley,

**Re: Official Plan Amendment and Zoning By-law Amendment Application for 4100 Ponytrail Drive and 1850 Rathburn Road East - Application # OZ 12/009 W3**

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Urban Strategies Inc. is acting on behalf of Forest Park Circle Ltd. in submitting the enclosed revised drawings and studies for Application #OZ 12/009 W3 Official Plan Amendment and Zoning By-law Amendment for the lands municipally known as 4100 Ponytrail Drive and 1850 Rathburn Road East (“the subject property”).

Forest Park Circle Ltd. originally submitted a development application on May 22nd 2012 to amend the Mississauga Official Plan and Zoning By-law 0225-2007 to intensify underutilized portions of the existing high-rise residential apartment site. Subsequent to May 2012, Forest Park Circle Ltd. submitted a revised development concept on December 12th, 2012, and a revised development proposal and updated reports in May 2013. In November 2013, staff released the Application Status Report (ASR) on the May 2013 submission. Since May 2013, Forest Park Circle Ltd. met with staff and the community on a series of occasions to discuss the application and potential modifications to the proposal.

This current development proposal responds to the comments received on the original and revised submissions, including the November 2013 ASR, and reflects ongoing discussion and consultation with staff on the proposal. The revised proposal consists of one 15-storey building along Rathburn Road East and one 12-storey building at the rear of the subject property, framing Shavers Trail and the hydro corridor. The development proposal includes a total of 278 new residential units, and 24,295 square metres of proposed residential gross floor area. The two existing 18-storey rental apartment buildings, containing 384 residential units will be maintained and protected through this proposal. The resultant total density is 1.6 times the site area. The two buildings have been positioned carefully on the subject property to maximize the amount of landscaped area and minimize the amount of paved area on the subject property.

As outlined in the enclosed Planning Justification Update, we believe that the revised proposal appropriately addresses staff and the community’s comments with the previous submission. The proposed development has been carefully modified to reflect the issues raised by staff and the community to ensure that the proposal maintains and enhances the landscaped character and quality of the subject property and surrounding context.

This letter provides a review of comments received in the Planning Application Status Report, received November 3<sup>rd</sup> 2013, and includes an annotated discussion of how the applicable comments have been addressed to date. The comments that require action for Milestones identified as Information Report and Supplementary Report have been addressed as part of this resubmission package.

### **The Application Package**

The following materials are included as part of the proposed modifications to the proposal:

- Architectural Drawings, prepared by Turner Fleischer Architects, containing:
  - A0 Statistics, 4 copies
  - A1 Existing Site Plan, 4 copies
  - A2 Proposed Site Plan, 18 copies
  - A3 P1 Floor Plan, 4 copies
  - A4 P2 Floor Plan 4 copies
  - A5 3D Views, 4 copies
- 7 sets of the Planning Justification Update report, prepared by Urban Strategies Inc.
- Draft Official Plan Amendment
- 7 sets of the Revised Sun/Shadow Study, prepared by Turner Fleischer Architects
- 7 sets of the Traffic Impact and Parking Report, prepared by Cole Engineering;
- 7 sets of the Preliminary Environmental Noise Report, prepared by Jade Acoustics;
- Draft Official Plan Amendment, prepared by Urban Strategies Inc.

As part of the November 2013 Application Status Report, urban design staff requested that a wind study will be required at the Information Report status. At the original 2012 Development Application Review Committee (DARC) meeting, a wind study was not identified as a requirement of the application. A wind study will be prepared to reflect the modified proposal, and is forthcoming.

Should you have any questions, please feel free to contact us for further discussion and review.

Yours very truly,



Pino Di Mascio  
Partner, MCIP, RPP



Andrea Friedman  
Associate

Urban Strategies Inc.

cc: Kim Taylor, Forest Park Circle Ltd. Glen Broll, Glen Shnarr & Associates

**File: OZ/OPA 12 09**  
**4100 Ponytrail Drive and Rathburn Road East**  
**Summary of Application Status Report Comments and Revisions, November 2013**

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**PLANNING & BUILDING**

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**Planner – Dev & Design**

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<b>No.</b>	<b>Milestone</b>	<b>Condition</b>	<b>Revision/Comment</b>
1	Note:	Previous Comment dated Feb 6 2013	No detailed comments from Planning and Building have been provided at this time.
2	Info Report	<p>While it is recognized that some changes to the proposal have been made as a result of City and the community's comments, Staff remain concerned with the degree of residential intensification for the subject lands. The property is located within a Neighbourhood and a non-intensification area. The Official Plan indicates that intensification in Neighbourhoods shall occur through infilling. Policy 16.1.2.5 contemplates potential infill at a medium density form on existing apartment sites.</p> <p>The proposed development consists of both low rise and high density apartment forms and in this regard appears to be excessive. The proposal is compared with recent development in the area which is located within a Community Node.</p> <p>The subject property is neither within a Node nor on a Corridor and should be considered within its immediate context. The proposed built form does not fit the character of the existing neighbourhood which abuts an established public open space. The proposed development should respect the existing scale, massing, character and grading of the surrounding area. Concerns remain regarding the relationship between the existing rental buildings and the proposed development.</p>	The development proposal has been revised to address this comment. See the Planning Justification Update for a discussion of the revisions and planning framework.
3	Info Report	<p>We have reviewed the Planning Justification Report prepared by Urban Strategies Inc., dated May 2013 and offer the following comments:</p> <p>Planning Rationale should adequately demonstrate how the proposal achieves the overall intent, goals, objectives and policies. In particular the applicant is required to address the Plan in its entirety, particularly (but not limited to) the following policies:</p> <p>Direct Growth (Sec. 5)            Non-Intensification (Sec 9.2.2)            Neighbourhoods (Sec. 16)            Value the Environment (Sec. 6)</p>	<p>See the Planning Justification Update</p> <p>The Planning Justification Update addresses these comments.</p>
4	Info Report	We have reviewed the draft Official Plan	Updated Draft OPA enclosed.

		Amendment prepared by Urban Strategies Inc., provided with the initial submission and offer the following comments: - specific comments regarding the draft OPA will be provided upon resolution of the above issues.	
5	Info Report	Regarding the Draft Zoning By-law, it should be noted that the applicant is responsible for the requested exceptions to accommodate any future development plans for the site. The plans will not be reviewed by a Zoning Examiner until the site plan process, at which time any variances required from the Zoning By-law will be identified.	No action required at this time.
7	Info Report	A \$200 fee for the placement of a mobile sign to advise residents of the upcoming public meeting, is due prior to the public meeting.	No action required at this time.
8	Supp Report	The City of Mississauga Fees and Charges By-law 0429-2008 includes an advertising fee for costs associated with providing Public Meeting Notice by newspaper advertisement. A minimum charge of \$1,000.00 is payable at time of application submission. If costs exceed \$1,000.00, the balance is to be paid prior to the Supplementary Report being considered by Council.	No action required at this time.
9	Supp Report	Additional comments will be made upon the review of these comments and any new information.	No action required at this time.

<b>Landscape Arch – Dev &amp; Design</b>			
<b>No.</b>	<b>Milestone</b>	<b>Condition</b>	<b>Revision/Comment</b>
1	Supp Report	September 2013, Update: It is noted that the existing site context has been better considered in the development of the overall concept, but every possible measure with respect to tree preservation should be explored - particularly along the Rathburn Road/Ponytrail Drive frontage; - Refer also to UD comments regarding site context, view corridors and site character; - Consideration may be given to partial retention/conversion of the tennis court areas to new multi-function hard-surface activity areas in connection with the outdoor amenity spaces proposed;	Proposal has been modified to preserve existing trees and vegetation areas.  Proposal consolidates the outdoor amenity space area in one continuous space.
2	Supp Report	Mississauga encourages sustainable stormwater management, or maximizing the natural infiltration and retention of rainwater through site development. Consider pervious stable surfaces for parking areas and driveways, rainwater harvesting, bioretention systems, green roofs and other technologies. Indicate how sustainable stormwater management has been addressed through the current proposal.  - In support of the city's Cycling Master Plan	No action required at this time.

and commitment to multi-modal transportation, provide exterior bicycle racks for residents/visitors near major building entrances and amenity areas;

3	Supp Report	September, 2013: The revised tree inventory submitted appears to be better detailed and will be reviewed along with the Landscape Concept Plans. It would be helpful for review to show the outline of the proposed buildings and/or underground parking and other structures. - Maximum retention of existing trees is encouraged.	The proposal has been revised to preserve existing trees and vegetation areas on the site.
4	Supp Report	The applicant is advised that By-law #0474-2005 (Tree Permit By-law) requires owners to obtain a permit to injure or remove trees on private property depending on the size and number of trees. Prior to the Supplementary Report, the applicant is to submit a Tree Permit application for the proposed injury and removal of tree(s) on site. The Tree Permit application will be reviewed in conjunction with the rezoning application. The approval of the Tree Permit application is required prior to the issuance of site plan approval. The approval will not be issued until the Zoning Bylaw enacted. Tree Permit applications are to be submitted to the Forestry Section, 3235 Mavis Road. For further information please contact Forestry at 905-615-4569.	No action required at this time.

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**Urban Designer**

No.	Milestone	Condition	Revision/Comment
1	Info Report	<p><b>SHADOW STUDIES</b> The shadow studies as currently presented are somewhat difficult to read. The applicant is to provide a separate illustration of the shadow impact at each of the specified dates and times, rather than combining the times for each date in one drawing. The shadow studies should also differentiate between shadows from existing and proposed buildings either by using different colours or line types.</p> <p>Further comments will follow when the requested information is provided. Shadow studies are to be done in accordance with the City of Mississauga Standards for Shadow Studies August 2011, with an accompanying summary indicating how each criterion has been achieved or the mitigation measures or changes that will be incorporated into the site and building designs in order to meet each criterion.</p> <p><b>WIND STUDIES</b> Wind studies in accordance with the City of Mississauga Terms Of Reference for Pedestrian Wind Comfort Studies will be</p>	<p>The Shadow Study has been updated to address these comments. See Sun/Shadow Study.</p> <p>A Pedestrian Wind Comfort Study is forthcoming.</p>

2 Info Report

required.

#### CONTEXT

The surrounding context includes clusters of mature vegetation and significant open space within and surrounding each development. The Hydro Corridor, The Greenbelt and associated paths define two of the edges of the subject site.

Any intensification of the subject site should not only reflect and enhance the character of the surrounding context by allowing for a continuation of the clusters of mature vegetation and open space, but also maintain and enhance the view corridors of the existing buildings.

#### BUILDING LOCATIONS AND VIEWS

Any proposed building locations shall achieve building setbacks that allow for the continuation and enhancement of a well treed street frontage with clusters of mature vegetation and generous landscaping in keeping with the character of the surrounding context. The park like setting of the site is desirable and instead of a continuous line of buildings, the street frontage should be enhanced with clusters of mature vegetation that are interrupted only occasionally by short blocks of street facing low rise buildings with accentuated entrances that connect directly to the municipal sidewalk. The proposed blocks of buildings should be relocated so that they do not interrupt view corridors from any levels of the existing apartment buildings to the public open spaces including the lower levels, and to maximize the uninterrupted views of the existing buildings from the streets. The location of new buildings instead of blocking the lower portion of the existing buildings, should allow for a continuation of the visual prominence of the existing towers as a celebration of their distinct exterior form which is an important component of the historical context of the site.

There should be a minimum separation distance of 30m between towers.

Any proposed new buildings shall be located to meet the criteria of the Standards for Shadow Studies.

#### SET BACKS

Please note the existing zoning standards for the minimum front, rear and side yard setbacks should be maintained.

The current zoning requirement of a 7.5m minimum building setback relative to Ponytrail/Rathburn should be maintained, with that setback dedicated to landscaping, trees that will grow to maturity, walkway connections to the municipal sidewalk, canopies and other features that accentuate

The proposed development has been revised to maintain and enhance the vegetation and landscape character of the site and surroundings.

The proposed development has been consolidated in the form of two 12 and 15-storey buildings to preserve the landscaped tree frontage and vegetation. The proposed buildings are well setback from the street to preserve the character of the site. The 15-storey building is setback 8 metres from the street with a direct pathway connection to the street.

The proposed buildings have been relocated on the site to ensure that view corridors from the existing buildings to the open spaces and street, and preserve views of the existing buildings from the street.

The proposed tall building elements are separated a minimum of 30 metres from the existing buildings.

The City's minimum setbacks are achieved through the revised proposal. These setbacks maintain the landscape character of the site and surroundings.

All additional low-rise building elements have been removed from this proposal.

street facing main building entrances and lobbies, enhance the pedestrian environment and provide an appropriate buffer for the ground level units relative to the wide Right Of Way and in keeping with the character of the surrounding context.

New buildings and parking should be setback from the public green edges, to allow for a physically and visually accessible continuous soft green buffer to complement the public green edges, with the buildings providing eyes onto the buffer and public green space.

In addition to the above, any new low rise buildings should be set back from the internal road system in a manner that allows for a defined front yard space that is 4.5m minimum in depth, and unencumbered by loading spaces, ramps to underground garages, parking etc. This front yard space will accommodate landscaping and walkway connections to the internal road and pedestrian walkway system and other amenities that enhance the site

3 Info Report

10 STOREY BUILDING

As noted in the Planners comments, the existing Mississauga Official Plan policies indicate that infill development on this site shall be in the form of medium density development.

The following comments are therefore not to be read as an endorsement of the proposed building type and form.

Building C1

Shaft

The 6 upper storeys of the proposed 10 storey Building C1 which form the elevation facing Ponytrail Drive, visually serve as the shaft of a building with C2 as the base and this 6 storey shaft, appears very short compared to the 4 storey base (C2). The applicant should re-investigate the overall proportions of these buildings, and come up with an alternative building form with better proportions. Any revisions are to be tested against the Standards for Shadow Studies to ensure that all the criteria contained there-in are met.

Base

The proposed 4 storey C2 (base of Building C1) facing the Ponytrail street frontage appears to be very long, and locating it in a manner that does not interrupt the main view corridors from the existing towers, will result in a shorter building. The base should also be broken up by introducing a much stronger and enhanced street facing

The massing of the proposed building has been revised to address these comments. The 4-storey base has been deleted from the proposal and replaced with a 3-storey podium.

entrance and lobby with a more direct connection to the elevator lobby, and this will serve as the main pedestrian entrance to the building, designed to present the building to the street and with a pronounced connection to the municipal sidewalk and bus stops. This main entrance and the walkway connection should be enhanced with landscaping and may also incorporate an entrance canopy.

**Floor Plans**

Provide floor plans that show the exterior window and wall locations as well as the arrangement of the interior spaces for all buildings.

The rear ground floor exit door to Building C1, adjacent to end Unit 1B, appears to be very close to the edge of the ramp to the UG parking. Re-organise this area to increase the distance separation, provide an appropriate exterior landing area, and eliminate the associated narrow space between the building and the ramp which will likely collect garbage and potentially serve as a hiding space with limited observation

**LOADING AREAS, GARBAGE ROOMS**

The locations and functions of the proposed loading and garbage areas should be revisited especially if these loading areas are to be used for garbage pick up. Loading 3, 4, 5, and the associated garbage rooms should be redesigned and relocated. The loading areas 3, 4 and 5 should be designed to be integrated with the buildings, with direct access from the garbage storage rooms rather than as stand alone spaces that not only interrupt what could be better designed as well landscaped open space such as between Buildings D1 and D2, but also invite the exterior storage of garbage bins even after garbage pick up. The space between D1 and D2 should be redesigned as a well landscaped open area that forms part of the open space within the site, and the garbage rooms for D1 and D2, moved away from the front corners of these buildings. Garbage storage areas shall not be visible from any of the streets including public and private roads and public and private open spaces and amenity areas.

The loading areas have been revised relocated and redesigned as part of this proposal. The proposal includes covered loading areas.

5 Info Report

**SITE PLAN**

**Internal Road**

Provide for trees on either side of the internal road, and a sidewalk on at least one side of the road.

**Wall**

**Site Plan**

The internal roadway has been redesigned through this proposal.

**Wall**



The ground floor plan of C3 and the site plan, show a heavy dark line that appears to be a wall, shown a few metres away from the east end wall of Building C3 and the west end wall of C2. The applicant should clarify the function of these walls, and provide details.

#### Ramps to UG Garage

The two ramp entrances from Ponytrail Drive, appear to be very close to the site entrance. The applicant is to investigate and provide confirmation from an expert that the setbacks of the ramp entrances from Ponytrail Drive and the turning radii proposed are appropriate.

#### Building Entrances

Provide an enhanced street facing main entrance and lobby with direct connections to the municipal sidewalk for Building C3. The main entrances to Buildings D1 and D2, should be directly connected to a sidewalk associated with the private road, and this sidewalk should connect to main building entrances for each building and the open space and amenity areas and parking areas.

#### Parking at grade

Any parking areas at grade should occur in small clusters, and are to be enhanced with trees and landscaping

#### Ground Level Residential Units

Ground level residential units for any proposed new buildings (C2, C3, C1, D1, D2) should have 4.5m minimum depth front yard spaces with trees and landscaping and direct walkway connections to the municipal and private side walks.

The outdoor amenity area abutting existing Buildings A and B should be shifted so that it does not directly abut the exterior walls enclosing the private spaces of the residential units.

#### Fencing

Any fencing proposed on private property along the street frontages should be low decorative metal fencing a maximum of 1100mm in height.

Vents for the UG parking should be inconspicuously located and should not interrupt walkway connections and sidewalks. These vents should be screened with landscaping.

#### Bicycle Storage

Provide enclosed bicycle storage for each building, directly accessible from sidewalk level.

No longer applicable to the revised drawing.

#### Ramps to UG Garage

The two ramps to the UG Garage have been redesigned through this proposal.

#### Building Entrances

The 15-storey building includes a direct connection to the municipal sidewalk.

The other buildings along Rathburn Road East and Ponytrail Drive have been removed from this proposal.

See revised site plan. The parking at grade is located on two surface parking lots. The parking has been separated into clusters and enhanced with trees and landscape area.

See revised site plan. The outdoor amenity area has been redesigned through this proposal, and consolidated in one central location.

No action required.

See revised site plan.

Site access road  
Please clarify why the main site access road from Ponytrail Drive needs to be so wide. The width of this site entrance should be limited to the minimum required, with sidewalks on at least one side of the road and at least one row of trees on each side of the road, to achieve an enhanced tree lined entrance that improves the pedestrian experience.

See revised site plan. The internal roadway and site accesses have been redesigned through this proposal .

Transformer locations etc.  
Indicate on the site plan, proposed transformer locations,

6	Info Report	<p><b>MECHANICAL EQUIPMENT</b> Roof top mechanical units must be completely screened from view in a manner that complements the exterior building elevations, and exterior air-conditioning equipment shall not be visible from any part of the public and private street frontages and public open spaces.</p>	<p>The buildings include enclosed mechanical penthouses that are integrated with the building design.</p>
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**TRANSPORTATION AND WORKS**

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**Development Engineering Review**

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No.	Milestone	Condition	Revision/Comment
3.	Supp. Report	<p>As part of the Functional Servicing Report (FSR) updated full size Servicing and Concept Grading Plans have been provided. The plans generally depict the internal private roadway as 8.6m with on-street parking with centre-line crowned pavement. The private road cross-section shown on the grading plan is to be revised to illustrate the on-street parking as proposed. The applicant will be responsible for all costs associated with relocating any utilities/services as required in support of this development.</p>	<p>No action required at this time.</p>
4	Note	<p>This department has reviewed an updated Preliminary Environmental Noise Report prepared by Jade Acoustics, revised date May 6, 2013 and provide the following comments.</p> <p>The noise report indicates that the site is impacted by transportation noise from Rathburn Road East and Ponytrail Drive. Burnhamthorpe Road East was also analyzed but considered acoustically insignificant due to the separation distance and screening by the existing residential developments. The report confirms that the proposed buildings can be adequately</p>	<p>The Preliminary Environmental Noise Report has been updated as part of this submission.</p>

attenuated to meet the MOE noise guidelines with the use of appropriate attenuation measures (i.e. exterior building components, ventilation requirements) and warning clauses.

Stationary noise sources from the existing rooftop mechanical equipment, loading/unloading activities and existing commercial plaza north of Rathburn have also been analysed and the report confirms that it is expected that noise mitigation measures from these sources are not required. Final details with respect to any noise mitigation for the existing garage exhaust fans for the predicted sound level during the daytime hours are to be confirmed in the final report.

Central air conditioning is not required for any of the proposed residential units, however it is expected that all residential units will be provided with central air conditioning.

The proposed development does not include private outdoor amenity areas but a park/play area which the report confirms will be less than 55dBA; therefore noise mitigation measures are not required.

The noise report is a preliminary assessment only and that an updated detailed noise report will be required prior to site plan approval to the satisfaction of the Planning and Building Department as and when final architectural and mechanical plans and detailed information is available. Further, the detailed report is to re-examine noise from the any of the building's proposed mechanical ventilation systems to ensure compliance with MOE stationary noise source guidelines. The noise warning clause and implementation requirements are provided below.

5 Note

The applicant has confirmed that all of the newly proposed condominium units will be equipped with central air conditioning as noted in the noise report.

No action required at this time.

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**TRANSPORTATION AND WORKS**

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**Environmental Eng Review**

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No.	Milestone	Condition	Revision/Comment
1	Note:		
2	Supp Report	<p>It appears that a dry-cleaning facility is located at the property upgradient from 1850 Rathburn Road East and 4100 Ponytrail Drive. This facility may have generated some contamination to the soil or groundwater. Therefore, in accordance with City Policy 09-08-02, a Phase I Environmental Site Assessment (ESA) must be prepared and submitted to the Transportation and Works Department for review.</p> <p>The report must include a clause, or be accompanied by a letter signed by the author of the report or a Principal of the Consulting Firm, which allows the City of Mississauga to make reliance on the findings and conclusions presented in the report.</p> <p>The report must be sealed, signed and dated by a Qualified Person as specified in Section 5 of Ontario Regulation 153/04 as amended.</p>	<p>A ESA will be forthcoming at the time of the Supplementary Report milestone</p>

**Traffic Review**

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No.	Milestone	Condition	Revision/Comment
1	-	<p>With the proposed intensification to the site, the existing southerly access will be impacted with the additional traffic generated. In order to improve safety and reduce conflicting turning movements, the southerly driveway is to be aligned with Tapestry Trail on the east side of Ponytrail Drive. The revised site plan has been updated to align the southerly driveway with Tapestry Trail.</p>	<p>The internal road has been revised as part of this submission. The southern access aligns with Tapestry Trail.</p>
2	Suppl Report	<p>This Section has received the Traffic Impact Study prepared by Cole Engineering, dated May 2012. Due to changes in the site statistics, and access locations, an updated study has been prepared, dated May 2013.</p> <p>The consultant is to provide an additional analysis of the traffic operations, with the roundabout scenario at the Rathburn Road/Ponytrail Drive intersection. All the necessary documentation associated with the analysis should be provided. Upon receiving the additional material, further comments will be provided prior to supplementary report.</p>	<p>The Traffic Impact Study has been updated as part of this submission.</p> <p>Based on the consultation with staff, a roundabout at this location is no longer being considered.</p>
3	Suppl Report	<p>This Section is reviewing two intersection improvement options at the Rathburn Road/Ponytrail Drive intersection:</p> <ol style="list-style-type: none"> <li>1. four-legged signalized intersection, with removal of the existing channelized right turn lanes</li> <li>2. roundabout</li> </ol> <p>The applicant is to provide a detailed design and</p>	<p>No action required at this time.</p>

- cost estimate for the necessary modifications to a four-legged signalized intersection improvement. Upon receiving the additional material, further comments will be provided
- 4 Note: The applicant is to provide adequate on-site bicycle parking, as per the guideline below:  
Residential Apartments  
Long Term - 0.70/unit  
Short Term - 0.08/unit  
Total - 0.78/unit
- Noted.

<b>Transit Reviewer</b>			
<b>No.</b>	<b>Milestone</b>	<b>Condition</b>	<b>Revision/Comment</b>
2	Info Report	<p>There is an existing transit stop located along Rathburn Road at Ponytrail Drive. The function of this stop is to be maintained and will remain in its current location.</p> <p>With the redesigning of the Rathburn Road/Ponytrail Drive intersection, please be advised that MiWay will be maintaining a stop in the area and will be relocating the existing stop to the near side location. MiWay requires a minimum clearance of 15m. from the end of the curb radius to allow for the relocated transit infrastructure. This clearance is in accordance with MiWay's Standard for an accessible bus platform: (<a href="http://www.mississauga.ca/file/COM/2250020.pdf">http://www.mississauga.ca/file/COM/2250020.pdf</a>).</p> <p>The applicant is to amend all drawings to illustrate the 15m. clearance and ensure all proposed trees and grates (or any other street furniture, service or utility) are removed from the intersection.</p> <p>The applicant is to illustrate a bus pad on the plan which is to be in accordance with Transportation and Works Standard Detail #2250.020.</p> <p>June 21st, 2013: Upon review of revised Drawing No.A2, dated May 10, 2013, MiWay requires that the existing stop and shelter be relocated slightly to ensure that a near side stop is maintained at this intersection. Hence, MiWay requires that the proposed new stop and shelter be shifted further east, closer to the signalized intersection.</p>	The revised proposal preserves the existing bus stop location.
4	Note	<p>Please ensure that convenient and accessible pedestrian linkages are provided between the site, the existing sidewalk network, and MiWay service.</p> <p>Pedestrian walkway connections to the existing municipal sidewalk are necessary to reduce walking time and encourage transit use. They also play an important role in transportation, as they provide a safe path for people to walk along and help to provide equal access to people who cannot drive.</p>	The revised proposal preserves the existing bus stop location. The proposal includes pedestrian connections to the municipal sidewalk and bus stop.