



## **Response to First Submission Comments**

51 and 57 Tannery Street + 208 Emby Drive, City of Mississauga



**Mississauga File: OZ/OPA 18 12**

**Weston File: 8059**

**Date: June 2019**

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**City of Mississauga – Planning and Building**

Chris Rouse, MCIP, RPP – Manager, Development North, Development and Design Division

(905) 615-3200 x5729

October 3, 2018 (Stamped October 5, 2018)

Comments	Response
<p>The purpose of this letter is to identify the City’s main issues with the recent submission for the above noted Official Plan Amendment and Rezoning applications. Although this brownfield redevelopment is a significant neighbourhood improvement, the proposal is deficient in landscape setbacks, separation distances, and open space requirements. As such, the proposal does not create a desirable urban form. The following comments are critical planning and design items to be addressed prior to the consideration of more technical matters.</p>	<p>N/A</p>
<p>The current proposal should be revised to conform with the Mississauga Official Plan Special Site 4 policies for the Streetsville Community Node Character Area which states “building forms should consist of low profile buildings ranging in height from three storeys near Mullet Creek to six storeys near the railway tracks.” An apartment form building more consistent with these policies be considered in a revised proposal.</p>	<p>As indicated through the Planning Justification Report provided with the first submission, although the proposed development does not include the same built form as contemplated in the Official Plan, the proposed development achieves minimum height requirements, as well as the prescribed density targets through an alternate in proximity to higher order transit.</p> <p>Refer to the enclosed Site Design Response Letter, prepared by Weston Consulting for further details.</p>
<p>A number of site constraints have been identified. Proposing a more compact form of development may help to address some of these issues:</p>	<p>N/A</p>
<p>a) The travel route of service vehicles (including waste management) and fire trucks must be shown to demonstrate the site’s feasibility. All turning radii, travel widths, sufficient back out space, overhead clearances, as well as internal and/or external storage requirements must be met. The Fire Plans Examination Section has identified that the north portion of the fire route is less than six metres wide and will not be approved.</p>	<p>Travel routes are shown on the plan. The applicant met with Fire Department Staff (Greg Phelps) prior to submitting the initial application and reviewed the plan. Mr. Phelps confirmed that that is met the requirements including a six-metre-wide fire route. The original site plan was unclear. The site plan has been updated to clarify compliance.</p>

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<p>b) As part of the processing of this application, a noise concern associated with the Canadian Pacific Rail has been identified. An acoustical consultant is required to certify that the site design and screening requirements are in conformity with the recommendations of the Noise Feasibility Study prepared by Howe Gastmeir Capnik Limited HGC Engineering, dated June 13, 2018. The six metre high crash wall outlined in Chapter 8 must be shown on the site plan and relevant elevations. Drainage associated with the proposed berm(s) must be contained on-site. Please be advised that further technical revisions to the Noise Study will be required.</p> <p>Canadian Pacific Rail approval is required for the proposed development, including, but not limited to noise measures, building setbacks, derailment protection plan, grading drawings, etc.</p>	<p>Noted. The report by HGC demonstrates that the proposed development is feasible from a noise perspective.</p>
<p>c) The proposed Embry Drive extension must align with Rutledge Road. A minimum 15 metre right of way must be provided.</p>	<p>The extension of Emby Drive continues to be offset from the Rutledge/Tannery intersection. See the response by Weston Consulting detailing the justification for this alignment.</p>
<p>d) Internal Roads and Services must meet the City's minimum condominium standards (Section 6, Development Requirements Manual, Transportation and Works Department, City of Mississauga - <a href="http://www.mississauga.ca/business/developmentrequirements">http://www.mississauga.ca/business/developmentrequirements</a>). Crowned roads, sever metres of pavements width and two metre walkways must be provided.</p>	<p>Noted. Some walkways exceed 2.0m; however, in some instances the walkway is 1.8m.</p>
<p>e) All plans are to be revised to show the required land dedications, and future Greenbelt zones. In addition to the Emby Drive extension, the ultimate 20 metre right of way width of Tannery Street should also be shown.</p>	<p>The plan shows these parts. See drawing RZ-01.</p>
<p>A concept plan should be provided to demonstrate compatibility of the proposal with the likely redevelopment of 61 Tannery Street. Existing buildings on adjacent properties to the west on Tannery Street and to the south on Emby Drive should be shown, and an appropriate transition and relationship should be created to the surrounding properties and Mullet Creek.</p>	<p>The conceptual Tertiary Plan has regard for 61 Tannery Street. Refer to the enclosed Site Design Response Letter for details.</p>
<p>Please refer to the Streetsville Urban Design Guidelines (<a href="http://www.mississauga.ca/file/COM/StreetsvilleUDGuidelinesFinal.pdf">http://www.mississauga.ca/file/COM/StreetsvilleUDGuidelinesFinal.pdf</a>) and ensure that your design addresses these appropriately.</p>	<p>The applicant has met with Councillor Carlson to discuss the design of the proposed buildings. We understand that Councillor Carlson was a key contributor to the creation of the Streetsville Urban Design Guidelines. The application will continue to work with the City regarding the design of the</p>

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	buildings during the Site Plan Approval application stage of this project to ensure the design is sympathetic to the historic character of the area.
<u>Additional Information</u> <ul style="list-style-type: none"> <li>A Single Use Demand Table will be required for the Region of Peel to determine the (current or revised) proposal's impact to the existing system. It shall be provided in digital form, and accompanied by supporting hydrant flow tests and stamped and signed by the Professional Consulting Engineer.</li> </ul>	Provided as noted. Refer to appendix D of FSR.
<ul style="list-style-type: none"> <li>Revised Preliminary Geotechnical Investigation Report and Functional Servicing and Stormwater Management Reports will be required. An additional hydrant flow test for the watermain on Thomas Street and Emby Drive will be required.</li> </ul>	The geotechnical report, FSR and SWM reports have all been updated. An additional hydrant flow test has also been completed with results contained in the updated FSR.
<ul style="list-style-type: none"> <li>Municipal Infrastructure, specifically storm sewer outlet works will be required for the extension of Emby Drive. Land dedication/easements, and watercourse works will be required to support the proposed development. These will be included as "H" conditions once other issues are resolved on-site.</li> </ul>	Noted. Where appropriate, the use of a holding provision applied to the zoning by-law for this property would be an effective way to ensure certain works are completed. Further discussion with staff is needed to understand how this would be done and under what conditions the holding symbol would be removed.
<ul style="list-style-type: none"> <li>A reliance letter for the Phase I ESA will be required. Further lateral and vertical delineation of contamination, the installation of boreholes and monitoring wells at all three former underground storage tanks (USTs), and revisions to the Phase II ESA will be required. Additional clarification regarding the lack of investigation at above-ground storage tank (AST) locations must be provided, and all debris from demolition must be removed in accordance with applicable guidelines and regulations. A decommissioning report for monitoring wells, ASTs and USTs by a professional Engineer (including confirmatory soil and ground water sampling), a Final Clean-Up report that is signed, sealed and dated by a Qualified Person, as defined in O. Reg. 153/0, as amended, and record of site condition posted to the Ministry of Environment's Environmental Site Registry will be required prior to land dedication to the satisfaction of the Transportation and Works Department</li> </ul>	This is a summary of the more detail comments provided by Valeriya Danylova on September 11, 2018. Please refer to response to the comments provided by Ms. Danylova below.
<p>The existing municipal infrastructure may be located within the municipal boulevard. To determine the impact of the proposal on the watermain, copies of landscaping, foundation, grading and streetscape drawings that show curbs, sidewalk, and the Region's watermain will be required for review by the Region of Peel.</p>	Noted. This material forms part of this re-submission to the City. It is expected that the City will circulate a copy to the Region. Please contact Tim Jessop at NYX Capital if additional copies are needed. He can be reached at tim@nyxcapital.com or 416 548 5590 x1006.

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<p>We require that you address and satisfy these items prior to making a next resubmission. Once a satisfactory concept has been provided through an updated application status report (ASR), additional materials may be required and further comments will be provided. In view of the above, this Department is not prepared to support the project as currently proposed. Please contact Robert Ruggiero at (905) 615-3200 ext. 5725, to discuss the above or if you have any questions.</p>	<p>A meeting with the applicant and the City in response to these comments was held on November 1, 2019. During this meeting, Mr. Rouse advised the City would release the Application Status Report (containing all comments from the review of our initial application) and that we should proceed with preparing a resubmission.</p>

## City of Mississauga – Planning and Building

Robert Ruggiero

(905) 615-3200 x 5725

November 6, 2018

Comment	Response
1. The applicant is responsible for updating all notice signs posted on the property with the details of the statutory Public Meeting. The signs are to be updated upon receiving confirmation from the Development Planner or Project Coordinator that the Public Meeting has been scheduled	Noted.
2. These comments should not be interpreted as the Department's support for the rezoning application under file OZ 18-12 and are provided to assist in preparing an acceptable site plan. Final approval of the site plan application will be withheld pending Council's consideration and approval of the associated rezoning application.	Noted.
3. Resubmissions should be accompanied by a covering letter by the applicant/agent addressing how the city department's and external agency comments have been addressed.	Noted.
4. Relevant City of Mississauga Official Plan policies relating to issues identified below include, but are not limited to the following: 5.3.3.3 Community Nodes are Intensification Areas. 5.3.3.4 Community Nodes will achieve a gross density of between 100 and 200 residents and jobs combined per hectare. 5.3.3.11 Development in Community Nodes will be in a form and density that complements the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes. 5.3.3.13 Community Nodes will be developed to support and encourage active transportation as a mode of transportation.	Noted.
5. 6.10.4 Rail Noise, Safety and Vibration 6.10.4.1 Where residential and other land uses sensitive to noise are proposed in close proximity to rail lines, it may be necessary to mitigate noise impact, in part by way of the building and site design. Residential development or any development that includes outdoor living areas will generally not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed the limits specified by the applicable Provincial Government environmental noise guideline. A feasibility and/or detailed noise impact study will be required to demonstrate that every effort has been made to achieve the sound level limits	Noted.  A noise study has been completed and was submitted with the original application. An updated noise study is enclosed with this re-submission.

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<p>specified by the applicable Provincial Government environmental noise guideline, for an outdoor living area (55 dBA or less). Only in cases where the required noise attenuation measures are not feasible for technical, economic, aesthetic or administrative reasons would excess noise above the limit (55 dBA) be acceptable, with a warning clause to prospective purchasers, consistent with the applicable Provincial Government environmental noise guideline. In these situations, any excess noise above the limit will not be acceptable if it exceeds 60 dBA. See comments from CVC and Community Services regarding greenlands.</p>	
<p>6. 7.2.2 Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> <li>a. the development of a range of housing choices in terms of type, tenure and price;</li> <li>b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and</li> <li>c. the production of housing for those with special needs, such as housing for the elderly and shelters.</li> </ul> <p>7.2.8 Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged.</p> <p>7.2.9 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>These comments appear to be provided for information purposes. These policies have been discussed in detail within the Planning Justification Report prepared by Weston Consulting, dated June 2018, submitted through the initial application submission.</p>
<p>7. <u>9.2.1 Intensification Areas</u></p> <p><u>9.2.1.1</u> Development will create distinctive places and locales.</p> <p><u>9.2.1.3</u> Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition.</p> <p><u>9.2.1.4</u> Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.</p> <p><u>9.2.1.5</u> Small land parcels should be assembled to create efficient development parcels.</p> <p><u>9.2.1.7</u> Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands.</p> <p><u>9.2.1.17</u> Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings.</p>	<p>These comments appear to be provided for information purposes. These policies have been discussed in detail within the Planning Justification Report prepared by Weston Consulting, dated June 2018, submitted through the initial application submission.</p>



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<p><u>9.2.1.21</u> Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive.</p> <p><u>9.2.1.22</u> Development will be designed to support and incorporate pedestrian and cycling connections.</p> <p><u>9.2.1.23</u> Active uses will be required on principal streets with direct access to the public sidewalk.</p> <p><u>9.2.1.24</u> Development will face the street.</p> <p><u>9.2.1.28</u> Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired.</p> <p><u>9.2.1.29</u> Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.</p> <p><u>9.2.1.30</u> Development will provide open space, including squares and plazas appropriate to the size, location and type of the development.</p> <p><u>9.2.1.31</u> Buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk.</p> <p><u>9.2.1.32</u> Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.</p> <p><u>9.2.1.33</u> Open spaces will be designed to promote social interaction.</p> <p><u>9.2.1.34</u> Development will utilize streetscape design to provide visual connections to open space, providing enhanced sidewalk and trail connections near open spaces.</p> <p><u>9.2.1.35</u> Buildings and streetscapes will be situated and designed so as to encourage pedestrian circulation.</p> <p><u>9.2.1.36</u> Streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed.</p> <p><u>9.5.2.2</u> Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by: a. providing walkways that are connected to the public sidewalk, are well lit, attractive and safe;</p>	
<p>8. <u>11.2.5 Residential</u>  <u>11.2.5.6</u> Lands designated Residential High Density will permit the following use: a. apartment dwelling.</p>	<p>These comments appear to be provided for information purposes. These policies have been discussed in detail within the Planning Justification Report prepared by Weston Consulting, dated June 2018, submitted through the initial application submission.</p>

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<p>9. <u>14.1.1 General</u>  <u>14.1.1.1</u> Proponents of development applications within a Community Node may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio.  <u>14.10 Streetsville</u>  <u>14.10.1 Urban Design Policies Community Identity and Focus</u>  <u>14.10.1.1</u> Development will be compatible with and enhance the village character of Streetsville as a distinct established community by integrating with the surrounding area.  <u>14.10.1.2</u> Development with a high level of urban design, pedestrian amenity, landscaping and compact built form will be encouraged to create a strong sense of place and reinforce the role of the Community Node as the centre of activity for the surrounding community.  <u>14.10.2 Land Use</u>  <u>14.10.2.2</u> For lands designated Residential High Density a maximum building height of seven storeys is permitted.  <u>14.10.6 Special Site Policies</u> There are sites within the Character Area that merit special attention and are subject to the following policies.  <u>14.10.6.2 Site 2</u>  <u>14.11.6.2.1</u> The lands identified as Special Site 2 are located south of Tannery Street, north of Old Station Road, east of Joymar Drive and west of the St. Lawrence and Hudson Railway.  <u>14.11.6.2.2</u> Notwithstanding the provisions of the Residential High Density, Residential Medium Density and Greenlands designations, the following additional policies will apply:  a. the determination of the area suitable for redevelopment will have regard for the extent of the "regulatory storm" floodplain and the erosion hazards associated with Mullet Creek, whichever is greater. The extent of areas required for conservation purposes will be determined to the satisfaction of Credit Valley Conservation and the City; and b. building forms should consist of low profile buildings ranging in height from three storeys near Mullet Creek to six storeys near the railway tracks.  <u>14.11.6.2.3</u> Redevelopment of Area A should include provision for a public road connecting Thomas Street and Tannery Street west of the St. Lawrence and Hudson Railway right-of-way</p>	<p>These comments appear to be provided for information purposes. These policies have been discussed in detail within the Planning Justification Report prepared by Weston Consulting, dated June 2018, submitted through the initial application submission.</p>
<p>10. <u>Section 19.5.1</u> 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</p>	

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<p>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</p> <p>11. On all the drawings please place the abutting land uses.</p>	
<p>12. Since the proposed land use is changing from a less sensitive land use to a more sensitive land use (residential) the applicant will be required to submit a complete Record of Site Condition</p>	<p>Noted. Please refer to the letter prepared by OHE, dated June 20, 2019, forming part of this re-submission. This letter provides an update on the process to obtain a RSC.</p>
<p>13. Please meet the guideline requirements for stacked back to backed townhouses currently found on the City's website. This will include by-law requirements for setbacks, angular planes etc.</p>	<p>The Draft Zoning By-law has been revised per the updated Site Plan. Refer to Weston's Site Design Response Letter for further justification on the proposed setback.</p>
<p>14. Additional comments will be provided once Planning has received additional updated drawings.</p>	<p>Noted.</p>
<p>15. 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 \$2,000.00 is payable at time of application submission. If costs exceed \$2,000.00, the balance is to be paid prior to the Supplementary Report being considered by Council.</p>	<p>Noted. This fee has been paid.</p>
<p>16. Confirm with CP if part of a new roadway is permitted to be situated within 30 m of the right of way.</p>	<p>The applicable Transportation Canada Regulations have been reviewed and captured in the proposed site design. Refer to the Site Design Response Letter, prepared by Weston Consulting, for further information on the applicable regulations.</p>
<p>17. Please show buffers on site plan as identified by CVC and Community Services.</p>	<p>The buffers are indicated on the site plan. Refer to drawing RZ-01</p>

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<p>18. Please identify accessible parking.</p>	<p>Accessible parking is identified on the updated plans.</p>
<p>19. Identify if environmental lands will be gratuitously given to the city.</p>	<p>The environmental lands are proposed to be conveyed to the City as indicated on the Site Plan. Refer to drawing RZ-01</p>
<p>20. Add file number OZ 18-12 to all drawings.</p>	<p>Noted. This has been added to the plans.</p>
<p>21. Provide a concept plan for the development of the adjacent lands.</p>	<p><b>Weston</b> to do this in the design brief being prepared for 61 Tannery. We are not going to do one for the remaining industrial lands but the design brief should discuss how they can be developed and that our project does not preclude this from happening.</p>
<p>22. In accordance with Section 37 of the Planning Act and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application. Should this application be approved in principle by Council, the City may require the provision of community benefits as a condition of approval.</p>	<p>Noted. There is no increase in height and/or density being proposed so this does not apply to this application.</p>

## City of Mississauga – Planning and Building

David Craig – Landscape Architect

(905) 615-3200 x 5760

October 15, 2018

Comment	Response
1. Mississauga encourages sustainable stormwater management, or maximizing the natural infiltration and retention of rainwater through site development. Consider a pervious stable surface for parking areas and driveways, rainwater harvesting, bioretention systems, green roofs and other technologies. Indicate in your covering letter how sustainable stormwater management has been addressed through the current proposal. 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 <a href="http://www.sustainabletechnologies.ca">www.sustainabletechnologies.ca</a> for further information.	Noted. Permeable pavement for fire routes and internal walkways is proposed to maximize the rainfall infiltration. Furthermore, a SWM tank is designed in the U/G parking level to store both water detention and retention volume (LEA Consulting)
2. Grading Plan C-100 dated 2018/06/08 prepared by LEA Consulting Ltd. proposes a combined derailment berm and crash wall adjacent to the Canadian Pacific Railway corridor. Include cross and longitudinal sections through the site that illustrate the relationship between the berm/crash wall, rail corridor and the rest of the site, both above and below grade. The transition area where the berm and crash wall overlap is to be clearly illustrated. Include existing and proposed slopes in addition to the grades in the this vicinity.	Cross sections are provided as noted.
3. The site plan and grading plan are to include information from the adjacent properties including the existing buildings along Tannery Street and Emby Drive. Information is to be conveyed graphically including building locations, driveways, fences, existing vegetation, etc. Accurately locate all existing vegetation through the Mullet Creek lands and clearly illustrate tree canopies.	Information from the adjacent properties are shown on the updated site plan and grading plan.
4. Landscape setbacks should be fully dimensioned on the site plan. A number of setbacks have not been provided and appear to be deficient. Refer to the Urban	Refer to letter by Weston Consulting regarding justification for the proposed building setbacks.

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<p>Design Guidelines for Back to Back and Stacked Townhouses as well as UD004 comment for additional information.</p>	
<p>5. The applicant is advised that a detailed Landscape Plan prepared by a landscape architect, certified and in good standing with the Ontario Association of Landscape Architects (OALA) will be required during the Site Plan process.</p>	<p>Noted. This will be prepared and submitted in support of the future application for Site Plan Approval.</p>
<p>6. A garbage staging area has been identified on the site plan drawing. The applicant is advised that deficiencies have been noted in this regard and further information is required. Refer to Region note #15 and UD011 comment for additional details. The applicant is to demonstrate how the garbage and recycling will be addressed.</p>	<p>Noted. Please see response to Region note #15 and UD011.</p>
<p>7. In support of walkable communities in the City, the streetscapes have been designed to support the increased foot traffic in the most dense and intensifying communities. The boulevards in these areas provide movement corridors for pedestrians and cyclists and support a variety of uses. The subject site has been identified within an Amended Boulevard Treatment (ABT) Area. The applicant is advised that an amended boulevard treatment will be required within the municipal boulevard as a condition of site plan approval. Applicable areas include the Tannery Street frontage and the proposed Emby Drive extension. The applicant is to demonstrate the feasibility of the ABT through a streetscape feasibility study.</p>	<p>The Site Design Response Letter provides details of pedestrian circulation, while the landscape plan provides details of preliminary streetscape plantings. The applicant is amenable to ABT's where appropriate, which will be confirmed and detailed through the Site Plan Approval process.</p> <p>The plans prepared by LEA include cross sections showing how the Amended Boulevard Treatment can be achieved.</p>
<p>8. Further to UD015 comment regarding noise mitigation, it is recommended that the applicant refer to the City's Design Reference Notes regarding Noise Attenuation Walls Along Rail Lines. This document provides information regarding both the noise wall and landscape requirements.</p>	<p>The design details of noise attenuation wall will be confirmed through the Site Plan Approval process. The wall has been included on the plans for reference as it relates to the enclosed noise study.</p>
<p>9. Engineer Certified Lighting Plans are required for the exterior lighting on a property applications within 60 m (196.8 ft.) of a residentially zoned property. The Certified Lighting Plan must illustrate: - The location, number, type, position, elevation and mounting height of all exterior light fixtures including exterior lighting on timers. - The heights and types of shielded lighting fixtures must be shown on the exterior</p>	<p>Noted. This will be prepared and submitted in support of the future application for Site Plan Approval.</p>

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<p>building elevations. All proposed exterior lighting must be shielded (examples of acceptable/unacceptable lighting fixtures are available on the City's website). - The light spread pattern as well as all descriptive literature and illustrations of all the exterior light fixtures must be shown on the Engineer Certified Lighting Plan. - The Engineer Certified Lighting Plan must conform to the Site Plan. -A certification letter is required to ensure that the lighting is shielded and installed correctly in accordance with the approved Site Plan and Engineer Certified Lighting Plan. The Site Plan securities for exterior lighting include the external 'freestanding' fixtures, including pole mounted lighting, bollards, in-ground lighting, flood-lights, etc. A lump sum security allowance of \$5,000.00 will be required for this purpose.</p>	
<p>10. Common outdoor amenity areas are to provide a total contiguous space of 2.8m2 per dwelling unit or 5% of the site area, whichever is greater. Refer to the The Urban Design Guidelines for Back to Back and Stacked Townhouses available on the City's website.</p>	<p>The site plan includes approximately 820 sqm of contiguous outdoor amenity space in the centre of the subject lands. Refer to the Site Design Response Letter for further information regarding the outdoor amenity area.</p>
<p>11. Further to UD017 and UD018, comment regarding site accessibility, the applicant is encouraged to review the accessibility of the site from a vehicular context. Underground parking has been proposed as the sole source of resident and visitor parking. Consideration should be given to provide some at grade parking for short term and visitor parking. Currently, accessible parking in the underground would require an elevator in order to facilitate below grade parking while providing accessibility. Please demonstrate on the parking plan and the site plan how the underground parking structure facilitates accessibility and pedestrian circulation throughout the site.</p>	<p>Two short term parking spaces have been added adjacent to the below grade parking ramp as requested.</p>

## City of Mississauga – Planning and Building

Michael Votruba – Urban Designer

(905) 615-3200 x5759

August 14, 2018

Comment	Response
<p>1. <b>UD001 OP Policies</b> - Please note the OP Policies for the site. Residential High Density Apartment dwellings building forms should consist of low profile buildings ranging in height from three storeys near Mullet Creek to six storeys near the railway tracks. The applicants are encouraged to consider more conventional forms of development with an urban street and block framework consisting of apartment dwellings that have a shared lobby and internal corridors. The redevelopment area should include provision for a public road connecting Thomas Street and Tannery Street west of the St. Lawrence and Hudson Railway right-of-way as outlined in the Streetsville Community Special Site Policies. The public road should be an extension of Emby Road that aligns with Rutledge Road with an intersection. Apartment units with frontages that incorporate private grade related terraces and landscape planters on both sides of the street are encouraged along the Emby Dr. extension.</p>	<p>As indicated in our June 2018 Planning Justification Report, although the proposed development does not include the same built form as contemplated in the Official Plan, the proposed development achieves minimum height requirements, as well as the prescribed density targets through an alternate in proximity to higher order transit.</p> <p>Refer to the enclosed Site Design Response Letter, prepared by Weston Consulting for further details.</p>
<p>2. <b>UD002 Urban Design Study</b> - Provide a graphically formatted Urban Design Study that demonstrates how the development achieves Mississauga's OP Policies and supports its Strategic Plan. The Urban Design Study needs to demonstrate how the proposed development addresses site context, urban framework, focal areas, site organization, scale &amp; massing, setbacks, parking and circulation, streetscape character, architectural character, amenity space, and public realm using descriptive text, photos and illustrative techniques. Mississauga's Official Plan Policies, design standards and guidelines, and good urban design practice should be demonstrated. Provide text outlining how the development responds to Mississauga's Back to Back and Stacked Urban Design Guidelines and Historic Streetsville Urban Design Guidelines. The proponent should consider how the proposal fits with the existing context, the surrounding built form, pedestrian, cycling and vehicular transportation routes, an active ground floor along with the associated streetscape components, among other design issues. The merits of the project's design should be outlined including improvements to the public realm.</p>	<p>Refer to Site Design Response Letter prepared by Weston Consulting, enclosed in the submission, which speaks to these items. Responses to how the proposed development responds to Mississauga's Back-to-Back and Stacked Urban Design Guidelines is included in the originally submitted Planning Justification Report, prepared by Weston Consulting dated June 2018.</p>



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<p>3. <b>UD003 Circulation</b> - The proposed site plan should be revised to improve site circulation and connectivity. Two site accesses are proposed from the Embry Drive extension with an amenity area located between them. A more conventional approach should be explored with a continuous street network and urban block pattern. Please provide an outline of the area being calculated as amenity space with dimensions. Only one continuous area should calculate towards the central amenity area requirement. Mews, walkways, and other landscape spaces not part of the central area should not contribute to the amenity area requirement. Diagrams that demonstrate improved connectivity and circulation should be illustrated in the Urban Design Study. See Traffic Review Comment #1 it is preferred that the Embry Dr. extension align with Rutledge Rd. See Traffic Review Comment #3 the proposed Fire Truck access is not supported. Revise the site plan to satisfy the Traffic and Urban Design comments accordingly.</p>	<p>The proposed site circulation plan is included in Weston's Site Design Response Letter.</p>
<p>4. <b>UD004 Design Standards</b> - The Development should be designed to have regard for the standards associated with the Back to Back and Stacked Townhouse Urban Design Guidelines and Zoning Regulations. Please note landscape setbacks, separation distances, open space, and other dimensional requirements. Deficiencies have been noted and the site plan should be revised to closely adhere to the following:</p> <ul style="list-style-type: none"> <li>- Maximum Height Flat Roof 13.0 meters</li> <li>- Minimum Front Yard 7.5 meters</li> <li>- Minimum Exterior Side Yard 7.5 meters</li> <li>- Minimum Interior Side Yard 4.5 meters</li> <li>- Minimum Rear Yard 7.5 meters</li> <li>- Minimum Front Wall to Sidewalk 4.5 meters</li> <li>- From a side wall of a building to a side wall of another building on the same lot 3.0 meters</li> <li>- Maximum projection located at the first storey, from any wall of a building, in relation to a below grade patio that provides access to a basement unit 50% of patio depth</li> <li>- From a porch, exclusive of stairs, located at and accessible from the first storey or below the first storey to a condominium road, sidewalk, walkway or parking space 2.5 meters</li> <li>- Minimum central amenity area is the greater of 2.8 sq.m. per swelling unit or 5% pf the lot area</li> </ul> <p>Provide dimensions for all proposed setbacks for the blocks, underground parking, and encroachments to the road and property lines.</p>	<p>The design standards are addressed in the Site Design Response Letter, prepared by Weston Consulting, enclosed in this submission.</p>

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<p>5. <b>UD005 Parking</b> - In addition to the underground areas some above grade parking and lay-by areas should be provided for drop off/pick up, delivery, and short term visitors. The underground parking must adhere to the same minimum setbacks as noted in UD004 Zoning Standards and should be minimum 3.0 meters. Revise the underground parking setback and provide ramps, stair cores, and other associated parkings items to conform to the minimum setbacks:</p> <ul style="list-style-type: none"> <li>- Minimum Front Yard 7.5 meters</li> <li>- Minimum Exterior Side Yard 7.5 meters Minimum Rear Yard 7.5 meters</li> </ul>	<p>The site plan (RZ-01) now shows short term surface parking.</p> <p>The proposed development is seeking reduced front, side and rear yard setbacks. See justification provided by Weston Consulting.</p>
<p>6. <b>UD006 Entrances</b> - Indicate all building entrances and exits on the site plan drawing. The front door of each building should be clearly visible from a municipal or condominium roadway. Mississauga City Council has adopted the document, "Crime Prevention through Environmental Design: Principles". The applicants are encouraged to review this document so as to optimize safety and crime prevention on the site. The main front entrance for each dwelling is to be no more than 1.0 m above the adjacent grade. Mississauga City Council has adopted the document, "Crime Prevention through Environmental Design: Principles" (available on line at <a href="http://www6.mississauga.ca/onlinemaps/planbldg/UrbanDesign/CPTED2012Dec19.pdf">http://www6.mississauga.ca/onlinemaps/planbldg/UrbanDesign/CPTED2012Dec19.pdf</a>). The applicants are encouraged to review this document so as to optimize safety and crime prevention on the site.</p>	<p>Discussion related to building entrances is included in the Site Design Response Letter prepared by Weston Consulting.</p>
<p>7. <b>UD007 Site Sections</b> - In the next submission provide multiple site sections through the development showing relationships to various site conditions including the proposed buildings to rail tracks, driveways, underground parking, and the adjacent Mullet Creek. Provide longitudinal sections that reflect accurate grading in the north-south and east south directions.</p>	<p>Cross sections are provided as noted.</p>
<p>8. <b>UD008 Sun Shadow Study</b> - Indicate the height of proposed buildings above the finished grade on the building elevation drawings using metric units. Provide shadow studies for the proposed development prepared in accordance with the "Standards for Shadow Studies" Urban Design Terms of Reference. Additional comments may be made upon review of this information.</p>	<p>Weston Consulting has prepared a shadow study that is being submitted alongside this response table.</p>
<p>9. <b>UD009 Excess Hard Surface</b> - Every effort should be made to minimize the extent of hard surface areas in favour of (vegetated) landscaped areas. In this regard, ensure the site circulation and parking configuration is efficiently designed and reduce excessive drive widths and hard surface areas where possible. Review the loading area design and replace excessive paved</p>	<p>Refer to the Site Design Response Letter for further information on this matter.</p>

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<p>areas with soft landscaping where possible. Please consider internalizing the loading area or relocating it underground.</p>	
<p>10. <b>UD010 Service Vehicles</b> - Indicate on the site plan drawing the travel route of both the service vehicle and fire truck. Show all turning radii, travel widths, sufficient back-out space, overhead clearances, internal and/or external storage requirements, etc. Refer to the Region's comment #15 for more requirements regarding garbage/recycling. All garbage/recycling storage areas must be illustrated on the site plan and associated floor plans. Dimensions of the garbage storage areas and loading space must be demonstrated. Internal garbage storage is preferred. Provide the waste feasibility plan to the Urban Designer for review more comments may be made when received.</p>	<p>Travel route for fire trucks and service vehicles is shown on plan RZ-01.</p> <p>Refer to response to Region comment #15 regarding garbage and recycling storage areas.</p>
<p>11. <b>UD011 Garbage/Recycling</b> - Indicate the locations and dimensions of interior and/or exterior storage and handling facilities for waste collection on the site plan drawing. Interior waste storage and handling facilities are preferred. Exterior waste storage facilities must be appropriately screened by a 2.0 m (6.5 ft.) high solid screen enclosure with a swinging gate which provides an acceptable appearance from all sides. The construction materials of the garbage enclosure are to be co-ordinated with the building. Please note Region Comment #15 revise the site plan to ensure garbage/recycling facilities are not in excess of 100 meters from each dwelling unit. Demonstrate all regional requirements on the site plan.</p>	<p>Exterior garbage enclosures have been appropriately screened and are indicated on the site plan. It is noted that this is a site plan approval matter that will be dealt with through this separate approval process.</p> <p>Refer to response to Region comment #15 regarding garbage and recycling storage areas.</p>
<p>12. <b>UD012 Context</b> - Show existing buildings on adjacent properties to the west on Tannery Street and to the south on Emby Drive on the site plan. Consider consolidating the adjacent properties to improve the site design. Please note that the site plans compatibility with the future build out of 61 Tannery Street should be demonstrated in the Urban Design Study. The site design should demonstrate how an appropriate transition and relationship is created to the surrounding properties and Mullet Creek.</p>	<p>Refer to the Conceptual Tertiary Plan enclosed with the Site Design Response Letter for details.</p>
<p>13. <b>UD013 Character</b> - The proposed development should be designed in a manner which reflects the scale, character, and massing of the surrounding area with particular attention to detailing, trim, materials, colours, proportions, and the orderly arrangement of windows, dormers, and roof forms; and which appropriately addresses the abutting streets and intersections. Refer to the</p>	<p>Refer to the Site Design Response Letter for details.</p>

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<p>Streetsville Urban Design Guidelines and consider contemporary designs that are consistent with a singular architectural expression and complement local vernacular styles. Consider architectural materials that complement the character of Streetsville. The proposed dwellings should be designed so that their placement, size, and internal layouts minimize shading and overlook conditions on the neighbouring properties</p>	
<p>14. <b>UD014 Materials</b> - Provide Elevations for all Townhouse Blocks. We will require complete elevation drawings for all of the proposed development block. Indicate the type and colour of all exterior building materials on the elevation drawings. The inclusion of architectural renderings and perspective drawings would greatly enhance our appreciation of the development proposal. Additional comments may be made upon the review of this information. Consider architectural variety and design a distinction between the elevations of each townhouse block.</p>	<p>This re-submission includes typical elevations and renderings. The typical elevation includes notes regarding type and colour of all exterior building materials. We have not prepared elevations at this time for each and every townhouse block.</p>
<p>15. <b>UD015 Noise Mitigation</b> - As part of the processing of the application a noise concern was identified by the Development and Design Division due to noise levels from the Canadian Pacific Railway. A Noise Feasibility Study was prepared by Howe Gastmeir Chapnik Limited HGC Engineering dated June 13, 2018. We will require that, as a condition of site plan approval, an Acoustical Consultant certify that the site design and acoustical screening requirements are in conformity with the recommendations of this Report. Demonstrate the recommendation in Chapter 8 for a 6.0 meter high crash wall on the Site Plan. Revise the elevations of the townhouse blocks A, B, C, and D to be brick or acoustic equivalent and submit these elevations for further review.</p>	<p>Noted. When the applicant submits an application for Site Plan Approval it will include an assessment of the proposed development by a qualified acoustical consultant.</p> <p>The site plan does illustrate the proposed crash wall. The cross sections prepared by LEA also illustrate the proposed crash wall.</p>
<p>16. <b>UD016 Noise Warnings</b> - Refer to the Warning Clauses and Recommendations in the Noise Feasibility Study prepared by Howe Gastmeir Chapnik Limited HGC Engineering dated June 13, 2018. Prior to final approval we wish to review copies of the standard agreements of purchase and sale or lease related to transactions on the subject lands so as to insure that warning clauses listed in Schedule 'B' of the Development Agreement and in the noise analyses have been included in the documents.</p>	<p>Noted. Copies of the standard agreements of purchase and sale or lease related to transactions on the subject lands can be provided at the appropriate time. It is the applicants opinion this should be a condition of site plan approval and not tied to the approval of the current applications to amend the Official Plan and Zoning By-law.</p>
<p>17. <b>UD017 Accessible Units</b> - It is recommended that accessible accommodation be provided in some units, and that a suitable barrier free path of travel be provided for these dwellings. To this end, the applicants may wish to consider offering an accessibility package as an upgrade. Note Official Plan Policies, Section 7, Complete Communities. Proposals for buildings requiring barrier</p>	<p>The proponent will consider accessibility upgrade packages. At this time they are not contemplated.</p>

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<p>free access are to conform to the standards for accessibility outlined in the City of Mississauga accessibility design handbook (available on line at <a href="http://www.mississauga.ca">www.mississauga.ca</a>).</p>	
<p>18. <b>UD018 Accessible Site</b> - All common area facilities including walkways, community mailboxes, common amenity areas, and refuse disposal locations and systems must be accessible. Include appropriate curb ramps wherever a walkway intersects a municipal or condominium roadway.</p>	<p>Noted. This will be addressed through the Site Plan Approval process.</p>
<p>19. <b>UD019 Sustainability</b> - Building and site designs which conserve energy and water are encouraged. Energy conservation is to be addressed at the development application stage and during the preparation of building and site designs. Buildings should, wherever possible, be designed, constructed, oriented, and landscaped to minimize interior heat loss and to capture and retain solar heat energy in winter, and to minimize solar heat penetration in summer. Include provisions for LEED, Energy Star, or similar energy certification standards in your submission. The application of "green roof" technology and sustainable storm water management practices is strongly encouraged. Indicate in your covering letter how energy concerns have been addressed through the current proposal. Include a summary of the sustainable design merits of this project in the Urban Design Summary accompanied with descriptive text, diagrams, and photos.</p>	<p>It is the intent that the proposed development achieves a high standard of sustainability that are both appropriate and cost effective. These items are to be reviewed and confirmed through the Site Plan Approval and Building Permit Review processes.</p>
<p>20. Refer to Traffic Reviewer Comment #4 and #5 demonstrate the locations of required bike parking in the site plan and floor plans.</p>	<p>Noted. Refer to respond to Traffic Reviewer Comment #4 and #5.</p>

**City of Mississauga – Planning and Building**

July 17, 2018

Comment	Response
1. 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 bylaws that are in effect at the time that a payment is required in connection with a building permit application	Noted.
2. The applicant may be required to enter into a Development Agreement if warning clauses and/or conditions of building permit are required to be registered on title. Prior to the consideration of the rezoning by-law by Council, the applicant is required to submit 8 fully executed copies of the development agreement to Development Services.	Noted. The applicant will work with City staff at the appropriate time to prepare and execute the required Development Agreement.
3. 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.	Noted. The applicant will work with City staff at the appropriate time to obtain the clearance.
4. If a development agreement is required, prior to the submission of 8 fully executed hard copies, the applicant is to email an electronic copy of the draft development agreement to allison.morris@mississauga.ca for circulation and review purposes.	Noted. The applicant will do this at the appropriate time.

## City of Mississauga – Planning and Building

Melissa Bruno

(905) 615-3200 x5515

March 4, 2019

Comment	Response
1. A \$320 fee for the placement of a mobile sign to advise residents of the upcoming public meeting, is due prior to the public meeting. Please make cheque payable to the City of Mississauga and remit payment to the 6th Floor, Planning and Building Department. Note that should there be a mobile sign required for the Recommendation Report, there will be an amount payable at that time.	Noted. The public meeting has already taken place. Please advise if there is an outstanding fee for this item.

## City of Mississauga – Transportation and Works

Cynthia Urdaneta

(905) 615-3200 x3128

September 11, 2018

Comment	Response
<p>1. As part of the 1st submission this section received a set of Architectural and Engineering drawings. Upon review of the same and all the supporting documentation, the following comments are provided:</p> <p>(i) On all the drawings supporting this application, clearly show and label all the setback distances as per the recommendations provided on the Geotechnical Investigation for Slope Stability prepared by Patriot Engineering Ltd. and as approved by the CVC. Break down the development limits along the site's boundary fronting the Mullet Creek as per Geotechnical Investigation recommendations.</p> <p>(ii) Clearly show and label in all the drawings supporting this application the U/G parking limits. The U/G parking limits shall be such that the future shoring system (i.e.: shoring piles) is contained completely within owner's property limits.</p> <p>(iii) Show Emby Rd. alignment as requested by our Traffic section comments No. 1 and 8.</p> <p>(iv) Provide a roof plan.</p>	<p>(i) The proposed limit of development is shown on all plans and represents the constraint line established by Patriot in their updated study.</p> <p>(ii) The underground parking limit is shown on all plans as a dashed line. It follows for the most part the outside edge of the buildings and is difficult to see in some sections.</p> <p>(iii) The extension of Emby Drive continues to be offset from the Rutledge/Tannery intersection. See the response by Weston Consulting detailing the justification for this alignment.</p> <p>(iv) The layout and design of the roofs are shown on plan RZ-01 dated June 18, 2019. A more detailed roof plan can be provided through site plan approval.</p>
<p>2. Revise the Engineering drawings to address the following:</p> <p>(i) On the grading plan C-100, specify material and provide proposed TW and BW grading information for the Crash Wall. Also, remove any encroachments of the proposed wall on future City lands.</p> <p>(ii) Provide at scale Cross sections at frequent intervals along the site's north boundary (adjacent to rail ROW), to clearly show the interaction between existing train rail, proposed derailment berm, proposed crash wall, proposed Emby Drive cross section up to curb line and Buildings including setbacks. Include all utilities and services part of the cross section.</p> <p>(iii) Provide at scale Cross sections at frequent intervals along the site's south boundary (adjacent to Mullet Creek), to clearly show the interaction between proposed ditch/swale, limit of development, setbacks, building and existing slope along the Mullet Creek.</p>	<p>(v) Proposed TW and BW are provided as noted</p> <p>(vi) Cross sections from railway to Mullet creek are provided to show the existing and proposed condition of the site.</p> <p>(vii) Cross sections from railway to Mullet creek are provided to show the existing and proposed condition of the site.</p> <p>(viii) The cross section of Emby extension is shown in the provided cross section of the site. More detail of Emby extension will be provided in the next stage of design.</p> <p>(ix) Noted.</p> <p>(x) Revised as Noted.</p> <p>(xi) Revised as Noted</p>



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<p>(iv) Once the alignment of Emby Rd. extension is revised as per our Traffic section comments No. 1 and 8, provide at scale cross sections of the proposed Municipal Road depicting all road and boulevard elements.</p> <p>(v) Revise all proposed swales to provide a minimum 2% longitudinal slope.</p> <p>(vi) Revise the Servicing Plan to show all proposed internal services and connections.</p> <p>(vii) Revise proposed berm and overall proposal to ensure that all the drainage of the site is self-contained within the owner's property limits.</p>	
<p>3. The owner is to relate all elevations to a current and existing published City of Mississauga benchmark value without applying any shift. Any submissions that show elevation values related to a datum other than the 1928 Canadian Geodetic Datum (i.e. the Mississauga Datum) will not be accepted. The grading plan is to include a note referencing an existing (not destroyed) City of Mississauga Bench Mark number, elevation and location/ description used to establish the elevations on the plan as follows:</p> <p>- "Elevations are referred to the City of Mississauga Benchmark No. ____, Located (insert description on benchmark sheet), having a published elevation of _____metres."</p>	<p>Information is added to the grading and servicing plans as noted</p>
<p>4. As these lands or any portion thereof is to 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). <a href="http://www.mississauga.ca/portal/business/developmentrequirements">http://www.mississauga.ca/portal/business/developmentrequirements</a> Provide crowned road, 7 m. pavement width and 2.0 m walkway.</p>	<p>The proposed development has been designed in order to ensure sufficient vehicle circulation is maintained.</p>
<p>5. The owner is to submit an updated Noise and Vibration Feasibility Study which is to include the following:</p> <p>(i) An assessment of the road transportation source. The ultimate traffic data for roads shall be obtained from the City's Transportation and Infrastructure Management section. Contact the Transportation and Infrastructure Technologist at (905) 615-3200 ext 3016 to provide this information. Additionally, the Emby Dr. extension shall be considered in the analysis.</p> <p>(ii) Given that supporting documentation specifies Go trains ring their bells when they approach and leave the station, when assessing indoor noise from transportation sources, include GO trains bells as part of the analysis/assessment (whistle) and provide results/recommendations accordingly.</p> <p>(iii) Revise Table 1 on page 3 of the report to reflect the correct daytime indoor limit for rail sources for living/dining rooms (Shown 45dBA and shall be 40 dBA).</p> <p>(iv) Extrapolate GO Transit data to the design year condition (same horizon year shall be considered for the projection of both Freight and passenger transit data) and provide updated results/recommendations.</p>	<p>(i)The noise study has been revised to include the Emby Drive extension. The ultimate traffic data was obtained from the City of Mississauga.</p> <p>(ii)The latest Metrolinx rail data and CP rail data was obtained and used in the analysis to predict sound levels at the proposed residential development.</p> <p>The bells are sounded for emergency purposes to notify that the train is approaching or leaving the station. The bells are exempt from noise analysis as per the MECP guidelines. Regardless, the predicted sound levels are based on maximum number of trains, locomotives, speeds and projected 10 years in the future. The trains do not passby at the maximum speeds due to the curve in the tracks, and therefore the</p>

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<p>(v) Revise Table 2 page 5 of the report and the sample calculations to show the same projected number of freight and GO trains (day/night).</p> <p>(vi) Provide all STAMSON calculations supporting the report analysis and recommendations.</p> <p>(vii) Revise page 5 of the report to refer the correct appendix for the STAMSON output.</p> <p>(viii) Clarify if front yards and/or roof tops have been designed as an OLA.</p> <p>(ix) Revise Table 3 and provide sound levels without mitigation (removing the 6.0 m crash wall from the analysis). If sound levels exceed 60dBA provide barrier heights recommendations to achieve sound levels between 55 dBA and 60 dBA. If sound levels of 55 dBA cannot be met, provide justification of why alternative heights are not technically, economically or administratively feasible.</p> <p>(x) Provide the appropriate warning clauses to be included in the Development Agreement as a result of the updates on the report; and</p> <p>(xi) Provide cross-sections for the berm/fence combinations (including fence returns) to be implemented at this site to control noise levels.</p>	<p>predicted sound levels are conservative estimates of the future sound levels and these sound levels are significantly higher than the sounding of the bells.</p> <p>(iii)Noted.</p> <p>(iv)Noted. The latest Metrolinx rail data was obtained.</p> <p>(v)Noted.</p> <p>(vi)Noted.</p> <p>(vii)Noted.</p> <p>(viii)The front yards are not outdoor living areas. There is a shielded common outdoor amenity area for the use of all residents. There may be rooftop OLA's and these will be designed such that they are less than 4 m in depth (as per MECP definitions).</p> <p>(ix)Noted.</p> <p>(x)Noted.</p> <p>(xi)Since the crash wall is not for noise purposes, this item will be provided by others (JSW + Associates – Figure 2b).</p>
<p>6. This section received a Preliminary Geotechnical Investigation prepared by Patriot Engineering Ltd. dated February 1, 2017 and a Geotechnical Investigation for slope stability analysis dated March 24, 2017. Upon review of the same, the owner is to submit an updated report which is to include the recommendations to protect the existing slope from toe erosion and undercutting. Additionally, provide letter to allow the City to have reliance on the findings and recommendations of the above mentioned reports.</p>	<p>The applicant has worked with CVC to update this report in response to comments they provided on this matter. The updated report is based on the completion of additional topographic survey work, a geomorphic study that is enclosed and forms part of this re-submission, and an update to the Patriot Engineering report.</p> <p>While the City appears to prefer engineered solutions to prevent future erosion, CVC's approach is to determine the 'worst case' scenario for erosion if the slope erodes naturally over time and the ensure the buildings are setback a safe distance from this natural erosion limit.</p>

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	We recommend that the City coordinate with CVC following a review of the current material being submitted and then confirm if this comment is still applicable.
7. Canadian Pacific (CP) rail approval is required with regards to proposed development in the vicinity of the railway including but not limited to noise measures, building setbacks, derailment protection plan, grading drainage, etc.	Noted.
8. The owner is to ensure that the same Block and Unit numbers are referenced on the Site Plan, the Schedules to the Development Agreement and the Noise Report.	Noted.
9. Municipal Infrastructure, specifically Storm Sewer Outlet works, Road Works for the extension of Emby Drive, land dedication/easements, watercourse works, is required to support this proposed development. Planning and Building will be requested to include an 'H' condition in the implementing Zoning By-law to capture these requirements.	Noted. The inclusion of a holding symbol to the zoning by-law amendment being proposed would be appropriate in some instances.
10. Schedules 'B' and 'C' of the Development 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.	Noted. The applicant and/or its representatives will contact Development Services to discuss this matter.
11. The City of Mississauga does not require off-site snow removal. However, in the case of heavy snow falls the limited snow storage space available on the property may make it necessary to truck the snow off the site with all associated costs being borne by the registered property owner.	Noted. During Site Plan Approval the storage of snow will be considered and accommodated onsite. It is acknowledged that during heavy snow fall events, off site snow storage may be required.
12. Purchasers/tenants are advised that sound levels due to increasing road and rail traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks.	Noted. Appropriate warning clauses will be included in agreements of purchase and sale per the recommendations of the noise study. This will be addressed through the Site Plan Approval application that has not yet been submitted.
13. 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 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.	Noted. Appropriate warning clauses will be included in agreements of purchase and sale per the recommendations of the noise study. This will be addressed through the Site Plan Approval application that has not yet been submitted.

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<p>14. This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks.</p>	<p>Noted. Appropriate warning clauses will be included in agreements of purchase and sale per the recommendations of the noise study. This will be addressed through the Site Plan Approval application that has not yet been submitted.</p>
<p>15. 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.</p>	<p>Noted. Appropriate warning clauses will be included in agreements of purchase and sale per the recommendations of the noise study. This will be addressed through the Site Plan Approval application that has not yet been submitted.</p>
<p>16. Purchasers/tenants are advised that due to the proximity of the adjacent commercial uses, noise from these facilities may at times be audible.</p>	<p>Noted. Appropriate warning clauses will be included in agreements of purchase and sale per the recommendations of the noise study. This will be addressed through the Site Plan Approval application that has not yet been submitted.</p>
<p>17. 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.</p>	<p>Noted.</p>
<p>18. 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: <a href="http://www.mississauga.ca/portal/residents/planexamination#PES7">http://www.mississauga.ca/portal/residents/planexamination#PES7</a> Prior to any work being carried out within the municipal right-of-way, the owner is to have their Road Occupancy Permit in place. For further information related to the Road Occupancy Permit, please contact the PUCC/ Permit Technologist, located at 3185 Mavis Road. The owner is further advised that an encroachment agreement may be required and that only tiebacks encroachments will be accepted (if any).</p>	<p>Noted.</p>
<p>19. The cost for any/all road improvements required in support of this development application will be borne by the owner.</p>	<p>The extension of Emby Drive is not required to support this development application and is being requested by the City to improve the surrounding transportation network. The applicant will be seeking to recover costs</p>

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	associated with the extension of Emby Drive should the City request that the owner construct this road.
<p>20. Please be advised that the City will NOT accept a First Engineering Submission in support of the required Development Agreement for Municipal Infrastructure works Schedules 'D' and 'G' until such time as the Recommendation Report recommending Draft Plan Approval and the associated rezoning/OPA application has been approved in principle by City Council. THE FOLLOWING ONLINE LINK IS PROVIDED TO ASSIST THE DEVELOPER IN THE PREPARATION OF THE SERVICING AGREEMENT AND RELATED DRAWINGS T&amp;W Development Requirements Manual, Section 3 - Engineering Submission</p> <p><a href="http://www7.mississauga.ca/documents/business/business_developers/development_requirements/Development_Requirements_Manual_Revised_December_2013.pdf">http://www7.mississauga.ca/documents/business/business_developers/development_requirements/Development_Requirements_Manual_Revised_December_2013.pdf</a></p>	Noted.

## City of Mississauga – Transportation and Works

Valeriya Danylova – Environmental Eng Reviewer

(905) 615-3200 x5930

September 11, 2018

Comment	Response
1. Based upon the review of the: - Environmental Site Screening Questionnaire and Declaration (ESSQD), dated June 15, 2018 - Phase I Environmental Site Assessment (file # 21170), dated June 5, 2017 - Phase II ESA (21170-001), dated June 5, 2017, both prepared by OHE Consultants, the following comments are provided:	n/a
2. The Phase I ESA (file # 21170), dated June 5, 2017 and the Phase II ESA (21170-001), dated June 5, 2017, both prepared by OHE Consultants 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 reports.	A reliance letter, prepared by the author of the OHE Consultants report, will be provided.
3. The Phase II ESA identifies PHC soil contamination on the east side of the building H. The contamination has not been delineated and it is not clear if this contamination extends underneath the building foot print. Therefore, sufficient lateral and vertical sampling of contaminated media must be undertaken to delineate the extent of contaminants that may be present at the property. The delineation summary should be included into a Remedial Action Plan (RAP). The RAP should include, without limitation, the details for both the development lands and the proposed lands to be dedicated to the City. The report must be signed, sealed, and dated by a Qualified Person as defined in O. Reg 153/04 (as amended). The report must include a clause, or be accompanied by a letter signed by the author of the report or a Principal of the Consulting Firm, which allows the City of Mississauga to make reliance on the findings and conclusions presented in the report.	OHE is preparing a RAP. The RAP will include both development lands and lands to be dedicated to the City.
4. The Phase II ESA recommends investigating the current soil and ground water conditions at the locations of three former USTs; however, boreholes and monitoring wells were drilled only at two locations. Additionally, no investigation was recommended at the ASTs locations. Please clarify this issue.	The current round of drilling includes the drilling of a borehole and the installation of a monitoring well at the third UST.

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<p>5. Please be advised that as lands are to be dedicated to the City, they will be in a condition acceptable to the City in its sole and unfettered discretion that such land are environmentally suitable for the proposed use, as determined by the City, and shall be certified as such by a Qualified Person, as defined in Ontario Regulation 153/04 (as amended). Any ESA reports/correspondence submitted to the City must specifically reference the lands to be dedicated. Please also note that RSC filing must occur prior to land dedication.</p>	<p>All ESA work completed by OHE in this project has included the lands to be dedicated to the City, and will continue to do so. All ESA work will be signed off by a Qualified Person. The RSC will also include the lands to be dedicated to the City.</p>
<p>6. The Phase I ESA indicated the presence of underground storage tanks (USTs) on the property. A decommissioning report, prepared by a Professional Engineer, must be provided to the satisfaction of the Transportation and Works Department which includes a proof of the USTs removal and confirmatory soil and ground water sampling.</p>	<p>The USTs were removed prior to OHE's engagement at the Property. Therefore, decommissioning reports cannot be provided. However, OHE has included the UST locations in the Phase Two ESA scope of work to verify that no associated soil or ground water contamination is present.</p>
<p>7. The Phase I ESA indicated the presence of aboveground storage tanks (ASTs) 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 proof of the ASTs removal.</p>	<p>This will be provided as soon as the ASTs are removed. The documentation will be prepared by a P.Eng.</p>
<p>8. The Phase II ESA indicated the presence of monitoring wells on the property. A written document, prepared by a Professional Engineer, must be provided to the satisfaction of the Transportation and Works Department which includes a plan to decommission the wells or proof of decommissioning 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 wells will be decommissioned.</p>	<p>OHE will provide documentation, prepared by a P.Eng., once the monitoring wells are decommissioned. The monitoring wells will be decommissioned in accordance with Ontario Regulation 903.</p>
<p>9. The consultant has identified that remediation is required to meet the appropriate MOECC soil standards. Any and all contaminated areas of the site identified in the report must be remediated in accordance with the MOECC requirements. Upon completion of the remediation, a Final Clean-up report, that is signed, sealed, and dated by a Qualified Person as defined in On. Reg 153/04 (as amended) must be submitted to the City for review. The report must include a clear statement made by the QP regarding the suitability of the site, including any lands to be conveyed to the City of Mississauga for the intended land use. The report must include a clause, or be accompanied by a letter signed by the author of the report</p>	<p>Soil and ground water conditions at the Property shall be non-contaminated with respect to any site-specific risk assessment Standards derived as part of an MECP approved risk assessment. Where required, physical remediation of materials will be undertaken to meet this objective.</p> <p>Final reporting will include a statement from the Qualified Person that the site, including lands to be transferred to the City, are suitable for their</p>

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<p>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>intended use. The consultant will also provide reliance to the City for use of the report.</p>
<p>10. As the proposed land use is changing from a less sensitive (commercial) to a more sensitive use (residential), in accordance with Ontario Regulation 153/04 as amended, the applicant is required to submit a complete Record of Site Condition (RSC), including all supporting documents to the Transportation and Works Department for review. The RSC must be posted to the MOE's Environmental Site Registry (ESR). Please note that RSC filing must occur prior to land dedication.</p>	<p>An RSC will be obtained for the entire Property, including those lands to be dedicated to the City. All associated documentation will also be submitted to the City.</p> <p>It is noted that an RSC may be filed through the associated subdivision application and obtained as a condition of draft approval.</p>
<p>11. The Application for Rezoning form indicated that the existing buildings or structures on site are to be demolished. Please note that all debris from demolition shall be removed in accordance with all applicable guidelines and regulations.</p>	<p>Noted. All debris from demolition shall be removed.</p>
<p>12. Please be advised that if dewatering is required as part of development, approval will be required from the Transportation and Works Department to discharge to the City's storm sewer network.</p>	<p>In the event of dewatering the discharge water will be tested prior to commencement of the dewatering process for compliance to applicable sewer-use by-law standards. Any discharge to the City storm sewer system will be accompanied by City approval.</p>
<p>13. Further comments may be provided by Transportation and Works as further documentation is received and reviewed.</p>	<p>Noted.</p>



## City of Mississauga – Transportation and Works

Ghazwan Yousif

(905) 615-3200 x3526

September 11, 2018

Comment	Response
1. The storm sewer outlet for these lands is the proposed storm sewer system located Emby Drive. In order to minimize the impact to existing drainage systems, it will be necessary to implement on-site storm water management techniques into the design and construction of the site works and services as necessary, to limit the post development storm water discharge to the pre-development levels for the two year storm event through to the 100 year storm event.	A stormwater management plan includes 200m <sup>3</sup> SWM tank, permeable pavement and soft landscape areas are proposed to control stormwater under post development condition and minimize the impact to the existing drainage system.
2. Based on the Functional Servicing and Stormwater Management Report dated June 8, 2018 prepared by LEA Consulting Ltd., the following comments are provided: <ul style="list-style-type: none"> <li>i) It is unclear why the allowable discharge rate was based on the 10 years storm event, please note that this site is under the Mullet Creek, which requires to control post development flow to the pre-development level for all storm events that include the regional storm;</li> <li>ii) There is a discrepancy between the storm design sheet, drainage plan and servicing plan about the drainage area, C value and Manholes numbers, please review and fix that;</li> <li>iii) More details are required in regards to the proposed underground storage chamber, including the required volume to control the first 5mm on site. Also, Please note that the proposed chamber shall be within the private land limits;</li> <li>iv) Municipal Infrastructure schedules part of the Development Agreement will be required for the proposed storm sewer on Emby Dr. extension and the upsizing of the storm sewer on Thomas Street;</li> <li>v) CVC approval is required;</li> <li>vi) CP railway approval is required;</li> <li>vii) Please clarify how the external flow will be handled within the proposed sewer on Emby Dr;</li> <li>viii) For the water balance calculation, please clarify what those 10 refer to. Please note that to calculate the required volume for the 5mm you will need to multiply the total site area X CW X 5mm;</li> </ul>	<ul style="list-style-type: none"> <li>(i) Since the controlled storm flow from the site will be discharged to the City's storm sewer, the 10yr to 100yr and regional flow are controlled to the 10yr pre-development flow rate as city's criteria for storm sewer design.</li> <li>(ii) Noted</li> <li>(iii) A 200m<sup>3</sup> storage tank in the U/G parking is designed for water balance and quantity control. The location and dimension of the tank is presented in servicing and grading plans. More details will be provided in the next stage of design.</li> <li>(iv) Noted</li> <li>(v) Noted</li> <li>(vi) The external flow will be captured by a proposed DICB located at the downstream of the outlet of the existing culvert under Railway. More explanation is added to the FSR.</li> <li>(vii) Revised as noted</li> <li>(viii) CVC regional flood lines and sections for Mullet Creek are implemented on the servicing and grading plans.</li> <li>(ix) Noted</li> </ul>

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<p>ix) A flood line elevation is to be implement on the site servicing and grading plan; x) As the applicant proposed to upsize the storm sewer on Thomas Street including the construction of a new headwall, an erosion protection plan shall be provided to verify that no negative impact is caused downstream and flow increase.</p>	
<p>3. The site plan is to be revised to indicate any existing/proposed easements within the site, purpose of the same and who they are in favour of. Clearly identify and label all above and below ground services, utilities and easements within the property which also includes public and private easements accompanied by their associated reference plan number(s).</p>	<p>A composite utility plan is provided showing all services and utilities on the site.</p>
<p>4. Confirmation will be required from the Credit Valley Conservation that they have no objection to the construction within their regulated area.</p>	<p>Noted. The applicant has been working with CVC to address their comments related to the first submission.</p>
<p>5. Approval from the Conservation Authority regarding the possible impacts of the proposed work on slope stability is required.</p>	<p>Noted. The applicant has been working with CVC to address their comments related to the first submission.</p>
<p>6. Municipal Infrastructure, specifically Emby Dr. and upsizing the sewer on Thomas Street is required to support this proposed development. Planning and Building will include an "H" Holding Zone condition in the implementing Zoning By-law to capture these requirements.</p>	<p>The use of a holding symbol may be appropriate to address outstanding issues; however, there needs to be a clear understanding of how the City plans to structure the mechanism for removing the holding symbol.</p>
<p>7. The owner acknowledges that The Corporation of the City of Mississauga has implemented stormwater management policies intended to minimize the impact of development; and that it will be necessary to implement on-site stormwater management techniques in the design and construction of the site works and services, including but not limited to, rooftop storage and detention ponding in car parked and/or landscaped areas. The owner acknowledges that they will maintain the on-site stormwater management facilities and that they will not alter or remove these facilities without the prior written consent of The Corporation of the City of Mississauga. The owner hereby agrees to indemnify and save harmless The Corporation of the City of Mississauga from any and all claims, demands, suits, actions or causes of action as a result of, arising out of, or connected with any flooding of the lands subject to this agreement, with respect to the implementation of on-site stormwater management techniques incorporated into the design and construction of the site works and services. This indemnification and save harmless undertaking shall be binding upon the owner's successors and assigns. The owner acknowledges and agrees</p>	<p>It looks like this is a series of clauses that are to be included in an agreement.</p>

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<p>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>8. The development of these lands will be subject to the provisions of the Erosion and Sediment Control By-law No. 512-91, adopted by Council. The applicant will be required to obtain an Erosion and Sediment Control Permit, prior to undertaking any land stripping or regarding activities within this site. Note that all applicable payments are to be submitted at 3185 Mavis Road. In accordance with the City of Mississauga's Erosion and Sediment By-law No. 512-91 as amended, the discharge of ballast/ground water to the municipal storm sewer system during construction/dewatering at the site requires approval from the City. Should you have any questions concerning this matter, please contact Valeriya Danylova, Environmental Technologist at 905-615-3200 ext. 5930</p>	<p>Noted. At the appropriate time the applicant will obtain the necessary permit.</p>
<p>9. The City of Mississauga has adopted the Green Development Strategy and the corresponding Stage One Green Development Standards. As such, Applicants are required to implement sustainable technologies to manage stormwater on-site. In this regard, for an application of this nature, suitable techniques could include rainwater harvesting or green roofs.</p>	<p>A large area of permeable paving and soft landscape are considered within the site to provide more rainwater infiltration and minimize the impact of the development on drainage condition. Furthermore, the details of the rainwater re-use for irrigation will be provided in the next stage of design</p>
<p>10. 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 <a href="http://www.stormwatercharge.ca">www.stormwatercharge.ca</a>.</p>	<p>Noted.</p>

## City of Mississauga – Transportation and Works

Linda Wu

(905) 615-3200 x3597

September 11, 2018

Comment	Response
1. All plans shall be revised to reflect the required alignment of the Emby Drive extension, as per comment #8.	The revised plans maintain the alignment as previously proposed. Refer to response to Comment #8.
2. Having reviewed the Transportation Impact Study dated June 2018, prepared by Lea Consulting, staff provides the following preliminary comments: <ul style="list-style-type: none"> <li>(i) Emby Drive extension: The Emby Drive extension is to be aligned with Rutledge Road. In addition, the study shall demonstrate that this section of Tannery Street will operate at acceptable level of services with the development in place.</li> <li>(ii) Road Network: Dual northbound left turn lanes at this intersection are currently being constructed at the intersection of Joymar Drive and Thomas Street. The study shall be revised to reflect this improvement in the future scenarios.</li> <li>(iii) Trip Generation: The report shall clarify the source of the applied trip rates. Further, trip reduction shall be applied to the generated vehicular trips given the site's proximity to the GO station and the proposed parking reduction.</li> <li>(iv) Future Background Traffic: Please contact the following City staff for growth/reduction rates on the arterial and major collector roads. Tyler Xuereb Traffic Planning Analyst Tel: 905-312-6500 Extension 4783 Email: <a href="mailto:Tyler.Xuereb@mississauga.ca">Tyler.Xuereb@mississauga.ca</a></li> <li>(v) The study shall include a separate volume diagram which demonstrates traffic generated from the background developments.</li> <li>(vi) The Emby Drive extension shall be incorporated into the background traffic development, i.e. some background traffic shall be diverted to the extension from the surrounding roads.</li> <li>(vii) Synchro worksheets: Analyzed peak periods, i.e. AM or PM shall be shown on the worksheets.</li> </ul>	<ul style="list-style-type: none"> <li>(i) The extension of Emby Drive continues to be offset from the Rutledge/Tannery intersection. See the response by Weston Consulting detailing the justification for this alignment. The traffic study speaks to levels of services on the surrounding road network.</li> <li>(ii) LEA has not been able to contact City staff to confirm this comment as the City staffer no longer works at the City. That said, since this comment was issued, no dual left turn lanes have been constructed within the study area. This has also not been indicated in public documents available online. Should a dual left improvement be introduced it would be expected to be designed to improve the traffic operations and as a result, the traffic analysis included within the LEA TIS would be seen as conservative.</li> <li>(iii) Sources have been included in Section 5.1 of the updated report. Trip generation was reduced to account for the site's proximity to the Streetsville GO Station. Please refer to Section 5.2 of the updated report.</li> <li>(iv) Tyler at the City recently provided LEA with growth rates for major collectors/arterials in the study area. Section 4.0 of the updated</li> </ul>

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	<p>report includes the details of these rates. Correspondence with the City is attached in Appendix F of the report.</p> <p>(v) The separate volume diagram for nearby developments is included as Figure 6 in the updated report.</p> <p>(vi) The extension is incorporated in the future total traffic scenario as it serves as access to the development. It can be argued that assigning background traffic to the extension is not necessary as there would not be a significant diversion of traffic onto that road. Rutledge Road to the north terminates south of Ontario Crescent and is blocked off with jersey barriers, and Emby Drive terminates at Thomas Street to the south. This short road segment is an indirect route and traffic to/from residences to the north are expected to use Joymar Dr (a more direct route). In addition, the land uses along the Emby Drive extension are expected to be the source of trip origins, and not anticipated to be destinations.</p> <p>(vii) Synchro reports in the appendices have been labeled to indicate whether they correspond to the AM or PM peak hour.</p>
<p>3. All plans are to be revised to show the required land dedications. The applicant is to prepare and submit two draft reference plans (detailing the required land dedications) to this section for review and approval. Note: -Land dedication requirements are outlined as per comment #8. -The dimensions related to the dedication are to be verified by the City's O.L.S., Al Jeraj at 905-615-3200 ext. 5789.</p>	<p>The applicant is submitting an application for draft plan of subdivision to convey lands for road widening, the extension of Emby Drive, and Mullet Creek and the associated naturalized area.</p>
<p>4. Fire Clearance regarding the Fire route design is required. Note: The site plan dated (May 2018) shows that the north portion of fire route is less than 6m wide; and Fire comments note that "it would appear as if a couple of blocks do not comply and consequently, will not be approved at the site plan review stage or at the time of building permit review.</p>	<p>Discussion on the fire clearance is included in the Site Design Response Letter, including a vehicle circulation plan which confirms that the fire route is sufficient.</p>
<p>5. The Site Plan drawing and associated drawings are to show the locations and quantity for the required bike parking spaces.</p>	<p>Bike parking shown on drawings.</p>

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<p>6. Given the site's proximity to the GO station and proposed parking reduction, the following TDM measures shall be incorporated into the Transportation Impact Study (dated June 2018) prepared by Lea Consulting:</p> <ul style="list-style-type: none"> <li>a. The owner agrees to provide the purchaser/ tenant of each condominium dwelling unit with one (1) PRESTO transit smart card loaded with a minimum value of \$25.00 (twenty-five dollars).</li> <li>b. The owner agrees to provide accessible, secure, and weather protected long-term bicycle parking spaces, as well as accessible short-term bicycle parking spaces located adjacent to the main entrances. The recommended parking rates are as follows: <ul style="list-style-type: none"> <li>i. 0.8 spaces per unit for long-term (indoor) bike parking; and</li> <li>ii. minimum 6 bike parking spaces for visitors (outdoor).</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>a) The provision of Presto Cards for purchasers/tenants is a site plan approval matter.</li> <li>b) Accessible, secure and weather protected long-term bike parking is provided along with short term parking at grade. See RZ-01 and RZ-02.</li> </ul>
<p>7. The applicant shall enter into an appropriate agreement containing Schedule C to incorporate these conditions under a separate heading "Additional Terms, Provisions, Conditions and Notes": "The owner agrees to incorporate the following TDM measures as part of their proposed development: (measures as discussed and set out through the Transportation Impact Study are to be included)"</p>	<p>Noted. This can be included in the agreement related to the Site Plan Approval application. The current applications before the City are to amend the Official Plan and Zoning By-law only.</p>
<p>8. As part of future applications, the applicant is to gratuitously dedicate to the City of Mississauga: - The extension of Emby Drive from its current North terminus, toward Tannery Street and ultimately aligned with Rutledge Road. The required right of way of is minimum 15.0 meters, subject to other design review perspectives. - a road allowance widening towards the ultimate 20.0m meter right-of-way as identified in the Official Plan, across the site frontage of Tannery Street. - sight triangles/ radius roundings on the South West and South East corners of Tannery Street and the Emby Drive Extension</p>	<p>Refer to the Site Design Response Letter for details of the Road Alignment, as well as the TIS prepared by LEA Consulting.</p>
<p>9. The cost for any/all road improvements required in support of this development application will be borne by the owner. The applicant shall make satisfactory arrangements with the Transportation and Works Department for the design, construction and payment of all costs associated with works necessary in support access to this site.</p>	<p>The extension of Emby Drive is not required to support this development application and is being requested by the City to improve the surrounding transportation network. The applicant will be seeking to recover costs associated with the extension of Emby Drive.</p>

## City of Mississauga – Transportation and Works

Alana Tyers

(905) 615-3200 x3812

September 11, 2018

Comment	Response
1. MiWay has no concerns with the proposed rezoning.	Noted.

## City of Mississauga – Community Services

Arborist – City Property

Aaron Schmidt (905) 615-3200 x5870

August 28, 2018

Comment	Response
2. PAYMENT OF CASH-IN-LIEU OF PARKLAND Prior to the issuance of building permits, for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O.1990, c.P. 13, as amended) and in accordance with the City's Policies and By-laws.	Noted.
3. CASH-IN-LIEU CLAUSES The following clause shall be entered into the Development Schedule C: 1. Community Services a) Prior to the issuance of building permits for all lots, satisfactory arrangements shall have been made with the Park Planning Section and the Realty Services Section of the Corporate Services Department with respect to the payment of cash-in-lieu for park or other public recreational purposes. The owner is advised that the City will require the payment of cash-in-lieu for park or other public recreational purposes as a condition of development prior to the issuance of building permits, and valued as of the day before the day	Noted.

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<p>of building permit issuance pursuant to Section 42(6) of the Planning Act and City of Mississauga by-laws and policies.</p>	
<p>4. GREENLANDS DEDICATION The top-of-bank and natural features staking was conducted by the CVC on July 12, 2017 with Community Services present. It is recommended that the lands below the established top-of-bank, natural features, the Regional Storm floodplain, or within the stability and/or erosion component of the valley slope, including the 10 meter buffer, whichever is greater, is gratuitously dedicated to the City as greenlands and shall be appropriately zoned. Lands dedicated for greenbelt purposes will not be credited towards the requirements for parkland dedication and/or cash-in-lieu for park or other public recreational purposes. In the event of dedication, these lands must be free of encumbrances. The final Environmental Site Assessment report must include a statement confirming the suitability of the conveyed lands for inclusion within the City's Greenlands system. Contact T&amp;W for details.</p>	<p>The site plan has been updated to identify the applicable line work. A setback of 7m is proposed from the Long Term Stable Top of Slope which represents the Limit of Development. Lands outside the Limit of Development will be gratuitously dedicated to the City.</p>
<p>5. Greenlands dedication to the City may be required If a Holding Provision is placed on the property. A Reference Plan for all dedicated lands will be required prior to lifting of the H.</p>	<p>Noted.</p>
<p>6. ADDITIONAL COMMENTS PENDING Additional Comments may be made upon the review of this and any new information.</p>	<p>Noted.</p>
<p>7. STREET TREE CONTRIBUTIONS Cash or a certified cheque in the amount of \$22,504.44 (42 deciduous trees @ \$535.82 each, up to 60mm caliper) is required for street tree planting on Tannery Street and Emby Drive through the Site Plan process or as a condition of lifting of the H If a Holding Provision is placed on the property. These calculations are subject to the Community Services Department - Park Planning's latest requirements prior to by-law enactment.</p>	<p>Noted.</p>



## City of Mississauga – Community Services

Sandra Neal (905) 615-3200 x5373

October 22, 2018

Comment	Response
1. ADDITIONAL COMMENTS PENDING September 2018 - Comment Additional Comments may be made upon the review of this and any new information including copies of the Development Agreement and/or drawings for the proposed development including the Landscape, Site, Grading and Servicing Plans.	Noted.
2. GENERAL COMMUNITY SERVICES COMMENT September 2018 - Comment Abutting the application site to the west is the "Not Yet Named" greenbelt, (P-252), labeled Greenbelt and zoned G1. This area is referred to in the Landscape Arch - Community Services comments. Indicate on the Site Plan, Site Servicing, Grading and Landscape Drawings the greenbelt name and number (P-252), adjacent to the development site. The Community Services Park Planning Section standards, details and specifications referenced in the comments below are available online at <a href="http://www.mississauga.ca/portal/business/communityservicesstandards">www.mississauga.ca/portal/business/communityservicesstandards</a> . Use the "Request for Inspection" form located at this website to arrange for Community Services Park Planning Section approvals as noted in the conditions. Please contact the Park Planning Section should you have questions regarding these comments.	Please provide further information regarding the 'Not Yet Named' greenbelt area. The applicant could not locate any documentation detailing what this is the extent that it applies to relative to the site.
3. ENVIRONMENTAL IMPACT STATEMENT September 2018 - Comment The Applicant has submitted an EIS, prepared by BEACON Environmental, dated June 2018 with the circulation and is currently being reviewed by Community Services - Forestry and Park Planning Section. Community Services has provided preliminary comments they are as follows: <ol style="list-style-type: none"> <li>1. Section 4.2.4, p.26 Please expand on the justification that Chimney Swift are not breeding on site. Identify whether there are no chimneys on site or is there no evidence that the chimneys are being used.</li> <li>2. Section 4.3.2, p.29-32 Please revise the analysis of the CUW from a feature based approach to a systems based approach. This woodland is part of a larger treed riparian system that is wider than 40m to the north and south of the subject property and the current policy</li> </ol>	1. During the breeding bird surveys, the avian biologist also searched for evidence of possible habitat for Chimney Swift ( <i>Chaetura pelagica</i> ). No suitable habitat was observed. All the structures on the subject property are industrial units with relatively modern HVAC systems. In other words, there are no brick or masonry chimney structures that could potentially be used by Chimney Swift. The observed individuals were foraging over the subject property. Additional text has been provided Section 4.2.4 of the Updated EIS.2. The EIS recognizes that Mullet Creek forms part of the City's Natural Heritage System (NHS), which was identified using a

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interpretation does not take this into account. The Municipal Official Plan (OP) and Regional Official Plan woodland policies do allow the potential exclusion of treed communities that are dominated by invasive non-native trees. The interpretation in this EIS should consider the context within the City's Natural Heritage System (NHUFS, 2014), its location along Mullet Creek and the ecological benefits it provides.

3. Section 5.1.1.1, p.35 Please indicate why is the risk of encroachment considered to be low for those lots that back on to the natural area. Provide further justification for this statement.
4. Section 5.2, p.36 Please clarify where the fencing is proposed to be located; at the boundary of the natural area or boundary of the setback.
5. Section 5.2, p.36 Considering existing impacts to the proposed buffer area, consider how will this area be amended to be suitable for planting/restoration, explain.
6. Figure 5 Please include the Woodland Boundary delineation as confirmed with City and CVC on the Figure to clearly illustrate all features under consideration.
7. Section 6.1, p.37 Please indicate where the underground parking structure is being proposed Please indicate whether it will have impacts on the natural feature.
8. Figure 6a; 6b; 7 The 10m buffer is determined from the greater of all site features on the site including the Natural Features Dripline, and the long term Stable Slope, please revise accordingly. All Community Services comments are to be considered preliminary in nature until the EIS has been deemed satisfactory and the Limit of Development has been determined. Additional comments of the EIS may be made upon the review of this and any new additional information including copies of the EIS and drawings for the proposed development.

systems-based approach as is required under the policies of the PPS, ROP and MOP. Notwithstanding that the natural heritage features associated with the subject properties form part of an NHS, the evaluation of significance presented in the EIS is based on the guidance provided in the City of Mississauga EIS Checklist (Mississauga 2017) which requires evaluating the significance of natural features and impacts to natural features, as opposed to the NHS. This approach is consistent with MOP policy 6.3.32.

2. The EIS recognizes that the CUW feature is part of the City's NHS system as this feature is associated with the Mullet Creek which the EIS recognizes as Fish Habitat and Significant Valleyland. Furthermore, Section 5.2 of the EIS contains recommendations for restoring, enhancing this feature for the purposes of providing ecological benefits to this section of the valley which will also have positive effects downstream. While the MOP has adopted a systems-based approach for identification of the City's NHS and overall Green System, it is important to recognize that PPS, ROP and MOP policies relating to environmental evaluations and determination of negative impacts remain exclusively feature-based, with the recognition that the features comprise components of systems. In our opinion, the evaluation of the CUW, as presented in the EIS has been completed in accordance with the direction provided in the MOP policies pertaining to woodlands. Furthermore, the proposed restoration and enhancement is entirely consistent with the objectives of the City's Natural Heritage and Urban Forest Strategy.
3. In our experience, the risk of encroachment related impacts can be greatly reduced through condominium ownership of lands adjacent to natural areas. Shared amenity spaces reduce the sense of

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	<p>individual ownership and tendencies to encroach that is commonly associated with conventional single residential development. We have also found that condominium owners are less inclined to modify protection elements such as landscaping, fencing, and signage on commonly owned property. Section 5.1.1.1 has been updated with additional text in this regard.</p> <ol style="list-style-type: none"> <li>4. Fencing has been proposed at the limit of development as per City standards. The valleylands and setback are proposed to be conveyed to the City as Greenspace.</li> <li>5. There are presently no buffers or setbacks to the valleylands. Development currently extends to the top of slope in several locations. It has been proposed that the lands contained within the setback to the slope as well and the valleylands be cleaned up and naturalized. Section 5.2 of the Updated EIS has been revised to provide more detail.</li> <li>6. The EIS determined that the treed area (CUW) does not qualify as woodlands under ROP and MOP criteria and definitions. As such, no woodland boundaries area illustrated on the plans. The site plan (Drawing RZ-01) does show the dripline that was staked.</li> <li>7. The underground parking is located directly under the development footprint as illustrated on Figure 6b of the EIS. This detail has been added to Section 6.1 of the Updated EIS.</li> <li>8. The development limit was determined by applying a 7 m setback (Erosion Access Allowance) to the Long Term Stable Top of Slope as it represents the greatest inland setback. This setback is illustrated on the Updated EIS figures and site plans. As it was determined that there is no woodland, buffers were not applied to the dripline of the trees along the valleyland edge.</li> </ol>
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<p>6. NO DISTURBANCE ON GREENBELT September 2018 - Comment All lands below the regulatory floodline are subject to greenbelt zoning. No grading, structures, retaining walls, or construction is permitted in lands with this designation.</p>	<p>Noted. It is anticipated that some grading and construction work will occur in this area to remove existing material from the existing business operation occurring on the property.</p>
<p>7. STOCKPILING September 2018 - Comment The following clause shall be entered in the Development Agreement-Schedule 'B' - Notes: "The Developer acknowledges that the City does not permit the location of unapproved materials or structures within greenbelt blocks at any stage of development up to and including pre-servicing, servicing, registration and postregistration 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."</p>	<p>Noted.</p>
<p>8. NATURALIZATION CLAUSE September 2018 - Comment Include the following warning clause in the Development Agreement - Schedule B: "The adjacent greenbelt Block is a protected area in which the vegetation will be allowed to naturalize without future maintenance."</p>	<p>Noted. These lands will be zoned open space and conveyed to the City. It will be the City's responsibility to manage these lands once conveyance occurs.</p>
<p>9. TREE INVENTORY/PRESERVATION PLAN September 2018 - Comment Prior to By-Law enactment, a final tree inventory and preservation plan shall be deemed satisfactory to Community Services Department - Park Planning Section. All plans shall be submitted at a scale of 1:500 (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.</p>	<p>Noted. Please see the Updated Tree Inventory/Preservation Plan.</p>
<p>10. RESTORATION PLANTING PLANS September 2018 - Comment Restoration planting plans for the 10m buffer shall be submitted to and be approved by the Community Services Department - Park Planning &amp; Forestry. The Restoration Planting Plan shall be based on the EIS in association with the Slope Stability Study, only when the EIS deficiencies have been addressed. Prior to the execution of the by-law, a detailed cost estimate is required of the buffer planting in accordance</p>	<p>Noted. A Valleyland Restoration and Enhancement Plan will be prepared at detailed design stage for the lands that will be dedicated to the City.</p>

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<p>with the approved plans. All proposed sanitary, storm and / or utility easements (Hydro, Gas, Water, Bell, Cable, etc.) shall be indicated on the planting plans and approved by the Park Planning Section of the Community Services Department, in order that such easements do not compromise the buffer planting plans. If any of the above noted restrictions are not identified on the approved planting plan, their installation will not be permitted.</p>	
<p>11. GRADING PLAN September 2018 - Comment All surface runoff of the proposed development should be self contained within the subject property, such that the stormwater does not flow onto greenbelt lands.</p>	<p>A small portion of the proposed development identified as UC3 in the Functional Servicing and Stormwater Management Brief prepared by LEA will flow into the greenbelt lands. Please refer to this report for further details.</p>
<p>12. GREENBELT FENCING September 2018 - Comment Indicate on all drawings the location and conditions associated with the 1.5 metre high, black vinyl chain-link fence to be built to current municipal standards, between the greenbelt and subject property. The fencing is to be located entirely on greenbelt property, 0.15 metres inside the greenbelt. The fence is to be shown on the Site Plan, Grading, Site Servicing and Landscape Plans for this development. The full extent of the 1.5m high black vinyl chainlink fencing, as per the Community Services Standard Detail No. 02831-1, is to be referenced on all plans, and required between the subject property and the greenbelt. The full extent of the 1.5m high black vinyl chainlink fence is to be shown and labelled on all drawings. The fencing will be erected and maintained to the satisfaction of the Community Services Department - Park Planning. Gates will not be permitted in the fence. Securities for the fencing will be required.</p>	<p>A fence will be located here as requested. This will be dealt with through site plan approval.</p>
<p>13. FENCING CERTIFICATION September 2018 - Comment The following note shall be entered into the Development Agreement: Prior to Site Plan Approval, the developer is to provide to Community Services - Park Planning written confirmation including drawings from a registered Ontario Land Surveyor that the greenbelt fencing has been installed per the approved locations.</p>	<p>Some grading and earth works will likely be required to occur within the Greenbelt lands to remove debris and concrete that is currently there. The coordination of this work, the erection of a fence, and the approval of site plan should be dealt with during Site Plan Approval. Making this a condition to be inserted into a Development Agreement now before sorting out Site Plan related details is premature. The applicant does not agree to this as it should be a condition of Site Plan Approval.</p>

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<p>14. HOARDING September 2018 - Comment Protective hoarding will be required along the 10m buffer and extend along the greenbelt lands. Indicate on all plans including the Site Plan, Grading, Site Servicing, Tree Preservation and Landscape Plans, the Tree Protection Hoarding is to be Solid Wood with Sediment Control due to the close proximity of the building structures. The hoarding is to be located on private property inside the property line at or beyond the drip line of any vegetation indicated for preservation. The hoarding is to be as per the Community Services Detail No. 02830-4, unless otherwise determined in association with CVC details that may be required. The hoarding is to be supplied, erected and maintained in good condition by the developer at his own cost prior to topsoil stripping, preservicing of, or any construction on the site and shall be maintained in good repair throughout all phases of servicing and construction on the site. The hoarding will be erected to the satisfaction of the Community Services Department - Park Planning Section prior to the issuance of the Erosion and Sediment Control Permit. Securities for the hoarding will be required.</p>	<p>Protected hoarding will be provided along the limit of development. The precise details regarding this matter will be addressed during Site Plan Approval.</p>
<p>15. HOARDING CLAUSES FOR SERVICING AGREEMENT September 2018 - Comment The following clause shall be entered in the Development Agreement - Schedule C: 1. "Prior to the issuance of Site Plan Approval, the adjoining municipal greenbelt (P-252), must be protected as per Community Services Standard Detail No. 02830-4, along the common property line." Approval of the hoarding is required from the Community Services Department - Park Planning. After construction is complete, confirmation must be submitted to the Community Services Department indicating that no trees designated for preservation were either damaged or removed without the approval of the Community Services Department.</p>	<p>Some grading and earth works will likely be required to occur within the Greenbelt lands to remove debris and concrete that is currently there. The coordination of this work, the erection of hoarding, and the approval of site plan should be dealt with during Site Plan Approval process. Making this a condition to be inserted into a Development Agreement now before sorting out Site Plan related details is premature. The applicant does not agree to this as it should be a condition of Site Plan Approval.</p>
<p>15. GREENBELT AND STREETSCAPE PROCESSING FEE September 2018 - Comment The greenbelt Processing fee is calculated as a percentage of the gross greenbelt works costs as listed within the Development Agreement, as follows: Less than \$100,000 - 10% \$100,000 to \$250,000 - 8% \$250,000 to \$500,000 - 6% Over \$500,000 - 5% This fee will be required by the Community Services Department - Park Planning prior to the Development Agreement.</p>	<p>This is premature at this time. The details and associated cost for greenbelt and streetscape improvements is most appropriately dealt with through Site Plan Approval. The applicant does not agree to this as it should be a condition of Site Plan Approval and form part of the agreement related to Site Plan Approval. It should not be a condition of approving the amendment to the Official Plan and Zoning By-law.</p>
<p>16. SECURITIES - SUMMARY September 2018 - Comment The following securities will be required as part of this Development Agreement - Schedule 'D-1'. The exact amount of the</p>	<p>This is premature at this time. The details and associated cost for these items is most appropriately dealt with through Site Plan Approval. The</p>

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<p>securities will be determined when more information becomes available for review. 1. Protective Hoarding w/ Sediment Control 2. Restoration Planting Plan 3. Greenbelt Fencing 4. Protection of Trees, Greenbelt Integrity, and Clean Up</p>	<p>applicant does not agree to this as it should be a condition of Site Plan Approval and form part of the agreement related to Site Plan Approval. It should not be a condition of approving the amendment to the Official Plan and Zoning By-law.</p>
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**City of Mississauga – Community Services**

Heritage Planning

Comment	Response
<p>1. 2018-08-20 The property has archaeological potential due to its proximity to a watercourse and two registered archaeological sites. The proponent shall carry out an archaeological assessment of the subject property and mitigate, through preservation or resource removal and documenting, adverse impacts to any significant archaeological resources found. No grading or other soil disturbances shall take place on the subject property prior to the approval authority and the Ministry of Tourism, Culture and Sport confirming that all archaeological resource concerns have met licensing and resource conservation requirements. Letters to this effect from said Ministry corresponding to each archaeological assessment report and activity are required to be submitted to the Culture Division for review.</p>	<p>An archaeological assessment was completed and filed with the Province. The Ministry of Tourism, Culture and Sports issued a letter, dated November 20, 2018, confirming that the assessment has been entered into the Ontario Public Register. A copy of the letter is enclosed with this re-submission.</p>

### City of Mississauga – Community Services

Aaron Schmidt (905) 615-3200 x5373

July 24, 2018

Comment	Response
1. City tree preservation will be addressed post rezoning during the Site Plan process. No concerns.	Noted.

### City of Mississauga – Community Services

Aaron Schmidt (905) 615-3200 x5373

July 24, 2018

Comment	Response
1. 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. 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. 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. Further information is available at: <a href="http://www.mississauga.ca/portal/residents/urbanforestry">www.mississauga.ca/portal/residents/urbanforestry</a> or by calling the department at (905)615-3200 ext. 4100. NOTE: Tree permit application to be submitted post rezoning during the Site Plan process.	Noted. The appropriate application and permit will be obtained when required.



### City of Mississauga – Community Services

Chloe Catan (905) 615-3200 x4909

August 30, 2018

Comment	Response
1. There are no comments or concerns from a public art perspective.	Noted.

### City of Mississauga – Fire Prevention

Greg Phelps (905) 615-3200 x5629

July 20, 2018

Comment	Response
1. Fire has reviewed the rezoning application from an emergency response perspective and has no concerns; emergency response time to the site and water supply available are acceptable.  NOTE: Mississauga Bylaw 1036-81 is applicable to this development. This bylaw regulates the location of the fire access route with respect to exposure to, and distance from the structure. Additionally, it limits the unobstructed travel distance for a fire fighter from the edge of the fire route to the main entrance to every dwelling unit. Based of the site plan circulated through this rezoning, it would appear as if a couple of blocks do not comply and consequently, will not be approved at the site plan review stage or at the time of building permit review. Compliance with bylaw 1036-81 will be assessed in detail at the time of site plan approval.	Refer to the Site Design Response Letter for details of the fire route. The fire route is also appropriately indicated on the site plan.

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**Canada Post Corporation**

Jenifer Giles (905) 206-1247 x2023

August 9, 2018

Comment	Response
1. Canada Post notes that this application will receive mail delivery via Community Mailbox on applicant supplied cement pad area. Suggested location not shown on drawing received. Also note that new postal codes will be issued for re-development, original property's postal codes will not be valid.	Community mailbox is now shown on the plan. The location will be coordinated with Canada Post as part of the Site Plan Approval application.

**Enbridge/Consumers Gas**

Municipal Planning (416) 495-5763

July 17, 2018

Comment	Response
1. Enbridge Gas Distribution does not object to the proposed application(s)	Noted.
2. Enbridge Gas Distribution reserves the right to amend or remove development conditions.	Noted.

## Canadian Pacific Railway

Josie Tomei (905) 803-3429

November 8, 2018

Comment	Response
<p>1. Berm, or combination berm and noise attenuation fence, having extensions or returns at the ends, to be erected on adjoining property, parallel to the railway right-of-way with construction according to the following:</p> <ul style="list-style-type: none"> <li>a) Minimum total height 5.5 metres above top-of-rail;</li> <li>b) Berm minimum height 2.5 metres and side slopes not steeper than 2.5 to 1.</li> <li>c) Fence, or wall, to be constructed without openings and of a durable material weighing not less than 20 kg. per square metre (4 lb/sq.ft.) of surface area. No part of the berm/noise barrier is to be constructed on railway property. A clause should be inserted in all offers of purchase and sale or lease, and be registered on title or included in the lease for each dwelling affected by any noise and vibration attenuation measures, advising that any berm, fencing, or vibration isolation features implemented are not to be tampered with or altered, and further that the owner shall have the sole responsibility for and shall maintain these features. Dwellings must be constructed such that the interior noise levels meet the criteria of the appropriate Ministry. A noise study should be carried out by a professional noise consultant to determine what impact, if any, railway noise would have on residents of proposed subdivisions and to recommend mitigation measures, if required. The Railway may consider other measures recommended by the study.</li> </ul>	<p>A berm and crash wall is being proposed. It is expected that AECOM will peer review this on behalf of CP and provide further comment.</p>
<p>2. Setback of dwellings from the railway right-of-way to be a minimum of 30 metres. While no dwelling should be closer to the right-of-way than the specified setback, an unoccupied building, such as a garage, may be built closer. The 2.5 metre high earth berm adjacent to the right-of-way must be provided in all instances.</p>	<p>The proposed setback from the railway right-of-way to the nearest dwelling is 25 metres.</p>

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<p>3. Ground vibration transmission to be estimated through site tests. If in excess of the acceptable levels, all dwellings within 75 metres of the nearest track should be protected. The measures employed may be:</p> <ul style="list-style-type: none"> <li>a) Support the building on rubber pads between the foundation and the occupied structure so that the maximum vertical natural frequency of the structure on the pads is 12 Hz;</li> <li>b) Insulate the building from the vibration originating at the railway tracks by an intervening discontinuity or by installing adequate insulation outside the building, protected from the compaction that would reduce its effectiveness so that vibration in the building became unacceptable; or</li> <li>c) Other suitable measures that will retain their effectiveness over time.</li> </ul>	<p>HGC Engineering has performed ground-borne vibration levels at approximately 21 m from the railway right of way. All 5 passbys measures were below criteria (Section 5.4, Table 7). Vibration mitigation is not recommended for the development.</p>
<p>4. A clause should be inserted in all offers of purchase and sale or lease and in the title deed or lease of each dwelling within 300m of the railway right-of-way, warning prospective purchasers or tenants of the existence of the Railway's operating right-of-way; the possibility of alterations including the possibility that the Railway may expand its operations, which expansion may affect the living environment of the residents notwithstanding the inclusion of noise and vibration attenuating measures in the design of the subdivision and individual units, and that the Railway will not be responsible for complaints or claims arising from the use of its facilities and/or operations.</p>	<p>Noted. The City will ensure that this clause is inserted in the appropriate agreements and material as a condition of Site Plan Approval.</p>
<p>5. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the Railway, and be substantiated by a drainage report to be reviewed by the Railway.</p>	<p>Please refer to the Functional Servicing and Stormwater Management Brief prepared by LEA. Some work within the rail corridor will be needed.</p>
<p>6. A 1.83 metre high chain link security fence be constructed and maintained along the common property line of the Railway and the development by the developer at his expense, and the developer is made aware of the necessity of including a covenant running with the lands, in all deeds, obliging the purchasers of the land to maintain the fence in a satisfactory condition at their expense.</p>	<p>Noted. The location of the required fence will be resolve during the Site Plan Approval application.</p>
<p>7. Any proposed utilities under or over railway property to serve the development must be approved prior to their installation and be covered by the Railway's standard agreement.</p>	<p>Noted.</p>

## Rogers Cable

Dipen Shah - (289) 657-8242

July 25, 2018

Comment	Response
<p>1. Rogers Communications Canada Inc. has aerial coaxial plant in this area, as it is indicated on the marked up plans sent to your attention. Caution is advised. Hand dig when crossing or within 1m of Rogers plans Note: Plant is to Approximation. Locates still required. Call for locates at 1-800-738-7893</p> <p>NO CONFLICT: Rogers Communications currently has existing plant as marked on your drawing. Our standard offset in this municipality is: 1.75m P/L on regional rds &amp; 2.3m P/L on town rds. Please ensure you maintain clearances of 0.3 m vertically and 0.6m horizontally.</p> <p>CAUTION: Rogers Communications has aerial plant in this area, as it is indicated on the attached plans. NOTE: Please inform Rogers Communications well in advance of the proposed construction schedule in order to coordinate our plant relocation. Dipen Shah CAD Technician, Engineering Central Canada 289-657-8242 dipen.shah@Telecon.ca</p>	<p>Noted.</p>

## Credit Valley Conservation

Maricris Marinas (905) 670-1615 x220

October 24, 2018

Comment	Response
<p>1. O. Reg 160/06: Oct 2018- The property is subject to the Development, Interference with Wetlands, and Alterations to Shorelines &amp; Watercourses Regulation (Ontario Regulation 160/06). This regulation prohibits altering a watercourse, wetland or shoreline and prohibits development in area adjacent to Lake Ontario shoreline, river and stream valleys, hazardous lands and</p>	<p>Noted.</p>

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<p>wetlands, without the prior written approval of Credit Valley Conservation (CVC) (i.e. the issuance of a permit). The property is regulated due to the presence of floodplain and valleylands associated with Mullet Creek.</p>	
<p>2. Site Characteristics: Oct 2018- The property is designated Natural Green Space under the City of Mississauga's Natural Areas Survey.</p>	<p>Noted.</p>
<p>3. Dedication and Zoning: Oct 2018- CVC staff recommends that the appropriate restrictive Greenbelt zoning be placed over all lands beyond the approved limit of development (natural heritage features and hazards) including buffers and placed into public ownership for long term protection and maintenance.</p>	<p>Noted. The current proposal will achieve this.</p>
<p>4. Response: Oct 2018- Response Letter/Matrix: Through the subdivision process, the proponent is to address all comments and resubmit their revisions for additional technical review for the next formal submission circulated through the City. To expedite the review process, please:</p> <ul style="list-style-type: none"> <li>i) include a brief but detailed response letter/matrix outlining how each of the comments/items within the ASR has been addressed,</li> <li>ii) ensure all ASR comments are addressed and notes reviewed, and</li> <li>iii) ensure all drawings and reports are stamped and signed.</li> </ul>	<p>Noted.</p>
<p>5. Meeting: Oct 2018- Following review of all comments, it is recommended that a meeting with the project team and City and CVC staff to discuss the technical details to confirm and/or clarify expectations prior to resubmission. Please contact the City Planner on the file to coordinate.</p>	<p>Noted. Consultation with CVC has taken place since receiving these comments. Since then, the applicant has undertaken additional topographic survey work, prepared a geomorphic study, and revised the assessment of the slope stability.</p>
<p>6. Existing Conditions: Oct 2018- Please revise the Site Plan prepared by Kirkor Architects + Planners (dated June 8, 2018) to accurately identify the limits of all natural and hazardous features:</p> <ul style="list-style-type: none"> <li>i) staked dripline,</li> <li>ii) staked TOB (appears to be incorrectly labeled as LTSSL),</li> <li>iii) LTSSL (not shown, see Slope Stability comments) and</li> </ul>	<p>These items have been added to the site plan.</p>

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iv) floodplain. Currently, the plan does not accurately represent all existing conditions- please ensure the information is represented using geodetically referenced topographic information.	
7. Development Limits: Oct 2018- The existing conditions are to inform the development limits (see Existing Conditions comment). Please clarify the proposed limits of development as it is unclear whether a 10m development setback is proposed from the TOB or LTSSL.	The plans have been revised to clarify the various linework along the top of bank.
8. Development Limits: Oct 2018- There appears to be opportunity to improve the interface between the Mullet Creek corridor and the proposed development by regularizing the proposed limit of development adjacent the rear yards of Building E and F. Please maximize the extent from the creek corridor to the development limit to restore function to the natural heritage system.	The former site plan has been modified. The EIS has recommended a number of restoration and enhancement measures to be implemented that can improve the condition of the corridor.
9. Topo Survey: Oct 2018- Please update the Topographic Plan prepared by Fiddes Clipham Inc. dated July 18, 2017 to address the following: i) The plan is to be signed and sealed by a qualified professional (either an OLS or P.Eng.), and ii) The plan is to be geodetically referenced with City of Mississauga Datum (including the bench mark).	Noted. The survey has been updated.
10. Slope Stability: Oct 2018- Please update the Site Plan drawing (Figure 1) within the Slope Stability Assessment prepared by Patriot Engineering Ltd. (dated March 27, 2017) to clearly illustrate the LTSSL.	Noted. The plans have been updated to match the linework based on the updated report from Patriot Engineering.
11. Slope Stability: Oct 2018- Please confirm whether seasonally high ground water conditions were measured and considered within the slope stability assessment. If not, please provide the slope stability analyses with normal and elevated groundwater condition (1-2 m below grade) and min factor safety of 1.3 for the elevated condition.	The slope stability report has been updated and now includes an analysis of both normal and elevated groundwater levels.
12. Slope Stability: Oct 2018- The cross-sectional profiles (Figures 1B-1D within Slope Stability Assessment) completed in support of the slope stability analysis state that the slope geometry and average slopes are estimated/approximated. Please revise such that the slope geometry and slopes are derived using geodetically referenced topographic information.	Additional topographic survey work was conducted and the updated report and cross sections was based on this new information.
13. Slope Stability: Oct 2018- Based on previously completed slope stability assessments surrounding the study area, there is evidence of active erosion at the toe of slope. Please provide additional justification for the 4m toe erosion component used in determining the LTSSL and how	The applicant has retained Beacon to complete a geomorphic assessment of the slope. It was determined that a 6m erosion

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<p>the 4m erosion component was derived. Please note that CVC staff also noticed active toe erosion within and around the study area. If there is a dispute as to whether active erosion is occurring, confirmation from a qualified fluvial geomorphologist is required.</p>	<p>component should be used. A copy of the geomorphic study is enclosed with this re-submission.</p>
<p>14. Slope Stability: Oct 2018- The study does not provide any discussion regarding the underground parking lot being proposed as part of the new development. There are concerns associated with the stability of the slope during active construction of the proposed underground parking areas. Please confirm whether the proposed underground parking area was accounted for within the slope stability study and whether the construction associated with proposed underground parking area will impact the LTSSL.</p>	<p>The updated report from Patriot Engineering touches on this in Section 4.3 which states "...building loads will have minimal and insignificant effects on the long term stability of the slope, as they will be transferred and dissipated onto native, competent soils at substantial depths..."</p> <p>The applicant will work with the City and CVC to ensure that the removal of debris before construction commences, and construction itself, is done in such a way to protect the integrity of the slope. It is anticipated that during site plan approval a construction management plan will be required to address this matter.</p>
<p>15. Slope Stability: Oct 2018- The LTSSL as identified within the Site Plan (Drawing RZ-01) prepared by Kirkor Architects (dated June 8, 2018) does not appear to consider the slope stability setback and toe erosion component when delineating the stable slope line. Please note that the long term stable slope line is subject to revision based on comments relating to the Slope Stability Assessment completed by Patriot Engineering Ltd (dated March 2017).</p>	<p>There was an error in the previous plans. Based on additional analysis and an update to the Slope Stability Assessment prepared by Patriot Engineering, the revised plans now show the correct LTSSL that includes the slope stability setback and the toe erosion component.</p>
<p>16. SWM: Oct 2018- The proposed development uses a runoff coefficient of 0.66 for the purposes of SWM design. Please confirm whether the runoff coefficient is compliance with Section 2 (Design Requirements) of the City of Mississauga Development Manual (September 2016) and whether an adjustment factor was considered for saturated soil conditions during larger, less frequent storm events.</p>	<p>Adjustment factors for runoff coefficients are considered in calculations of storm flow based on the City of Mississauga Development Manual.</p>
<p>17. SWM, SWM Facility: Oct 2018- Limited information has been provided regarding the design of the proposed underground storage facility. Please provide additional details related to the design of the proposed underground storage facility. Please demonstrate that the allocated SWM block is sufficiently sized to achieve the onsite water quantity and erosion control requirements. Provide outlet details (orifice controls) and drawn downs analysis in support of the outlet design.</p>	<p>Noted. A 210m<sup>3</sup> storage tank in the U/G parking is proposed for water balance and quantity control. The location and dimension of the tank is presented in servicing and grading plans. More details will be provided in the next stage of design.</p>



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<p>18. SWM, SWM Facility: Oct 2018- Please provide additional details demonstrating how minor/major flows generated within the development will be conveyed to the proposed underground SWM facility without bypassing.</p>	<p>Noted. The 100yr flow boundaries (temporary ponding limits) within the site are shown on the grading plan for each area drain.</p>
<p>19. SWM, SWM Facility: Oct 2018- Please confirm whether the proposed underground storage system has sufficient depth of cover for frost protection.</p>	<p>The storage tank is designed and located within the U/G parking.</p>
<p>20. SWM, SWM Facility: Oct 2018- Based on details provided within the servicing brief, the proposed underground storage tank will be directed to the proposed storm sewer system along Emby Drive. Please clarify whether the proposed underground storage tank is designed to account for backwater effects at the connection point between the underground storage facility and the downstream storm sewer connection at Emby Drive.</p>	<p>Since the invert of the proposed storage located in the U/G parking is lower than the proposed storm sewer in Emby extension, the storm release rate will be discharge to the Emby Drive sewer using pump. Since we are in ZBA stage and preliminary design, the more details and size of the pump will be provided by mechanical engineer in the next stage of design.</p>
<p>21. SWM, Quality: Oct 2018- There are internal roads located within the proposed development. Water quality control is required for all paved roadways/walkways associated with the proposed development. CVC staff recommends that a treatment train approach be incorporated into the SWM strategy. Please update the FSR to consider onsite water quality controls.</p>	<p>Water quality control will be provided as follows:</p> <ul style="list-style-type: none"> <li>- Clean roof water will be discharged to the tank directly;</li> <li>- Permeable paving for all proposed roadways/walkways;</li> <li>- Soft landscape areas;</li> <li>- An Oil Grit Separator (OGS) unit in upstream of the tank as a pre-treatment water quality control facility.</li> </ul>
<p>22. SWM, Erosion: Oct 2018- Reusing water onsite is a useful measure to reduce on-site water consumption, however; it is unclear how this measure will function as an erosion control measure. To ensure this erosion control measure can be successfully implemented during detailed design, please provide additional details relating to the following items:</p> <ol style="list-style-type: none"> <li>i) irrigation and available landscaped area onsite, and</li> <li>ii) how water will be reused during winter months.</li> </ol>	<p>Since it is OPA/ZBA design stage, the potential methods of rainwater reuse are provided. The exact application and consumption rate and calculations will be determined at the next design stage in consultation with project design team landscape designer and mechanical engineer.</p>
<p>23. SWM, Erosion: Oct 2018- The FSR does provide discussion as to how erosion control will be provided on-site, however there does not appear to be any details within the plans based on these discussions. Please update the plans to reflect the proposed erosion control as described within the FSR.</p>	<p>Since it is OPA/ZBA design stage, the recommendations of the erosion and sediment control during construction are provided in section 4.4 of FSR. The plan and more detail will be provided through SPA and detailed design stage.</p>

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<p>24. SWM, Erosion: Oct 2018- Please confirm whether there is an opportunity to infiltrate the erosion control volumes as opposed to reusing them onsite.</p>	<p>The 5mm rainfall on-site retention volume is considered in SWM tank to satisfy the erosion control criteria. The 32% and 17.5% of the site will be covered by landscape and permeable pavement under post development condition. This large pervious area and water re-use strategies will provide the opportunity for infiltration.</p>
<p>25. SWM, Quantity: Oct 2018- The permeable pavement proposed within this development appears to be part of the overall SWM strategy for the development given that the provided analysis assumes the permeable pavement at a runoff coefficient of C=0.45. Please provide additional details within the Servicing Brief relating to the design of the permeable pavement. Please confirm whether the proposed permeable pavement will be designed to provide quantity control measures and/or if the pavement is to be used to provide treatment prior to discharging to the proposed underground storage facility.</p>	<p>The permeable runoff coefficient is revised to C=0.50 based on the City of Mississauga Development Requirement Manual. The detail of the permeable pavement will be provided by landscape architect in the next stage of design. A water quality treatment unit (OGS) is proposed prior to the SWM tank to satisfy the 80% TSS removal criteris.</p>
<p>26. Overland Flow: Oct 2018- The Grading Plan (Drawing C-100) prepared by LEA Consulting Ltd (revision date June 8, 2018) identifies Buildings E, F and G and their associated rear lots have grading such that flows would be directed towards the valley slope associated with Mullet Creek. Based on the SWM strategy provided within the Servicing Brief prepared by LEA Consulting Ltd (dated June 8, 2018), all area within Catchment C1 (1.084 ha of proposed development) is supposed to be directed towards the proposed underground storage facility. Please note that based on design recommendations provided within the Slope Stability Assessment (prepared by Patriot Engineering, dated March 24, 2018), surface drainage from the proposed structures should limited and directed away from the slope to decrease infiltration to potential slide areas.</p>	<p>As shown on the revised grading and proposed drainage plans, the runoff from the 0.1 ha grassed area in south of the buildings E, F and G (sub-catchment UC3) is not feasible to control. Therefore, flow from this area will be discharge directly to the mullet Creek without any control and there is not any swale or surface drainage facilities.</p>
<p>27. Overland Flow: Oct 2018- The Grading Plan (Drawing C-100) prepared by LEA Consulting Ltd (revision date June 8, 2018) identifies proposed overland flow routes along Emby Drive as well as through the proposed development. Please provide supporting overland flow analysis demonstrating that the overland flows do not impact the proposed condominium blocks and underground parking area.</p>	<p>Overland flow analysis is provided as noted. Refer to Appendix C of revised FSR.</p>
<p>28. SWM Facility: Oct 2018- The following are comments relating to the provided Preliminary Servicing Plan (Drawing C-101) prepared by LEA Engineering Ltd. (revision dated June 8, 2018):</p>	<p>a. The sizing analysis, location and dimension of the U/G storage tank are provided and presented as noted;</p>

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<ul style="list-style-type: none"> <li>a. The proposed underground SWMF as specified within the Servicing Brief is not clearly shown on the drawings. The location is currently unknown. Furthermore, there is no preliminary sizing analysis in support of the proposed underground SWMF. Please update the Servicing Plan with the location and sizing of the SWMF.</li> <li>b. The Servicing Plan does not appear to be proposing any internal storm sewers to convey flows to the proposed underground SWMF. Please update the drawings to illustrate the storm sewer network within the property.</li> </ul>	<ul style="list-style-type: none"> <li>b. The stormwater from majority of the site will be captured by of drains and area drains and discharged to the SWM tank in the U/G parking through the internal piping. The internal piping will be designed and illustrated on the mechanical drawings through detailed design stage. The storm pipes of proposed catch basin and manholes are illustrated on the servicing plan.</li> </ul>
<p>29. Storm Sewers: Oct 2018- The Servicing Plan proposes to pipe external drainage area northeast of the development through a new storm sewer along the proposed Emby Drive ROW. There are a number of concerns associated with the new storm sewer network:</p> <ul style="list-style-type: none"> <li>a. There is no storm sewer sizing analysis in support of the proposed storm sewers. Please provide sizing analysis.</li> <li>b. The existing 825mm diam. CSP culvert crossing along the rail line is proposed to be connected to a new 450mm diam. storm sewer. It is unclear whether the new storm sewer was sized to convey all storm events (both minor and major storms). Please demonstrate that the proposed conditions drainage pattern does not impact upstream flooding within the external lands (located around Broadway Street) upstream of the development.</li> <li>c. Based on details provided within the servicing brief, the new storm sewer network along Emby Drive connects to an existing storm sewer at Thomas Street. It is unclear whether the existing storm sewer has the residual conveyance capacity to accept the additional flows from the proposed development and external lands. Please confirm whether the existing storm sewer along Thomas Street has the capacity to accept the new flows from Emby Drive (from the proposed development and external drainage areas) without surcharging and bypassing the storm sewer.</li> <li>d. No overland flow analysis was provided in support of the proposed Emby Drive road design. Please provide the overland flow analysis to demonstrate that major flows do not bypass the road ROW and enter into the proposed development.</li> </ul>	<ul style="list-style-type: none"> <li>a. The storm sewer sizing analysis is provided as noted; Refer to Appendix C of revised FSR.</li> <li>b. The proposed pipe is updated to 600mm pipe with 1.5% of slope. Refer to Appendix C of updated FSR for sewer sizing analysis.</li> <li>c. Refer to sewer sizing analysis in Appendix C of updated FSR</li> <li>d. Overland flow analysis is provided as noted. Refer to Appendix D of updated FSR.</li> </ul>
<p>30. Outlet: Oct 2018- As part of the proposed works, the existing storm sewer along Thomas Street is proposed to be upsized to accommodate flows generated within the proposed development and external drainage area from Broadway Street. The new outfall is proposed to be located at the</p>	<p>The existing outfall does not include any erosion/energy dissipation. The new outfall is proposed in the same location and invert of the existing outfall to minimize the effect on the existing condition. The rip-rap</p>

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<p>same location of the existing outfall. The condition of the existing outfall is unknown and was not discussed within the provided FSR. Please clarify whether the existing outfall would need to be altered to provide sufficient erosion/energy dissipation to account for the additional drainage area being directed towards the new outfall.</p>	<p>protection is proposed at downstream of outfall to provide erosion protection for additional flow.</p>
<p>31. LID: Oct 2018 Where feasible, the applicant should also consider Low Impact Development techniques to reduce erosion potential and to provide improvements in water quantity and water quality. Selection of LID practices should be based on further assessment to identify the appropriateness based on site constraints, as well as constraints associated with the individual practice. Please refer to the following links for guidelines:</p> <ul style="list-style-type: none"> <li>a. i) CVC/TRCA Low Impact Development Planning and Design Guide: <a href="http://www.creditvalleyca.ca/sustainability/lid/stormwaterguidance/index.html">http://www.creditvalleyca.ca/sustainability/lid/stormwaterguidance/index.html</a> ,</li> <li>b. ii) Low Impact Development Design Tool: <a href="http://www.creditvalleyca.ca/sustainability/lid/designtool/index.html">http://www.creditvalleyca.ca/sustainability/lid/designtool/index.html</a></li> </ul>	<p>The applicant has incorporated LID techniques into the plan (e.g. permeable pavers). At the detailed design stage this will be explored in further detail to further enhance the management for storm water.</p>
<p>32. ESC: Oct 2018- Please note that at the detailed design stage, a detailed sediment and erosion control plan is required.</p>	<p>Noted. This will be prepared in support of a future application for site plan approval.</p>
<p>33. SAR: Oct 2018- The EIS makes reference to personal communication from MNRF regarding species at risk (bats). Please provide the correspondence which reflects consultation with the MNRF confirming that species at risk issues has been sufficiently addressed.</p>	<p>In an email correspondence with Bohdan Kowalyk (MNRF) in September 2017, pertaining to the Tannery project and another site in Mississauga, there was no indication given to suggest that the Tannery site supports species at risk bats.</p> <p>Since this time, Beacon has received guidance from Mark Heaton at the MNRF (Aurora District) that cultural woodlands do not provide SAR Bat Maternity Roost Habitat. This correspondence is included in Appendix D of the Update EIS.</p> <p>An explanation is provided in Section 4.3.1 of the Updated EIS.</p>
<p>34. Breeding Bird Survey: Oct 2018- The breeding bird survey indicated that Chimney Swifts were found flying over the subject property but that there was no evidence to suggest that they are</p>	<p>During the breeding bird surveys, our avian biologist also searched for evidence of possible habitat for Chimney Swift (<i>Chaetura pelagica</i>). No</p>

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<p>breeding on any of the structures on the property. Please provide the rationale that confirmed this conclusion (e.g. buildings review completed, targeted species search initiated).</p>	<p>suitable habitat was observed. All the structures on the subject property are industrial units with relatively modern HVAC systems. In other words, there are no brick or masonry chimney structures that could potentially be used by Chimney Swift. The individuals were observed were foraging over the subject property.</p> <p>This expansion has been added to Section 4.2.4 of the Updated EIS.</p>
<p>35. Tableland Tree Plantings: Oct 2018- The EIS indicates that the tree canopy will be improved by plantings within the buffer area and on the development site itself. It is noted that the developable area will include underground parking garage. Depending on the treatment of this area, the ability of trees to grow and survive may be impacted. Sufficient growing medium should be provided in order to establish and sustain the proposed urban tree canopy within this area, or additional undeveloped land be sought for compensation planting that may be required by the City.</p>	<p>Agreed. Landscaping plans will give consideration to providing sufficient growing medium and substrate.</p>
<p>36. EIS Recommendations: Oct 2018- At detailed design the recommendations contained in the EIS should be implemented. In particular we anticipate the development and submission of:</p> <ul style="list-style-type: none"> <li>i) A detailed restoration plan for the buffer area and areas within the feature itself that may be disturbed for the removal of existing hardened surfaces. The objective of the restoration plan should be to create a densely forested riparian corridor along Mullet Creek.</li> <li>ii) A detailed invasive species management plan.</li> <li>iii) A monitoring plan for the health of the riparian corridor/NHS.</li> <li>iv) The tree inventory may require revision should the invasive species management plan indicate additional tree removals are recommended within the natural feature in order to achieve ecological gains. The extent to which this may occur must first be discussed and agreed to by the city and CVC.</li> </ul>	<p>Noted. The noted plans will be prepared and submitted at detailed design.</p>
<p>37. Fencing: Oct 2018- At the detailed design stage, in support of the recommendations in the EIS regarding fencing of the natural area, the proposed fencing is to extend along the north and southern edges property where it intersects the natural area corridor.</p>	<p>Noted. Location of proposed fencing can be dealt with through site plan approval. The applicant does not have the authority to install fences on neighbouring properties.</p>
<p>38. Tree Replacement: Oct 2018- The current EIS does not provide a recommended compensation planting ratio to be applied at detailed design. A 3:1 planting ratio is recommended to be achieved</p>	<p>The majority of trees that require removal are non-native species, notably Manitoba Maple. Of the 82 trees proposed for removal, 10 are</p>

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<p>for all trees removed to accommodate development. The current plan is for 82 trees to be removed, which would entail 246 replacements (notwithstanding any additional trees to be removed within the natural feature/corridor for invasive species management).</p>	<p>dead, 10 are in fair-poor condition, and 27 and in poor condition. Applying a 3:1 compensation ratio for all trees is not necessarily the best strategy for mitigating the loss of trees. At a minimum, Beacon recommends planting an equivalent number of trees (not counting dead trees). By replacing the predominately low quality trees with native trees adjacent to the creek valley, ecological benefits can be derived. The native trees will provide a seed source for the valley and improve habitat for native wildlife.</p>
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**Dufferin-Peel Catholic School Board**

Joanne Rogers (905) 890-0708 x4299

July 25, 2018

Comment	Response
<p>1. With respect to the schools currently accommodating students from this area, the above noted application is located in the elementary catchment area of St Joseph (Streetsville), and proposes a total of 155 additional units, yielding approximately 11 Junior Kindergarten to Grade 8 separate school student. St Joseph (Streetsville) has a capacity of 478 pupil places with a current enrolment of 329 students and 0 portables/temporary classrooms on site. The application will yield approximately 9 Grade 9 to 12 separate school students. This application is located in the secondary catchment area of St Aloysius Gonzaga Secondary School, which has a capacity of 1656 pupil places with a current enrolment of 1708 students, and 0 portables/temporary classrooms on site.</p>	<p>Noted.</p>
<p>1. With respect to the schools currently accommodating students from this area, the above noted application is located in the elementary catchment area of St Joseph (Streetsville), and</p>	<p>Noted.</p>

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<p>proposes a total of 155 additional units, yielding approximately 11 Junior Kindergarten to Grade 8 separate school student. St Joseph (Streetsville) has a capacity of 478 pupil places with a current enrolment of 329 students and 0 portables/temporary classrooms on site. The application will yield approximately 9 Grade 9 to 12 separate school students. This application is located in the secondary catchment area of St Aloysius Gonzaga Secondary School, which has a capacity of 1656 pupil places with a current enrolment of 1708 students, and 0 portables/temporary classrooms on site.</p>	
<p>2. 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>Noted.</p>
<p>3. The Board requests that the following conditions be fulfilled prior to the final approval of the zoning by-law:</p> <ol style="list-style-type: none"> <li>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.             <ol style="list-style-type: none"> <li>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."</li> <li>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."</li> </ol> </li> </ol>	<p>Noted. This does not need to be a condition of re-zoning. This should form part of the site plan agreement.</p>

## GO Transit

Ivan Cheung (416) 202-5920

August 2, 2018

Comment	Response
<p>1. Further to the circulation for 51 and 57 Tannery Street and 208 Embry Drive dated July 4th, 2018, I note the subject site is located immediately adjacent to CPR's Galt Subdivision which carries Milton GO train service. CPR will be the primary commenting agency in this regard. My comments are set out below: I am in receipt of the Noise and Vibration Study prepared by HGC Engineering dated June 13, 2018. The rail traffic information contemplated in the Study exceeds the current rail forecast. The Consultant recommends various noise mitigation measures that will meet applicable MOECC guidelines. The Measured Vibration Levels fall below criteria limits and the Consultant notes vibration mitigation is not required.</p> <p>I have no further any comment in this regard.</p>	<p>Noted.</p>
<p>2. The following warning clause shall be inserted in all development purchases and sales agreements for each unit within 300 metres of the railway right-of-way: Warning: Metrolinx, carrying on business as GO Transit, and its assigns and successors in interest operate commuter transit service within 300 metres from the land which is the subject hereof. In addition to the current use of these lands, there may be alterations to or expansions of the rail and other facilities on such lands in the future including the possibility that GO Transit or any railway entering into an agreement with GO Transit or any railway assigns or successors as aforesaid may expand their operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwellings. Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under these lands. *The Owner shall grant Metrolinx an environmental easement for operational emissions, registered on title against the subject residential dwellings in favour of Metrolinx.</p>	<p>Noted.</p>



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<p>3. Should you have any questions or concerns, please feel free to contact: Ivan Cheung, B.URPI Intern Pre-Construction Services   Capital Projects Group Metrolinx   20 Bay Street   Suite 600   Toronto   M5J 2E3 T: 416-202-5920 Ivan.Cheung@metrolinx.com</p>	<p>Noted.</p>
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**Greater Toronto Airport Authority**

Greg Straatsma (416) 776-3536

July 09, 2018

Comment	Response
<p>1. 2018-Aug-30; OZ 18-012; 51+57 Tannery Street &amp; 208 Emby Drive; Airport Zoning Restrictions:</p> <p>According to the Airport Zoning Regulations for Toronto Pearson International Airport, development elevations on the property are affected by the Approach Surface for Runway 06L and the Approach Surface for Runway 06R. The maximum allowable development elevation under the greater restriction (Approach Surface for Runway 06R) ranges from approximately 388 metres Above Sea Level (A.S.L.) along the eastern boundary of the property to approximately 390 metres A.S.L. at the westernmost boundary. Based on the information provided by you, the proposed residential development containing 155 stacked back-to-back townhouses would be within the heights limits associated with the Regulations. GTAA, 416-776-3635, Greg.Straatsma@GTAA.com</p>	<p>Noted.</p>
<p>2. 2018-Aug-30; OZ 18-012; 51+57 Tannery Street &amp; 208 Emby Drive; Noise Impacts:</p> <p>The subject property lies below the 25-30 NEF/NEP of the composite contour map for Toronto Pearson International Airport and outside of the Pearson Airport Operating Area (AOA). Noise contours depicting the Noise Exposure Forecast (NEF) and Noise Exposure Projection (NEP) are produced to encourage compatible land use planning in the vicinity of airports. Acoustic design features should be incorporated in the building components to the satisfaction of the City of Mississauga. GTAA, 416-776-3635, Greg.Straatsma@GTAA.com</p>	<p>Noted.</p>

## Enersource Hydro Mississauga

Marilou Ignacio (905) 283-4088

August 29, 2018

Comment	Response
29 Aug 2018: 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.	Noted.
- Any electrical servicing/alterations shall be in accordance with Alectra's requirements.	Noted.
- The applicant is requested to contact Alectra well in advance to arrange for the design and installation of the electrical distribution system.	Noted.
- 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.	Noted.
- 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.	Noted.
- Servicing to the proposed development can be made available through a pad-mounted transformers or vault type transformers.	Noted.
- 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.	Noted.
- 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.	Noted.

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<ul style="list-style-type: none"> <li>- A revised plan drawing indicating the updated location of the transformer, away from the underground garage shall be provided by the applicant. Drawing submission shall be done through the City of Mississauga for proper record of information.</li> </ul>	Noted.
<ul style="list-style-type: none"> <li>- Before approving this application, the applicant is to contact Alectra Engineering Technician, to provide information regarding the hydro service requirement.</li> </ul>	Noted.
<ul style="list-style-type: none"> <li>- 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.</li> </ul>	Noted.
<ul style="list-style-type: none"> <li>- 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.</li> </ul>	Noted.
<ul style="list-style-type: none"> <li>- A revised plan drawing indicating the location of the equipment shall be provided by the applicant. Drawing submission shall be done through the City of Mississauga for proper record of information.</li> </ul>	Noted.
<ul style="list-style-type: none"> <li>- Please note that the Alectra Field Inspector will determine if bollards for projection are also required. A minimum clearance between any hydro equipment and any openings for building doors or windows is required as per the Electrical Safety Authority guidelines and Alectra Standards. Electrical room shall be located on grade.</li> </ul>	Noted.
<ul style="list-style-type: none"> <li>- 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.</li> </ul>	Noted.
<ul style="list-style-type: none"> <li>- 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</li> </ul>	Noted.

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<p>equipment (i.e. transformer) is approximately 32 weeks form the date that the application and required deposit is received.</p>	
<ul style="list-style-type: none"> <li>- We recommend awareness and caution if working in the area where underground overhead electrical cables exist. Before any excavation, please obtain hydro locates by calling Ontario One at 1-800-400-2255.</li> </ul>	<p>Noted.</p>
<ul style="list-style-type: none"> <li>- 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 Goran Mandic at 905-283-4144.</li> </ul>	<p>Noted.</p>

## Peel District School Board

Amar Singh (905) 890-1010 x2217

May 10, 2018

Comment	Response
1. 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 = 24; 6-8 = 10; 9-12 = 12. The students generated are presently within the following attendance areas: Ray Underhill PS (Enrolment = 283; Capacity = 350; # of Portables = 1) Dolphin Sr. P.S. (Enrolment = 580; Capacity = 555; # of Portables = 0) Streetsville S.S. (Enrolment = 866; Capacity = 1,008; # of Portables = 0)	Noted.
2. Mississauga Council Resolution 152-98 does not apply to this application.	Noted.
3. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, within a period of five years from the date of 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."	Noted.
4. 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.	Noted.

## Region of Peel

Alex Martina (905) 791-7800 x4645

July 23, 2018

Comment	Response
1. This application will not require a Regional Official Plan Amendment	Noted.
2. There is an existing 300mm diameter watermain and an existing 200mm diameter sanitary sewer located on Emby Drive. There is an existing 300mm diameter watermain and an existing 250mm diameter sanitary sewer located on Tannery Street. There is a Regional sanitary sewer easement on the subject property. Please be advised that unauthorized encroachments on Regional easements will not be permitted. The applicant is proposing an extension of the right of way (Emby Drive), along with an extension to the existing Watermain. Modelling will be required to determine if an upgrade to the existing sanitary sewer will be required as well.	Noted.
3. For location of existing water and sanitary sewer Infrastructure please contact Records at 905-791-7800 extension 7882 or by e-mail at <a href="mailto:PWServiceRequests@peelregion.ca">PWServiceRequests@peelregion.ca</a> For Underground Locate Requests please go to the following link: <a href="https://www.peelregion.ca/pw/locaterequest/">https://www.peelregion.ca/pw/locaterequest/</a> Please refer to Section 3 of our Site Plan Process for Site Servicing Submission requirements found online at: <a href="http://www.peelregion.ca/pw/other/standards/linear/procedures/pdf/site-plan-process2009.pdf">http://www.peelregion.ca/pw/other/standards/linear/procedures/pdf/site-plan-process2009.pdf</a> Please refer to Water Service connection Fees and Latest User Fee Bylaw found online at: <a href="http://www.peelregion.ca/pw/water/rates/connect-rates.htm">http://www.peelregion.ca/pw/water/rates/connect-rates.htm</a> Please refer to our Standard Drawings to determine which standards are applicable to your project. The most current standard drawings are found online at: <a href="http://www.peelregion.ca/pw/other/standards/linear/drawings/">http://www.peelregion.ca/pw/other/standards/linear/drawings/</a> If you have questions regarding the Site Servicing Application Submission Requirements, please contact Site Plan Servicing at 905-791-7800 extension 7973 or email <a href="mailto:siteplanservicing@peelregion.ca">siteplanservicing@peelregion.ca</a>	Noted.
4. Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will	Noted.

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<p>be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site.</p>	
<p>5. A full Engineering Submission is required for the construction of the infrastructure. The infrastructure must be operational/commissioned by the Region prior to Site Servicing Approval. Please forward the submission to: Junior Mohammed, Supervisor of Subdivisions, Development Services- Engineering Public Works, Region of Peel 10 Peel Centre Drive, Suite B, 4th Floor Brampton, On L6T 4B9 Please review the Region's engineering submission requirements found at the following link: <a href="http://www.peelregion.ca/pw/other/standards/linear/procedures/pdf/subdivision-process-july2009-final.pdf">http://www.peelregion.ca/pw/other/standards/linear/procedures/pdf/subdivision-process-july2009-final.pdf</a> Please review the Region's Water Design Criteria found at the following link: <a href="http://www.peelregion.ca/pw/other/standards/linear/design/pdfs/water-design.pdf">http://www.peelregion.ca/pw/other/standards/linear/design/pdfs/water-design.pdf</a></p>	<p>Noted.</p>
<p>6. The existing municipal infrastructure may be located within the municipal boulevard. To determine the impact to the watermain, please submit paper copies of landscaping, foundation, grading, and streetscape drawings. The drawings must show the curbs, sidewalk, and Region's watermain.</p>	<p>Noted. This material forms part of this re-submission to the City. It is expected that the City will circulate a copy to the Region. Please contact Tim Jessop at NYX Capital if additional copies are needed. He can be reached at <a href="mailto:tim@nyxcapital.com">tim@nyxcapital.com</a> or 416 548 5590 x1006.</p>
<p>7. The Region is in receipt of the previously submitted FSR. A revised report is required reflecting the correct PPU's and an additional hydrant flow test for the watermain on Thomas Street and Emby Drive. Please refer to the Region's Functional Servicing Report Criteria found at the following link: <a href="http://www.peelregion.ca/pw/other/standards/linear/reports/pdfs/swm-fsr-final-july2009.pdf">http://www.peelregion.ca/pw/other/standards/linear/reports/pdfs/swm-fsr-final-july2009.pdf</a></p>	<p>The link provided advises to use a PPU of 2.7. This is what was used. An additional hydrant flow test on Thomas Street is implemented with details of the test included in the updated FSR.</p>
<p>8. The consultant is required to complete and submit the Single-Use Demand table for the Region to fulfill our modelling requirements and determine the proposal's impact to the existing system. The demand table shall be in digital format and accompanied by the supporting graphs for the hydrant flow tests and shall be stamped and signed by the Professional Consulting Engineer. This demand table will be required prior to OZ Approval. For the design flow calculations, please use the following PPU's: Rowhouses 3.5</p>	<p>A filled single use demand table is provided in the updated FSR.</p>
<p>9. Please forward the non-refundable Report Fee of \$500 as per current fee by-law 55-2017 to: Development Services Site Plan Servicing Public Works, Region of Peel 10 Peel Centre Drive, Suite B,</p>	<p>Noted. The applicant will deliver this fee to the Region.</p>

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<p>4th Floor Brampton, On L6T 4B9 Payment shall be in the form of a certified cheque, money order or bank draft and made payable to the Region of Peel. All fees may be subject to change on annual basis pending Council approval.</p>	
<p>10. Existing easements dedicated to the Region of Peel for the purpose of sanitary sewer and/or watermain, must be maintained or the existing infrastructure relocated to the satisfaction to the Region of Peel, at the owner's cost.</p>	<p>Noted.</p>
<p>11. At Site Plan Stage, the following will be required: 2 paper copies of the Site Servicing Drawings, the \$400 First Submission Application Fee, Mechanical Drawings, and all registered easement documents and updated PINS. Payment shall be in the form of a certified cheque, money order or bank draft and made payable to the Region of Peel. All fees may be subject to change on annual basis pending Council approval. All Servicing and Grading drawings shall reflect the Region's and Local Municipality's road widening requirements</p> <p>- Please revise the servicing drawings to show looping for the water service as per Region of Peel standards. Should the tenure change to condominium, we will require that the servicing drawings be revised to reflect the Local Municipality's Requirements for the Ontario Building Code and we may have additional comments and requirements.</p>	<p>Noted.</p>
<p>12. Regional Site Servicing approvals are required prior to the local municipality issuing building permit. Servicing for the proposed development must comply with the Local Municipality's requirements for the Ontario Building Code and most current Region of Peel standards. Provision(s) for the installation of the property line sanitary manhole and water valve and chamber must be made where parking structures abut property lines.</p>	<p>Noted.</p>
<p>13. Connection approvals will not be issued until Preliminary Field Clearance is granted the Emby Drive extension.</p>	<p>Noted.</p>
<p>14. The City of Mississauga is initiating a new pilot program for the Healthy by Design Questionnaire. The Questionnaire incorporates evidence-informed health standards to assess the interconnected Core Elements of healthy design: Land Use and Density, Service Proximity, Network Connectivity, and Active Buildings. The development application will be assessed on these Core Elements by City Staff. The results of the assessment will inform the Region's and City's response to the applicant, including any</p>	<p>Noted.</p>



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<p>recommended revisions to improve the performance of the development. For more information regarding this initiative, please contact Jordan Lee at 905-615-3200 x 5732 or jordan.lee@mississauga.ca.</p>	
<p>15. The Region of Peel will provide front-end collection of garbage and recyclable materials subject to the following conditions being met:</p> <p><u>Multi-Residential Design Requirements:</u> The maximum distance from any dwelling to a waste drop-off location must be less than 100 metres. The proposed location for the waste collection bins exceeds 100 metres for Block D. We recommend an additional concealed waste drop-off area for residents to use on the West side of the property. On collection day, property management can move the front-end bin to be staged at the main collection point with the other front-end bins. Internal roadways must be constructed of a hard surface material, such as asphalt, concrete or lockstone, and designed to support a minimum of 35 tonnes, the weight of a fully loaded waste collection vehicle. The waste collection vehicle is required to drive onto or over a supported structure (such as an air grate, transformer cover, or underground parking garage) therefore, the Region must be provided with a letter from a professional engineer (licensed by Professional Engineers Ontario) certifying that the structure can safely support a fully loaded Waste Collection Vehicle weighing 35 tonnes.</p> <p><u>Garbage and Recycling Receptacle Requirements:</u> The number, size, and type of receptacles must be clearly labelled and shown in subsequent submissions. The following table can be used as a guideline when calculating the number of front-end garbage and recycling bins required: Compacted Garbage Bin: 3yd3 (54 units/bin) 4yd3 (72 units/bin) Uncompacted Garbage Bin: 3yd3 (18 units/bin) 4yd3 (72 units/bin) 6yd3 (36 units/bin) Recycling Bin: 3yd3 (45 units/bin) 4yd3 (60 units/bin) 6yd3 (90 units/bin) Please note that recyclable materials are not to be compacted. The location of the compactor (if present) must be shown and labelled on the site plan. See Appendix 7 of the Waste Collection Design Standards Manual for front-end bin dimensions. For 3 cubic yard front-end bin, the minimum width required is 3 metres for every front-end bin present, with a minimum depth of 2 metres. For 4 cubic yard front-end bins, a minimum depth of 3 metres is required. For a 6 metre wide collection point, front-end bins shall be placed in single file on one side of the collection point and the length of the collection point shall be adequate to accommodate the required number of front-end bin.</p>	<p>Residents will drop off waste in underground parking level and then on collection day the property maintenance team moves it up to collection point at grade. Waste collection is shown on RZ-02 – Lower Level Parking Plan. Calculation for the number of garbage and recycling bins per Region requirements are shown on RZ-01. Location for bulk collection items shown on RZ-01.</p>

Concealed Collection Point Requirements:

For developments requiring outdoor waste storage and collection, a concealed waste collection point must be provided with a solid level (+/- 2%) concrete pad. The concrete pad should extend a minimum of 1.5 metres in length outside the opening of the concealed waste collection point to accommodate the front wheels of the waste collection vehicle. Concealed waste collection points must be designed with the following specifications:

- i) A concealed waste collection point designed to store two front-end bins with two gates requires an opening of 6 metres
- ii) If four gates are proposed on a two front-end bin concealed waste collection point, then an opening of 4 metres is required for each bin
- iii) Outside gates on the concealed waste collection point that swing open 135 degrees. Sliding gates are also permitted
- iv) All gates that can be secured in the open position (bollards)
- v) Sufficient screened space for the storage and set out of Bulky Items and White Goods (a minimum of 10 square metres) Bollards or a concrete curb should also be installed at the rear of the concealed waste collection point to protect the enclosure from damage when containers are picked up or returned in place by the collection vehicle. Please provide and label the applicable requirements for the collection point in subsequent submissions. 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>