

Supplementary Information

Owner: Sheridan Retail Inc.

2225 Erin Mills Parkway

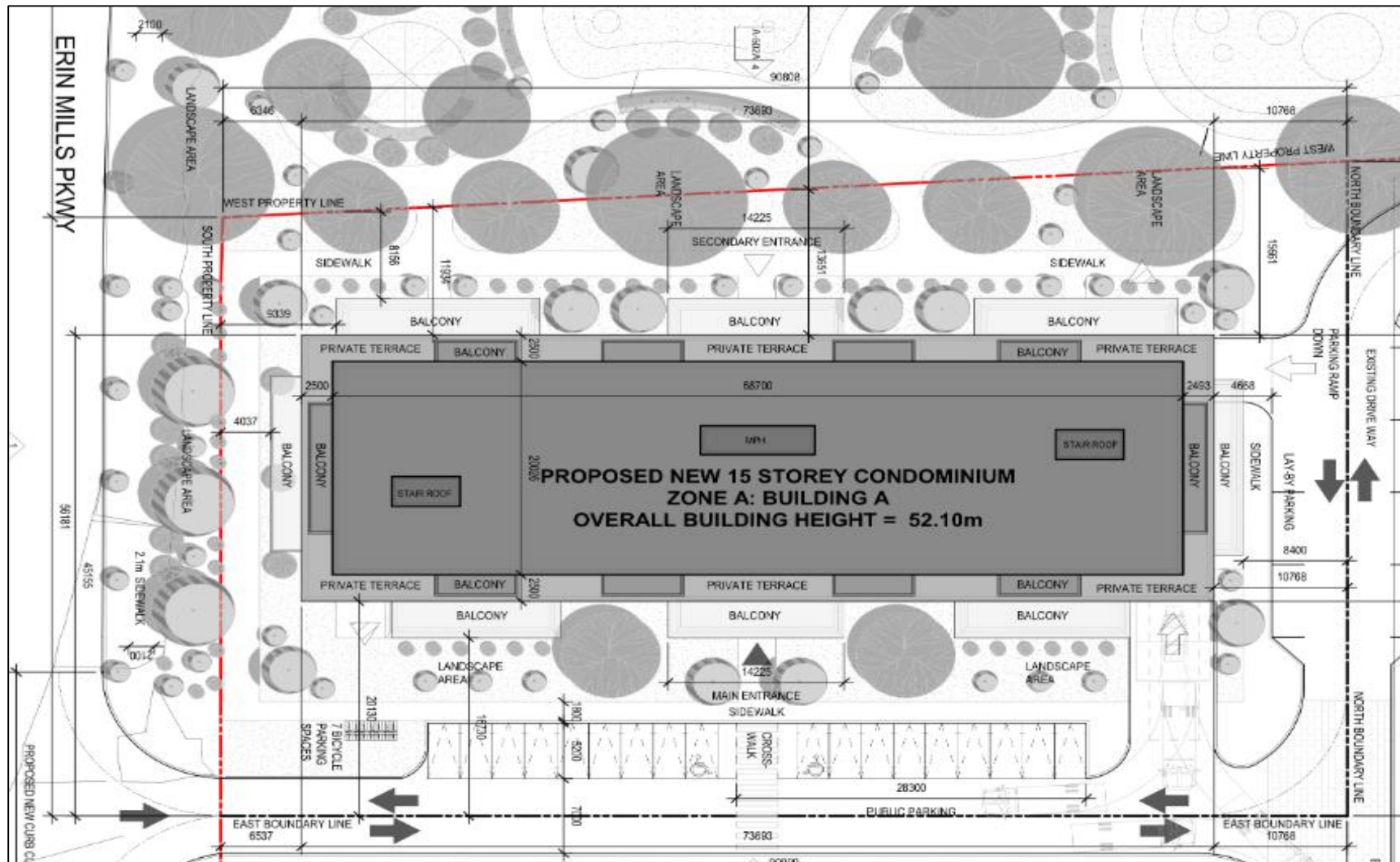
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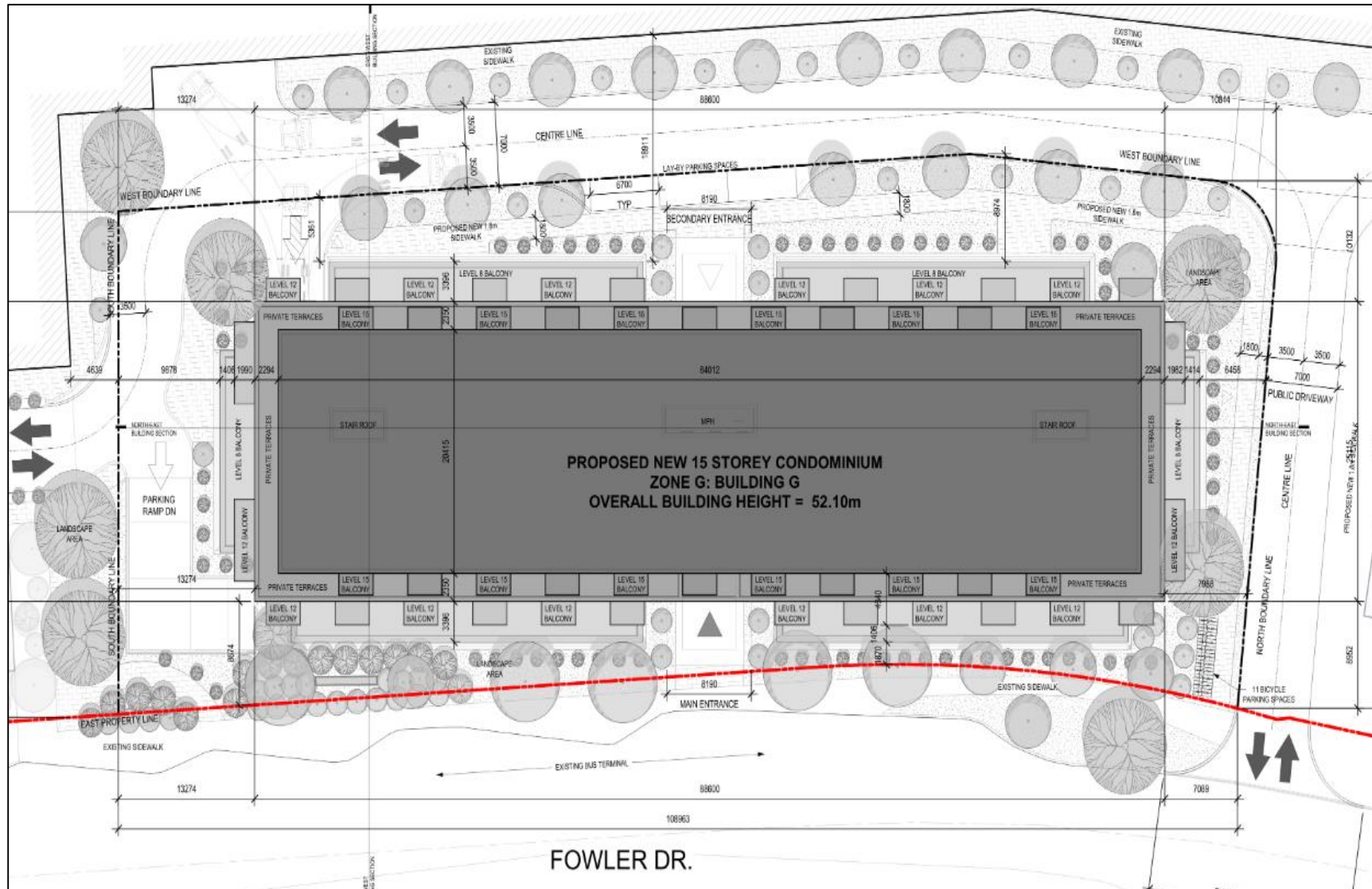
1. Location Map



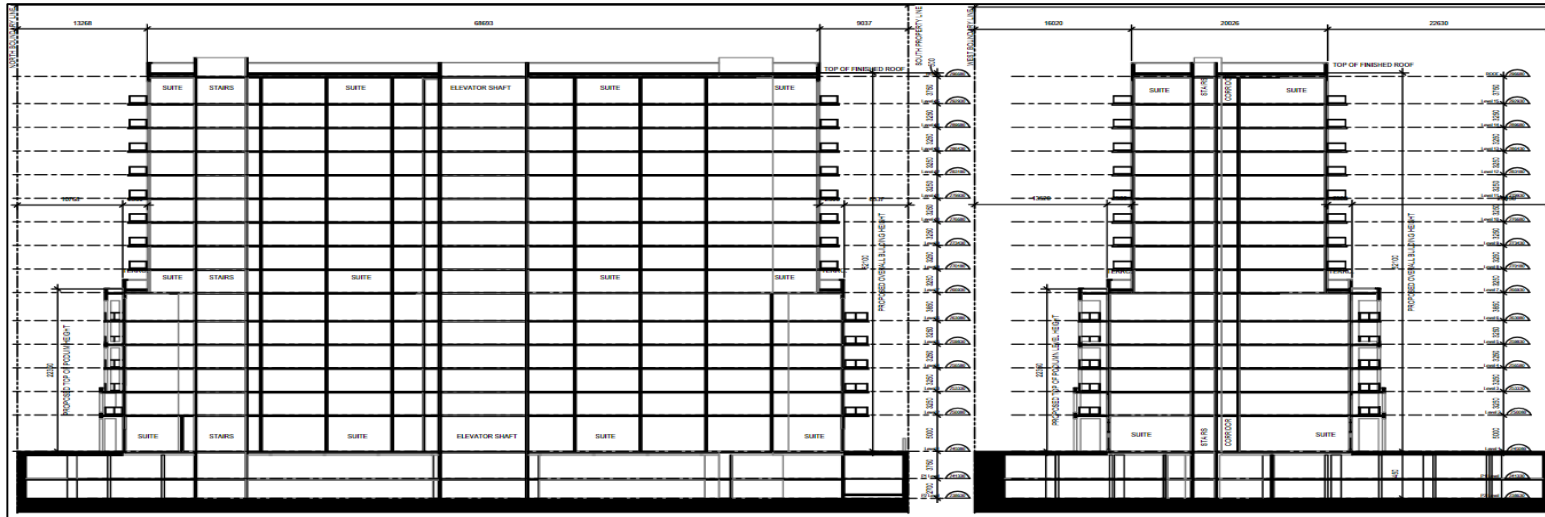
2. Concept Plans and Elevations



Concept Plan - Zone A



Concept Plan - Zone G



Elevations – Zone A

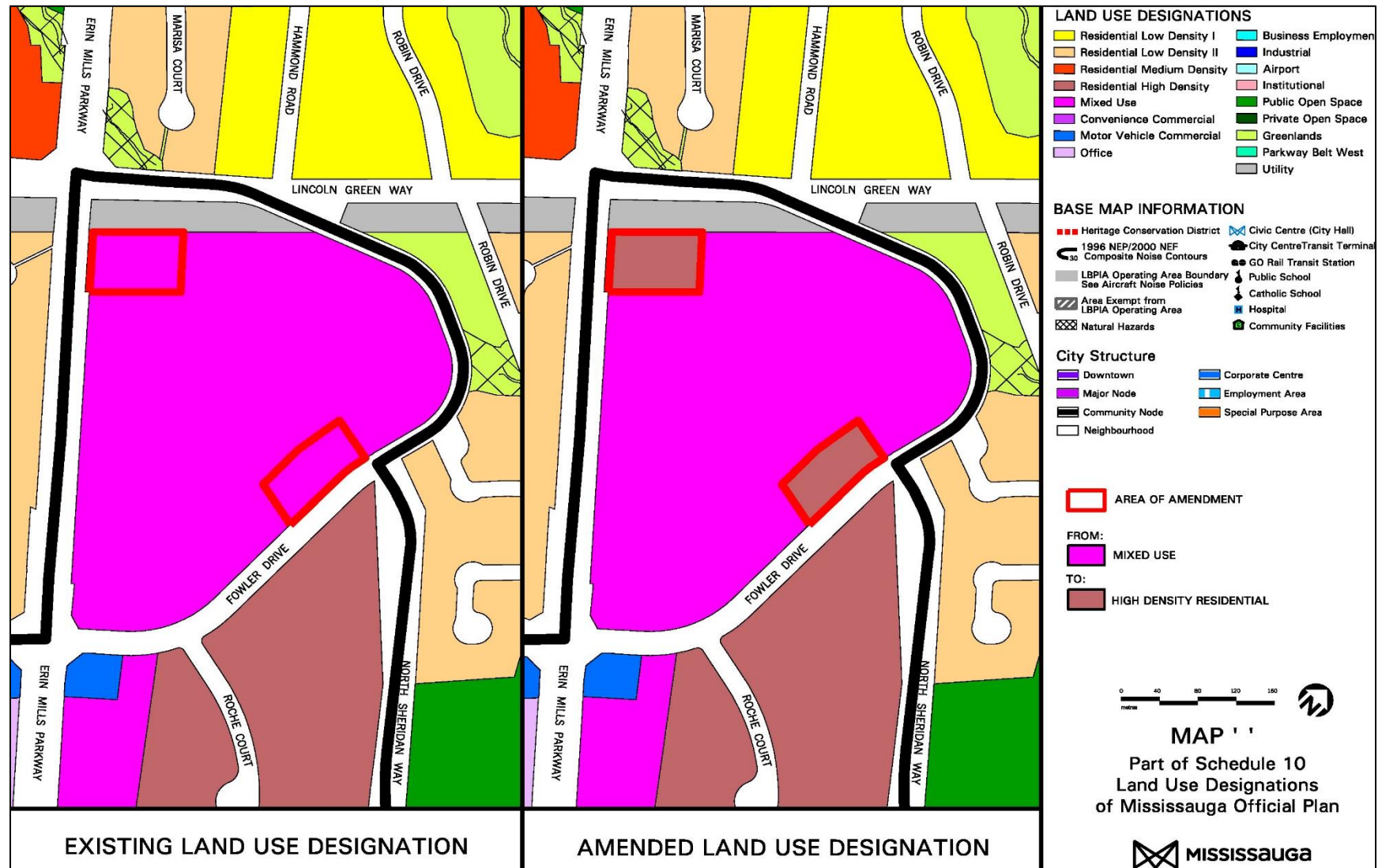


Elevations – Zone G

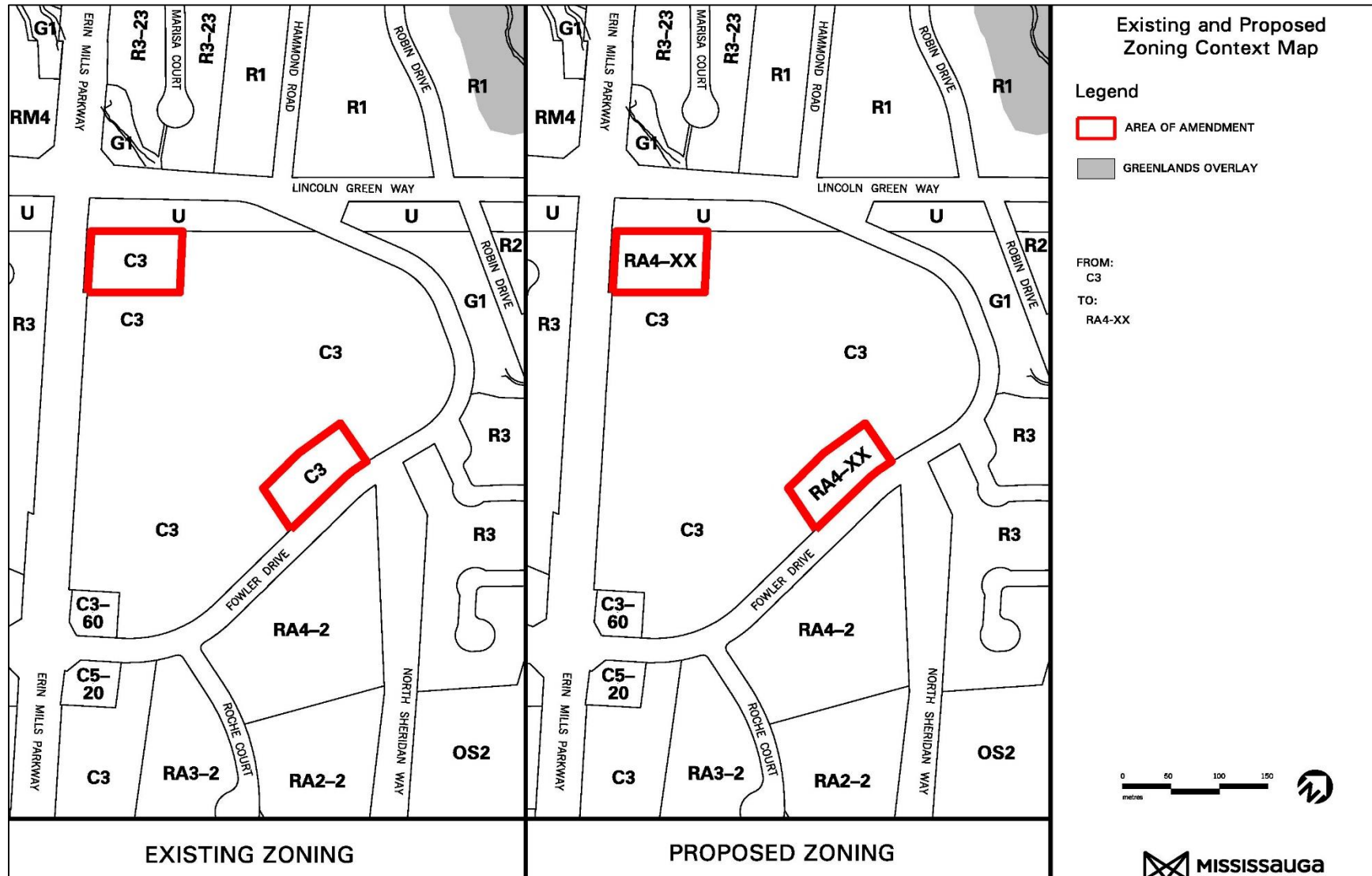
3. Development Proposal Statistics

Applications Submitted:	Received and Deemed Complete: August 17, 2023 120 days from Deemed Complete Date: December 15, 2023	
Owner:	Sheridan Retail Inc.	
Applicant:	Mehedi Khan, Dunpar Homes	
Existing Gross Floor Area:	Zone A: Surface parking and convenience restaurant (gross floor area not provided) Zone G: Surface parking	
Proposed Gross Floor Area:	Zone A: 22,422 m ² (+/- 241,348 ft ²) Zone G: 30,540 m ² (+/- 328,730 ft ²)	
Floor Space Index (FSI):	Zone A: 4.2 FSI Zone G: 6.5 FSI	
Number of Units:	Zone A: 249 units Zone G: 371 units	
Unit Mix:	<p>Zone A:</p> <p>1 Bedroom and 1 Bedroom + Den = 105 (42%) 2 Bedroom and 2 Bedroom + Den = 126 (51%) 3 Bedroom = 18 (7%)</p> <p>Zone G:</p> <p>1 Bedroom and 1 Bedroom + Den = 116 (32%) 2 Bedroom and 2 Bedroom + Den = 243 (65%) 3 Bedroom = 12 (3%)</p>	
Height:	Zones A and G: 15 storeys / 52.1 m (170.9 ft.)	
Amenity Area per Unit:	Zone A: 498 m ² (5,360 ft ²) - 2 m ² (22 ft ²) per unit Zone G: 742 m ² (7,987 ft ²) - 2 m ² (22 ft ²) per unit	
Anticipated Population:	<p>Zone A: 740*</p> <p>Zone G: 1,100*</p> <p>*Average household sizes for all units (by type) based on the 2021 Census</p>	
Parking: Resident Spaces Visitor Spaces Total	<p>Required</p> <p>Zone A:</p> <p>1.0 resident spaces per unit – 249 spaces 0.2 visitor spaces per unit – 50 spaces</p> <p>Zone G:</p> <p>1.0 resident spaces per unit – 371 spaces 0.2 visitor spaces per unit – 74 spaces</p>	<p>Provided</p> <p>Zone A:</p> <p>1.0 resident spaces per unit – 249 spaces 0.15 visitor spaces per unit – 37 spaces</p> <p>Zone G:</p> <p>1.0 resident spaces per unit – 371 spaces 0.15 visitor spaces per unit – 56 spaces</p>

4. Existing and Proposed Official Plan Map



5. Existing and Proposed Zoning By-law Map



6. Applicant Proposed Zoning Regulations

Zone Regulations	Existing C3 Zone Regulations	Existing RA4 Base Zone Regulations	Proposed Amended RA4 Exception Zone Regulations
Permitted Uses	Retail, service and office uses including retail store , restaurant and office	Apartment, retail store, service establishment, financial institution, office and medical office - restricted	Apartment
Maximum Floor Space Index (FSI) – Apartment Zone	-	1.8 FSI	Zone A: 4.2 FSI Zone G: 6.5 FSI
Maximum Gross Floor Area – Apartment Zone Per Storey For Each Storey Above 12 Storeys	-	1,000 m ² (10,764 ft ²)	Zone A: 1,672 m ² (17,997 ft ²) Zone G: 1,834 m ² (19,741 ft ²)
Maximum Height	Flat Roof: 4 storeys / 16.5 m (54.1 ft.) Sloped Roof: 4 storeys / 20.0 m (65.6 ft.)	18 storeys / 56 m (183.7 ft.)	Zones A and G: 15 storeys / 52.1 m (170.9 ft.)
Minimum Front and Exterior Yard For that portion of the dwelling with a height less than or equal to 13.0 m (42.7 ft.) For that portion of the dwelling with a height greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.)	4.5 m (14.8 ft.)	7.5 m (24.6 ft.) 8.5 m (27.9 ft.)	Zone A: 6.3 m (20.7 ft.) - Erin Mills Parkway Zone G: 5.9 m (19.4 ft.) - Fowler Drive Zone A: 6.5 m (21.3 ft.) - Erin Mills Parkway Zone G: 5.9 m (19.4 ft.) - Fowler Drive

Zone Regulations	Existing C3 Zone Regulations	Existing RA4 Base Zone Regulations	Proposed Amended RA4 Exception Zone Regulations
For that portion of the dwelling with a height greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.)		9.5 m (31.2 ft.)	Zone A: 6.5 m (21.3 ft.) - Erin Mills Parkway Zone G: 5.9 m (19.4 ft.) - Fowler Drive
For that portion of the dwelling with a height greater than 26.0 m (85.3 ft.)		10.5 m (34.4 ft.)	Zone A: 9.0 m (29.5 ft.) - Erin Mills Parkway Zone G: 5.9 m (19.4 ft.) - Fowler Drive
Minimum Landscaped Area	-	40% of the lot area	Zone A: 25% of the lot area Zone G: 20% of the lot area
Minimum Amenity Area	-	The greater of 5.6 m ² (60.3 ft ²) per dwelling unit or 10% of the site area	Zone A: 498 m ² (5,360 ft ²) (or 2.0 m ² (22 ft ²) per dwelling unit) Zone G: 742 m ² (7,986 ft ²) (or 2.0 m ² (22 ft ²) per dwelling unit)
Minimum Amenity Area To Be Provided Outside At Grade	-	55 m ² (592 ft ²)	No outdoor amenity areas at grade are provided
Minimum Setback From A Parking Structure Completely Below Finished Grade, Inclusive of External Access Stairwells, To Any Lot Line	-	3.0 m (9.8 ft.)	Zone A: 0.3 m (1.0 ft.) to 5.6 m (18.4 ft.) Zone G: 0.7 m (2.3 ft.) to 5.0 m (16.4 ft.)
Minimum Parking Spaces	9 spaces per 100 m ² (1,076.4 ft ²) GFA – non-residential – Convenience	Zone A: 1.0 resident spaces per unit – 249 spaces	Zone A: 1.0 resident spaces per unit – 249 spaces

Zone Regulations	Existing C3 Zone Regulations	Existing RA4 Base Zone Regulations	Proposed Amended RA4 Exception Zone Regulations
	Restaurant	0.2 visitor spaces per unit – 50 spaces Zone G: 1.0 resident spaces per unit – 371 spaces 0.2 visitor spaces per unit – 74 spaces	0.15 visitor spaces per unit – 37 spaces Zone G: 1.0 resident spaces per unit – 371 spaces 0.15 visitor spaces per unit – 56 spaces
Minimum Bicycle Parking Spaces		Zone A: 0.6 Class A spaces per unit – 149 spaces 0.05 Class B spaces per unit – 12 spaces Zone G: 0.6 Class A spaces per unit – 223 spaces 0.05 Class B spaces per unit – 19 spaces	Zone A: 0.4 Class A spaces per unit – 100 spaces 0.03 Class B spaces per unit – 7 spaces Zone G: 0.27 Class A spaces per unit – 100 spaces 0.03 Class B spaces per unit – 11 spaces
Minimum Setback From A Waste Enclosure/Loading Area To A Street Line	-	10.0 m (32.8 ft.)	Zone A: 6.4 m (21.0 ft.) Zone G: Provision met
Condominium Roads and Aisles	-	Condominium roads and aisles are permitted to be shared with abutting lands zoned to permit back to back and stacked townhouses, townhouses or apartments, or any combination thereof	Condominium roads and aisles are permitted to be shared with abutting lands zoned C3 (General Commercial)
Note: The provisions listed above are based on information provided by the applicant in submitted technical drawings and the list of zoning amendments. In addition to the regulations listed, other amendments to the implementing by-law also apply including but not limited to technical amendments. For the complete list of amendments, please refer to the applicant's list of zoning amendments at: https://yoursay.mississauga.ca/oz-opa-23-4-w8-2225-erin-mills-parkway			

7. Departmental and Agency Comments

Agency / Comment Date	Comments
Arborist – City and Private Property (September 2023)	<p>The applicant is advised that permission is required to injure above and below ground, or remove any tree within the municipal right-of-way. The applicant is to submit an application for the injury or destruction of trees on public property per the Public Tree Protection By-Law (0020-2022).</p> <p>The applicant is advised that tree removal permission is required as per the Private Tree Protection By-law (0021-2022) to remove one or more trees 15 cm (0.5 ft.) diameter at breast height or greater per lot per calendar year.</p>
Region of Peel (September and October 2023)	<p>The proposed developments are exempt from approval by the Region. The Region has no concerns related to the land use change however, the Region does have comments and significant revisions required regarding the technical aspects of the proposed developments and supporting studies. The applicant is required to provide copies of the most current PINS for the property to the Region.</p> <p><u>Servicing</u></p> <p>A revised satisfactory Functional Servicing Report (FSR) will be required, and the Region's recommendations are subject to change should the proposed population, water demand, wastewater flows, and/or servicing strategy change.</p> <p>An existing 750 mm (2.5 ft.) diameter water main is located on Lincoln Green Way. An existing 400 mm (1.3 ft.) diameter water main is located on Lincoln Green Way. An existing 400 mm (1.3 ft.) diameter water main is located on Erin Mills Parkway. Due to the size and function of the 750 mm (2.5 ft.) diameter water main on Lincoln Green Way, connection will not be permitted. This proposal may require a secondary fire line in compliance with the Ontario Building Code. The Region requires confirmation that this has been addressed with the City. The Region recommends a system looped to municipal water including a secondary domestic water supply where possible.</p> <p>An existing 375 mm (1.2 ft.) diameter sanitary sewer is located on Erin Mills Parkway. An existing 300 mm (1 ft.) diameter sanitary sewer trunk traverses through the proposed development of Zone A. Due to the size and function of the 300 mm (1.0 ft.) diameter sanitary sewer crossing Zone A,</p>

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	<p>connection will not be permitted.</p> <p>An existing 300 mm (1.0 ft.) diameter water main is located on Fowler Drive. An existing 250 mm (0.8 ft.) diameter sanitary sewer is located on Fowler Drive.</p> <p>At this time, the Region has no objections to service the proposed development as per the water servicing plan proposed. However, several items need to be included in a subsequent FSR submission, such as a hydrant flow test, connection single use demand table, and explanation as to why the credit for reduction in fire flow from automatic sprinkler protection of 40% was used in fire flow calculations.</p> <p>The FSR modeling results show that there are no issues to accept the additional flows from Building G to the existing 250 mm (0.8 ft.) sanitary sewer on Fowler Drive. The modeling results show that downstream segments of the 300 mm (1.0 ft.) / 375 mm (1.2 ft.) existing sanitary sewers in the easement and Lincoln Green Way have capacity constraints to accept the additional flows from Building A. Additional information is required to confirm the sanitary servicing for Building A.</p> <p>There is a Regional sanitary sewer easement in Zone A (TT172384). Please be advised that unauthorized encroachments on Regional easements will not be permitted. Certain restrictions apply with respect to Regional easements as per the documents registered on title. Existing easements dedicated to the Region for the purpose of sanitary sewer and/or water main, must be maintained or the existing infrastructure relocated to the satisfaction to the Region, at the owner's cost. Please provide copies of all registered easement documentation, technical drawings as required and justification for and further required information about the proposed relocation of the Region's sanitary sewer within an existing easement on the property. Relocation of the sewer/easement is subject to continued discussions between the applicant, Regional staff and City staff to investigate if relocation is possible.</p> <p>Servicing of the proposed developments may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of Zones A and G will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, development charges, legal costs and all other costs associated</p>

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	<p>with the developments. All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with the Region's standards and specifications.</p> <p>Additional information is required regarding stormwater management including the provision of emergency overland flows, a maintenance plan and an erosion and sediment control plan and confirmation regarding 100-year storms.</p> <p><u>Traffic</u></p> <p>The Region requests the gratuitous dedication of lands to meet the Region of Peel Official Plan (ROP) requirement for Regional Road 1 (Erin Mills Parkway) which has a right of way of 50.5 m (165.7 ft.), 25.25 m (82.8 ft.) from the centreline of the road allowance, to protect for the provision of components including but not limited to utilities, sidewalks, multiuse pathways and transit bay/shelters. Revisions are required to plans to identify required dimensions and streetscape features. The Region also requires the gratuitous dedication of a 0.3 m (1.0 ft.) reserve along the frontage of Erin Mills Parkway behind the property line, except at any approved access point. Land dedication requirements were communicated at the DARC #1 meeting. A draft reference plan which satisfies the Region's property requirements will be required for review and approval.</p> <p>The Region is not in support of new accesses off of Erin Mills Parkway. The accesses that currently exist meet the Regional spacing requirements for Erin Mills Parkway. Confirmation is required regarding the relocation of the existing access off of Erin Mills Parkway for the development in Zone A.</p> <p><u>Waste</u></p> <p>Additional information is required to confirm that the proposed waste collection layouts for Zones A and G satisfy the Region's requirements including confirmation of the location of waste collection rooms, overhead clearance for collection point areas and access routes and minimum width and approach requirements.</p> <p><u>Housing</u></p> <p>The applicant is encouraged to provide units at prices that are affordable to low or moderate income</p>

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	<p>households. As part of the applicant's contribution to the Peel-wide housing unit target for affordability, the applicant may consider a contribution of units to Peel and/or a non-profit housing provider to be used for affordable housing. Regional staff would be interested in working with the applicant to establish the terms of such a contribution involving Peel Region and/or connecting the applicant with a non-profit housing provider.</p> <p>It is appreciated that the applicant has demonstrated a strong contribution towards the density target by proposing to develop apartment units in two residential condominium buildings. It is also appreciated that the applicant has incorporated two-bedroom and three-bedroom units in the anticipated unit mix as this will create more family-sized housing options for larger households that will better respond to community need. The proposed unit mix provides units of different sizes for various types of households.</p> <p>The applicant is encouraged to review opportunities for purpose-built rental apartment units. The applicant should explore all available funding sources to support affordable rental housing, such as the Peel Affordable Rental Incentives Program (which currently has an open call for applications and revised eligibility criteria), the Canadian Mortgage and Housing Corporation Rental Construction Financing Initiative, and the Canada Mortgage and Housing Corporation Affordable Housing Innovation Fund. Where purpose-built rental units are not possible, the applicant is encouraged to explore opportunities for affordable condominium rental.</p>
<p>Fire Prevention Plan Examination (September 2023)</p>	<p>The proposed building in Zone A exceeds the maximum 15 m (49.2 ft.) limit from the proposed fire route under the Ontario Building Code.</p> <p>Additional information is required regarding the distance of the proposed building in Zone G from the drive lane of Fowler Drive to confirm compliance with the Ontario Building Code. Buses parked in the adjacent bus terminal spaces cannot obstruct the maximum 15 m (49.2 ft.) limit from a fire truck. If the proposed north entrance for the building is required for fire access, the proposed private road will need to be shown as a fire access route. Confirmation is required through a formal resubmission.</p>
<p>City Planning Strategies – Housing (September 2023)</p>	<p>The applicant is encouraged to consider revising the proposed development to provide additional three bedroom family-sized units. The submitted Housing Report does not address ROP policies with respect to new housing unit targets and the provision of affordable housing or purpose-built rental housing.</p>

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Ministry of Transportation (September and October 2023)	Additional information is required regarding the submitted Transportation Impact Study including site-generated traffic volumes and modal split percentages, traffic count surveys and background traffic projections.
Credit Valley Conservation Authority (August 2023)	The properties are not located in the Credit Valley Conservation Authority's regulated area. Permits for the proposed developments are not required.
Dufferin-Peel Catholic District School Board (August 2023)	<p>Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the Dufferin-Peel Catholic District School Board is satisfied with the current provision of educational facilities for the catchment area in which the applications are located. The City's School Accommodation Condition does not need to be applied.</p> <p>The applicant shall agree in the development agreement to include the following warning clauses in all offers of purchase and sale of dwelling units:</p> <ul style="list-style-type: none"> • 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 • 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 Dufferin-Peel Catholic District School Board
Peel District School Board (September 2023)	<p>The Peel District School Board requires that the following warning clause be placed in any agreement of purchase and sale and entered into with respect to any dwelling units, within a period of five years from the date of registration of the development agreement:</p> <ul style="list-style-type: none"> • 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

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	<p>the School Accommodation department of the Peel District School Board to determine the exact schools</p> <ul style="list-style-type: none"> • The purchaser agrees that for the purposes of transportation to school, the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board <p>The owner shall agree to erect and maintain signs at the entrances to the development which shall advise prospective purchasers that due to present school facilities, some of the children from the development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District School Board's Transportation Policy.</p>
<p>Community Services Department – Parks Planning (October 2023)</p>	<p>The property is located in the Sheridan Community Node Character Area and as established in the 2022 Parks Plan, the parkland provision standard of 1.2 ha (3.0 ac.) per 1,000 people is deficient by 5 ha (12.5 ac.) of parkland. Parkland will be required for the property in future phases in conjunction with an increase in residential units and the establishment of public roads.</p> <p>Park Planning staff also note the subject site is in close proximity to Dean Henderson Memorial Park (P-305), zoned Open Space (OS). The City-owned park is within approximately 316 m (1,037 ft.) of Zone A and is 1.3 ha (3.2 ac.) in size. Dean Henderson Memorial Park includes a neighbourhood play structure, open space, and picnic area, which will serve the future residents on the property. Given the proximity of the developments to City owned parkland, a public park on the property is not required at this time however, parkland will be required at a later stage. Park Planning staff also recommend the property would benefit from at-grade private amenity space to serve daily recreational needs of future residents.</p> <p>Cash contributions for street tree plantings for public street frontages and cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City Policies and By-laws.</p>
<p>Transportation and Works Department (October 2023)</p>	<p>Transportation and Works staff are not satisfied that the technical drawings and studies submitted are in accordance with the City's requirements. Additional technical details and revisions are required in order to confirm the feasibility of the proposed developments of Zones A and G from an engineering standpoint, as follows:</p>

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	<p><u>Traffic</u></p> <p>A Transportation Impact Study, prepared by WSP dated May 2023, was submitted in support of the proposed developments. The report does not conform to the City's requirements and does not provide sufficient information to confirm feasibility.</p> <p>The report concludes that the proposed developments are anticipated to generate approximately 58 (-1 in, 59 out) and 111 (76 in, 35 out) net two-way site trips for the weekday AM and PM peak hours in 2028, respectively. Transportation and Works staff require additional clarification on the traffic generated by the proposed developments, the study area intersections, and proposed vehicular accesses.</p> <p>In addition, the following information is required to confirm feasibility and to ensure that City requirements are satisfactorily addressed:</p> <ul style="list-style-type: none"> • An updated Transportation Impact Study addressing all Traffic staff comments • Additional turning movement diagrams to evaluate the internal site circulation and access points • Additional bicycle parking spaces to meet minimum bicycle parking rates under Zoning By-law 0225-2007 • A review of the driveway accesses to ensure the adjacent municipal roads and the internal driveway can operate efficiently and safely • A response matrix addressing any traffic concerns from the community related to the proposed development <p><u>Environmental Compliance</u></p> <p>A Phase One Environmental Site Assessment (ESA), prepared by S2S Environmental Inc. dated May 2023, was submitted in support of the proposed developments. The report identifies a number of areas of potential environmental concerns and indicates that further environmental assessment is required to assess the environmental condition of the property. As such, the applicant is required to provide a Phase Two ESA. Additional information may be required depending on the results of the Phase Two</p>

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	<p>ESA investigation.</p> <p>In addition, the following is to be submitted for further review:</p> <ul style="list-style-type: none"> • A written document, prepared by a Professional Engineer (P. Eng) that includes a plan to decommission the underground/aboveground storage tank (UST/AST) or proof of decommissioning • A written document, prepared by a Qualified Person (QP) that includes a statement regarding the fill material located on-site is geotechnically and environmentally suitable, or will otherwise be or has been removed <p>As the land use is changing from a less sensitive to a more sensitive use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to enactment of the Zoning By-law Amendment. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of the Environment, Conservation and Parks (MECP).</p> <p><u>Noise</u></p> <p>A Noise Impact Assessment, prepared by WSP dated April 2023, was submitted in support of the proposed developments. The Noise Impact Assessment evaluated the potential impact to and from the development, and recommended mitigation measures to reduce any negative impacts.</p> <p>Noise sources that may have an impact on this development include road traffic from Erin Mills Parkway and Fowler Drive, stationary noise sources from the surrounding property and Sheridan Centre including rooftop units, drive-thru facilities and truck activities and rooftop units from adjacent residential buildings. Noise mitigation measures will be required for the proposed development. The report does not conform to City requirements and does not provide sufficient detail for Transportation and Works staff to confirm feasibility. An updated Noise Impact Assessment is required to address comments, including compliance with MECP's NPC 300 Guidelines and the identification of appropriate mitigation measures for ground floor private terraces.</p>

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	<p><u>Stormwater</u></p> <p>A Functional Servicing and Stormwater Management Report, prepared by FP&P dated May 2023, was submitted in support of the proposed developments. The Functional Servicing and Stormwater Management Report indicates that an increase in stormwater runoff will occur with the redevelopment of the property. In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge is required.</p> <p>A Preliminary Hydrogeological Assessment, prepared by S2S Environmental Inc. dated April 2023, was submitted in support of the proposed developments. The Hydrogeological Assessment indicates that the need to dewater during construction will be negligible.</p> <p>The applicant has demonstrated a satisfactory stormwater servicing concept. The property's drainage will be accommodated by the existing 1200 mm (3.9 ft.) municipal storm sewer located within the municipal easement at the northwest of the property, as well as the 1050 mm (3.4 ft.) municipal storm sewer system located on Fowler Drive. Water reuse is being pursued via irrigation as a low impact development design feature. Further details related to the groundwater dewatering and any potential groundwater quality treatment that may be required can be addressed prior to Site Plan approval.</p> <p><u>Engineering Plans/Drawings</u></p> <p>The applicant has submitted a number of technical plans and drawings, which need to be revised in accordance with City standards. Several technical details remain outstanding to confirm the feasibility of the proposed developments. Should the applications be approved by Council or Ontario Land Tribunal (OLT), the outstanding technical feasibility matters need to be satisfactorily addressed, and the remaining engineering items required to facilitate the implementation of the zoning by-law must be further addressed through an "H" Holding Provision.</p>
Transportation and Works Department – Parking (September 2023)	<p>Parking staff are unable to make a recommendation on the applications based on the information provided. Parking staff require the applicant to provide additional information related to the existing and proposed retained uses on the property. Parking requirements are determined based on the overall property. Information should include all existing and proposed retained non-residential uses on the property, the gross floor area, existing and proposed parking, and impacts to existing parking as a</p>

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	<p>result of the proposed residential developments.</p> <p>The applicant needs to advise how the existing shopping centre parking will be impacted which may trigger the need for a Parking Utilization Study. Parking staff advise that if impacts to the existing parking result in an overall site deficiency greater than 10% from the existing Zoning By-Law rate, the submission of a satisfactory Parking Utilization Study (PUS) is required. The consultant should confirm the survey methodology with Parking staff prior to conducting parking surveys. Details can be reviewed in the City's Parking Terms of Reference for parking justification requirements. Parking staff advise that if impacts to the existing parking result in an overall site deficiency less than 10% from the existing Zoning By-Law rate, the submission of a satisfactory Parking Justification Letter (PJP) is required.</p> <p>In this instance, Parking staff advise that since the proposed visitor parking rate is 25% deficient, a scoped parking survey specific to visitor parking is recommended to provide justification. The consultant should confirm the survey methodology with Parking staff prior to conducting parking surveys.</p>
Transit Infrastructure (September 2023)	<p>Convenient and accessible pedestrian linkages are to be provided between the existing sidewalk network and MiWay services/stops. Pedestrian walkway connections to the existing municipal sidewalk are necessary to ensure accessibility, reduce walking time and encourage transit use.</p> <p>The function of adjacent or surrounding bus stops along Fowler Drive and Erin Mills Parkway are to be maintained and shall remain in their current location. All appropriate drawings shall be amended to clearly depict the location of these bus stops/pads and shelters, and a note be added to the plan stating that the existing bus stops are to remain in their current location.</p> <p>The applicant is advised that all costs associated with the removal, relocation and/or reinstatement of the transit infrastructure mentioned above (bus bay, shelter, etc.) will be the responsibility of the owner.</p>
Public Art Coordinator (August 2023)	<p>The City encourages the inclusion of public art in developments that are greater than 10,000 m² (107,639.1 ft.²) in gross floor area, with the exception of non-profit organizations and social housing. Developers are encouraged to include public art as part of their development and/or contribute an agreed upon amount of their gross construction costs to the City's Public Art Reserve Fund for the inclusion of public art near the property. The dollar value of the public art contribution should be</p>

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	determined by the City's Planning and Building Department, together with the Public Art Program when calculating the value of construction for building permit fees on relevant projects.
Other City Departments and External Agencies	<p>The following City Departments and External Agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> • Alectra Utilities • Canada Post Corporation • Enbridge Gas Inc. • Greater Toronto Airport Authority • Rogers Cable
	<p>The following City Departments and External Agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> • Enbridge Pipelines Inc. • Trillium Health Partners • Heritage

8. School Accommodation Summary

Peel District School Board

Student Yield	School Accommodation		
67 Kindergarten to Grade 5 23 Grade 6 to Grade 8 14 Grade 9 to Grade 12	Oakridge Public School	Homelands Senior Public School	Erindale Secondary School
	Enrolment: 96 Capacity: 202 Portables: 0	Enrolment: 409 Capacity: 428 Portables: 1	Enrolment: 930 Capacity: 1,317 Portables: 0

Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
25 Kindergarten to Grade 8 13 Grade 9 to Grade 12	St. Francis of Assisi Catholic Elementary School	Iona Catholic Secondary School
	Enrolment: 477 Capacity: 504 Portables: 0	Enrolment: 627 Capacity: 723 Portables: 5