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The West Village

Response to Staff / Agency Comments
OPA/ZBA/Draft Plan of Sub (File # OZ/OPA 17 12 / 21T-M 17004) - Submitted March 9, 2018

Last Update: November 2, 2018

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Planning & Building

The West Village: Staff / Agency Comments - OPA/ZBA/Draft Sub - March 9, 2018

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#	Comment #	Comments	Response/Action
OPA / ZBA			
Planning - Ben Phillips Tel. (905) 615-3200 x 5881			
1	1	A range of general as well as very specific technical comments have been provided by City staff and Agency staff as part of this ASR in order to give direction to and assist West Village Partners. These comments should not be construed as support for the development applications, as a position will not be taken on the applications until the Recommendation Report is prepared. Further resolution of key items is required before a comprehensive resubmission is made to the City.	Noted.
2	2	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.	Noted and paid.
3	3	On September 26, 2012, Council adopted Corporate Policy and Procedure 07-03-01 - Bonus Zoning. 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 will require the provision of community benefits as a condition of approval.	Noted.
4	4	April 2018 Update regarding the shoreline: Further to my email to Christina Giannone (Jan 18 2018 4:35 pm), we ask that the erosion hazard line be more clearly depicted using an overlay on air photos, the survey and concept plan.	Addressed in the resubmission materials.
5	5	April 2018 Update: Staff had previously asked WVP to reduce the amount of townhomes and increase the density along the central spine road. Staff had indicated a willingness to consider an overall increase in units across the site if this was required to both deliver on the other comments by the City (e.g. increased parkland, reduced proportion of townhouses, moving high rise residential units away from Lake Ontario to north of the Campus, etc.) and make the development financially viable. WVP previously indicated that for every townhouse removed, between 3 and 5 additional apartments (depending on size, type, location, etc.) would be required to make the development financially viable and to undertake the changes to the Master Plan requested by staff. While the Master Plan is moving in a positive direction as WVP attempts to address staff and agency comments, it should be noted that the March 2018 resubmission proposes only a 6% reduction in townhouses (33 of 538 townhouses removed) and proposes over 15 new apartments for every 1 townhouse unit removed (33 townhouses removed, while 502 more apartments proposed). Further, this unit increase is proposed while the amount of public park is less than requested by staff (see City's Alternative Master Plan sketch and Community Services' comments) and the Campus is a largely residential precinct that continues to place significant massing beside Lake Ontario. The mix, amount and type of Campus land uses (including residential) and built form will continue to be explored with West Village Partners, City staff and Agency partners during the processing of the development applications and through ongoing meetings. Notwithstanding, please see the Urban Designer's comments on required changes at this time to the Campus regarding massing and building location to ensure appropriate transitions, pedestrian connectivity and view corridors. These changes are consistent with the alternative master plan and related comments provided to the applicant in 2017.	In a September 25th, 2018 meeting, the City confirmed that both the proportion of townhouses and residential density in the campus were acceptable in our current master plan.
6		Updated April 2018 comments: OPA comments	
7		Page 8, Section 13.1.3.4 - Parkland Dedication can only reflect lands dedicated gratuitously to the City for park/recreation purposes; it cannot be "deemed" to include private lands such as publicly accessible private lands. They are two different things. We have confirmed with Community Services that their Department never indicated that POPS would be accepted in lieu of public parkland under Section 42 of the Planning Act. They may be able to be recognized as an appropriate form of public space/public realm (subject to comments from Community Services), but the Section 42 Planning Act requirements for parkland/cash-in-lieu of parkland will continue to fully apply.	Refer to WVP's revised OPA.
8	8	Schedule 10 - the appropriate approach for such a large site is a discrete land use designation for each area (e.g. Residential Medium Density, Residential High Density, Mixed Use, Public Open Space, Greenlands, Institutional, etc.) that the proposed zoning by-law would be consistent with. This will work in partnership with wording under Section 13.1.3 that is even more specific and policy related.	The Official Plan Amendment redesignates the Site from "Special Waterfront" to a variety of land use designations based on the uses and built form typologies proposed.
9		Height Schedule - the 1 storey minimum heights should be reconsidered. For example, a minimum height of 1 storey along Lakeshore Road West is not acceptable (nor are they in areas identified for mid-rise and high-rise buildings).	The height schedule in the Official Plan Amendment has been revised. Where applicable, the minimum height has been increased. Buildings with 1 storey are permitted only in specific locations as indicated in the Official Plan amendment schedules, under the following conditions: the building height is a minimum of 6m and sufficiently allows for mezzanines and/or future convertibility to a 2nd storey.
10		The long list of requested uses and development standards in the proposed zoning bylaw will continue to be reviewed and discussed through the processing of the applications and as the Master Plan evolves.	WVP has included a broad list of permitted uses in the various zones throughout the Port Credit West Village that is largely reflective of what is permitted within the existing base zones in the City of Mississauga Zoning by-law 0225-2007. This submission includes a chart which outlines the various uses proposed in each zone in the draft Zoning By-law amendment. An additional chart notes the uses permitted per the Official Plan land use designation as well as the proposed additional uses. WVP will continue to work with the City to review, discuss, and revise the permitted uses through the processing of the application.
11		The Campus would allow a full range of retail throughout with your proposed provisions. There is no requirement for any institutional uses, which is not consistent with the Campus vision.	The Master Plan and Urban Design Document as well as the Zoning By-law Amendment includes a minimum non-residential GFA for the Campus area. During the Site Plan Approval process, the Port Credit West Village Partnership will continue to work with the City of Mississauga to refine the program and design of the Campus with the goal of creating a mix of uses that animate and activate the space throughout the day and in all seasons.
12	9	Temporary uses are not permitted under Section 34 of the Planning Act.	Section 39 of the Planning Act focuses on Temporary Use Provisions. Policy 39 (1) notes that "The council of a local municipality may, in a by-law passed under section 34, authorize the temporary use of land, building or structures for any purpose set out therein that is otherwise prohibited by the by-law." The inclusion of temporary uses within the Zoning By-law, to permit a surface parking lot, sales centre, and on-site surface pond, contributes to the transition and redevelopment of the Site. It is not our intention that these uses be permitted on the site in the long-term. The word 'temporary' has been removed from all provisions in the by-law. The provisions pertaining to surface parking lots, sales centres, and on-site surface ponds include a period of time in which that use is permitted on the Site.
13		The draft zoning bylaw (p. 18) shows only one parking standard for all non-res uses (3.0 spaces per 100 sq.m. GFA), whereas p. 73 of the Urban Transportation Considerations Report requests and recommends 2 different standards (including a higher standard of 4.85 spaces per 100 sq. GFA for financial institutions, real estate offices, medical offices and take-out restaurants) consistent with the Port Credit and Lakeview Parking Strategy (June 2014 Final Report, p.59). Per Kate Hatoum's email dated May 1 2018 (10:02 am), it is understood that this was an oversight in your draft zoning by-law. As such, we will indicate the higher parking standard for those specific uses noted above as your formally requested parking standard for those uses.	The parking standards outlined in the Draft Zoning By-law are consistent with the Urban Transportation Considerations Report, by BA Group. To clarify, the proposed non-residential parking rates are as follows: - 3.0 spaces per 100sm GFA for retail, personal service, repair establishments, art galleries and museums; - 3.0 spaces per 100sm for office uses - 4.85 spaces per 100sm for financial institutions, real estate offices, medical offices and take-out restaurants - Zoning By-law 225-2007 parking standards applied to other uses not listed above - Non-residential parking can be shared between uses on the same lot as per the revised shared parking formula detailed in the BA report and in the site-specific By-law These rates were determined to be appropriate by City staff, as stated in the memo from Paul Stewart of the City Planning Strategies Division dated 2018/05/05.
14	11	The Affordable Housing Brief dated March 19, 2018 is being reviewed and requires further discussion between the applicant, City and Region of Peel. A range of affordable housing strategies are requested for the subject lands. These should include a mix of unit types, sizes and tenure (i.e. both rental and ownership housing).	An updated Affordable Housing Brief was submitted to the City and Region on September 7, 2018. Further discussions are ongoing between the applicant, the City and Region of Peel.
15	12	City Planning Strategies is still reviewing WVP's response to the City's parking comments. Further comments are pending.	Memo from Paul Stewart, dated May 15, 2018, was received by WVP from Ben Phillips on October 1, 2018.
16	13	The appropriate location for a future elementary school on site as requested by the PDSB needs further discussion with all stakeholders.	Discussions are ongoing.
Landscape Architecture - Kate Allen (905) 615-3200 x 5728			
17	1	An application has been filed for a Zoning By-law amendment under file OZ-17/012 W1 concurrently with an application for a draft plan of subdivision T-17004. Refer to T-17004 for additional detailed comments and conditions.	-

Planning & Building

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18	2	Outdoor Amenity Areas are required for residential developments in keeping with zoning requirements and the Outdoor Amenity Area Design Reference Notes. This is a component of a complete zoning application. Show the location and size of all outdoor amenity areas on the Site Plan and provide area calculations for each Blocks designated amenity area. Ensure that all proposed outdoor amenity areas are reviewed with the noise study to confirm that they do not exceed the required maximum noise levels for outdoor amenity areas. Note 50% of the dedicated outdoor amenity area is to be provided at grade in one contiguous area. Outdoor amenity areas to be provided for the residential development including the townhouses. Detailed design of the amenity areas will be done in the SPA process however the rezoning process will determine that the appropriate outdoor amenity area has been provided within each block. The dedicated park blocks will not count towards this requirement.	An Outdoor Amenity Space diagram is illustrated in the Master Plan & Urban Design Document submitted with this application. The common outdoor amenity space strategy for each block was agreed to by the City at a meeting on July 26, 2018.
19	3	A Tree Protection Plan and Arborist Report completed by Bruce Tree Expert Co. dated August 2017 have been submitted. Tree Preservation Plans will also be required for each Block Site Plan Submissions. The applicant is encouraged to keep as many mature trees as possible. Site remediation is to begin in Q4 2017. Tree protection hoarding has been completed and approved in the fall of 2017. Update the Tree Preservation Plan to reconcile the trees recently injured or removed as a result of weather or on site conditions. The Master Plan report indicates that a total of 747 trees will be removed however the existing tree preservation plan shows almost all 1057 trees within the site being removed. A Tree Compensation concept plan is to be provided to indicate where proposed replacement trees will be provided.	Tree Compensation Plan has been included in submission. There are total of 381 Trees that need to be replaced on the Tree Compensation Concept Plan. A total of 373.8 trees are required as a result of the private tree removals, and 7.4 boundary trees are required for the trees located on the private/municipal boundary (factoring in 1:1 replacement for trees 50cm DBH and 2:1 for trees 50cm DBH and over; omitting trees dead or poor; and omitting 60% of those classified as fairpoor). The Tree Preservation Plan update is deferred until Site Plan, as per Kate Allan's email on July 19, 2018.
20	4	A Streetscape Feasibility Study has been submitted and comments are as follows; 1. Lakeshore Road - Show the extent of the proposed underground garages in the road sections to ensure that there is not a conflict between street trees within the private development blocks and proposed street trees. Confirm that there are no below or above grade existing or proposed utility conflicts that would prevent the installation of the street tree trench in the proposed location. 2. Mississauga Road (for the extent of Mississauga Road south of Lakeshore adjacent to the site) provide a composite utility plan that shows the existing to remain and the proposed utilities as well as a 2m wide street tree trench within the road right of way in keeping with the Terms of Reference available online - http://www.mississauga.ca/portal/residents/standards . 3. Provide road sections for all proposed public roads (Street A, B, C, D, E and F) that include a 2m wide street tree trench unencumbered by proposed and existing utilities on either side of the proposed road to accommodate street tree planting within the public right of way. Street trees will be installed as per the City of Mississauga's Standard Soil Cell Trench guidelines No. 02950-25 and 02950-24 guidelines or within a 2m wide sodded boulevard as directed by City staff. The proposed Filterra tree system is not supported by the City.	Refer to the ROW Package submitted with this application. 1. Street sections have been updated to show the underground garages 2. Tree trenches on Mississauga road are 2m wide 3. Tree trenches of minimum 2m width have been provided as illustrated in the revised ROW street sections.(RESPONSE PENDING FINAL ROW DESIGN) The extent of the underground parking structure along Lakeshore will not conflict with the installation of street trees within the development block - 2m street tree trench is provided on Mississauga Road within the public ROW - Street A, C, D, F proposed with a 2m street tree trench on both sides of the road - Street B proposed with a 2.5m wide tree trench on west side - Street E proposed with a 2.6m tree trench on both sides of the road, where the bus bay is located, a 2m wide tree trench is provided on the north side of the road
Urban Design - Yang Huang (905) 615-3200 x 5540			
21	1	Built Form Transition to Lake Ontario April 23, 2018 Significant residential buildings are still present within the Campus area. Building height shall be reduced to provide better transition towards the Lake Ontario and the existing Waterfront Trail. Reduce the height of the 12-storey tower within the Campus that is closest to water's edge to provide better transition. Maximum of 6 storeys.	Revised building heights illustrated in the Building Height Diagram illustrated in the Master Plan & Urban Design Document submitted with this application.
22	2	Lakefront Destination Park April 23, 2018 With the significant increase of density, the need for Lakefront Destination Park will be even more paramount. The 10-storey building within Block T shall be removed or relocated to enlarge the Lakefront Destination Park.	Building T is maintained as a 10-storey building with 360 degrees program animation at grade. All servicing/loading will be located below grade.
23	3	Street Frontage for Lakefront Destination Park April 23, 2018 The 10-storey building within Block T shall be removed or relocated to increase the park frontage along the Street A (Lake Street extension) and open up the view to the Lake at the end of the central promenade.	Building T is maintained as a 10-storey building with 360 degrees program animation at grade. All servicing/loading will be located below grade.
24	4	Central Promenade April 23, 2017 The full width of linear park along the Central Promenade shall be extended through the Campus without any building blocking the view corridor to the Lake.	Noted. Design to be further explored after submission.
25	5	View to Lake Ontario April 23, 2018 The view to Lake Ontario from the linear park shall be clear of any built form blocking it. The buildings within the Campus shall be revised to preserve this view corridor.	Noted. Design to be further explored after submission.
26	7	Common Amenity Areas April 23, 2018 Common Amenity Areas within private lands are not clearly identified on the Site Plan. This comment is still outstanding.	Refer to Comment #18.
27	8	Remediation and Built Form Nov 30, 2017 Remediation shall not be the sole reason to justify the proposed built form. Many other factors, such as proper transition to Lake Ontario and to mitigate shadow impacts on the existing Waterfront Trail, shall be significant parts of the equation.	The proposed built form for the Port Credit West Village strives to provide a variety of housing typologies, integrate a mix of uses, appropriately transition to the existing stable neighbourhoods to the east and west, and mitigate shadow impacts on the surrounding parks and open spaces.
28	9	Street Trees April 23, 2018 Based on the provided street cross sections, most public streets do not have any street trees within the ROW. Only a portion of Street F has street trees on both sides. Street C has street trees on one side but with insufficient width for a proper tree corridor within the ROW. The other streets have no street tree at all. The full widths of the ROWs are largely paved with hard surface from one side to the other. This is not acceptable street condition even for an urban context. Streets shall have trees within the ROW.	Addressed, refer to the Right-of-Way (ROW) Package submitted with this application. Street trees in 2m wide trenches are provided on all ROWs. (RESPONSE PENDING FINAL ROW DESIGN) See response to Landscape Architecture comment 4 above.
29	10	With four towers and 8-storey podiums located south of the central promenade park, significant shadow is cast onto the central promenade, especially in the spring and fall. The height of podiums shall be reduced to maximum of 6 storeys, to reduce the amount of shadow in the shoulder seasons so the central promenade park can be enjoyed for longer period of time of the year.	Addressed, the podium has been reduced to 6 storeys.
30	15	Key Issues Nov 30, 2017 The above noted comments are major issues which may affect the overall layout of the site and should be resolved prior to addressing the following comments which are preliminary in nature dependent upon the resolution of the major issues.	Noted, key issues are being resolved through discussions with staff.
31	17	Land Use, Built Form and Urban Design chapter: Updated April 27, 2018 1. Campus use is still not clearly defined. 2. Parking plan shall clearly show their extents, as the proposed trees within development blocks may not be possible with underground parking underneath them. This comment is still outstanding. Original Comment: 1. Clarification shall be provided regarding what kinds of uses constitute the Campus use. Need to be more specific, such as office, educational institution, or community facility. 2. The overall parking plan shall be revised to be consistent with the proposal.	Refer to the Underground Parking Diagram in the Master Plan & Urban Design Document submitted with this application. Underground parking garages will not encroach within the public street ROWs and will not conflict with street trees (or trees on private lands). A chart has also been submitted alongside the draft Zoning By-law which outlines the various uses proposed in each zone within the Port Credit west Village. The chart notes the uses permitted in the base zone as well as the proposed additional uses. An additional chart notes the uses permitted per the Official Plan land use designation as well as the proposed additional uses. We will continue to work with the City to refine the uses and programming proposed for the Campus throughout the application process.
32	18	The West Village Square Precinct Updated April 27, 2018 Master Plan Diagrams - Page 13 The building setback along Lakeshore is at 0-4 m min. The setback shall be at minimum of 4 m to accommodate a row of trees within development block.	Setback along Lakeshore is 3m min to accommodate a row of trees within development block. Refer to the ROW Package and the Masterplan & Urban Design Document submitted with this application.
33	20	Old Port Transition Precinct Updated April 27, 2018 The proposed back-to-back townhouses along Mississauga Road are proposed to be 2.5 Storey. The maximum height shall be 2 storey as stated at original comment. Also, 2.5 storey is not a clearly defined term from a zoning perspective. Maximum of height shall be identified in meters as well. (RM9-x Zone B)	ERA Architects met with Heritage staff on September 6, 2018 and agreed on a strategy; refer to the Heritage Impact Assessment submitted with this application.
34	21	Parkside Precinct Updated April 27, 2018 Maximum height shall be identified in the proposed zoning by-law for RM9-x Zone A not just by number of storeys, but also in meters.	The maximum height for RM9-X Zone A in the proposed Zoning By-law has been revised to include the number in metres in addition to storeys.

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35	22	Sustainability Updated April 27, 2018 Healthy Community Guidelines prepared by Urban Equation (dated March 2018) is provided. This living document can form the base for future discussion in terms of sustainability and health. Some of the suggestions shall be reflected on the Master Plan and associated drawings. This comment will be kept as outstanding to capture future comments regarding this document when more details are made available. 1. Please clarify which buildings are target for LEED Gold. 2. What is the rationale for not pursuing LEED for residential or retail buildings? 3. Why are the retail buildings along Lakeshore with large roof areas not proposed to have green roofs. 4. Where is the habitat creation and demonstration garden? 5. Please explain the purpose and scope of the energy and carbon feasibility study.	A meeting was held with Alectra February 1, 2018 where the WVP learned that Alectra themselves do not have in-house capabilities to deliver a communal thermal network, but provided recommendations on other organizations that may be capable. WVP is currently exploring the feasibility, magnitude, and various types of "green" energy opportunities with Alectra, which includes the review of PV and geothermal energy. These discussions with Alectra and a geothermal provider are ongoing. An overall analysis of a LEED ND application is being explored for the development. Refer to the Master Plan and Urban Design Document submitted with this application for further explanation on the sustainability strategy.
36	23	Diversity of built form Updated April 27, 2018 The applicant shall consider reorienting some of the townhouse blocks to break up the repetitive townhouse frontages, especially along Street E and the private road to the west.	Orientation of townhouse blocks are varied along Street E and the blocks to the west. Layout of Block F has been changed to accommodate back-to-back stacked townhouses.
37	24	Shadow Study Updated April 27, 2018 The Shadow Study dated March 1, 2018 is provided, but not acceptable as it did not follow the Standards for Shadow Studies. 1. Precise Sun Access Factors shall be provided for the proposed Central Promenade, Lakefront Destination Park, Ben Machree Trail, Village Square, and the Campus Ground. Not just the conclusion of meeting the criteria, but how the conclusion is reached and how the calculation is done. Sun Access Factors shall be provided in actual values, not just stating they are more than 50%. 2. The building heights used to produce the Shadow Study shall be provided in meters. Possible with a 3D model.	The Shadow Study has been revised to provide an explanation on the calculations and corresponding conclusions related to the precise sun access factors for the proposed Central Promenade, Lakefront Destination Park, Ben Machree Trail, Village Square, and Campus. The building heights used to produce the Shadow Study align with the heights permitted in the draft zoning by-law amendment. They are listed in the Shadow Study submitted with this application.
38	25	Wind Study Updated April 27, 2018 Quantitative Wind Tunnel Study shall be provide for the next submission as the application meet multiple factors that trigger a Quantitative Wind Tunnel Study, which are set out in Pedestrian Wind Comfort and Safety Studies. Please refer to the term of reference.	Please refer to the Quantitative Wind Tunnel Study that has been provided with this submission.
39		[As per email from Ben Phillips, July 10, 2018] Replacing Comment #26 to provide the full comment. July 6, 2018 The applicant shall provide a revised master plan document with the next resubmission to the City. It must be finalized before the enactment of the zoning by-law and approval of draft plan of subdivision. The master plan shall cover (but is not limited to) the following aspects:	
40		Transportation •Road Network (public and private) •Road cross sections (including streetscape elements, utility locations and LID features) •Bicycle and Pedestrian Network (types of bike lane shall be identified) •Parking (on-street and off-street) •Street Frontage Plan (identify 'A' and 'B' street frontages, refer to the definitions in the Downtown Core Built Form Standard) •Off-street Parking Access, Garbage Collection, Loading and Servicing Area (waste collection can be on a separate plan if needed)	
41	26	Open Space •Public Parks (including key dimension and site area) •Public Accessible Private Open Spaces (including potential patio locations) •Communal Outdoor Amenity Areas (residents only)	The Master Plan and Urban Design Document submitted with this application incorporates all of the items listed in this comment.
42		Block Plan: •Key dimensions and area •Frontages (required/encouraged retail frontages, residential, institutional, and servicing frontages) •Building Setbacks and Landscape Buffers	
43		Built Form •Height (maximum and minimum height in terms of storeys) •Tower separation distance (portion beyond the 6th floor) •Transition and step back	
44		Precinct Plan •Yields (breakdown of GFA and unit count by use and type) •Key characteristics of the precinct	
45		Sustainability •Summary of the findings of shadow study, noise feasibility study and wind and pedestrian comfort study and proposed key mitigation measures •Green initiatives (including but not limited to LID features, energy conservation and greenhouse gas emission management strategies)	
46		Phasing •Sequence of built out •Timing of road and park land dedications"	
53	27	April 27, 2018 The 22-storey apartment building within Block Q shall be setback consistently with the townhouse in the same block.	Noted. Detailed built form will be determined at Site Plan.
54	28	NOISE STUDY April 27, 2018 Environmental Noise Feasibility Study Update prepared by Valcoustics dated March 7, 2018 is provided. The internal courtyard within the blocks shall be evaluated as a part of OLAs.	Noted. Refer to the Environmental Noise Feasibility Study Update Addendum submitted with this application.
Development Services - Melissa Bruno (905) 615-3200 x 5515			
55	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 by-laws that are in effect at the time that a payment is required in connection with a building permit application.	Noted.
56	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.
57	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.
58	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 melissa.bruno@mississauga.ca for circulation and review purposes.	Noted.
DRAFT PLAN OF SUBDIVISION			
Planning - Ben Phillips Tel. (905) 615-3200 x 5881			
59	1	May 2018 Update: Block 24 is noted as parkland, but it appears that a small part of this block is actually a waterlot. Please clarify and confirm. The Blocks will continue to be reviewed as the Master Plan evolves.	A very small portion of Block 24 contains a water lot. This has been accounted for in the parkland calculations.
60	2	May 2018 Update: Phasing will continue to be discussed and reviewed through the processing of the applications and evolution of the Master Plan. Construction is proposed to commence over a 6 year period for the entire site (2019 to 2025). This appears to be an extremely aggressive timeline given the size of the lands, the amount of GFA and residential units proposed and the amount of remediation required. Further discussion is required on phasing, particularly around WVP's proposal to have one draft plan of subdivision which would be registered in its entirety instead of a phased registration approach which would be expected given the size of the parcel and intensity of proposed development. This would prevent subdivision conditions and Agreement conditions from being re-visited and updated as phased development proceeds through build-out over a number of years. The timing of remediation as part of phased development needs to be further explained and examined.	Refer to the revised conceptual phasing plans in the Master Plan and Urban Design Document. As noted in our August 16, 2018 meeting with City Legal and Planning, there will be multiple m-plans registered. Construction will go beyond 2025. Preservicing agreements to be coordinated with City Legal. The timing of remediation is described in the Remedial Action Plan. To date we have not yet received formal written comments on the RAP from the City or the Region.
61	3	The majority of Planning comments are found within the OPA/Rezoning comments under OZ 17/012 W1.	-
62	4	Please confirm the width of Block 19 (west green linear corridor) at the north end. It appears to narrow to the north compared to the south.	Block 19 varies in size from 10m at the north end to 18.5m at the south end.
Landscape Architecture - Kate Allen (905) 615-3200 x 5728			
63	1	An application has been filed for a Zoning By-law amendment under file OZ-17/012 W1 concurrently with an application for a draft plan of subdivision T-17004. Refer to OZ-17/012 W1 for additional detailed comments and conditions.	-

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64		A Streetscape Feasibility Study has been submitted and comments are as follows:	-
65	2	1. Lakeshore Road - Show the extent of the proposed underground garages in the road sections to ensure that there is not a conflict between street trees within the private development blocks and proposed street trees. Confirm that there are no below or above grade existing or proposed utility conflicts that would prevent the installation of the street tree trench in the proposed location.	Refer to the ROW Package submitted with this application. Street sections have been updated to show the underground garages. The extent of the underground parking structure along Lakeshore will not conflict with the installation of street trees within the development block - 2m street tree trench is provided on Mississauga Road within the public ROW - Street A, C, D, F proposed with a 2m street tree trench on both sides of the road - Street B proposed with a 2.5m wide tree trench on west side - Street E proposed with a 2.6m tree trench on both sides of the road, where the bus bay is located, a 2m wide tree trench is provided on the north side of the road
66		2. Mississauga Road (for the extent of Mississauga Road south of Lakeshore to the Waterfront Park adjacent to the site) provide a composite utility plan that shows the existing to remain and the proposed utilities as well as a 2m wide street tree trench within the road right of way in keeping with the Terms of Reference available online - http://www.mississauga.ca/portal/residents/standards .	Tree trenches on Mississauga road are 2m wide.
67		3. Provide road sections for all proposed public roads (Street A, B, C, D, E and F) that include a 2m wide street tree trench unencumbered by proposed and existing utilities on either side of the proposed road to accommodate street tree planting within the public right of way. Street trees will be installed as per the City of Mississauga's Standard Soil Cell Trench guidelines No. 02950-25 and 02950-24 guidelines or within a 2m wide sodded boulevard as directed by City staff. The proposed Filterra tree system is not supported by the City.	Tree trenches of minimum 2m width have been provided as illustrated in the revised ROW street sections. In most cases they are strategically placed adjacent to private gardens where they can leverage adjacent garden soils for root zones. Addressed, refer to the ROW Package submitted with this application.
68	3	Revise the proposed road sections for all proposed public roads (Street A, B, C, D, E and F) that include a 2m wide street tree trench unencumbered by proposed and existing utilities on either side of the proposed road to accommodate street tree planting within the public right of way. Street trees will be installed as per the City of Mississauga's Standard Soil Cell Trench guidelines No. 02950-25 and 02950-24 guidelines or within a 2m wide sodded boulevard as directed by City staff.	Addressed, refer to the ROW Package submitted with this application. 2m streets trees have been included in ROWs.
69	4	A Tree Protection Plan and Arborist Report completed by Bruce Tree Expert Co. dated August 2017 have been submitted. Tree Preservation Plans will also be required for each Block Site Plan Submissions. The applicant is encouraged to keep as many mature trees as possible. Site remediation is to begin in Q4 2017. Tree protection hoarding has been completed and approved in the fall of 2017. Update the Tree Preservation Plan to reconcile the trees recently injured or removed as a result of weather or on site conditions. The Master Plan report indicates that a total of 747 trees will be removed however the existing tree preservation plan shows almost all 1057 trees within the site being removed. A Tree Compensation concept plan is to be provided to indicate where proposed replacement trees will be provided.	Tree Compensation Plan has been included in submission. There are total of 381 trees that need to be replaced on the site and are accounted for in the Tree Compensation Concept Plan. A total of 373.8 trees are required as a result of the private tree removals, and 7.4 boundary trees are required for the trees located on the private/municipal boundary (factoring in 1:1 replacement for trees 50cm DBH and 2:1 for trees 50cm DBH and over; omitting trees dead or poor; and omitting 60% of those classified as fairpoor). The Tree Preservation Plan update is deferred until Site Plan, as per Kate Allan's email on July 19, 2018.
70	5	Prior to plan registration provide fencing plans for the side and/or rear property lines of all residential blocks abutting existing and proposed residential lots. The Plan(s) shall be submitted to and approved by the Transportation and Works Department and the Planning and Building Department. All fencing adjacent to public lands must be located 0.3 m within the property line. These works shall be coordinated with any required noise abatement measures and shall be carried out by the developer at his own cost.	Noted.
71	6	Show all proposed noise attenuation walls. A report entitled "Alternatives to Noise Attenuation Walls was adopted by Council in January, 1996 (Recommendation PDC-1-96). The Development and Design Division requests that the applicant review the alternative design standards contained in this report and propose other alternatives to reduce or eliminate the need for noise attenuation walls in this application.	No noise walls are proposed. Refer to Environmental Noise Feasibility Study Addendum submitted with this application.
72	7	Incorporate the EIS recommendations in all future Block Development Site Plan submissions including the recommendation to enhance the natural functions of the area as a linkage for migratory birds and butterflies.	Noted.
73	9	Provide more midblock pedestrian and trail connections from the Benson/Ben Machree Trail to the proposed site and community pedestrian and trail networks. Provide a comprehensive trail and sidewalk network that includes the following; 1. Pedestrian connections from the Benson/Ben Machree Trail to the Mews, Street A and C 2. Extend pedestrian connections from Street F to the Benson/Ben Machree Trail along Street A	Connections are illustrated in the Pedestrian Trail and Cyclist Network Diagram in the Master Plan & Urban Design Document submitted with this application.
74	10	Extend the Linear Park across Street A to provide a continuous open space, maintain a view corridor to the Lake and ensure safe and direct pedestrian access into the Waterfront Park and to the waterfront trail. Presently the park ends at Street A with a view to the Lake that is predominately obstructed by proposed buildings. The pedestrian access is secondary to a condominium road that services Block U and T. Provide a direct continuous visual and physical link from the Linear Park to the Waterfront Park or trail system that is unencumbered by roads and buildings.	Noted. Design to be further explored after submission.
75		Provide a comprehensive pedestrian network that includes the following:	-
76		1. Pedestrian connections from the Benson/Ben Machree Trail to the Mews, Street A and C	Noted and addressed in current plan.
77		2. Open Space and pedestrian connection from Lakeshore to Waterfront trail	Noted and addressed in current plan.
78	11	3. Extend pedestrian connections as follows; a. from Street E to Lakeshore along Street F b. from Street C to Lakeshore along Street D c. from Street F to the Benson/Ben Machree Trail along Street A	Noted and addressed in current plan.
79		Extend the pedestrian mews, Street C and Street A Bike Lane past Street F to meet the Benson/Ben Machree Trail	Noted and addressed in current plan.
80	13	Incorporate the HEALTHY COMMUNITY GUIDELINES (March 2018) recommendations in all future Block Development Site Plan submissions including the recommendation to use all native plant material, incorporate plants to attract pollinators, provide community gardens, provide community on-site composters, integrate urban agriculture into the landscape plans and incorporate interactive design to create a sense of place.	Updates included in Master Plan and Urban Design Document
Urban Design - Yang Huang (905) 615-3200 x 5540			
81	1	Please refer to OZ-17/012 W1 for detailed urban design comments for the subdivision application T-17004.	-
Development Services - Melissa Bruno (905) 615-3200 x 5515			
82	1	The applicant will be required to enter into the City's standard Development Agreement. In this regard, the applicant should contact Development Services, Planning and Building Department, directly.	Noted.
83	2	The applicant will be required to pay the Legal Services processing fee as set out in the City's current Fees and Charges By-law, in connection with the subdivision Development Agreement. In the event that other agreements are required in connection with the processing of the subdivision application, the applicant will be required to pay the applicable Legal Services processing fees, as set out in the City of Mississauga Fees and Charges By-law. Please contact 905-615-3200 x 5523 for the current rates.	Noted.
84	3	The applicant will be required to pay in full, all assessments levied against the property, as well as the current year's taxes and/or local improvement charges.	Noted.
85	4	Should there be any mortgagees, we will require that the mortgagees execute in duplicate, a Consent and Postponement with respect to the development agreement.	Noted.

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#	Comment #	Comments	Response/Action
OPA / ZBA			
Development Engineering - Joe Alava (905) 615-3200 x 3812			
86		Should these lands or any portion thereof be developed as a multi-family or condominium, the applicant is advised that internal roads and services are to be constructed to meet the City's minimum condominium standards, (Section 6, Development Requirements Manual, Transportation and Works Department, City of Mississauga). http://www.mississauga.ca/business/developmentrequirements Prior to Site Plan approval the applicant will be required to indicate the tenure i.e. Rental or Condominium development. If condominium, please indicate the type as described by the Condominium Act (i.e. Standard, CEC, etc.)	Noted. Deferred until Site Plan stage.
87		The cost for any/all road improvements required in support of this development application will be borne by the applicant.	Noted as advisory.
88		The cost of any boulevard improvement/reinstatement, sidewalk and/or utility relocations as necessary to accommodate this development shall be borne by the applicant.	Noted as advisory.
Environmental Engineering - Trevor Swift Tel. (905) 615-3200 x 5930			
89	1	Based upon the review of: - Phase Two Environmental Summary Report, 70 Mississauga Road South, Mississauga; prepared by Stantec Consulting Ltd.; dated March 1, 2018; - Remedial Action Plan, 70 Mississauga Road South, Mississauga; prepared by Stantec Consulting Ltd.; dated March 1, 2018; - Reliance Letter - Environmental Reports, 70 Mississauga Road South, Mississauga; prepared by Stantec Consulting Ltd.; dated March 1, 2018; - Response to Staff / Agency Comment Matrix; - The Application for an Official Plan Amendment, Rezoning and/ or Plan of Subdivision dated August 29, 2017; - The Environmental Site Screening Questionnaire and Declaration dated August 28, 2017; - Phase One Environmental Site Assessment, 70 Mississauga Road South and 181 Lakeshore Road West, prepared by Stantec; dated August 18, 2017; and - Draft Plan of Subdivision drawing The following comments are provided:	-
90	2	The Transportation and Works Department reviews development applications for potential contamination to ensure that contaminated sites are identified and appropriately addressed by the proponent of development. Accordingly, this Department requires studies to be submitted that assess and address the potential for contamination, in accordance with Provincial regulations and standards, as well as City policies, prior to development proceeding. All lands to be dedicated to the City, will be in a condition acceptable to the City in its sole and unfettered discretion that such land is environmentally suitable for the proposed use, as determined by the City, and shall be certified as such by a Qualified Person, as defined in Ontario Regulation 153/04 (as amended).	We understand that this comment is a note, no specific studies are outstanding from the submission. We understand that at the time land is dedicated to the City it will be environmentally suitable for the proposed use, and will be certified as such by a QP.
91	3	April 11, 2018: A reliance letter for the Phase One ESA report has been provided and therefore this comment is cleared.	-
92	4	April 11, 2018: A Phase Two ESA Summary report with reliance to the City has been provided. After review of the available data it appears that soil and groundwater impacts may have migrated off-site and onto City owned lands. The City requires a certified statement from a Qualified Person regarding the potential for contaminant migration from the site. If the presence of contamination on adjacent City owned lands has the potential to exist, the proponent shall investigate and potentially remediate to the satisfaction of the City.	WVP has concerns with this request. At a meeting with T&W on June 14, 2018 to discuss our concerns, WVP requested a follow-up meeting with City legal (environmental) to further review. WVP met with City legal (municipal) on August 16, 2018 and further requested a meeting with City legal (environmental) and is awaiting a response. Additional discussion with City is required.
93	5	April 11, 2018: The RAP document has been provided and upon review further dialog is required between the applicant and the Transportation and Works Department to confirm the Risk Management Measures required for lands to be dedicated to the City. The discussion will primarily revolve around utility trench cross sections, cap thickness and groundwater infiltration onto conveyed lands. This comment remains outstanding pending further discussion. Please be advised that approval will be required from the City for any/all proposed RMMs, as well as draft conditions for the CPUs, associated with any lands to be conveyed to the City. Further comments pertaining to the RAP may be provided as Transportation and Works continues to work through the peer review process.	Revised risk management measures specific to Rights-of-Way were submitted to the City as part of the ROW review package in June 2018. We have not yet received comments on the ROW package as it relates to environmental risk management measures.
94	6	April 11, 2018: The Response Matrix indicates that RSCs will be filed for the site and requests further discussion with the City to understand conditions of approval. This comment remains outstanding. Previous: As the proposed land use is changing from a less sensitive use to a more sensitive use, in accordance with Ontario Regulation 153/04, as amended, the applicant is required to complete one or more Records of Site Condition (RSCs) for the site. In consideration of the timing and phasing of the proposed development to allow for the filing of the RSCs, the applicant will be required to enter into a Development Agreement (and/or other appropriate agreement) with the City, including securities, to address the recommendations of the RAP, and any other conditions of approval related to the remediation of the lands and the filing of the RSCs. When complete the RSCs must be posted to the MOECC's Environmental Site Registry. All reports in support of RSC filings must be submitted to the Transportation and Works Department. The reports must each include a clause or be accompanied by a letter signed and sealed by the respective author of the report or a Principal of the Consulting Firm, which allows the City of Mississauga to make reliance on the findings and conclusions presented in the report.	As noted in the RAP submitted in March 2018, we intend to complete RSCs for the site as required under O. Reg. 153/04. Supporting reports will be provided to the City with reliance. We have yet to receive formal written comments from the City or the Region on this RAP. We understand the proposed Development Agreement will incorporate timing of RSC vs. timing of development and land conveyance (park and roads) to the City. Per our RAP, and per City's position that RSC(s) are required prior to any public conveyances, the conveyance of public parks and roads will not be possible at time of subdivision registration. We await an opportunity to begin negotiation of specific terms of the Development Agreement as soon as possible so we may clarify specific timing of public land conveyances.
95	7	April 11, 2018: The Response Matrix indicates that dewatering and rainwater management plans are included in the RAP. While the RAP does provide details about encountering water during remediation and the approach to collect both surface and ground water, the discharge location (i.e. Lake Ontario vs. Mississauga Storm Sewer) is not provided. A written document stating that all dewatering will be discharged to Lake Ontario under MOECC control is required to clear this comment. Previous: The proposed development will require that excavations be extended to a depth significantly below the water table. Therefore, please provide your dewatering plan to the Transportation and Works Department for review. In addition, indicate the dewatering procedure for ballast water accumulation (e.g. rainwater).	Per RAP section 4.3.3 as submitted March 2018: "Each treatment system will include a sedimentation tank, bag filters, oil water separator, organo-clay and activated carbon vessels. Discharge of treated water will be to a private outfall to the natural environment (Lake Ontario)."
96	8	Further comments will be provided by Transportation and Works as further documentation is received and reviewed.	-
97	9	For all lands being dedicated to the City where a Record of Site Condition (RSC) will be filed based on a Risk Assessment and installation of Risk Management Measures, the City requires review and approval of the Draft Risk Assessment report and proposed Risk Management Measures for each RSC parcel prior to submission to the MOECC.	As the RA process is iterative, we will provide the City with risk assessment documents during this iterative process with the MOE. The City will have an opportunity to provide comments that can be incorporated into later submissions to the MOE.
Transit - Alana Tyers (905) 615-3200 x 3812			
98	1	This site is currently serviced by MiWay Route 23 along Lakeshore Road..	Noted.
99	2	The applicant is to ensure that convenient and accessible pedestrian linkages are provided between the site, the existing sidewalk network, and MiWay Transit service. Pedestrian walkway connections to the existing municipal sidewalk are necessary to reduce walking time and encourage transit use.	Noted. Sidewalks / pedestrian connections provided throughout site.
100	3	Please be advised that MiWay has no plans of implementing a shuttle/loop into the site. MiWay is currently in the process of streamlining services, providing a network of core routes operating in a grid format. New services are only introduced where there is ridership demand and where existing services cannot be utilized.	Noted.
DRAFT PLAN OF SUBDIVISION			
Development Engineering - Joe Alava (905) 615-3200 x 3812			
101	1	An application has been filed for a Zoning By-law amendment under file OZ-17/012 Ward 1 concurrently with the subject draft plan application. Please note that this Department's detailed comments and conditions for the rezoning application will be addressed as part of the subject draft plan of subdivision application T-17004. Please note that the Environmental Engineering detailed comments are being provided under File OZ-17/012. We have reviewed a Draft Plan of Subdivision, dated March 1, 2018 prepared by JD Barnes along with supporting materials received to date, and provide the following comments:	-
102	2	Please note that no municipal infrastructure is to interface with any private underground parking structures. Please note that until the overall road network, ultimate storm sewer system and parkland dedication have been finalized, additional comments may be forthcoming in subsequent submissions.	Noted, municipal infrastructure is not obstructed.

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103	3	The Draft Plan of Subdivision is to be revised to incorporate Traffic comments with respect to the required road widths and alignment and any sight triangles and Storm Drainage comments with respect to servicing requirements. In addition, the draft plan is to include: - dimensional widths of all proposed public and private roads (property line to property line); - dimensions of existing right-of-way widths of all adjacent streets, - the block number and the individual area of the block, - dimensions for the perimeter of each block and sight triangles, - easements and to describe the purpose, - the removal of the topographic information and place on a separate Topographic Plan.	The Draft Plan of Subdivision, prepared by JD Barnes and submitted with this application, was revised to include all of this information.
104	4	The grading plan is to be revised to: - include additional elevations at the corner and mid-point of each Block; - indicate overland flow route on all adjacent roads; - address how the drainage from each block/lot will be self-contained; - include a note referencing the specific City of Mississauga's Bench Mark number, elevation and location/ description used to establish the elevations on the plan. Note: 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. As part of the Engineering Submission process the applicant is to submit detailed grading and servicing plan for review and comment. The appropriate cross-sections shall be provided to clearly demonstrate the feasibility of any/all proposed retaining walls. No encroachments within the public right-of-way will be permitted.	Noted, grading plan currently being updated.
105	5	The Concept Site Plan (A0.02) and Land Use Plan (07), is to be revised to remove the coloured hatched area that represents the public road. -Provide an Underground Parking Plan (where applicable) for each Block. Clearly label the limits of any underground parking garage on Site Plan, Grading and Servicing Dwgs. No above or underground encroachments are permitted into the municipal right-of-way. - access to the underground parking garages for the proposed apartment buildings on Blocks 'K' & 'P' are from the proposed pedestrian walkway between Block 'K' and Block 'P'. These accesses are to be revised to access a public street. Please note these changes will all require revisions to the Draft Plan of Subdivision. All cross-sections from different consultants shown on different plans and reports are to match and be consistent. i.e. Cross-sections on Transportation Study do not match FSR cross-sections.	The conceptual Underground Parking Diagram is illustrated in the Master Plan & Urban Design Document. Access to underground parking garage for proposed apartment buildings on Block 'K' & 'P' have been provided through private driveway between Block 'K' and 'P'. Detailed underground parking plans are to be provided at the Site Plan Application stage for development parcels within the Master Plan area. The limits of any proposed underground parking facilities will not encroach into the public street right-of-ways. Cross-sections have been reviewed and are consistent across all submission material.
106	6	Public Roads* The applicants consulting engineer is to provide plan and profile drawings for each public road design, and typical road cross-sections (full right-of-way) to ensure there is adequate cover, environmental capping measures and inclusion of other streetscape design elements. No above or underground encroachments permitted into the municipal right-of-way. Private Roads* Clearly dimension the internal roads to meet the City's minimum condominium standards (Section 6, Development Requirements Manual, Transportation and Works Department, City of Mississauga) of 9.4m in width (including curbs and 2.0m sidewalk). *Refer to this departments standard drawings available on-line. All J.D. Barnes (surveyor), Urbantech (engineer) and Giannone Petricone (architect) drawings are to show the widths of the roadways.	Revised cross-sections provided by Urbantech and Public Work illustrate streetscape elements. The revised Functional Road Plan provided by BA Group (FD-01) illustrates the conceptual road network plan.
107	7	This department is in receipt of a Environmental Noise Feasibility Study dated August 25, 2017 and updated March 7, 2018, by Valcoustics Canada Ltd. Based on the review of this assessment (NPC-300) the following comments are provided: Residential blocks/units along Lakeshore Road and all residential towers will require mandatory central air conditioning. Should the development proposal change due to different road/block configuration an updated noise study will be required. The applicant is to ensure that the Block and Unit numbers referenced on the Draft Plan of Subdivision and the Schedules to the Subdivision Agreement are in conformance with the Noise Report approved by the City.	An addendum is being resubmitted as an update to the Environmental Noise Feasibility Study, dated March 7, 2018.
108	8	Prior to and as a condition of Site Plan Approval on all development blocks within the plan of subdivision, the owner shall provide an acoustical report to the satisfaction of the City Planning and Building Department. The report shall address the impact of the stationary noise from the operations of the proposed land use for each block and determine the mitigation measures necessary to ensure that the resultant noise levels for all adjoining sensitive land uses/receptor locations are in compliance with the MOECC guidelines for stationary noise. Should any mitigative measures be required, satisfactory securities shall be retained to guarantee their installation.	Noted. Deferred until Site Plan stage.
109	9	The appropriate noise clauses and conditions are to be included in the Subdivision Agreement and all Purchase and Sale/Lease Agreements: Purchasers/tenants are advised that due to the proximity of the adjacent commercial office and recreational facilities, sound levels from these facilities may at times be audible. Purchasers/tenants are advised that despite the inclusion of noise control features in this development area and within building units, noise levels from increasing road traffic may continue to be of concern occasionally interfering with some activities of the dwelling occupants, as the noise exposure level may exceed the noise criteria of the Municipality and the Ministry of the Environment and Climate Change.	Noted as advisory.
110	10	Lots/Blocks/Units: Purchasers/tenants are advised that in order to achieve an acceptable indoor living environment, building plans for the unit must include a central air conditioning system. The forced air heating system and its ducting are to be sized to accommodate a central air conditioning unit. The air cooler/condenser unit must be located with due regard to the noise created by the unit itself and its effect on the outdoor recreational activities.	Noted as advisory.
111	11	Lots/Blocks/Units: Purchasers/tenants are further advised that in order to achieve an acceptable indoor living environment, they may find it necessary to equip the unit with a central air conditioning system. Provision has been made to the heating system to facilitate such an installation. Purchasers/tenants are also advised that the outdoor air cooled condenser unit itself can produce sufficient noise to interfere with outdoor recreational activities. Due consideration should be given to this noise factor when selecting the air cooled condenser unit location or an alternate quieter unit could be selected.	Noted as advisory.
112	12	Warning clauses are to be included in the Agreements of Purchase and Sale and registered on the title of all affected lots and blocks noting: (a) any noise control features required to meet the noise level objectives of the City, to the satisfaction of the City, with respect to all noise sources. (b) any walkways that may evolve on the plan. (c) the location of any Stormwater Management Facility. (d) the possibility of future transit routes, including the installation of bus stop platforms and/or shelters.	Noted as advisory.
113	13	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 multi-unit private developments may make it necessary to truck the snow off the site with all associated costs being borne by the registered property owner.	Noted as advisory.
114	14	The developer will be required to enter into a Subdivision Agreement with the City for the construction of municipal services associated with these lands. Detailed design drawings and cost estimates for the construction of the public roads, municipal streetscape corridor works and boulevard treatment will be required. The underground and aboveground municipal services are to be constructed in accordance with the latest O.P.S. and/or City standards and requirements, as applicable. Development of the lands shall be phased and staged to the satisfaction of the City. The developer will be required to provide the City with comprehensive insurance coverage, a financial guarantee for the installation of municipal works and to maintain the municipal works in accordance with the requirements of the Subdivision Agreement.	Noted as advisory.
115	15	Please be advised that the City will NOT accept a First Engineering Submission in support of the required Subdivision Agreement until such time as Draft Approval/Recommendation Report for 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&W Development Requirements Manual, Section 3 - Engineering Submission http://www7.mississauga.ca/documents/business/business_developers/development_requirements/Development_Requirements_Manual_-_Revised_December_2013.pdf	Noted as advisory.
116	16	The Subdivision Agreement shall include boulevard refurbishing works along Mississauga Road. The applicant is advised that any underground services installed within City roads are to be backfilled with non-shrink material. Depending on the extent of the excavation within the travelled road, an asphalt overlay may be required. This will be determined through the review of the detailed servicing submissions.	Noted as advisory.

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117	17	Prior to land dedication to the City, confirmation will be required with respect to the suitability of the soil/ground water from an environmental and geotechnical perspective and must meet the applicable MOECC standard and City requirements as per Environmental Section's comments.	Noted as advisory.
118	18	A Geotechnical Feasibility Study has been received with the revised submission and is currently under review. Detailed comments are pending finalization of the road network, ultimate storm sewer system and parkland dedication requirements.	-
119	19	Prior to execution of the Subdivision Agreement, the developer must submit in writing that satisfactory arrangements have been made with the Telecommunication providers, Cable TV, Gas and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance. The applicant is to contact IT Division (x3194) regarding conduits in the boulevard to support City's outdoor Fibre communication network infrastructure. Any utility relocations necessary in support of the development of the Draft Plan of Subdivision shall be carried out by and at the expense of the developer	Noted.
120	20	Not later than the second engineering submission, the developer is to submit a Detailed Noise Report prepared by an Acoustical Consultant. The report is to address methods of dealing with acoustical aspects evolving from all the noise sources. The report should also detail the type of noise attenuation that will be implemented for all noise sources as identified in the Preliminary Noise Control Feasibility Study.	Noted as advisory.
121	21	A standard concrete sidewalk will be required on both sides of the proposed public roads. All walkways that may evolve on the plan are to be constructed by and at the expense of the developer, to the satisfaction of the City.	Noted as advisory.
122	22	The applicant is advised that in the event this application is approved by Council, an inhibiting order will be placed on the lands immediately following registration of the Plan of Subdivision, until such time as satisfactory arrangements have been made with the City's Legal Services Section for the registration of the land conveyances required in support of this application.	Noted. To be further discussed with the City as it relates to phased public conveyances.
123	23	Prior to Site Plan approval, the Owner shall make satisfactory arrangements for the erection and maintenance of hoarding adjacent to all adjoining properties throughout all phases of construction.	Noted. Will be included at Site Plan stage.
124	24	Prior to Site Plan approval and in the event that any occupation of the municipal road allowance is required related to on site construction activities, the construction of hoarding or overhead crane operations, the Owner will be required to apply for and obtain a Road Occupancy Permit or other agreement to the satisfaction of the Transportation and Works Department. In the event that placement of any shoring and tie-backs systems are to be proposed within the municipal road allowances, the Owner will be required to enter into the appropriate agreement to the satisfaction of the City. No above or underground encroachments permitted into the municipal right-of-way.	Noted. Will be included at Site Plan stage.
125		Prior to site plan approval, a site plan is to be provided and include detailed engineered cross-sections to a scale of 1:50m and a note referencing the specific City of Mississauga benchmark number and description used to establish the elevations on the plan. Engineering Cross-sections are to be taken at all entrances (for commercial/retail) and main public entrances (for residential) to the proposed building where abutting a municipal boulevard and must extend from inside the building through the boulevard to centreline of curb and/or existing/proposed road.	
126	25	The cross-sections shall be sufficiently detailed and include but not be limited to the following: a) sufficient existing and proposed grades along the entire cross-section including elevations at the building entrance (door sill and building line), streetline, each side of the proposed sidewalk, top/bottom of curb and centerline of the road. b) the required 2% grade of the boulevard perpendicular from the building line to the top of curb. c) all existing/proposed infrastructure (above and below ground). ie splash pad, streetscape corridor, sidewalk, utilities/services, etc. and associated dimensions from the streetline. d) property limit/streetline and any existing/proposed easements, road widenings, bus lay-bys, bike lanes, etc. e) building setback dimensions on all sections. Cross-sections are to be reviewed by this department as well as Planning and Building and Community Services.	Noted. Will be included at Site Plan stage.
127	26	Any proposed private roadways within this development may require a private street name. The applicant shall contact the Development Engineering Section, Transportation and Works Department with respect to the procedure for the assignment of Private Street names. Confirmation from our Geomatics section with respect to assignment of addresses will also be required. The applicant is to contact the City's Geomatics section (905-615-3200 ext. 3215 or 3088) to with respect to assignment of addresses and contact the Development Engineering Section (905-615-3200 ext. 5149) with respect to the procedure for the assignment of Private Street names.	Noted.
128	27	Prior to second engineering submission, the applicant shall contact the Development Engineering Section, Transportation and Works Department with respect to the procedure for the assignment of Street names.	Noted.
129	28	The cost of any boulevard improvements/reinstatement, sidewalk, municipal service and/or utility relocations as necessary to accommodate this development shall be borne by the developer.	Noted as advisory.
130	29	Should these lands or any portion thereof be developed as a condominium, the applicant is advised that internal roads and services are to be constructed to meet the City's minimum condominium standards, (Section 6, Development Requirements Manual, Transportation and Works Department, City of Mississauga). http://www.mississauga.ca/business/developmentrequirements Prior to Condominium Registration, the Owner will be required to enter into a Municipal Obligations Agreement with the City setting forth terms and conditions satisfactory to the City pursuant to which the resultant condominium corporation shall assume and be bound by to the satisfaction of Legal Services.	Noted as advisory.
131		TO BE DETERMINED ONCE PHASING AND TIMING OF DEDICATION IS KNOWN. Restrictions for FUTURE DEVELOPMENT CONTROL BLOCKS to be Registered on Title: (Draft Plan of Sub-division (T) and Draft Plan of Condominium (CDM) applications) The Developer shall register Restrictions on title to Blocks ____ on Plan 43M- ____ to the effect that no transfer shall be made, or charge created, without the prior written consent of The Corporation of the City of Mississauga, Commissioner, Planning and Building. Blocks ____ in Plan 43M- ____ will not be released from the registered Restrictions until these Blocks can be developed in conjunction with adjacent lands to permit development in accordance with the applicable zoning by-law. The terms and conditions to lift the RESTRICTIONS ON DEVELOPMENT CONTROL BLOCKS will be included in the registered Development Agreement for City application ____ under Schedule ____.	
132	30	AND/OR (as applicable) Restrictions for TEMPORARY TURNING CIRCLE to be Registered on Title: (All types of development applications where applicable.) The Developer shall register Restrictions on title to Lots/Blocks ____ on Plan 43M- ____ to the effect that no transfer shall be made, or charge created, without the prior written consent of The Corporation of the City of Mississauga, Commissioner, Transportation and Works. Lots/Blocks ____ in Plan 43M- ____ will not be released from the registered Restrictions until the temporary turning circle is no longer required and removed to the satisfaction of the Commissioner, Transportation and Works. The terms and conditions to lift the RESTRICTIONS ON DEVELOPMENT CONTROL LOTS/BLOCKS FOR TEMPORARY TURNING CIRCLE will be included in the registered Development Agreement for City application ____ under Schedule ____. Note: If not a Plan of Subdivision/Condominium, "Blocks/Lots ____ on Plan 43M- ____" are to be substituted with "Parts ____ on Plan 43R- ____".	Noted.
133	31	The proposed private roads to the north of the intersection of Streets 'E' & 'F' and Streets 'C' & 'D' show through traffic movements in the revised Phase One T.I.S. submitted. The proposed private road north of the intersection of Streets 'E' & 'F' indicates 200 right turns onto Lakeshore Road West in the peak morning time which would not be appropriate for a private road. The applicant is to consider extending public Street 'F' and Street 'D' northerly to Lakeshore Road West.	The north-south street that is north of the intersection of Streets E/F and Streets C/D are proposed to remain private roads (Street 'D' extension and Street 'F' extension). The forecast amount of traffic anticipated to utilize these roads are not atypical of busy commercial driveways elsewhere in the City of Mississauga.

Environmental Engineering Stormwater (Ghazwan Yousif Tel. (905) 615-3200 x3526)

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134	1	The ultimate storm sewer outlet for these lands is Lake Ontario. This section would support the option of having one storm sewer pipe along Mississauga Rd. S. instead of running two pipes to the existing outlet. The FSR is to investigate upsizing the existing storm sewer and appropriate outlet modifications as the existing outlet to the Lake Ontario does not currently appear to have capacity for the proposed development. 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. The applicant's engineering consultant is to contact our section to set up a meeting to address the drainage requirements for this site including our Plumbing Section, Building Division to ensure each block / tower will have separate connections.	One outlet is not feasible due to grading and servicing requirements of the development. As previously discussed quantity controls are not required for this development.
135		Updated April 4, 2018: Based on the Revised FSR/SWM report dated March 01, 2018, this section does not support the proposed concept for a new channel to Lake Ontario as it will significantly encumber the use of the park. Further discussions and meetings are required with Community Services, T&W & the applicant to determine the ultimate storm outlet.	Noted.
136		Please provide us with the following : - Interim and ultimate master servicing plan is required; - Outlet capacity and details; - Show the overland flow route on Lakeshore Road and Mississauga Rd.; - Please make sure to have at least one meter clearance between the proposed basement elevation and the existing groundwater level; - Please show the 100 year ponding levels; - Identify any external flow (include an overland flow) going through your site; - Please note that this site is required to retain the first 5mm of rain within the private site; - In the FSR, it has been mentioned that the possible interim solution for drainage is to have a temporary pond, please clarify this statement and the location of this pond if that is the case.	Noted, will provide the listed in next submission.
137	2	Runoff Volume Reduction (e.g. LID) - Please provide cross-sections for the prescribed LID techniques - Further to the point above, LID x-sections within the road right-of-ways should be included as part of the plan/profile details to be incorporated in the subsequent engineering submissions for Subdivision Agreement - Be advised that LID techniques should be implemented where groundwater and site contamination does not restrict their use; - For Block N, is the access to this block from Mississauga Rd. only; - For Streets E,C and F, please note that Filterra Tree is not recommended by the City, so please replace it with something else; - A breakdown of the water balance calculation is required; - For Street B, this section has concerns (e.g salt and flooding) in regard to the proposed LID's techniques (e.g. bio Swale) based on the proposed road grading; - For Street B, more information/ clarification is required in regard to incorporating different techniques around the road and how the LID's techniques will be combined; - For Street A, please clarify what LID techniques will be incorporated within the street; - For Block J and J2, more information is required in regard to LID techniques; - Please note any private block LID techniques should be contained within the private block and satisfaction of the City's volume reduction criteria is to be clearly demonstrated for private vs. road right-of-ways;	Noted, LID details are provided in this submission.
138	3	The applicant is to provide written approval from CVC and the Ministry of Natural Resources and Forestry for the proposed outlet works to Lake Ontario.	Noted.
139	4	As per the T&W Development Requirements Manual, the first 5mm of runoff shall be retained on-site and managed by way of infiltration, evapotranspiration or re-use.	Noted.
140		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.	
141	5	The owner hereby agrees to indemnify and save harmless The Corporation of the City of Mississauga from any and all claims, demands, suits, actions or causes of action as a result of, arising out of, or connected with any flooding of the lands subject to this agreement, with respect to the implementation of on-site stormwater management techniques incorporated into the design and construction of the site works and services. This indemnification and save harmless undertaking shall be binding upon the owner's successors and assigns. The owner acknowledges and agrees that all future purchase and sale agreements and all future lease agreements in connection with the subject lands, or any lot, part lot or other segment of the subject lands or of any residential development constructed on the subject lands, shall contain notice of the constraints on development of these lands described in this agreement, as well as notice of the indemnification and save harmless clause.	Noted.
142	6	Purchasers/tenants are advised that roof leaders shall NOT be connected to the storm sewer, now or in the future, but shall discharge to grade with the use of concrete splash pads.	Noted as advisory.
143	7	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 Travor Swift, Environmental Technologist at 905-615-3200 ext. 5930	Noted. An Erosion Sediment Permit was issued by the City on December 21, 2017. Details of the proposed dewatering associated with remediation are included in the RAP which forms part of this resubmission. WVP confirmed with GhazwanYousif via email on April 5, 2018 that dewatering discharge is directed to the Lake therefore no permit revision is required.
144	8	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, green roofs, infiltration trenches, stormwater re-use for landscape irrigation and/or permeable pavers.	Noted as advisory.
145	9	Please be advised that the Stormwater Charge has come into effect as of January 2016. Credits of up to 50% are available for on-site stormwater management on nonresidential and multi-residential properties. Learn more at www.stormwatercharge.ca .	Noted.
146	10	A Servicing / Subdivision Agreement will be required to construct the ultimate storm sewer system and outlet for the development.	Noted.
147		The following additional comments are provided for the revised submission of the FSR/SWM report dated March 1, 2018: Design sheet and Storm drainage plan (STM 1) For street E, from MH# 101 to MH# 102, there is a discrepancy in the pipe length between the design sheet and the drainage plan; For street B, there is a discrepancy between the design sheet and the drainage plan, so please correct one of them: - From MH# 110 to MH# 109, the C value is 0.75 vs 0.90 - From Block G to MH# 111, the C value is 0.75 vs 0.90 For Street C, from MH# 203 to MH# 205, please show the drainage area (0.24) and the C value (0.9) on the drainage plan; For the Lake Street EXT., please change the EXT.#2 to EXT. #3 in the design sheet; For the Bay Street EXT., please change the EXT.#3 to EXT. #4 in the design sheet; For the Street A EXT., please change the EXT.#4 to EXT. #5 in the design sheet;	
148	11	For street D, there is a discrepancy between the design sheet and the drainage plan, so please correct one of them: - From MH# 218 to MH# 217, the pipe length is 113m vs 108m - From MH# 217 to MH# 219, the pipe length is 122m vs 127m For the Peter Street EXT., please change the EXT.#5 to EXT. #6 in the design sheet; For street A, there is a discrepancy between the design sheet and the drainage plan, so please correct one of them: - From MH# 220 to MH# 221, the pipe length is 48m vs 49m and slope 0.5 vs 0.2 - From MH# 214 to MH# 221, the pipe size is 450mm vs 375mm - From MH# 221 to MH# 222, the pipe length is 35m vs 33m and slope 0.5 vs 1.04 - From MH# 223 to MH# 222, the pipe size is 375mm vs 450mm	Drainage plan and design sheet has been updated.

Environmental Engineering - Trevor Swift Tel. (905) 615-3200 x 5930

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149	1	An application has been filed for a Zoning By-law amendment under file OZ-17/012 Ward 1 concurrently with the subject draft plan application. Please note that Environmental Engineering comments and conditions for the subject draft plan of subdivision application will be addressed as part of the rezoning application.	-
150	2	<p>April 11, 2018: The Response Matrix indicates that RSCs will be filed for the site and requests further discussion with the City to understand conditions of approval. This comment remains outstanding. Previous: As the proposed land use is changing from a less sensitive use to a more sensitive use, in accordance with Ontario Regulation 153/04, as amended, the applicant is required to complete one or more Records of Site Condition (RSCs) for the site. The City recognizes that the timing and phasing of the proposed development will not allow for the filing of the RSCs prior to By-Law Enactment. The applicant will be required to enter into a Development Agreement (and/or other appropriate agreement) with the City, including securities, to address the recommendations of the RAP, and any other conditions of approval related to the remediation of the lands and the filing of the RSCs. When complete the RSCs must be posted to the MOECC's Environmental Site Registry. All reports in support of RSC filings must be submitted to the Transportation and Works Department. The reports must each include a clause or be accompanied by a letter signed and sealed by the respective author of the report or a Principal of the Consulting Firm, which allows the City of Mississauga to make reliance on the findings and conclusions presented in the report.</p>	<p>As noted in the RAP submitted in March 2018, we intend to complete RSCs for the site as required under O. Reg. 153/04. Supporting reports will be provided to the City with reliance. We have yet to receive formal written comments from the City or the Region on this RAP.</p> <p>We understand the proposed Development Agreement will incorporate timing of RSC vs. timing of development and land conveyance (park and roads) to the City. Per our RAP, and per City's position that RSC(s) are required prior to any public conveyances, the conveyance of public parks and roads will not be possible at time of subdivision registration. We await an opportunity to begin negotiation of specific terms of the Development Agreement as soon as possible so we may clarify specific timing of public land conveyances.</p>
151	3	For all lands being dedicated to the City where a Record of Site Condition (RSC) will be filed based on a Risk Assessment and installation of Risk Management Measures, the City requires review and approval of the Draft Risk Assessment report and proposed Risk Management Measures for each RSC parcel prior to submission to the MOECC.	As the RA process is iterative, we will provide the City with risk assessment documents during this iterative process with the MOE. The City will have an opportunity to provide comments that can be incorporated into later submissions to the MOE.
Traffic (PPP) - Giancarlo Tedesco (905) 615-3200 x 5798			
152	1	Not later than the second engineering submission, the developer is to submit a Detailed Noise Report prepared by an Acoustical Consultant. The report is to address methods of dealing with acoustical aspects evolving from all the noise sources. The report	Noted.
153	2	<p>March 14, 2018 Resubmission: Further comment in this regard will be subject to receipt of the ROW submission package identified in condition No.: 6 and agreement on the proposed road pattern Previous: The plans shall be revised to identify: - each entrance: location, width dimension at the lot line and street line, and radii curbing dimensions. - the required land dedications/ easements as detailed in condition No.: 6; - all road cross-sections (typical); - geometric details, pavement markings, and signage for all proposed and existing abutting/ opposing roads; The applicant is to also submit a Municipal Parking Plan (eg.: on-street/ off-street facilities) for review of public parking. Details and quantities are to be in accordance with the design set out through the Transportation Study.</p>	<p>All proposed public rights-of-way are illustrated on the revised Functional Road Plan (FD-01). Block entrances are not detailed to this extent for the Plan of Subdivision / OPA / ZBA submission. However, minimum driveway widths are specified in the Draft Zoning By-law Amendment. Revised public road cross-sections have been submitted by Public Work and Urbantech. Road geometric details have been provided on the revised FD-01 plan. Signage and pavement marking details are conceptual at this stage. Parking to be provided in accordance with the recommendations of the transportation study and the conditions of the draft Zoning By-law Amendment. The architectural drawing set illustrates approximate off-street/on-street parking facilities within the Master Plan area. Noted and addressed in updated street ROW package</p>
154		This department is in receipt of an Urban Transportation Conditions Study (dated August 25, 2017), prepared by BA Consulting Group Ltd. Please note, additional comments regarding the analysis have been included by Transportation Planning under their role. Upon review, this section is pleased to provide the following comments, please review and revise accordingly:	Noted.
155	3	<p>March 14, 2018 Resubmission: Further comment in this regard will be subject to receipt of the ROW submission package identified in condition No.: 6 and agreement on the proposed road pattern. Previous: While having regard for the evolving cross-sections, the study shall: - assess proximity of site accesses to: a) adjacent intersections by relating their proximity using T.A.C. corner clearance methodology; b) opposing/ adjacent accesses, ensuring avoidance of conflicting left turns and maintaining appropriate separation; c) laybys, ensuring appropriate clearance. - review public on-street parking with respect to corner clearance and proximity to adjacent accesses. - identify transportation demand management (TDM) measures to assist the development achieve transportation mode share objectives which shall be identified within condition No.: 8. The applicant shall include the following: a. provide secure bicycle parking within close proximity to building entrances. Distribution should be provided appropriately to service each of the following uses: i) Residential: minimum 0.70 Long Term, and 0.08 Short Term spaces (per unit); ii) Retail: minimum 0.10 Long Term, 0.25 Short Term spaces (per 100sq.m. GFA); iii) Office: minimum 0.15 Long Term, 0.10 Short Term spaces (per 100sq.m. GFA); iv) School (college/ university): minimum 0.60 Long Term, 0.18 Short Term spaces (per 100sq.m. GFA). b) Further measures are to be investigated and proposed</p>	<p>In general, site access locations conform to the requirements of TAC and good design practices. However, block access points and layby parking will be reviewed in greater detail as part of subsequent Site Plan application processes for individual parcels within the Master Plan area. Bicycle parking to be provided in accordance with these rates, as specified in the draft Zoning By-law Amendment. Other TDM measures are discussed in the revised transportation study. Noted and addressed in updated street ROW package.</p>
156	4	<p>March 14, 2018 Resubmission: Further comment in this regard will be subject to receipt of the ROW submission package identified in condition No.: 6 and agreement on the proposed road pattern. Previous: A functional review of servicing and truck operations on the street network will be required: The review should have regard for: - evolving cross-sections; - intersection: geometrics, lane configurations, line painting, signalization, and signage; - pedestrian and vehicular sight line visibility, and sight triangle requirements associated with each proposed intersection. - satisfactory fire truck turning movements using detailed turning movement diagrams for the public roadways, and establishing intersection curb radii and treatment(s). The traffic consultant should provide a terms of reference to this Section for review and receive confirmation prior to commencing the assessment.</p>	Select vehicle turning movement diagrams are provided in the revised Functional Road Plan (FD-01) plan. All proposed public roads and public road intersections conform to the Ontario Building Code for Fire Routes.
157	5	Clearance will be required from Mississauga Fire and Emergency Services and the Region of Peel regarding detailed turning movement diagrams for their Emergency Response and Waste Collection vehicles, respectively within the public roadways.	See response (#156) above.
158	6	<p>March 14, 2018 Resubmission: As discussed at the April 19th Project Team Meeting, given that non-standard rights-of-way are proposed with the application, a comprehensive submission package is required which should include, but not be limited to, a fulsome assessment of the following: - on-road and off-road geometrics (lane widths, turning lanes, intersection design, sidewalk, multi-modal infrastructure, and parking (which demonstrate compliance with T.A.C. guidelines); - transit; - servicing and utilities; - environmental capping; - streetscape and urban design; This submission package will be required to support detailed feedback and direction on condition No.'s: 2, 3, and 4. The proposed network and connections to the boundary roads identified continue to be of importance. The receipt of the "Phase 2" traffic study is to also be of assistance in this regard. Roadway classification, cross sections, on-street parking, and the active transportation network identified within the TIS remain under review in conjunction with staff from Development and Design, Community Services, Municipal Parking, Transportation Planning, and Active Transportation. Consultation with staff and the applicant will follow.</p>	<p>The currently proposed public road layout and cross-sections are based upon feedback received from the City following the submission of the 'ROW Package'. Environmental capping incorporated into ROW sections. WVP is still awaiting feedback on the Phase 2 traffic study. Noted and addressed in updated street ROW package.</p>
159	7	The Owner will be required to enter into a Subdivision Agreement with the City to construct the required municipal works. The schedule shall include but not be limited to land dedications, traffic control measures/ pavement markings, design and construction of roads and boulevards, existing road and boulevard improvements/ reinstatements, and other municipal works as required.	Noted.

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160	8	The Urban Transportation Conditions Study (dated August 25, 2017), prepared by BA Consulting Group Ltd, identifies several TDM measures to be implemented as part of the proposed development to reduce single occupancy vehicle (SOV) trips to the site. The applicant shall enter into an appropriate agreement containing a schedule 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: a. The owner agrees to provide secure bicycle parking within close proximity to building entrances. Distribution should be provided appropriately to service each of the following uses: i) Residential: minimum 0.70 Long Term, and 0.08 Short Term spaces (per unit); ii) Retail: minimum 0.10 Long Term, 0.25 Short Term spaces (per 100sq.m. GFA); iii) Office: minimum 0.15 Long Term, 0.10 Short Term spaces (per 100sq.m. GFA); iv) School (college/ university): minimum 0.60 Long Term, 0.18 Short Term spaces (per 100sq.m. GFA)." Further measures are to be investigated and proposed through the Transportation Study identified in condition No.: 3.	Bicycle parking will be provided in accordance with these supply rates as specified in the Draft Zoning By-law Amendment submitted with this application.
161	9	As per the Mississauga Cycling Master Plan, Lakeshore Road West has been identified as a proposed bike route. The applicant is advised that a Bike Lane/ Route Sign fee payment for 4 signs is required in accordance with the current Transportation and Works Fees and Charges By-Law. Please provide a certified cheque or bank draft directly to the Transportation and Works Customer Service Counter at 3185 Mavis Road to ensure the payment is applied to the associated condition and to obtain a receipt. For fees paid in 2017, the current rate is \$259.50 per sign. This payment is NOT subject to HST. Note: The fees collected for cycling route signs are not allocated towards a specific route and can be used towards cycling signage within any route. For current fees and charges, please go to http://www.mississauga.ca/portal/cityhall/bylaws and select: Fees and Charges: Transportation and Works.	Noted.
162	10	The cost for any/all road improvements required in support of this development application will be borne by the applicant. The applicant will be responsible for the design, construction and payment of all costs associated with works necessary in support access to this site.	Noted as advisory.
163	11	For any traffic signal installations including supporting infrastructure, otherwise known herein as the works within the municipal right-of-way, it is the City's intent to have these works performed by its contractor. The Developer is to advise the City (Works Maintenance and Traffic Signals & Streetlighting Sections) by the end of prior year (December 31) if these works are required within the subsequent year and provide a schedule of their estimated timing for completion. In addition, upon approval of all drawings and receipt of securities, the Developer is to provide 8 weeks notice to the City prior to commencement of construction. Please note subject to timing and scheduling limitations, the Developer may be required to undertake the associated geometric works. The Developer will be required to obtain a road occupancy permit and a City inspection will be required.	Noted as advisory.
164	12	The applicant is to gratuitously dedicate to the City of Mississauga: - a right of way of approximately TBD meters towards the creation of Street "A"; - a right of way of approximately TBD meters towards the creation of Street "B". Street "B" is to continue South of Street A, turn East and intersect with an extended Mississauga Road South; - a right of way of approximately TBD meters towards the creation of Street "C". Street "C" is to continue West of Street A, and intersect with the "Benson Avenue extension"; - a right of way of approximately TBD meters towards the creation of Street "D". Street "D" is to continue North of Street C and intersect with Lakeshore Road West; - a right of way of approximately TBD meters towards the creation of a connection, from Bay Street, westerly and intersecting with the "Benson Avenue extension"; - a right of way of approximately TBD meters towards the creation of a connection, from Benson Avenue, southerly, turning East and intersecting with Street "A"; - sight triangles/ radius roundings at all intersections with new roads;	No lands are required for the widening of Lakeshore Blvd W to a 26m ROW. 10x10m sight triangle is provided at the southwest corner of the Lakeshore/Mississauga intersection. 5x5m sight triangles are provided at the Lakeshore/Street B and Lakeshore/Street E/Benson intersections.
165		a road allowance widening towards the ultimate 20.0m - 26.0m meter right-of-way as identified in the Official Plan, across the site frontage of Mississauga Road South (between Lakeshore Road West and the closed Front Street road allowance); - a 10.0 m by 10.0 m sight triangle on the South - West corner of Lakeshore Road West and Mississauga Road South. - property requirements to facilitate sight lines and intersection improvements identified as part of the T.I.S. - 0.3 meter reserves along the frontages of/ outside of the new widened limits of (Lakeshore Road West and Mississauga Road South, including the associated sight triangles. - the applicant is to confirm whether additional lands will be necessary to achieve the 26.0m meter right-of-way as identified in the Official Plan, across the site frontage of Lakeshore Road West. The precise limits of the required land dedications and easements are to be determined to the satisfaction of the City's Ontario Land Surveyor. This condition will be cleared upon receipt of confirmation from Legal Services identifying that the transfer has taken place and associated fees have been paid.	0.3m reserve along Lakeshore frontage is reflected in revised Master Plan. Mississauga Road has been revised to be widened to a 22m ROW. Refer to updated Street ROW package for all street ROW dimensions and arrangements.
Transportation Planning - Mark Vandersluis (905) 615-3200 x 4160			
166	1	A transportation master plan study is currently being undertaken along Lakeshore Road / Royal Windsor Drive by the City of Mississauga (called Lakeshore Connecting Communities). The Lakeshore Connecting Communities study will form the blueprint for addressing transportation and mobility needs of those living and working in the Lakeshore communities over the next 25 years. The study will guide the planning and implementation of the transportation network in the Lakeshore corridor, including decisions about optimizing roadways, improving transit, and enhancing cycling and walking connections. Preliminary transit recommendations for the corridor are available and can be found in the latest Public Information Centre display boards on the study website (www.connectlakeshore.ca). Any work undertaken on the 70 Mississauga Road South site should be coordinated with work that has been completed to date for the Lakeshore Connecting Communities study. The proposal should be able to accommodate the integration of future higher order transit into the site. This could take the form of a turnaround loop through the on-site public roads and provisions for a rapid transit stop.	Noted. The scope of both the Transportation Study and VISSIM micro-simulation study have been developed in consultation with the Lakeshore Connecting Communities team at the City of Mississauga's Transportation and Works section. The West Village functional road plan (included in the revised transportation report) has been developed to accommodate a future high-order transit turnaround loop running along Street 'B' and Street 'E'. This turnaround facility has been designed in accordance with the guidelines contained within the Eglinton Crosstown Light Rail Transit Environmental Project Report as well as in consultation with the City of Mississauga through the WV ROW study review process. It is noted that the preferred alignment of higher-order transit through the site, or whether higher-order transit facilities will circulate through the site at all, is subject to the findings of future studies, including the Lakeshore Connecting Communities study. As such, this transit alignment is purely conceptual in nature and is subject to change or removal.
167	2	Comments on 70 Mississauga Rd South & 181 Lakeshore Rd West Transportation Consideration Study: -Please include the concept cross-section for Street D and Street E. -Page 62, Table 6, why does the table show that there is 12,437 square metres of GLA for retail while section 7.2.2.4 shows 13,073 square metres of GLA? -Page 66, Table 8, the wrong total office person trips are being utilized in Table 8 (please confirm that the trips for each mode are correct as a result). -Page 96, Table 23, not clear how the trip distribution numbers are being applied to calculate the numbers shown in Figures 20/ 21. Example Figure 20 shows 230 (140+90) inbound trips east on Lakeshore Rd using the percentages shown in Table 23 for East on Lakeshore Road there should be 144 trips (143x15% + 201x10% + 188x30% + 154x30%). -Thank you for providing the higher-order transit alignment through the site on the Functional Road Plan. We would like to set up a meeting to discuss the alignment and small changes we would like to see regarding the platform.	Cross-sections for Street D and E now provided by Public Work and Urbantech as part of this revised submission. On Page 62, Table 6 - this is a labelling error in the report table. The trip generation volumes in the table, however, do reflect 13,073sm of retail GLA. On Page 66, Table 8 - this is a copy/paste error in the table. The trips for each mode are correct, it's just the total line that's incorrect. This does not affect the total trip gen values across all uses report in the table (or any other line, for that matter). The distribution may have potentially been misinterpreted by the reviewer. 'East on Lakeshore' refers to traffic to/from the east, as opposed to eastbound on Lakeshore. The analysis volumes are correct. Transit platform details can be discussed at the Block Site Plan stage if this bus/transit loop is implemented. The proposed ROW on Street E protects for a suitable platform dimensions with a 20-metre ROW, as recommended by the City of Mississauga.
Transit - Alana Tyers (905) 615-3200 x 3812			
168	1	This site is currently serviced by MiWay Route 23 along Lakeshore Road.	Noted.
169	2	The applicant is to ensure that convenient and accessible pedestrian linkages are provided between the site, the existing sidewalk network, and MiWay Transit service. Pedestrian walkway connections to the existing municipal sidewalk are necessary to reduce walking time and encourage transit use.	Noted. Sidewalks / pedestrian connections provided throughout site.

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170	3	<p>The Lakeshore Transportation MasterPlan proposes a transit hub/bus loop as part of the development of 70 Mississauga Road. Should a MiWay express service be anchored at this site, the planned transit hub/bus loop would need to be designed to provide sufficient operational space to allow buses to layover and loop around without being impeded from entering/exiting the facility. The bus loop/turnaround can be either comprised of roads or a dedicated bus loop.</p> <p>MiWay requires this transit facility/turnaround to include: a minimum of a single inservice articulated bus bay and shelter, an additional articulated layover area, and as well 24/7 access to operator facilities. Please be advised that the bus bay, layover area, and operator facility should be in close proximity to each other to improve operational efficiency. The location of this facility is critical as it cannot hinder traffic flow nor block driveways/access roads. As well, every effort must be made to ensure minimal impacts to residents as well as future business/commercial uses for the area (e.g., concerns regarding noise, fumes, traffic infiltration, etc.)</p>	<p>Noted. The proposed road plan (FD-01) includes a 20-metre-wide ROW width along Street E and a 22-metre-wide ROW along Street B - the public roads comprising the transit 'loop' - in order to protect for required infrastructure related to a bus loop.</p>
171	4	<p>Please be advised that there is an existing near side transit stop with concrete bus pad and shelter located along Lakeshore Road W at Mississauga Road. As well, MiWay has a near side stop on Lakeshore Road at the driveway into the plaza. The function of both these bus stops is to be maintained and remain in their current location. The applicant is to amend all appropriate drawings to clearly depict the location of these bus stops/pads and shelter and a note be added to the plan stating that the existing bus stops is to remain in its current location.</p>	<p>The existing MiWay transit stops on Lakeshore Road to be maintained, as illustrated on the submitted functional road plan FD-01.</p>

Community Services

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#	Comment #	Comments	Response/Action
OPA / ZBA			
Planner (Antonia Krijan Tel. (905) 615-3200 x3938)			
172	1	An application has been filed for a Zoning By-law amendment under file OZ-17/012 Ward 1 concurrently with the subject draft plan application. Please note that this Department's detailed comments and conditions for the rezoning application will be addressed as part of the subject draft plan of subdivision application T-17/004.	-
Landscape Architecture (Janet Squair Tel. (905) 615-3200 x5360)			
173	1	This application has been filed for a Zoning By-law amendment under file OZ-17/012 W1 concurrently with an application for a draft plan of subdivision T-17004. Please note that this Department's technical comments and conditions for the rezoning application will be addressed as part of the subject draft plan of subdivision application T-17004.	-
174	2	<p>WARNING CLAUSES WILL BE REQUIRED</p> <p>Warning clauses may be required for the following types of items:</p> <ul style="list-style-type: none"> - street trees - tree preservation - hoarding - fencing - recreational facilities - pathways and trails - park / greenbelt lighting - soil stockpiling - sales or construction trailers - naturalized areas <p>These clauses may be required to be entered into the appropriate Agreement prior to execution.</p>	Noted as advisory.
Heritage (Joseph Muller Tel. (905) 615-3200 x5366)			
175	1	230. One building on the east side of Mississauga Rd South (in the Old Port Credit Village Heritage Conservation District - OPCV HCD) is two-and-one-half stories, while the remaining 13 are between one and two stories. The proposed four-storey stacked townhouses and two-and-one-half storey townhouses do not conform to the OPCV HCD policy for structures on lands abutting Mississauga Road South not exceeding two storeys, nor the four-storey structure in the campus at the south end of Mississauga Road South, nor the three-storey commercial structure on the southwest corner of Mississauga Road South and Lakeshore Road West. These policies remain to be addressed. The OPCV HCD plan does not distinguish between residential and other areas within the HCD with respect to policy for structures on lands abutting Mississauga Road South not exceeding two storeys.	Refinements to the massing of built-form adjacent to the OPVC HCD are outlined in the revised HIA.
176	1	231. As with item 230, only one building on the east side of Mississauga Rd South (in the Old Port Credit Village Heritage Conservation District - OPCV HCD) is two-and-one-half stories, while the remaining 13 are between one and two stories. The proposed four-storey stacked townhouses and two-and-one-half storey townhouses do not conform to the OPCV HCD policy for structures on lands abutting Mississauga Road South not exceeding two storeys, likewise the four-storey structure in the campus at the south end of Mississauga Road South and the three-storey commercial structure on the southwest corner of Mississauga Road South and Lakeshore Road West. As a result, the appropriate transition zone policy cited by the Port Credit Local Area Plan 10.3.3.1 is not met. As a result, assertions in the Heritage Impact Assessment addendum (2018) do not conform to these plans.	Refinements to the massing of built form on the west side of Mississauga Road are outlined in the revised HIA.
177		232. Assertions in the Planning Justification Report addendum (2018) and Heritage Impact Assessment addendum (2018) do not conform to the four, three and two-and-one-half storey structures proposed for the portion of the project abutting Mississauga Road South, as per Section 2.6.3 of the Provincial Policy Statement (2014).	Noted. See above.
178		233. Comments on the Heritage Impact Assessment addendum (2018) are in item 237.	Noted.
179	3	234. While the HIA describes the most recent iteration of the proposed development plan, and understanding that accommodations have been made to prior comments, an exploration of alternatives to or available within this plan are not presented for evaluation. For example, where four, three and two-and-one-half storey structures are proposed abutting Mississauga Road South, the alternative of stepping back upper storeys was not presented or examined.	Refinements to the massing of townhouses on the west side of Mississauga Road to be outlined in a revised HIA.
180		235. Comments on the Heritage Impact Assessment addendum (2018) are in item 237.	Noted.
181		236. The master planning framework document prepared for the subject property places a priority on sensitivity to the transition between OPCV HCD and the proposed development with respect to building height and density, among other matters. The four, three and two-and-one-half storey structures proposed for the portion of the project abutting Mississauga Road South do not conform to this direction.	Refinements to the massing of townhouses on the west side of Mississauga Road are outlined in the revised HIA.
182	4	237. While the Heritage Impact Assessment addendum (2018) mentions 305 Lakeshore Road West - "The Hill Estate Gatehouse/Dudgeon Cottage" and includes the Part IV designation By-law documentation, it is not subject to further documentation or analysis in this report, which is a deficiency that needs to be addressed. In section 4.2 of the HIA addendum (2018), Ontario Regulation 9/06 applies to "property", which the Ontario Heritage Act defines as "real property and includes all buildings and structures thereon." As such, while the application of O.Reg 9/06 to the buildings and structures thereon is a part of the overall evaluation of cultural heritage value or interest, an evaluation of the overall property is not provided, and required. Remnant landscape features such as original lot boundaries, defined by historic transportation routes and tree-lines, interior road networks or shoreline features related to prior uses of the property may be tangible elements of cultural heritage value or interest, pending their documentation and evaluation in a complete HIA. While commemoration of cultural heritage (whether tangible or otherwise) is not mitigation, it is not addressed in the HIA addendum (2018), as directed by prior guidance.	Compatibility of proposed land-use and built-form adjacent to 305 Lakeshore Road West is outlined in the revised HIA. Further details (i.e. materiality and articulation) to be provided at Site Plan application. O.Reg 9/06, to be revised to consider landscape features. Noted that interpretation is not considered mitigation, this is corrected in the revised HIA.
183		238. As per the commenting on evaluation of the property for cultural heritage landscape features that may be of cultural heritage value or interest, prior direction was provided that the subject property does not border the landscape, they are part of the landscape. Evaluation of this clarification against O.Reg 9/06 criteria is warranted.	Noted.
184	5	239. While a cultural heritage interpretation plan recommended in Section 6.1 of the HIA addendum (2018), this would be better informed by a completion of documentation under O.Reg 9/06.	Revised O.Reg 9/06 evaluation is included in the revised HIA.
185	6	240. We concur with the recommendations made in the Stage 1 archaeological assessment, with the Observation that fill activities have occurred along the shoreline and watercourses, which may result in buried topsoil and thereby remnant areas of archaeological potential, as well as related industrial archaeology. We reiterate the caveat that there is potential for deeply buried resources, particularly given the close association of the subject property with Port Credit, and the traditional Mississauga occupation of the area.	Noted as advisory.
186	7	241. We recommend pre-consultation with Heritage Planning staff prior to submission of Heritage Permits.	Noted.
187	8	241. More comments may be forthcoming upon the receipt of further information	Noted.
Arborist (City and Private Property) - Aaron Schmidt (905) 615-3200 x 5870			
188	1	City Tree concerns/issues will be addressed during the Site Plan process	Noted.
189	1	<p>NOTE: Numerous tree may require removal for soil remediation prior to Site Plan stage. Tree Permit Application TRP 17-157 has been received in association with soil remediation requirements.</p> <p>Tree permit application to be submitted post rezoning during the site plan process for remaining tree to be removed post soil remediation.</p> <p>The applicant is advised that Tree Removal Permission is required to injure or remove trees on private property depending on the size and number of trees and the location of the property. The applicant is to submit a Tree Removal application for the proposed injury and removal of trees on site. The Tree Removal application will be reviewed in conjunction with the site plan application.</p> <p>The approval of the Tree Permission application is required prior to the earliest of the Demolition Permit/the Erosion and Sediment Control Permit/Site Plan approval.</p> <p>The Tree Removal application is to be submitted to Urban Forestry, and will be issued when the drawings are approved, securities provided and the protective hoarding is installed, inspected and approved by an Urban Forestry representative.</p> <p>Further information is available at: www.mississauga.ca/portal/residents/urbanforestry or by calling the department at (905)615-3200 ext. 4100.</p>	Noted. Further details to be provided at Site Plan Application.
Public Art (Chloe Catan Tel. (905) 615-3200 x4909)			

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OPA / ZBA			
190	1	<p>The City of Mississauga strongly encourages for the inclusion of public art in developments with greater than 10,000m² (100,000 sq.ft) in gross floor area, with the exception of non-profit organizations and social housing. Furthermore, the Waterfront has been identified in the City of Mississauga's Public Art Master Plan as one of the five priority zones for public art inclusion. Public art helps to create vibrant public spaces and streetscapes, making the city a place people want to live in, work in and visit. Public art refers to artwork which is permanent or temporary, in any medium, material, media or combination thereof that is planned and executed with the specific intention of being sited or staged in the public realm and accessible to the public, in general. Such works are created, or managed, by a professional artist, environmentally integrated or installed, and can be acquired by the City through purchase, commission, or donation.</p> <p>The applicant is encouraged to include public art near major pedestrian walkway connections and/or to make a cash contribution to the City's Public Art Reserve Fund for the inclusion of public art near the subject site. The suggested contribution is equal to 0.5% (at a minimum) of the Gross Construction Costs of the Development. The Gross Construction Costs will initially be determined by the Owner/Applicant, to the satisfaction of the Planning and Building Department.</p> <p>Should Section 37 be involved at a later stage in the application, as per Council adopted Corporate Policy and Procedure 07-03-01 (Bonus Zoning), and in addition to comments already provided by Planning with regards to Bonus Zoning, the City may require the provision of community benefits, such as public art, as a condition of approval.</p> <p>Update March 27, 2018: Above comment still holds. No update required.</p>	Noted as advisory.
DRAFT PLAN OF SUBDIVISION			
Planner - Sangita Manandhar (905) 615-3200 x 3997			
191	1	<p>Update: April 27, 2018</p> <p>As indicated in previous comment, Parkland Dedication credits can only be applied towards public open spaces and will not be credited against any hazard lands, lands required for servicing or POPS. Please revise OPA comments under section 13.1.3.4 (Parkland Dedication) to reflect this.</p> <p>Please provide detail break down of the 12.4 ac Public Open space indicating lands within erosion hazard lines and lands required for future storm servicing. This detail should be reflected consistently in the Open Space Plan, Functional Servicing Report as well as draft plan of subdivision as separate blocks.</p> <p>Furthermore, parkland dedication will not be credited against any POPS (Privately Owned Publicly Accessible Spaces) in keeping with S.42 of the Planning Act requirements for parkland/cash-in-lieu of parkland.</p>	Refer to OPA.
192	2	<p>Update: April 27, 2018</p> <p>Community Services Department Supports comments made by D&D Planner (OZ/OPA Comment #5) and Urban Designer (OZ/OPA Comment #2) with respect to increasing the size of Waterfront Park by removing/relocating the western 10 storey building within Block T (Concept Site Plan). This will allow for continuous unobstructed public access and view corridor from the Linear Park to the Waterfront Park. Furthermore, the Revised Functional Servicing and Stormwater Management Report (FSR/SWM) dated March 01, 2018 prepared by Urbantech Consulting proposes interim and ultimate major storm either below grade or in an open channel through the Waterfront Park. Increasing the waterfront front park would also benefit in accommodating this servicing requirement.</p>	There are ongoing discussions between the Port Credit West Village Partnership and the City of Mississauga regarding the 10-storey building within Block T.
193	3	<p>Update: April 27, 2018</p> <p>Community Services Department will continue to review and discuss Campus Uses through the review of the application process.</p>	Noted.
194	6	<p>Update: April 27, 2018</p> <p>Community Services Department supports the proposed location and sizes of the two community parks and the central 25m liner park.</p>	Noted.
195	7	<p>Update: April 27, 2018</p> <p>Comments below are still applicable.</p> <p>NATURAL CORRIDOR</p> <p>The appropriateness of incorporating a trail and the type of trail (i.e. park trail versus multi-use trail) in the "natural corridor" is being considered. The trail must be unencumbered (no underground utilities or retaining walls). Building setbacks, including underground parking structures, must respect the limits of natural features. Appropriate buffers should be incorporated into the overall development to protect and enhance the natural heritage system, particularly for the hedgerow along the westerly limits. Restoration and compensation measures will be outlined in the Environmental Impact Study. Preservation of as many trees as possible on site is preferred, particularly at the easterly and westerly limits as these features act as natural barriers to the neighbouring lands.</p>	The Benson Trail green corridor on the western edge of the Port Credit West Village, creates a naturalized buffer between the Site and the adjacent Cranberry Cove neighbourhood. Characterized by soft edges, the Trail will enhance the pre-development corridor of mature trees, reimagining an informal community connection that links Lakeshore Road West to the water's edge. Healthy trees on the east and west edges of the site are being preserved and protected.
196	8	<p>Update: April 27, 2018</p> <p>Community Services Department will be reviewing the RAP (Remedial Action Plan) in consultation with Transportation Works department.</p>	Noted.
197	9	<p>Update: April 27, 2018</p> <p>Comments below still applicable.</p> <p>TIMING OF CONVEYANCE OF CITY PARKLAND</p> <p>Community Service requests confirmation of the timing of parkland dedication - specifically for the waterfront park.</p>	Refer to the revised conceptual phasing plans in the Master Plan and Urban Design Document. Per our RAP, and per City's position that RSC(s) are required prior to any public conveyances, the conveyance of public parks will not be possible at time of subdivision registration. We await an opportunity to begin negotiation of specific terms of the Development Agreement as soon as possible so we may clarify specific timing of public land conveyances.
198	11	<p>Update: April 27, 2018</p> <p>Comments below still applicable</p> <p>ENVIRONMENTAL IMPACT STUDY - SIGNIFICANT WILDLIFE HABITAT AND SPECIES AT RISK</p> <p>Page 3-40: The evaluation of Significant Wildlife Habitat is thorough, however, in an urban context significance of wildlife habitat should be granted further consideration. For example, species noted in Marsh Breeding Bird Habitat, Open Country Bird Breeding Habitat, and Shrub/Early Successional Bird Breeding Habitat all contain species noted on site that are uncommon within the City. As such, further consideration should be given to the conservation of these species and their habitats.</p>	This comment was previously responded to in the last version of comment-response table (March 2018).
199	13	<p>Update: April 27, 2018</p> <p>Comments below still applicable</p> <p>ENVIRONMENTAL IMPACT STUDY - NATURAL GREEN SPACE</p> <p>Page 41-42: The evaluation of Natural Green Space criteria requires further consideration. For example, Section 5.2.4 notes that no uncommon vegetation was observed on site. However, Section 4.3.2 (page 25) notes that the site contains species that are rare to Peel Region and the CVC watershed, therefore, this criteria for Natural Green Space is met. Section 5.2.2 and Figure 6 identify the wetlands as Natural Green Space. This is correct, however; the area surrounding the wetlands and connecting the wetlands require consideration for inclusion into this designation to account for an ecological systems-based approach.</p>	This comment was previously addressed in the last revision of the EIS (March 2018). The City's Natural Green Space designation was applied for vegetation species rare to uncommon in the City. The EIS was also updated to include an area around each wetland community as part of the Natural Green Space, although identification of linkage between isolated wetland communities was not considered to be appropriate, as noted in the revised EIS.
200		<p>Also, this section notes that the wetlands "do not appear to provide important wildlife habitat although they may provide limited habitat for common species". This statement is incorrect. Species have been observed in the wetlands that are uncommon in the City. For example, Virginia Rail, Marsh Wren, and Sedge Wren. According to the City's Natural Areas Survey (and associated studies): Virginia Rail is noted from 5 natural areas with the last record in 2009, Marsh Wren is noted from 1 natural area with the last record in 2009, and Sedge Wren has never been documented through the Natural Areas Survey.</p>	This comment was previously address in the last revision of the EIS (March 2018). That version of the EIS was updated to revise the wording regarding the ecological functions of the Shale Pond wetland areas, in recognition of the observations noted in the comment.
201	14	<p>Update: April 27, 2018</p> <p>Comments below still applicable</p> <p>ENVIRONMENTAL IMPACT STUDY - WATERFRONT LINKAGE</p> <p>Page 42: The linkage discussed in Section 5.5 and the general area identified on Figure 6 requires further detail. Please specify the functional corridor width of a linkage along the waterfront that would suit the habitat needs for wildlife identified on the subject property.</p>	Addition detail regarding the linkage was previously added to Section 5.5 of the revised EIS (March 2018).
202	15	<p>Update: April 27, 2018</p> <p>Comments below still applicable</p> <p>ENVIRONMENTAL IMPACT STUDY - AQUATIC HABITAT GARDENS</p> <p>Page 49: The suggestion of "Aquatic Habitat Gardens" and "Ecological Gardens" as compensation for the loss of natural habitat is not acceptable. Compensation should include recommendations for natural habitat creation for species noted on site. For example, the creation of wetland, meadow, and thicket of a particular size to provide suitable habitat for wildlife currently inhabiting or migrating through the subject property.</p>	This comment was previously responded to in the last version of comment-response table (March 2018). As previously discussed with City and CVC staff, the ecological restoration/enhancement measures for the proposed open space/waterfront park will be determined during detailed design, in conjunction with staff from CVC and the City of Mississauga.

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203	16	Update: April 27, 2018 Comments below still applicable ENVIRONMENTAL IMPACT STUDY - RESTORATION Page 51: Restoration is to occur on site, not on adjacent City parks, as is suggested at JC Saddington Park	The wording in this section was already revised in the March 2018 EIS to clarify that the intent was not to complete restoration at JC Saddington Park.
204	17	Update: April 27, 2018 Comments below still applicable ENGINEERING REVIEW PROCESS Detailed review and design of all Open Space blocks will occur through the Development Engineering review process. All developer obligations relating to the park/greenbelt blocks including grading, site servicing, fencing, tree protection, as-built drawings and associated securities for and scheduling of these works will be included in the associated Subdivision Agreement. Any modifications to the technical reports submitted in support of the proposal necessary for the issuance of a permit under Ontario Regulation 160/06, must be undertaken by the proponent to the satisfaction of the City and the CVC.	Noted.
205	18	Update: April 27, 2018 Comments below still applicable UTILITY EASEMENT/BLOCKS The applicant is to confirm whether there is a requirement to locate utility cabinets (i.e. Hydro / Bell) on the subject lands. If they are required, the locations are to be shown on the draft plan of subdivision and identified as a separate block. These utility blocks are discouraged from being located next to park blocks.	Utilities will have blanket easements provided across the townhome lands (towns without parking garages) to install and access their services. In instances where utilities are brought to areas above underground garages, easements will be granted to service/access the utility spaces. Freestanding Hydro switchgear are currently envisioned as being installed in electrical rooms within the commercial/high density residential blocks, resulting in no freestanding hydro switchgear on the blocks.
206	19	Update: April 27, 2018 Comments below still applicable STREET TREE CASH CONTRIBUTION Where a street is not subject to an upgraded streetscape, a street tree cash contribution will be required for 1 street tree for every 10 m of frontage. The rate is based on the Fees and Charges By-law in effect at the time of payment.	Noted.
207	20	REFERENCE TO J.C.SADDINGTON April 27, 2018 Please remove any reference to redevelopment of J.C. Saddington park as illustrated in the Planning Justification Addendum and Masterplan Update and Parks and Open Space Design Brief.	All graphics and text within the Master Plan and Urban Design Document refer to the existing design of J.C. Saddington Park.
208	21	April 27, 2018 Privately Owned Publicly Accessible Spaces (POPS) The Parks and Open Space Design Brief illustrates lane ways adjacent to town homes within Block O and Block I. These laneways cannot be accepted as POPS. Furthermore, boulevard along west end of Street B is also included as POPS. This boulevard is within public ROW and cannot be part of POPS. Furthermore, information on POPS area and location is not consistent with what is illustrated in page 29 and page 44 of the Planning Justification Addendum and Master Plan Update. Please provide clarification. Furthermore, parkland dedication will not be credited against any POPS (Privately Owned Publicly Accessible Spaces) in keeping with S.42 of the Planning Act requirements for parkland/cash-in-lieu of parkland.	The laneways adjacent to the townhouses within Block O and Block I have been removed from the proposed POPS (see diagram on pg. 23 of the Master Plan and Urban Design document). The boulevard along the west end of Street B has also been removed from the proposed POPS. The privately-owned publicly accessible spaces are consistent throughout the drawings submitted within the Master Plan and Urban Design Document.
Landscape Architecture (Janet Squair Tel. (905) 615-3200 x5360)			
209	1	Update: April 27, 2018 Comments below still applicable COMMUNITY SERVICES REQUIREMENTS MANUAL The Community Services Department's Subdivision Requirements Manual is available on the internet at http://www.mississauga.ca/portal/business/communityservicesstandards Refer to this website for procedures, standards, requirements, specifications, and details. 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.	Noted.
210	2	Update: April 27, 2018 DETAILED OPEN SPACE REVIEW THROUGH ENGINEERING REVIEW PROCESS Detailed review and design of all Open Space blocks will occur through the Development Engineering review process, following draft plan approval. All developer obligations relating to the park/greenbelt blocks including (but not limited to): - grading - site servicing - fencing - tree protection - as-built drawings Associated securities for and scheduling of these works will be included in the Subdivision Agreement. Any modifications to the technical reports submitted in support of the proposal necessary for the issuance of a permit under Ontario Regulation 160/06, must be undertaken by the proponent to the satisfaction of the City and the CVC.	Noted.
211		Update: April 27, 2018 FSR AND ASSOCIATED PLANS The following comments are based on the review of the Revised Functional Servicing and Stormwater Management Report (FSR/SWM) dated March 01, 2018 prepared by Urbantech Consulting. Please provide the following : Storm Servicing - Per T&W Env Eng Storm comment #2, an Interim and Ultimate Master Servicing Plan is required. With regards to future Parkland, provide additional information in the form of plans, sections and details regarding any proposed options for accommodating the ultimate major storm flows either below grade or in an open channel.	
212	3	Runoff Volume Reduction (LID) within Parkland In addition to the parameters set by T&W Env Eng Storm in comment #2, Community Services requests the following revisions to LID features proposed within Parkland shown on Dwg. LID-1: - LID can be supported within Parkland provided that it does not impede the functionality of the lands. The bioswale as shown in Block N would severely limit any other uses for this small block. Please remove it. - The bioswales proposed for: the east side of Block J2, the entire length of Block E, the south side of Block O, the west side of Block J2, the west and south sides of Block T, and the south side of Block U appear to accommodate only private block treatment. Please confirm that each one is required to accommodate public runoff, or relocate it to private property. - The bioswale shown on the east side of Block J2 is to be accommodated within the ROW for Street B as per T&W comments. - Provide plans, sections and details for any prescribed LID techniques proposed within Parkland.	Private drainage to be accounted for in private blocks. No LID BMPs will be located in parkland areas or will obstruct parkland space. Major system flow routes for the parkland blocks, site plan blocks, and ROWs are provided in Drawing STM-2. Details of LID BMP drainage in private blocks and on ROWs are provided on Drawing LID-1.
213		Update: April 27, 2018 LID AND TREE PLANTING In general, Community Services does not support the planting of trees where they will be exposed to direct run-off that contains salt from the winter treatment of roads or pathways. For this reason: - the proposal of canopy trees within bioswales adjacent to roads is not supported. Trees should be located uphill from any bioswales that are processing runoff directly from roads. - the Filterra system noted on Dwg. LID-1 is not recommended.	Tree trenches have been separated from planted LIDs to preserve the health of trees in a salted environment. Noted and addressed in updated Street ROW package.
Heritage (Paula Wubbenhorst Tel. (905) 615-3200 x5385)			
214	1	The Mississauga Road right-of-way is included in the Old Port Credit Village Heritage Conservation District. As per section 3.1.3.5 of the Old Port Credit Village Heritage Conservation District Plan, new roadways or boulevards, and other streetscaping elements (e.g. lighting and street signs), as outlined therein, require a heritage permit.	Noted.
215	2	See OZ 17/012 for other heritage comments.	-
Public Art (Chloe Catan Tel. (905) 615-3200 x4909)			
216	1	See OZ 17/012 W1 for comment.	-

Fire Prevention

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#	Comment #	Comments	Response/Action
OPA / ZBA			
Fire Prevention Plan (Greg Phelps Tel. (905) 615-3200 x5629)			
217	1	<p>Fire has reviewed the OPA/rezoning application from an emergency response perspective and has no concerns; emergency response time to the site and watersupply available are acceptable.</p> <p>NOTE: Mississauga Bylaw 1036-81 is applicable to this development. This bylaw regulates the location of the fire access routes with respect to exposure to, and distance from the structures. 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. Compliance will be assessed at the time of site plan approval.</p>	<p>BA Group to review fire access route at the Site Plan stage.</p>

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#	Comment #	Comments	Response/Action
OPA / ZBA			
Canada Post Corporation (Jenifer Giles Tel. (905) 206-1247 x2023)			
218	1	Note: Centralized mail delivery - mailroom / lock boxes/ community mailbox - as per our delivery policy guidelines are applied to each block on this application. Additional details for the content of each block will be required. Note: New postal codes will be issued , dependent on the content of each block.	Noted - will be provided as building designs are completed.
DRAFT PLAN OF SUBDIVISION			
Canada Post Corporation (Jenifer Giles Tel. (905) 206-1247 x2023)			
219	1	Centralized mail delivery, as per Canada Post policy, will be provided and will be dependent on the content of each block. Additional details are required for the content of each block. Comments to be provided at the next - Site Plan - stage of development.	Noted - will be provided as building designs are completed.

Rogers

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#	Comment #	Comments	Response/Action
OPA / ZBA			
Rogers Cable			
220	1	Rogers Communications Canada Inc. has buried fiber plant in this area, as it is indicated on the attached plans. Caution is advised. Hand dig when corssing or if within 1m of Rogers plant. Note: Plant is shown to approximation. Locates are still required. Call for locates at 1-800-738-7893.	Noted.

Airport Auth

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#	Comment #	Comments	Response/Action
OPA / ZBA			
Greater Toronto Airport Authority (Greg Straatsma Tel. (416) 776-3536)			
221	1	2017-Nov-30; OZ 17-012/TM 17004; 181 Lakeshore Road West & 70 Mississauga Road South; Airport Zoning Restrictions: According to the Airport Zoning Regulations for Toronto Pearson International Airport, development elevations on the subject property are not affected by any airport restrictions related to obstacle zoning or aeronautical facilities. GTAA, 416-776-3635, Greg.Straatsma@GTAA.com	Noted.
DRAFT PLAN OF SUBDIVISION			
222	1	2017-Nov-30; OZ 17-012/TM 17004; 181 Lakeshore Road West & 70 Mississauga Road South; Airport Zoning Restrictions: According to the Airport Zoning Regulations for Toronto Pearson International Airport, development elevations on the subject property are not affected by any airport restrictions related to obstacle zoning or aeronautical facilities. GTAA, 416-776-3635, Greg.Straatsma@GTAA.com	Noted.

Economic Development

The West Village: Staff / Agency Comments - OPA/ZBA/Draft Sub - March 9, 2018

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#	Comment #	Comments	Response/Action
OPA / ZBA			
Economic Development - D'Arcy Rahkola Tel. (905) 615-3200 x 5022			
223		We are in receipt of the amended applications dated March 9, along with your memorandum and select attachments dated March 14, 2018. Having had the opportunity to review the amended development proposal we wish to offer the following up-dated comments from an economic development perspective which will require further reflection by the applicant prior to consideration of the staff Recommendation Report. Our focus continues to pertain to the applicant's proposed job figures and employment uses for the overall site as well as the sub-precincts of the West Village Square and The Campus.	-
224		1) An increase on the ratio of employment to residential: The Altus Groups Economic Impact Analysis identifies an achieved ratio of 1.98:1 residents to jobs within the development site with sole focus on direct jobs. Based on this analysis, the revised Master Plan now provides an appropriate ratio of residents to jobs thus contributing to the intent of the Master Planning Framework and PCLAP's target of a 2:1 ratio. We accept the consultants conclusions.	Noted.
225	2	2) More information on the potential types of employment uses: Based on the above, the overall proposed non-residential gross floor area (GFA) is also appropriate to meet the employment targets for the development given the analysis undertaken by The Altus Group. Notwithstanding, the amended proposal does not appropriately identify or describe a list of non-residential land uses being proposed. Both Sections 13.1.3.5.1 and 13.1.3.5.3 of the amended draft OPA only present a vague description of proposed non-residential uses. The draft Zoning By-law does not expand upon the list of proposed non-residential uses within either of the two sub-precincts. To ensure the vision for the Port Credit West Village 'fosters the development of a complete community with a dynamic range of uses including commercial, cultural, recreational and institutional uses', we request the draft OPA and/or Zoning By-law not only describe a list of non-residential uses but also incorporate the potential for some minimum non-residential gross floor area limits particularly where office commercial is being proposed.	The revised Official Plan Amendment redesignates the Site from "Special Waterfront" to a variety of land use designations. The areas within the Port Credit West Village – where non-residential uses are proposed – are designated as Mixed Use in the draft Official Plan Amendment, per the City of Mississauga's Official Plan Land Use policies. The Official Plan Amendment outlines the additional non-residential uses, beyond what is permitted within the existing OP Mixed Use designation, that are proposed. The draft Zoning By-law also includes a revised list of non-residential uses permitted in the zones within the Campus and West Village Square sub-precincts. The revised draft Zoning By-law as well as the Master Plan and Urban Design Document include minimum non-residential gross floor areas for the zones within the Campus and West Village Square sub-precincts.
226		3) Clarification on the employment uses envisioned for The Campus: In addition to the above comments, the proposed mix of uses must still be considered in more depth as it applies to The Campus Precinct. While we are aware the applicant is continuing to actively work with the City to seek an agreed upon vision for The Campus the mix of prospective employment uses (including the program and design) is yet to be satisfactorily resolved.	The draft Zoning By-law and Official Plan Amendment provide a foundation for the non-residential uses permitted within the Port Credit West Village and more specifically, the Campus Sub-precinct. Charts have been submitted to accompany the draft Zoning By-law and Official Plan Amendment which outlines the various permitted uses proposed for each zone and Official Plan land use designation within the Site. During the Site Plan Approval process, the Port Credit West Village Partnership will continue to work with the City of Mississauga to refine the program and design of the Campus with the goal of creating a mix of uses that animate and activate the space throughout the day and in all seasons.

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DRAFT PLAN OF SUBDIVISION			
Enbridge (Alison Sadler Tel. (416) 495-5763)			
227	1	<p>March 23, 2018: Comments below remain the same.</p> <p>September 26, 2017: Enbridge Gas Distribution does not object to the proposed application(s). This response does not constitute a pipe locate or clearance for construction. The applicant shall contact Enbridge Gas Distribution's Customer Connections department by emailing SalesArea20@enbridge.com for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving. If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant. In the event that easement(s) are required to service this development, the applicant will provide the easement(s) to Enbridge Gas Distribution at no cost. The applicant will contact Enbridge Gas Distribution's Customer Connections department by emailing SalesArea20@enbridge.com prior to any site construction activities to determine if existing piping facilities need to be relocated or abandoned. In the event a pressure reducing regulator station is required, the applicant is to provide a 3 metre by 3 metre exclusive use location that is within the municipal road allowance. The final size and location of the regulator station will be confirmed by Enbridge Gas Distribution's Customer Connections department. For more details contact SalesArea20@enbridge.com. The applicant will grade all road allowances to as close to final elevation as possible, provide necessary field survey information and all approved municipal road cross sections, identifying all utility locations prior to the installation of the gas piping. Enbridge Gas Distribution reserves the right to amend or remove development conditions. Contact: Alison Sadler, Enbridge Gas Distribution municipalplanning@enbridge.com</p>	Noted.

School Boards

The West Village: Staff / Agency Comments - OPA/ZBA/Draft Sub - March 9, 2018

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#	Comment #	Comments	Response/Action
DRAFT PLAN OF SUBDIVISION			
Dufferin Peel Catholic District School Board (Keith Hamilton Tel. (905) 890-0708)			
228	1	April 26, 2018 Update (April 26 2018 10:29 an email from Joanne Rogers) : "Here are the updated student yields: Elementary: 75 students Secondary: 63 students Joanne Rogers 905-890-0708 x. 24299" With respect to the schools currently accommodating students from this area, the above noted application is located in the catchment area of St. Luke, and proposes a total of 538 townhouse, and 1962 apartment units, yielding approximately 70 Junior Kindergarten to Grade 8 separate school students. St. Luke has a capacity of 602 pupil places with a current enrolment of 498 students, and 0 portables/temporary classrooms on site. The application will also yield 58 Grade 9 to 12 separate school students and is located in the secondary catchment area of Iona Catholic; which has a capacity of 723 pupil places with a current enrolment of 886, with 17 portables/temporary classrooms on site.	Noted.
229	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.	-
230	3	The Board requests that the following conditions be fulfilled prior to the final approval of the zoning by-law: That the applicant shall agree in the Development and/or Subdivision Agreement to erect and maintain information signs at all major entrances to the proposed development advising the following: "Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available." These signs shall be to the Dufferin-Peel Catholic District School Board's specifications, at locations determined by the Board and erected prior to registration.	Noted.
231	4	The Board requests that the following conditions be fulfilled prior to the final approval of the zoning by-law: That the applicant shall agree in the Development and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots. (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school." (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."	Noted.
Peel District School Board (Amar Singh Tel. (905) 890-1010 x2217)			
232	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-8 = 392; 9-12 = 76. The students generated are presently within the following attendance areas: Riverside P.S. (Enrolment = 300; Capacity = 438; # of Portables = 0) Port Credit S.S. (Enrolment = 1,164; Capacity = 1,203; # of Portables = 0). Based on the current residential units proposed for this development and the Board's anticipated yields, the Board will not be able to accommodate all anticipated students in existing schools. Other proposed developments in Port Credit will also contribute to the need for an additional school in this neighbourhood. As stated in our letter dated May 24th, 2017 and discussed at the DARC meeting on July 5th, 2017, the Board requires one (1) elementary school site of 2.43 hectares (6 acres) on site. This is the standard site requirement for a 650 Ministry Rated Capacity (MRC) school.	Discussions ongoing.
233	2	City of Mississauga Council Resolution 152-98 applies to this application, therefore prior to final approval, the City of Mississauga shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.	Noted as advisory.
234	3	The applicant is required to arrange a site inspection in order to assess the suitability for the construction of the school.	Noted as advisory.
235	4	The applicant is required to provide site development plans for the school site area indicating the location of the required facility	Noted as advisory.
236	5	Prior to registration of the plan, satisfactory arrangements shall have been made with the Peel District School Board for the acquisition, or reservation for future acquisition, of the future school block.	Noted as advisory.
237	6	A clause and securities be included in the servicing agreement which prohibits the stockpiling of any soils or material on the school block.	Noted as advisory.
238	7	In order to ensure that sanitary, storm, and utility easements (hydro, gas, water, etc.) do not interfere with site plan approval for the proposed facility, it is requested that such easements be approved by the School Accommodation Department prior to establishment on the proposed school site.	Noted as advisory.
239	8	Prior to final approval, the City of Mississauga shall be advised by the Peel District School Board that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board for this plan.	Noted as advisory.
240	9	The developer shall agree to erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy.	Noted as advisory.
241	10	The Peel District School Board requires that the following clause be placed in any agreement of purchase and sale entered into with respect to any lots on this plan, within a period of five years from the date of registration of the subdivision 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 as advisory.
242	11	The applicant will ensure that community mailboxes are not located along the frontage of the school block.	Noted as advisory.
243	13	Please keep the Board informed on the status of this application and provide us with information as it becomes available so that we may provide comments as necessary for this proposed development. The Board also wishes to be notified of the decision of Council with respect to this plan.	Noted as advisory.
244	14	The Phase One ESA report confirms remediation is required to meet the appropriate MOECC standards and file one or more Records of Site Condition (RSCs). A Remedial Action Plan (RAP) must be submitted to the Peel District School Board for review.	Completed.

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DRAFT PLAN OF SUBDIVISION			
		Peel Regional Police (Sandro Strangio Tel. 905-453-3311 x4023)	
245	1	Thank you for the opportunity to review the plan from a CPTED perspective. I find it to be satisfactory.	Noted.

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OPA / ZBA			
Credit Valley Conservation (Maricris Marinas Tel. (905) 670-1615 ext 220)			
246	1	O.REG. 160/06: The Site is within the CVC's Regulated Area and as such is subject to CVC's Regulation of Development Interference with Wetlands, and Alterations to Shorelines and Watercourses (Ontario Regulation No. 160/06). This regulation prohibits altering a watercourse or wetland, and prohibits development (e.g. new structures, additions, site grading) in areas adjacent to the Lake Ontario shoreline, river and stream valleys, hazardous lands (floodplain, erosion), and wetlands without any prior written approval of CVC (i.e. the issuance of a permit). The Site is regulated as it contains wetlands and is partially within the erosion and flooding hazards associated with Lake Ontario.	Noted.
247	2	Plan Review Fee: APR 27/18- The total plan review fee is based on the net hectares multiplied by \$4,000. To date, \$72,000 has been provided. CVC will contact the applicant regarding the remaining balance once conditions of draft approval (as part of T 17/004) are provided to the City.	Noted.
248	3	SWM Outlets: APR 27/18- Through review of the Master Plan, CVC had recommended the proposed stormwater outlets be reviewed to identify opportunities that will address the number of outlets discharging into Lake Ontario. The proposed servicing plan continues to show two stormwater outlets. Please be aware that a new outlet to Lake Ontario will require an impact assessment for the proposed condition. This impact assessment will include a method of erosion control at the discharge location. A recommendation that can be further explored is a pocket wetland. In order for CVC staff to fully review and accept the location of the new outlets, a detailed grading plan at the proposed locations is required. CVC staff are available to participate in any further discussions about the ultimate outlet locations.	Noted, details for the storm outlets will be provided.
249	4	SWM Outlets & Hazards: APR 27/18- Please update the Preliminary Major System Storm Drainage Plan to include the Lake Ontario flooding hazard limit, erosion hazard limit and CVC regulation limit for a more appropriate reference to the outlet locations.	Noted, to be updated in this resubmission.
250	5	SWM, Quality: APR 27/18- The Storm Servicing Plan and Report Section 6- Stormwater shows end of pipe pond/LID treating smaller portion of the site, while majority of the site drains untreated runoff into the lake Ontario via two outlets. Please confirm that the Enhance Level of Protection of 80% TSS removal is achieved at each of the proposed outlets (major and minor systems).	Quality control on the site will be provided separately for the ROWs and the site plan block areas. For the site plan blocks, quality control will be provided through a combination of OGS and LID BMPs. The orientation, location, and extent of these facilities is outlined on LID-1. Additional details will be determined at the detailed design stage, however 80% TSS removal will be provided before site plan drainage is discharged to the ROW storm sewers. Performance feasibility for these blocks is provided in the Appendices of the FSR report, which will follow shortly after this submission, and has been calculated using TSS removal factors and LID sizing guidelines from the CVC/TRCA LID manual. Quality control within the ROWs will also be provided through a combination of LID BMPs and OGS units. Details of the ROW quality control are shown on LID-2. Bioretention cells within the ROWs on Street B, Street F, Street B and Street A will provide 80% TSS removal for these ROWs and some contributing area from Street C and Street E. The areas of Street E and Street B which will not be treated with bio-retention will be treated by OGS units in the ROW, By providing 80% TSS removal for the site plan blocks before they discharge into the storm sewers, and for the ROWs before drainage is transferred downstream, 80% quality control at the outlet is ensured.
251	6	Water Balance: APR 27/18- A pre- and post-development water balance analysis is required to establish infiltration targets to ensure that post-development infiltrations are maintained to the pre-development level in accordance with CVC's stormwater criteria.	Opportunities for post-development infiltration are limited due to on-site soil contamination. Matching pre-development infiltration rates is not recommended due to the potential for the continued distribution of groundwater contamination.
252	7	BMPs/LIDs: APR 27/18- A plan in which each block was assessed to determine the feasibility of specific LID BMPs that would achieve a level of control was provided and identifies their proposed locations. CVC staff will be engaged in further discussion with the City of Mississauga regarding the proposed BMPs/LIDs strategy- further guidance will likely be provided following these discussions.	Urbantech has provided additional documentation to CVC regarding the methodology used to assess the performance of the proposed LID BMPs. This documentation is included in appendices of the FSR submission which will follow shortly after the submission. The orientation, extent, and location of LID BMPs on the site may change at the detailed design stage for the site plan blocks. The schematic design information in this FSR is provided to ensure the feasibility of site plan treatment with LID BMPs. The performance of the the site plan block LID BMPs has been calculated using TSS removal factors and LID sizing guidelines from the CVC/TRCA LID manual.
253	8	EIS Recommendations: APR 27/18- As previously discussed within CVC's response letter (dated November 29, 2017), analysis of the results within the EIS as well as CVC staff's technical opinion concludes that the following features are present onsite: wetlands, fish habitat, important wildlife habitat and linkages. Recognizing the anthropogenic nature of the site influenced and altered by its previous industrial use(s), existing onsite infrastructure (e.g. shale pond, settling pond, existing buildings/foundations and roads) and nature of contamination, CVC staff agree that the site currently functions as a brownfield site. Notwithstanding this, the site currently provides important ecological functions as described in the EIS. Considering this, it is CVC's expectation that the above features and their functions will be further considered in the future proposed design concepts for the open space area along the Lake Ontario shoreline. The amended EIS as prepared by Savanta (dated March 2018) provides some recommendations (high-level) related to targets and concepts to mitigate for the proposed removal of natural features and their functions. It is CVC's expectation that further details regarding these recommendations, including but not limited to the design of a natural water feature (a recommendation consistent with the concepts referenced within the Parks & Open Space Design Brief and the Master Plan) will be discussed and submitted prior to approval (detailed design) to ensure the ecological targets are appropriately addressed.	As previously discussed with City and CVC staff, the ecological restoration/enhancement measures for the proposed open space/waterfront park will be determined during detailed design, in conjunction with staff from CVC and the City of Mississauga.
254	9	Parks & Open Spaces Area: APR 27/18- It is unclear whether the concepts provided in the Parks & Open Spaces Design Brief prepared by the Port Credit West Village (undated) has been informed by the EIS. It is CVC's expectation that the EIS recommendations (ecological targets) guide the design of the natural heritage component to mitigate for the proposed removal of natural features and their associated ecological functions.	The plan envisions a series of connected parks, open spaces and unique streetscapes promote sustainable storm water practices, habitat restoration and dynamic ecologies. The open space plan celebrates and enhances the presence of water. LID water features integrated within the streets and parks are designed to support a diversity of plant life and provide wildlife corridors. An open water feature that connects the new community through the Waterfront Park could offer a significant opportunity to support wildlife habitat and educational programming regarding natural habitat and hydrology, and should be discussed as the park brief and potential uses are defined. The plan envisions regenerated meadows and shoreline plant ecologies and that draw the lakefront experience deeper into the park. The preservation of natural and rare plant species will play a significant role in reestablishing a shoreline ecosystem that showcases the native textures of this unique location at the Mouth of the Credit. This 'thickened' shoreline corridor will provide migratory routes and support pollinator habitat.
255	10	Parks & Open Spaces Area: APR 27/18- The updated open space area appears to be more conducive to providing appropriately located, sized and configured mitigation measures along the shoreline. CVC staff are available to discuss this opportunity further- recognizing a balance in design between the natural elements/targets (mitigation requirements) and City parkland and programming needs.	Agreed - we look forward to discussing this opportunity in further detail.
256	11	Ongoing Surveys: APR 27/18- Proponent responses to the ongoing surveys indicate all winter waterfowl surveys have been completed; however, results and analysis were not incorporated into the amended EIS due timing. It is CVC's expectation that the results and analysis from all completed winter waterfowl surveys will be submitted as the analysis of the survey results are expected to be considered in the detailed design of the naturalized/restoration component of the open space area.	A letter to CVC, outlining the results and assessment of the additional wintering waterfowl surveys completed in 2018, has been included with the resubmission .
257	12	Rare Species Salvage: APR 27/18- The EIS identifies a salvage program for locally rare vegetation species will be implemented in fall 2018 to mitigate for further impacts to rare plant species on lands that have not already been disturbed by site remediation activities. It is CVC's expectation that the vegetation rescue plan will be submitted prior to commencement of any salvage activities.	The proposed framework for the Vegetation Salvage Plan was provided to CVC via email on August 1, 2018 and this remains under review by CVC. Given that a botanical inventory will be required on the Subject Lands in fall 2018 to confirm the remaining distribution of locally rare species, preparation of the actual Vegetation Salvage Plan is anticipated to occur in fall 2018, following completion of the survey. The Vegetation Salvage Plan will be provided to CVC for review, prior to implementation of any vegetation salvage activities.

Region of Peel

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258	1	This application will not require a Regional Official Plan Amendment.	-
259	2	The EIS notes that there is no Regional Core Areas of the Greenlands System on the site. As CVC is the Region's technical advisors, it is requested that CVC confirm this assessment. The Region of Peel Official Plan Greenlands System natural area and corridors policies direct the local municipalities to define, protect, restore and enhance significant wildlife habitat, which includes the habitat of migratory birds and butterflies. The EIS indicates that the subject lands provide habitat for migratory birds and butterflies. To maintain this habitat, the EIS proposes that a vegetative corridor and open space with appropriate flora, fauna and tree canopy will be maintained, enhance and/or established. CVC is requested to confirm that the proposed mitigation plan is appropriate and acceptable.	Noted.
260	3	The Region is in receipt of the Affordable Housing Brief. We are currently reviewing the proposed options for affordable housing on site.	Noted.
261	4	The Region has reviewed the Healthy Development Assessment (HDA) submitted September 19, 2017. The total applicable score was revised to reflect the inclusion of the density standard that is applicable at the draft plan stage. This results in a revised score of 51/57 (90%). Consequently, the application achieves a Gold certification which is a reflection of the vision of the West Village Community as a vibrant, connected waterfront community and destination. As a Gold development, this proposal achieves the highest possible standard on the Region's HDA. This will ensure a built form that is supportive of healthy behaviour by making walking and cycling the easy choice.	Noted.
262	5	A strong policy framework is required to support the work of City Staff in negotiating and implementing desired land use and built form outcomes through the development approvals process. While detailed policies are not yet proposed, we have identified two policy areas for further consideration at subsequent planning stages: 1. In order to promote opportunities for active transportation and ensure the efficient use of parking, parking requirements should allow for reduced parking standards where car share spaces, unbundled parking and/or shared visitor parking (commercial) are provided as part of a development proposal. 2. Policies and/or strategies that would facilitate the creation of streets through the development approvals process. Private streets implemented through development should include public access easements to guarantee pedestrian and cycling access is maintained throughout the community. This Plan integrates many of the elements of a healthy, complete community with a mix of housing options, a compact built form, a safe and comfortable pedestrian realm, and ample, attractive greenspace. As the planning proceeds for this community, we welcome the opportunity to work collaboratively with development stakeholders and City Staff to achieve that vision.	Parking reductions compared to the prevailing zoning requirements are being sought and have been deemed appropriate by City Planning staff. Pedestrian and cycling connections are provided throughout the site, as illustrated in the revised Master Plan & Urban Design Document submitted with this application.
263	6	Sustainable Transportation (Public Health) Recommendation: Please consider a section analyzing the existing pedestrian/walking context. This analysis would be helpful in supporting a walkable community. A wider context map or Transit Map would be helpful to illustrate key destinations and proximity via cycling and walking. Carpooling and designated carpool parking is not mentioned. The Region encourages the applicant to explore the potential of carpooling and carpool parking on site, as well as other traffic calming measures to support safer pedestrian connections.	Section 2.4 – Transportation and Servicing – of the Master Plan and Urban Design Document includes a map showing the surrounding pedestrian/walking context noting key destinations (e.g. transit stops, grocery stores, community services) coupled with the proposed active transportation network within the Site. The map on pg. 10 of the Master Plan and Urban Design document outlines the surrounding context including existing uses and transit stops. The site is immediately adjacent to an existing Shoppers Drug Mart and Loblaws grocery store plaza, the latter of which contains a number of retail shops and services including two major bank locations. The central Port Credit area, containing a number of retail and restaurant establishments, as well as the Memorial Park and Arena and Port Credit GO Station, is located within a kilometre east of the site. Carpooling / rideshare programs are identified as a potential TDM measure for the site.
264	7	Please note that the existing sanitary sewers do not have adequate capacity to convey the proposed sanitary flows from this development to Front Street SPS. The Region of Peel is completing an EA for a new trunk sewer, along the Lakeshore Road West which will divert flows by gravity from Front Street SPS to Richard Memorial SPS.	Noted.
265	8	The Region has reviewed the revised Functional Servicing Report (FSR). There are inconsistencies in the report. Detailed comments will be provided directly to the applicant and a revised FSR will be required.	The FSR has been updated based on the comments provided and also reflects the ongoing detailed design of the external sanitary sewer proposed for this development by Urbantech.
266		For RESIDENTIAL units in the apartments, mixed-use buildings and townhouses in Blocks B, D, G, H, K, M, O, P, Q, R and T: Front-end collection of garbage and recyclable materials will be provided by the Region of Peel for residential units subject to the site meeting the conditions of Sections 2, 4, 5 and 6 of the Waste Collection Design Standards Manual.	Addressed. Refer to the Waste Management Diagrams in the Master Plan & Urban Design Document for further clarification.
267		For RESIDENTIAL units in the townhouse units in Blocks A, F, I, K, L, O and Q: Curbside collection will be provided by the Region of Peel subject to the site meeting the conditions of Sections 2 and 3 of the Waste Collection Design Standards Manual. Please ensure that the townhouses fronting on Street E and Street B (adjacent to the park J2) have a set-out area that meets our requirements	Addressed. Refer to the Waste Management Diagrams in the Master Plan & Urban Design Document for further clarification.
268		For COMMERCIAL/RETAIL units in MIXED-USE buildings in Blocks A, B, G and H: Commercial/retail units in MIXED-USED buildings MAY be eligible for garbage and recycling collection from the Region subject to the units meeting the set out capacity requirements for curbside or front-end waste collection. Commercial/retail waste set/out and storage must be illustrated on a revised site plan. The same access requirements as listed for residential waste collection will apply to commercial/retail waste collection.	Addressed. Refer to the Waste Management Diagrams in the Master Plan & Urban Design Document for further clarification.
269		For COMMERCIAL/RETAIL units in Blocks B and C: On-site waste collection will be required through a private waste hauler for commercial/retail units.	Noted.
270		Curbside Collection Comments:	
271	9	Each dwelling unit within a development must have its own identifiable collection point. See Appendix 9 (Waste Collection Design Standards Manual) for an example of a collection point. The collection point must be located along the curb, adjacent to the driveway, and must be directly accessible to the waste collection vehicle and free of obstructions such as parked cars. Each dwelling unit's collection point along the curb must be at least 3 square metres, or 32 square feet in order to provide sufficient space for the placement of carts: maximum (1) large garbage cart or recycling cart (360 litres or 79 imperial gallons) and one (1) source separated organics carts (100 litres or 21 imperial gallons), overflow waste (i.e. additional bags), yard waste and bulky items. Waste Collection Vehicle Access Route Comments (Multi-Residential) All roads must have a minimum width of 6 metres for one way and a minimum of 12 metres for 2-way traffic. In those situations where a waste collection vehicle must reverse, then the maximum straight back-up distance is 15 metres.	Addressed. Refer to the Waste Management Diagrams in the Master Plan & Urban Design Document for further clarification.
272		The waste collection vehicle access route throughout the complex indicating turning radii and turning movements is to be clearly labelled on the drawing. The turning radius from the centre line must be a minimum of 13 metres on all turns. This includes the turning radii at the entrance to the site. The turning radii must be clearly labelled. Commercial storage should be illustrated on a revised site plan. The same access requirements as listed below will apply to commercial waste collection.	Addressed. Refer to the Waste Management Diagrams in the Master Plan & Urban Design Document for further clarification.
273		Biomedical waste or hazardous materials shall not be placed out for collection. Placing such waste out may result in the suspension of collection services. For front-end collection, a minimum 18 metre straight head-on approach to the collection point is required. This approach is to be level (+/- 2%) and the same width as the collection point. The internal road layouts should be designed to permit continuous collection without reversing.	Addressed. Refer to the Waste Management Diagrams in the Master Plan & Urban Design Document for further clarification.
274		Where the requirement for continuous collection cannot be met, a cul-de-sac or a T-turnaround will be permitted in accordance with the specifications shown in Appendix 2 and 3 of the WCDSM (Waste Collection Design Standards Manual), respectively.	Addressed. Refer to the Waste Management Diagrams in the Master Plan & Urban Design Document for further clarification.
275		For more information, please consult the Waste Collection Design Standards Manual available at: http://peelregion.ca/pw/standards/design/waste-collection-design-manual-2016.pdf	Noted.

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OPA / ZBA			
276	10	The alignment of the future roads follows the alignment of the future water and wastewater servicing. Our requirements will be addressed through the Surface Cap Requirements for Public Lands under section 4.2.1., Appendix B and C. To ensure that future replacement sanitary sewer mains and watermains remain within the unimpacted soil, The Region recommends that the unimpacted material extend across the width of the public Right of Way. This is to ensure that when the pipes proposed through this project are replaced in the future, they will still be located within unimpacted material. As such, it is recommended that the unimpacted material be installed deep enough to accommodate the municipal sanitary sewer (as deep as 5m in some locations).	On further discussion with Region engineering staff, we understand the Region's concern to be largely regarding watermains, not sanitary sewer mains. As such, proposed cross sections may be modified to accommodate depth of watermains. We have provided additional information on surface cap requirements in the comprehensive Right of Way submission of June 2018 and await formal written comments from the Region.
277		All cross sections, hard, surface and fill caps shall be installed in accordance with City's standards and the Region of Peel standards. In addition, bedding material should conform to the Region of Peels Engineering Standards. The RAP shows gasketed pipe connections. Please be advised that the standard trench plugs used by the Region are OPSD 802.095.	Noted.
278		The Region of Peel must be provided with a copy of the Health and Safety Plan to ensure that Regional staff are aware of the risks and personal protective equipment required during the development of the property. The consultant must provide clarity as to if there are any off-Site concerns in relation to the soil and groundwater contamination.	As part of the Risk Assessment, any risks to future trench workers or off-site receptors is evaluated with the MOE through the risk assessment process. The Region will receive a copy of any required HASP.
DRAFT PLAN OF SUBDIVISION			
279	1	The Region is in receipt of the Affordable Housing Brief. Any lands proposed to be dedicated to the Region for affordable housing units will have to be identified on a future draft plan of subdivision.	Discussions with the Region on the Affordable Housing strategy is ongoing.
280	2	Municipal sanitary sewer facilities consist of a 250mm sewer on Mississauga Road, a 350mm sewer and a 375mm sewer on Lakeshore Road. The subject site falls within the drainage area of the existing Front Street Sewage Pumping Station. Existing infrastructure consist of a 300mm watermain on Mississauga Road, a 300mm watermain and 400mm watermain on Lakeshore Road. External easements and construction may be required.	The FSR has been updated based on the comments provided and also reflect the ongoing detailed design of the external sanitary sewer proposed for this development by Urbantech.
281	3	The Region requires a Condominium Water Servicing Agreement and a draft Declaration and Description with completed Schedule A for the future Common Elements Condominium Blocks.	Noted.
282	4	The Region is in receipt of the FSR dated March 1, 2018 prepared for Port Credit West Village Partners Inc, submitted by Urbantech Consulting. A revised report will be required addressing the following: There are many inconsistencies within the Report as well as inconsistent information between the submitted Draft Plan and Functional Servicing Report. Specifically, the street names and block numbers.	Noted.
283		Wastewater Revisions: 1. There are different populations proposed in different sections. For example, Appendix B- population projection by Block (Block A to Block U) =8679, and in Appendix C- Water model analysis P =9248 2. There are different estimated sanitary flows. For example, on page 8 the sanitary flow is 96.5L/s, whereas in Appendix B the sanitary design sheet stated 91.7 L/s. 3. Wastewater Servicing Plan shows proposed sanitary sewer on Street F only up to half way between Street C and Street A. Please indicate sanitary servicing scenario for Block 9. 4. The Region has concerns with the proposed horizontal separation of 2.0m between the storm sewer and the sanitary sewer for all the streets especially Street B (16.0m R.O.W.). We do allow separation of 2.0m however; vertical invert separation between the pipes cannot be larger than 1.0m. Sanitary sewers within Port Credit West Village will be significantly deeper than storm sewer therefore 2.0m horizontal separation is not sufficient. Considering existing 250 mm sewer along Port Street and 375 mm sewer along Front Street, south of Port Street, we recommend that the proposed sanitary sewer along Port Street and Front Street to be upsized to 525 mm diameter. At this stage, the proposed sewers should be sized, considering maximum 50% of their full capacity.	The FSR has been updated as follows: 1. Proposed population has been coordinated between the water model and the wastewater modelling. 2. Estimated sanitary flows have been coordinated between sections of the report. 3. Sanitary servicing has been indicated to all blocks. 4. A minimum horizontal separation of 3.0m is provided. The external pipes have been upsized as requested.
284		Water Revisions: 1. The FSR does not provide the total number of units and total population calculations. The complete equivalent population number should be provided in the FSR stage including residential and ICI components. 2. The water demand calculations in Appendix C show a maximum population of 9248 by 2027. The document has to show how these numbers are obtained. 3. Fire flow calculations should be shown. The number provided in Appendix C is 417L/s which is very high and is unacceptable for a predominantly residential development. 4. The maximum demand from this site is 85.2L/s which is too much for the 300mm on the south side of Lakeshore. The Region recommends a secondary connection from the 400mm. The entire site should not be thrust upon the 300mm. 5. The Hydrant Flow Test was not carried out and is a requirement of a satisfactory FSR.	Fire flow will be completed and water report updated
285	5	The Developer acknowledges that the lands are subject to the current Region's Development Charges By-law. The applicable development charges shall be paid in the manner and at the times provided by this By-law.	Noted.
286	6	Servicing of this Plan will require construction of oversized 525/450/375mm dia. sanitary sewers and oversized 600mm dia. watermains works which are the financial responsibility of the Region as per Development Charges By-law. Should the Developer wish to proceed with these works in order to obtain clearance of the Draft Plan conditions at a time when the Region is not prepared to fund the works, then the Developer shall be required to enter into a Front-Ending Agreement prior to the construction of the works.	This application does not require the construction of the 600mm diameter watermain.
287		This Agreement will be subject to the Region's determination that it has or will have sufficient funds to justify entering into the Front-Ending Agreement and Regional Council approval. The following required oversized sanitary sewers and watermain works are included in the Five Year Capital Budget and Forecast: 1. 525mm dia. sanitary sewer on Front Street and Port Street from Existing Front Street SPS to Mississauga Road. 2. 450/375mm dia. sanitary sewer on Blocks 31, 32 and 33 from Mississauga Road to Block 29. 3. 600mm dia. watermain on Lakeshore Road from the Lorne Park Water Treatment Plant to Front Street South.	Noted.

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OPA / ZBA			
288	7	Prior to execution of the Subdivision Agreement by the Region, the Developer shall: a. Obtain and submit to the Region a Residential Development Charges Payment Form completed to the best of the Developer's knowledge at the time of the submission and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan; and b. Pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form	Noted.
289	8	Provision shall be made in the Subdivision Agreement with respect to: a) Payment to the Region of appropriate soft service development charges and any outstanding hard service development charges; and b) Collection of development charges for future residential development blocks (nonfreehold townhouses or apartment blocks); pursuant to the Region's Development Charges By-law, as amended from time to time.	Noted.
290	9	With respect to water meter fees: a. Prior to registration of the plan of subdivision, the Developer shall pay to the Region the appropriate water meter fees, in accordance with the Region's Fees Bylaw, as amended from time to time for residential building lots (singles, semi-detached and freehold townhomes) to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan for the Lands; b. A clause shall be included in the Subdivision Agreement that water meter fees for future residential development (non-freehold townhouses or apartment blocks) and commercial blocks shall be payable to the Region prior to issuance of building permits, in accordance with the Region's Fees By-law, as amended from time to time; and c. A clause shall be included in the Subdivision Agreement that in the event of an underpayment of water meter fees, the Developer shall be responsible for payment thereof forthwith upon request.	Noted.
291	10	Clauses shall be included in the Subdivision Agreement stating that servicing will require: a. Construction of oversized 600mm dia. watermain which is the financial responsibility of the Region as per Development Charges By-Law. A 400mm dia. watermain is included in the Five Year Capital Budget and Forecast; b. Construction of oversized 525/450/375 mm dia. sanitary sewers which are the financial responsibility of the Region as per Development Charges By-Law. 525/450/375 mm dia. sanitary sewers are included in the Five Year Capital Budget and Forecast; and c. The Developer shall make appropriate financial arrangement with the Region prior to construction of such works. The construction will be subject to the Region's determination that it has or will have sufficient funds to finance the works.	Noted.
292	11	A clause shall be included in the Subdivision Agreement that a restriction on transfer or charge for all blocks within the plan of subdivision, save and except those to be conveyed to the City and the Region, shall be registered on title to said blocks prohibiting any transfer or charge of said lots and blocks without the consent of the Region until external sanitary sewers to service this Plan have been completed to the Region's satisfaction. The Developer shall be responsible for all costs in respect of said restriction on title.	Noted.
293	12	A clause shall be included in the Subdivision Agreement that the Region requires a Condominium Water Servicing Agreement and a draft Declaration and Description with completed Schedule A for the future Common Elements Condominium Blocks.	Noted.
294	13	Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.	Noted.
295	14	A clause shall be included in the Subdivision Agreement that within (60) days of preliminary acceptance of the underground services, the Developer's engineer shall submit "As-Constructed" drawings in digital format, pursuant to the latest Region's Digital Format Guidelines. The Developer's engineer shall also provide ties to all main line valves, ties to individual water service boxes, linear ties to sanitary sewer services and GPS coordinates of all watermain and sanitary sewer appurtenances in accordance with the latest requirements of the Region's Development Procedure Manual.	Noted.
296	15	Prior to registration of the subdivision, the Developer shall execute a Subdivision Agreement with the local municipality and Region for the construction of municipal sanitary sewer, water, and regional roads associated with the lands. The Developer shall construct and design these services in accordance with the latest Region standards and requirements.	Noted.
297	16	Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.	Noted.
298	17	Prior to registration of the plan of subdivision, the Developer shall pay the Region's costs for updating its electronic "As Constructed" information for the infrastructure installed by the Developer. The cost shall be based on a per kilometre basis for combined watermains and sanitary sewers installed pursuant to the Region's latest User Fees By-law.	Noted.
299	18	Prior to registration of the plan of subdivision, the Developer shall ensure that: a. All lots and blocks must be serviced via an internal road network; b. Clauses shall be included in the Subdivision Agreement in respect of same.	Noted.
300	19	Prior to servicing the Region may require the Developer to construct a sampling hydrant (at the Developers cost) within the proposed plan. Location and the requirement for sampling hydrant will be determined at the engineering review stage.	Noted.
301	20	A clause shall be included in the Subdivision Agreement that the Developer agrees that the Region shall hold back a portion of the Letter of Credit to cover the costs of services completed by the Region on a time and material basis pursuant to the current Region's User Fee by-Law.	Noted.
302	21	A clause shall be included in the Subdivision Agreement that the Developer shall maintain adequate chlorine residuals in the watermains within the plan from the time the watermains are connected to the municipal system until such time as the Region issues Final Acceptance. To maintain adequate chlorine residuals, the Developer shall either install automatic flushing devices or retain Regional staff to carry out manual flushing. Regional staff shall conduct the monitoring and testing for chlorine residuals. All costs associated with the monitoring and flushing shall be the responsibility of the Developer pursuant to the current Region's User Fee by-Law.	Noted.
303	22	A clause shall be included in the Subdivision Agreement that the Developer agrees that neither the Developer nor any Builder shall apply for building permits for any lots or blocks within the plan of subdivision until the Region's Public Works Department has issued Preliminary Acceptance and provided notice to the local municipality stating that external sanitary sewers have been completed to the Region's satisfaction. The Developer's Consulting Engineer shall certify in writing that external sanitary sewers have been constructed, inspected and shall function in accordance with the detailed design as approved by the Region.	Noted.
304	23	Prior to registration of the plan of subdivision, the Developer shall submit draft reference plan(s) for the Region's review and approval prior to such plans being deposited. All costs associated with preparation and depositing of the plans and transfer of lands shall be at the sole expense of the Developer.	Noted.
305		For RESIDENTIAL units in the apartments, mixed-use buildings and townhouses in Blocks B, D, G, H, K, M, O, P, Q, R and T: Front-end collection of garbage and recyclable materials will be provided by the Region of Peel for residential units subject to the site meeting the conditions of Sections 2, 4, 5 and 6 of the Waste Collection Design Standards Manual. For RESIDENTIAL units in the townhouse units in Blocks A, F, I, K, L, O and Q: Curbside collection will be provided by the Region of Peel subject to the site meeting the conditions of Sections 2 and 3 of the Waste Collection Design Standards Manual. Please ensure that the townhouses fronting on Street E and Street B (adjacent to the park J2) have a set-out area that meets our requirements.	Noted. Refer to the Waste Management Diagrams in the Master Plan & Urban Design Document for further clarification.
306		For COMMERCIAL/RETAIL units in MIXED-USE buildings in Blocks A, B, G and H: Commercial/retail units in MIXED-USED buildings MAY be eligible for garbage and recycling collection from the Region subject to the units meeting the set out capacity requirements for curbside or front-end waste collection. Commercial/retail waste set/out and storage must be illustrated on a revised site plan. The same access requirements as listed for residential waste collection will apply to commercial/retail waste collection. For COMMERCIAL/RETAIL units in Blocks B and C: On-site waste collection will be required through a private waste hauler for commercial/retail units.	Noted. Refer to the Waste Management Diagrams in the Master Plan & Urban Design Document for further clarification.
307	24	Curbside Collection Comments: Each dwelling unit within a development must have its own identifiable collection point. See Appendix 9 (Waste Collection Design Standards Manual) for an example of a collection point. The collection point must be located along the curb, adjacent to the driveway, and must be directly accessible to the waste collection vehicle and free of obstructions such as parked cars. Each dwelling unit's collection point along the curb must be at least 3 square metres, or 32 square feet in order to provide sufficient space for the placement of carts: maximum (1) large garbage cart or recycling cart (360 litres or 79 imperial gallons) and one (1) source separated organics carts (100 litres or 21 imperial gallons), overflow waste (i.e. additional bags), yard waste and bulky items.	Noted. Refer to the Waste Management Diagrams in the Master Plan & Urban Design Document for further clarification.

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OPA / ZBA			
308		<p>Waste Collection Vehicle Access Route Comments (Multi-Residential): All roads must have a minimum width of 6 metres for one way and a minimum of 12 metres for 2-way traffic. In those situations where a waste collection vehicle must reverse, then the maximum straight back-up distance is 15 metres. The waste collection vehicle access route throughout the complex indicating turning radii and turning movements is to be clearly labelled on the drawing. The turning radius from the centre line must be a minimum of 13 metres on all turns. This includes the turning radii at the entrance to the site. The turning radii must be clearly labelled. Commercial storage should be illustrated on a revised site plan. The same access requirements as listed below will apply to commercial waste collection.</p>	<p>Noted. Refer to the Waste Management Diagrams in the Master Plan & Urban Design Document for further clarification.</p>
309		<p>Biomedical waste or hazardous materials shall not be placed out for collection. Placing such waste out may result in the suspension of collection services. For front-end collection, a minimum 18 metre straight head-on approach to the collection point is required. This approach is to be level (+/- 2%) and the same width as the collection point. The internal road layouts should be designed to permit continuous collection without reversing. Where the requirement for continuous collection cannot be met, a cul-de-sac or a T-turnaround will be permitted in accordance with the specifications shown in Appendix 2 and 3 of the WCDSM (Waste Collection Design Standards Manual), respectively. For more information, please consult the Waste Collection Design Standards Manual available at: http://peelregion.ca/pw/standards/design/waste-collection-design-manual-2016.pdf</p>	<p>Noted. Refer to the Waste Management Diagrams in the Master Plan & Urban Design Document for further clarification.</p>
310	25	<p>Remedial Action Plan Comments: The alignment of the future roads follows the alignment of the future water and wastewater servicing. Our requirements will be addressed through the Surface Cap Requirements for Public Lands under section 4.2.1., Appendix B and C. To ensure that future replacement sanitary sewer mains and water mains remain within the unimpacted soil, The Region recommends that the unimpacted material extend across the width of the public Right of Way. This is to ensure that when the pipes proposed through this project are replaced in the future, they will still be located within unimpacted material. As such, it is recommended that the unimpacted material be installed deep enough to accommodate the municipal sanitary sewer (as deep as 5m in some locations).</p>	<p>On further discussion with Region engineering staff, we understand the Region's concern to be largely regarding water mains, not sanitary sewer mains. As such, proposed cross sections may be modified to accommodate depth of water mains. We have provided additional information on surface cap requirements in the comprehensive Right of Way submission of June 2018 and await formal written comments from the Region.</p>
311		<p>All cross sections, hard, surface and fill caps shall be installed in accordance with City's standards and the Region of Peel standards. In addition, bedding material should conform to the Region of Peels Engineering Standards. The RAP shows gasketed pipe connections. Please be advised that the standard trench plugs used by the Region are OPSD 802.095. The Region of Peel must be provided with a copy of the Health and Safety Plan to ensure that Regional staff are aware of the risks and personal protective equipment required during the development of the property. The consultant must provide clarity as to if there are any off-Site concerns in relation to the soil and groundwater contamination.</p>	<p>Noted. On further discussion with Region engineering staff, we understand the Region's concern to be largely regarding water mains, not sanitary sewer mains. As such, proposed cross sections may be modified to accommodate depth of water mains. We have provided additional information on surface cap requirements in the comprehensive Right of Way submission of June 2018 and await formal written comments from the Region.</p>

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#	Comment #	Comments	Response/Action
OPA / ZBA			
Enersource Hydro Miss - Marilou Ignacio (905) 283-4088			
312	1	<p>Dec.13.2017 - We have no objection to this rezoning of OZ OPA 17/012. Our comments are as follows:</p> <ul style="list-style-type: none"> - Initial supply could be made available subject to timing, prior use and coordination with adjacent lands. - Any electrical servicing/alterations shall be in accordance with Alectra's requirements. - The applicant is requested to contact Alectra well in advance to arrange for the design and installation of the electrical distribution system. - An "Offer to Connect" will be made for the above development that is in consistent with the rules outlined in Chapter 3 of the Ontario Energy Board's Distribution System Code. - "In-Gross" Blanket easement is required for the entire condominium development/property. - The applicant must ensure that the minimum clearances from the overhead pole line along Mississauga Road are maintained or the developer must make the necessary arrangements with Alectra to convert the pole line to an underground system. - All on grade hydro equipment that will be located within the property will require vehicle access at all times (i.e. driveway minimum 3.0m wide). - Servicing to the proposed development can be made available through a padmounted transformer(s) or vault type transformer(s). For supply from the padmounted transformer(s), location of the pad has to be at least 1.5m from the building and cannot be located top of any other structure, such as underground parking garage. The electrical room is required at the grade level. For a vault mounted installation, the vault room is required at the grade level. <p>Should you need further information, please do not hesitate to call Mr. Chris Kafel at 905-283-4036</p>	Noted, all Alectra requirements will be met. Acknowledge receipt and request minimum clearance setback requirements in order to incorporate them in our design submission
313		24 April 2018 - We have no objection to the rezoning of these lands. Our comments are as follows:	-
314		Initial supply could be made available subject to timing, prior use and coordination with adjacent lands.	Noted.
315		Any electrical servicing/alterations shall be in accordance with Alectra's requirements.	Noted.
316		The applicant is requested to contact Alectra well in advance to arrange for the design and installation of the electrical distribution system.	Noted.
317		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.
318		All on grade hydro equipment that will be located within the property will require 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.
319		"In-Gross" Blanket easement is required for the entire property.	Noted.
320		Servicing to the proposed development can be made available through pad-mounted transformers or vault type transformers.	Noted.
321		For supply requiring pad-mounted transformers, location of the pad has to be at least 1.5m from the building and cannot be located top of any other structure, such as underground parking garage. For a vault mounted installation, the vault room is required at the grade level.	Noted.
322	2	For Alectra operational purposes, any proposed landscaping, retaining walls and/or structure near the padmounted hydro equipment location must meet required clearances for safe operation and maintenance by Alectracrews	Noted.
323		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 Alectracrews.	Noted.
324		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 Alectracrews.	Noted.
325		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 of major equipment (i.e. transformer) is approximately 32 weeks from the date that the application and required deposit is received.	Noted.
326		We recommend awareness and caution if working in the area where underground or overhead electrical cables exist. Before any excavation, please obtain hydro locates by calling Ontario One at 1800 400 2255.	Noted.
327		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	Noted.
328		The applicant is to contact our Easement and Permit Coordinator, Ms. Helena Turkiewicz at hturkiewicz@enersource.com, to provide information regarding the necessary easements.	Noted.
329		Should you have any concerns, please contact our Mr. Miron Nahirny at 905-283-4115.	Noted.

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Comment #	Comments	Response/Action
Community Services and Planning & Building (Oct 4, 2018)		
1	The revised ROW document speaks to an increased volume of soil if the trees are located closer to the property line due to them being adjacent to the garden setbacks. The road profiles indicate the underground garage with 0 m setback from the property line to the proposed Tree Corridor. Tie backs and forms required to build the garage could further infringe into tree corridor where this condition is very constrained. Long term maintenance and replacement of the underground structure's membrane would also negatively impact the street tree corridor if located at the structure. As such, where tree corridor is proposed adjacent to property line, a minimum of 3.0m setback of the structure is required. This is in keeping with the current Zoning By-law Section 4.15.1 (13.5).	The revised plan achieves a 3m setback on at least one side of each north-south street. In addition, many streets front onto parks where we can have unlimited setback, so we anticipate multiple strategic conditions to promote healthy, long lived trees. A map of setbacks has been included with our ROW package.
2	Street A – The realignment of the street tree corridor and sidewalk could be an issue, if an amended boulevard treatment is to be implemented along this street, since the soil cell sub drain cannot cross through the designated utility corridor to connect to the street CB. Further, we would need confirmation that realignment of the tree corridor does not result in a net reduction in overall number of street trees or loss of the continuous tree trench corridor condition.	The LIDs proposed for Street A are located in bump-outs on the southern edge of the paved surface of the ROW. This will ensure that subdrains will not cross the utility corridor to connect to the street CB. Street A will have a cross-slope instead of a crown in order to direct all ROW drainage to the proposed bioretention facilities. The location of the tree corridor on the southern side of the proposed LIDs does not result in a reduction in the overall number of street trees.
3	Streets A, D & F - Sidewalks should not be shown encroaching into the street tree corridor since it would reduce soil volume and make maintenance access to the tree root ball restrictive. The tree trunks would be vulnerable to damage whenever snow removal occurs due to their close proximity to the sidewalk.	Street A, D and F have been revised to have sidewalks without any encroachment into the street tree corridor.
4	Street B - W Side - The 2.0m wide raised planter/curb condition is not a preferred condition. Preferred option is to maintain a barrier free and flush tree corridor condition as presented in City's proposal.	Street B is designed with an open planter configuration to give good air and moisture exchange to the tree roots. It is designed with raised planter edge to prevent soil compaction from foot traffic, due to potentially higher pedestrian volumes on this main street. However, this can be discussed further in detail design. We've increased the width to 2.5m to maintain better soil volumes. Regular openings between the planters will be designed to provide fluid barrier free connections to buildings along Street B.
5	Street B - E Side - The east boulevard sidewalk must be completely accommodated within the ROW and not included within the Linear Park. Tree corridor component on the E side of ROW has already been accommodated within the Park.	Street B has been revised to include 2m sidewalk on east side, within the ROW.
6	The west side of the Mississauga Road ROW – Tree corridor needs to be increased to 3.0m wide along with the standard underground parking setback so the street trees in this area can mature to 100 year old trees to be in keeping with the trees on the east side of the road.	For Mississauga Road starting south of Street C - consistent with where the existing residential homes front the street along with gardens and mature trees - we have achieved a 2.5m tree corridor placed adjacent to a 3m wide setback for a combined width of 5.5m.
Credit Valley Conservation		
1	A number of LID road ROW cross section designs have been proposed which are intended to manage stormwater drainage in public spaces using modern techniques. While the current engineering submission contains proposed cross sectional widths, depths and related dimensions, no design brief or design calculations were provided as part of the submission. In order to assess the suitability of the LID road cross section designs, it is anticipated that a design brief, bulletin or similar document will be provided to clarify the stormwater objectives and provide design calculations for the site.	Additional documentation describing the design of the LIDs proposed for the ROWs will be described in depth in the appendices of the FSR. This includes a detailed bio-retention design sheet developed by Urbantech in accordance with guidelines and recommendations from the CVC/TRCA's Advanced Bioretention Design Workshop.
2	It is understood that for stormwater quality treatment, all paved surfaces will be connected to the LID features in accordance with design standards. Please confirm the approach to be implemented in order to achieve the water quality criteria for paved surfaces.	All LID BMPs proposed for the site plan block areas and the municipal ROWs will be designed such that design storm flows from all paved surfaces are directed to LID features or into a nearby OGS system.
3	It is expected that the FSR will identify the drainage area for individual LIDs and preliminary design of each LID will be based on design standard in accordance with CVC LID Planning and Design Guidelines. Please address.	Figure LID-1 shows the location and drainage area for all the proposed ROW quality control features, which include bio-retention cells, bio-retention swales, and OGS units. Figure LID-2 shows preliminary locations of site plan block LID BMPs, however the delineation of drainage areas for these features is premature as it will be dependent on detailed site plan grading. At the detailed design stage, LID BMPs will be located such that all drainage from site plan paved surfaces is directed through them. Design calculations showing that the proposed extent of site plan LID BMPs will provide 80% TSS removal for the contributing site plan drainage will be described in depth in the appendices of the FSR.
4	The road ROW design has been modified based on City comments. In this concept, LIDs are limited to two ROWs, while the rest of the roads should have conventional stormwater system. It is understood that overall stormwater target is to provide 'enhanced' stormwater quality. It is, therefore, expected that stormwater management facilities (for stormwater quality treatment) will be constructed at each outlet. It is suggested that SWM facilities be identified in the concept plans and considered for land budgeting purposes.	LIDs are located on four ROWs within the proposed development as shown on Figure LID-1. LIDs on the downstream portion of the site (towards the lake) will have the greatest capacity to capture and treat site drainage. Consequently Streets A, B, D, and F are shown with LIDs that have been sized to provide complete drainage capture for the ROW area. Calculations supporting the treatment capacity of the proposed LIDs will be described in depth in the appendices of the FSR. The proposed LIDs are located in accordance with the proposed ROW cross-sections which will be described in depth in the appendices of the FSR.
Transportation & Works		
1	<p>Preliminary Stormwater Comments:</p> <p>In the absence of technical rationale for the LID network proposed, T&W requests that the LIDs in the ROW be consolidated to allow for greater stormwater management facilities. It is the City's intention to assume functional and well performing facilities, and we are concerned that will not be possible with the proposed narrow width/accessible LID features.</p> <p>Further, T&W has O&M concerns with the narrow width LID features including soil renewal life cycle, preserving functional drainage, frequency/practicality of regular maintenance, etc.</p> <p>T&W may consider LID type features in lieu of splash pads for certain local road cross-sections where constraints such as garbage collection do not apply, and where it can be demonstrated that light standards, fire hydrants, and any other above or below ground utilities can be satisfactorily accommodated.</p>	<p>Technical rationale for the LID network will be described in depth in the appendices of the FSR. These calculations are based on guidelines, recommendations, and formulas from the CVC and TRCA. The capacity of the proposed bioretention cells to provide enhanced quality control treatment for the contributing drainage area is demonstrated based on conclusions from the CVC/TRCA bioretention test sites. A bio-retention cell based on their design guidelines has been proven to provide >80% TSS removal for the intended drainage area. Maintenance requirements for the proposed bioretention cells will be minimized through vegetation selection and geotechnical design.</p> <p>O&M programs for the proposed features will be provided by the consultant team at the detailed design stage. O&M concerns will be addressed in collaboration with CVC and the City of Mississauga using CVC/TRCA LID O&M recommendations and industry best practices. The feasibility of these systems has been demonstrated in the case studies which will listed in the appendices of the FSR.</p> <p>The proposed ROW cross-sections included in Appendices of the FSR (to follow submission) have been developed in collaboration with the consultant team, City of Mississauga, and CVC. These features have been located such that light standards, fire hydrants, and any other above or below ground utilities can be satisfactorily accommodated.</p>
2	<p>Peer Review of Transportation Studies:</p> <p>Given the profile, size and density of this site, T&W will be proceeding to retain a peer reviewer for all transportation related studies and documents, in particular the Stage 1 and 2 Transportation Impact Studies. In addition, the peer reviewer will ensure consistency with the Lakeshore Connecting Communities Master Plan and other waterfront developments.</p> <p>Similar to the peer review process we have initiated for the environmental work, we will confirm preliminary costs for the peer review and then discuss next steps with WVP. The cost of the peer review will be recovered in accordance with the City's Fees and Charges By-law - General.</p>	<p>Noted.</p> <p>Noted.</p>
Region of Peel		
1	Site Servicing: So long as Region of Peel infrastructure is not located directly under a proposed LID feature there are no objections with regards to Site Servicing.	Proposed Region of Peel infrastructure is not located under any proposed LID features as shown in the ROW cross-sections Figure LID-1, and Figure LID-2 which will be included in the appendices of the FSR that will follow the submission.
2	Waste Management: Any LID feature proposed in a waste collection area cannot impede the waste collection vehicle from collecting or inconvenience the resident. The Region recommends accessible LID features that do not prohibit or encumber collection.	Noted - revised plans have taken this into consideration by providing unimpeded access between LID's, which are now arranged in consolidated bump-outs.