

**Tor Minor Subnode Comment Matrix for Formal ZBA Submission**  
**October 21st, 2024**

Item	Agency	Category	Contact	Comment	Response
1	Halton Region	Bill 185	Velimir Lazarevic	<p>Bill 185 – Cutting Red Tape to Build More Homes Act, 2024</p> <p>Due to recent Provincial legislation, as of July 1, 2024, the Halton Region’s role in land use planning and development matters is changing. The Region will no longer be responsible for the Regional Official Plan – as this will become the responsibility of Halton’s four local municipalities. As a result of this change, a Memorandum of Understanding (MOU) between the Halton municipalities and Conservation Authorities is being prepared that identifies the local municipality as the primary authority on matters of land use planning and development. The MOU also defines a much narrower scope of interests for the Region and the Conservation Authorities in these matters. As outlined in the MOU, the Region has an interest in supporting our local municipal partners by providing review and comments on a much narrower scope of interests that include:</p> <ul style="list-style-type: none"> <li>• Water and Wastewater Infrastructure;</li> <li>• Regional Transportation Systems including stormwater management infrastructure and acoustic mitigation on Regional right-of-ways;</li> <li>• Waste Collection;</li> <li>• Affordable and Assisted Housing;</li> <li>• Responsibilities associated with a specific mandate prescribed by legislation (e.g. sourcewater protection, public health); and</li> <li>• Other Regional services that have a land component</li> </ul> <p>Given the above, the Region will no longer be providing comments related to the Regional Official Plan or Provincial Policy matters, unless a request is made by the local municipality for assistance.</p> <p>Any comments the Region provides in response to a request from a local municipality to support transition will be provided separately from the comments associated with the remaining Regional interests listed above and defined through the MOU.</p>	Noted.
2	Halton Region	Allocation	Velimir Lazarevic	Section 77 (15) of the ROP requires that the development industry absorb their share of the cost of the provision for infrastructure and that any financial impact of new development or redevelopment on existing residents be based on a financing plan communicated to the taxpayers and subsequently approved by Council.	Noted.
3	Halton Region	Allocation	Velimir Lazarevic	Section 77 (17) of the ROP requires that prior to the Local Municipality approving development within any Regional phase that Regional Council approves a financial and implementation plan, including financial commitment by the private development sector to absorb its share of the cost of the provision of the necessary infrastructure and human services as permitted by applicable legislation. To this end, Halton Region has implemented Allocation Programs that require proponents of residential development applications to secure servicing allocation from Halton Region through an Allocation Agreement. The subject lands are located outside the urban built boundary, and are subject to the Regional Allocation program.	Noted.
4	Halton Region	Allocation	Velimir Lazarevic	While Allocation was deemed to be in place through the subdivision review process for 24T-22001/M, the Region will require an up to date Allocation allotment plan upon submission of the site plan application. The purpose of the plan will be to validate Allocation as it relates to the current configuration of the site plan and available SDEs available.	Noted. Please refer to the enclosed Allocation Plan.
5	Halton Region	Allocation	Velimir Lazarevic	Based on the provided information, this application falls short by 29 SDEs. Development Finance is unable to offer constructive feedback until we receive the Allocation Allotment Plan.	Please refer to the enclosed Allocation Plan.
6	Halton Region	Water and Wastewater Servicing	Velimir Lazarevic	Section 58(1.1) of the ROP states that uses are permitted as specified for each land use designation provided that adequate supply of water and treatment of wastewater for the proposed use has been secured to the satisfaction of the Region.	Noted.
7	Halton Region	Water and Wastewater Servicing	Velimir Lazarevic	<p>Section 89(3) of the ROP requires that approvals for all new development within the Regional Urban Boundary as delineated on Map 1 of the ROP (Regional Structure), be on the basis of connection to Halton’s municipal water and wastewater systems, unless otherwise exempt by other policies of the ROP. Further comments with respect to servicing are outlined below.</p> <p>Watermain: A 750mm dia. watermain is located on Louis St. Laurent Ave. adjacent to the property.</p> <p>Sanitary Sewer: A 200mm dia. sanitary sewer is located on Louis St. Laurent Ave. adjacent to the property.</p> <p>Regional Road: The property does not abut a Regional Road.</p>	Noted.
8	Halton Region	Water and Wastewater Servicing	Velimir Lazarevic	<p>Wastewater Servicing: A Functional Servicing Report (FSR) prepared by David Schaeffer Engineering Ltd., dated April 2024, was submitted with the application. The FSR recommends servicing the site for sanitary sewers with 200mm and 250mm sanitary sewers in the private laneways, which will outlet to Control Manholes 113A, 1301A, and 119A proposed as part of Tor Phase 1. The flows from the site will ultimately reach the Whitelock Avenue sanitary trunk. The servicing of the subject land is consistent with the considerations in the Tor Phase 1 subdivision, and the downstream system has sufficient capacity for the proposed development.</p>	Noted. Additional information has been added to verify sidewalk longitudinal and cross-slopes. Please refer to the enclosed FSR.
9	Halton Region	Water and Wastewater Servicing	Velimir Lazarevic	<p>Watermain Servicing: The FSR recommends servicing the site for water by connecting to the watermain networks within the Mattamy Phase 1 subdivision, with two connections on Stirling and one on Ferguson Drive. The FSR includes an analysis of the proposed water demands for this development. A fire flow test was completed, and the results were included in the FSR. The analysis demonstrated that the existing water system in the area could accommodate the proposed development.</p>	Noted.
10	Halton Region	Water and Wastewater Servicing	Velimir Lazarevic	<p>Conclusion: Service connections to the Regional water and sewer systems will be addressed through the Region’s Service Permit review process, which typically occurs after site plan approval. The Detailed Engineering Design and the FSR submitted in support of this application demonstrated that there are no impacts to the Region’s water system from this proposed development. The FSR also confirmed that there is sufficient capacity in the downstream sanitary sewer, as verified through the Detailed Engineering Design of Tor Phase 1, Boyne Lands East ASP, and The Tor FSR.</p>	Understood.
11	Halton Region	Finance	Velimir Lazarevic	This development requires Regional Allocation for the single detached equivalents units (SDEs) proposed. The payments and contributions are payable in accordance with the terms and conditions set out in the applicable allocation program agreement in which the SDEs are being reserved for the Owner.	Noted. Please refer to the enclosed Allocation Plan.
12	Halton Region	Finance	Velimir Lazarevic	The Owner is also required to pay all other applicable Regional Development Charges (DCs) and Front-ending Recovery Payments prior to the issuance of any building permits, unless a subdivision (or other form of development) agreement is required in which case a portion of the DC’s and Front-ending Recovery Payment may be payable upon execution of the agreement. Please visit our website at <a href="https://www.halton.ca/The-Region/Finance-and-Transparency/Financing-Growth/Development-Charges-Front-ending-Recovery-Payment">https://www.halton.ca/The-Region/Finance-and-Transparency/Financing-Growth/Development-Charges-Front-ending-Recovery-Payment</a> to obtain the most current Development Charge and Front-ending Recovery Payment information, which is subject to change.	Noted.
13	Halton Region	Finance	Velimir Lazarevic	Disclaimer: It is the Owner’s responsibility to ensure that all applicable payments and development charges for the single detached equivalents units (SDEs) being requested are paid for as required by the terms and conditions of the applicable allocation program agreement.	Noted.

14	Halton Region	Submission	Velimir Lazarevic	Regional staff request that the following materials be submitted to the Region as part of the formal application: <ul style="list-style-type: none"> <li>• Cover letter</li> <li>• Applicable Regional Fee</li> <li>• Complete Application Forms</li> <li>• Site Plan Drawings</li> <li>• Allocation Allotment Plan</li> <li>• Waste Management Plan;</li> <li>o Revise and confirm that there is sufficient space at the designated refuse pad area for all collection bins or expand the area accordingly.</li> <li>• Servicing Permit</li> </ul> Should you require any additional information or have any questions in this regard, please do not hesitate to contact me at Velimir.Lazarevic@halton.ca	Noted, materials enclosed. Please note that the Application Form was previously submitted during the presubmission. Please note that the Servicing Permit will be provided at SPA.
15	Conservation Halton	General	Heather Dearlove	CH staff have done an initial review of the Pre-Submission for the Mattamy TOR Node ZBA and the Functional Servicing and SWM report note that there is no anticipated impact as a result of the Site Plan works. CH will not provide comments on the PreSubmission as the SWM concept has not changed from what was proposed in the Subdivision and SIS.	Noted.
16	Milton: Development Engineering	General	Steve Pozzobon	Add a double offset gate to the north and south limit of the walkway block at Stirling Todd Terrace per Town standard P-32B (Plan view) & P-33B (Elevation view)	The double offset gate has been included as noted and is shown on drawing LC1 prepared by NAK. Please refer to the enclosed Landscape Plan.
17	Milton: Development Engineering	General	Steve Pozzobon	Show vehicle turning diagram for the west end of Lane D. Show that a vehicle can maneuver into and out of the driveway of Block D (west unit)	Vehicle turning diagrams are provided for the west end of Lane D in Appendix E of the updated BA Group October 2024 Report. Please refer to the enclosed TIS.
18	Milton: Development Engineering	General	Steve Pozzobon	Show the 100 year HGL on the profile drawings.	The plan and profile drawings are not typically provided in Site Plan drawing sets. These drawing were provided to replace the crossing tables due to the quantity of crossings for infrastructure, and aid construction teams. HGLs are not required in typical site plans submissions, and therefore will not be provided.
19	Milton: Development Engineering	General	Steve Pozzobon	Provide a construction management plan.	Construction Management Plan will be provided at SPA.
20	Milton: Development Engineering	General	Steve Pozzobon	Provide a hydrogeological report (for the deep excavations)	Please refer to the enclosed hydrogeological report.
21	Milton: Development Engineering	General	Steve Pozzobon	Provide details of easement as described in section 6.1 of the Functional Servicing and Stormwater Management report, DSEL April 2024	As this is the zoning by-law submission, the R-Plan will be provided with the Site Plan Approval application.
22	Milton: Development Engineering	Red Lines	Steve Pozzobon	See attached red lined comments. (Below)	Noted.
23	Milton: Development Engineering	SP1	Steve Pozzobon	Straighten sidewalk to avoid light pole conflict	Noted. Detailed plans with more permanent sidewalk design that avoids the conflict will be provided at SPA.
24	Milton: Development Engineering	SP1	Steve Pozzobon	Move sidewalk back from property line to make room for grading transition and fence	Noted. Sidewalk moved back as shown on revised Site Plan.
25	Milton: Development Engineering	SP1	Steve Pozzobon	Provide turning movement diagram showing how vehicle and enter/leave the driveway	Please refer to Appendix E of the enclosed TIS.
26	Milton: Development Engineering	SP1	Steve Pozzobon	Show sidewalk width dimension	Sidewalk width shown on revised Site Plan.
27	Milton: Development Engineering	SP1	Steve Pozzobon	Max 12 m radius per town std. (typical for all driveways)	13m radius to be kept to accommodate garbage trucks. Confirmed by Steve Pozzobon via email.
28	Milton: Development Engineering	Grading Plan	Steve Pozzobon	Can you adjust sidewalk to avoid light standard conflict	The walkway has been adjust to avoid the light standard on Louis St. Laurent Avenue.
29	Milton: Development Engineering	Grading Plan	Steve Pozzobon	Ex curb cut to be removed?	A note has been added to note the removal and restoration of the curb cut to full curb.
30	Milton: Development Engineering	Grading Plan	Steve Pozzobon	handrail or fence required on top of wall	A 1.5m chain link fence has been provided.
31	Milton: Development Engineering	Grading Plan	Steve Pozzobon	Please clarify if the 3:1 slopes are existing or proposed on school lands. Discussions with the school board and more grading detail is required if these slopes are proposed on school property.	Sloping has been proposed on the FCEs site, and discussions are ongoing regarding impacts and permissions. As typical for Milton, a formal letter providing Mattamy permission to grade will be provided prior to Site Plan Approval.
32	Milton: Development Engineering	Grading Plan	Steve Pozzobon	Check the sidewalk slopes	Additional information has been added to verify sidewalk longitudinal and cross-slopes.
33	Milton: Development Engineering	Grading Plan	Steve Pozzobon	Check sidewalk cross slope	Additional information has been added to verify sidewalk longitudinal and cross-slopes.
34	Milton: Development Engineering	Grading Plan	Steve Pozzobon	Move sidewalk away from property line to make room for grading transition (approx 0.25m)	As requested, the site plan has shifted the walkway back from the property limit with the school block.
35	Milton: Development Engineering	Grading Plan	Steve Pozzobon	Why is walkway skewed? Can we align it to 90 degrees to Lane D?	The walkway has been straightened, but the catchbasins will remain off center because if they too shifted, the catchbasin would conflict with the sanitary infrastructure.
36	Milton: Development Engineering	Grading Plan	Steve Pozzobon	Show drawing scale on all relevant drawings	The scale is found in the frame of the drawing, above the municipal approvals box. This is the standard location across all drawing types.
37	Milton: Development Engineering	Site Servicing Plan	Steve Pozzobon	If this has been removed, delete from drawing	The temporary SWM Pond outlet from the FCEs school lands has been removed as part of the subdivision works, the drawing have been reflected to update this change.
38	Milton: Development Engineering	Site Servicing Plan	Steve Pozzobon	show storm lateral	Noted, a storm lateral has been provided for the most western townhouse in Block C.
39	Milton: Development Engineering	General	Steve Pozzobon	The Owner is to provide a detailed estimated cost of the site works, both internal and external.	A detailed cost estimate would be required with Site Plan Approval, not Zoning Bylaw Approval.
40	Milton: Development Engineering	General	Steve Pozzobon	The Owner is to provide a pavement design certification signed, stamped and dated by a qualified geotechnical professional.	To be provided at a later time. Further details to be provided at detailed SP design.
41	Milton: Development Engineering	Site Plan Agreement	Steve Pozzobon	The Owner is advised that prior to Development Engineering supporting the signing of the Site Plan Agreement, the following items shall be incorporated into the Site Plan Agreement to our satisfaction: (below, a to g)	Noted.
42	Milton: Development Engineering	Site Plan Agreement	Steve Pozzobon	a) The Owner agrees to apply for an Entrance Permit prior to installing/altering the vehicular entrance.	Noted.
43	Milton: Development Engineering	Site Plan Agreement	Steve Pozzobon	b) The Owner agrees to apply for a Road Occupancy Permit prior to installing the proposed services on the Ferguson Drive road allowance.	Noted.
44	Milton: Development Engineering	Site Plan Agreement	Steve Pozzobon	c) The Owner agrees to install and maintain sedimentation and erosion control measures in accordance with the approved drawings and to submit monthly sediment and erosion control reports during construction, to the satisfaction of Conservation Halton and the Town of Milton;	Noted.
45	Milton: Development Engineering	Site Plan Agreement	Steve Pozzobon	d) The Owner agrees that following the completion of the Site Works, to provide written certification, by a qualified Engineer That the completed stormwater management system and site grading have been completed in accordance with the approved Site Plan drawings, specifications, Town Standards and fulfill the recommendations of the approved Stormwater Management Report;	Noted.
46	Milton: Development Engineering	Site Plan Agreement	Steve Pozzobon	e) That the Owner agrees to provide perpetual maintenance, for the life of the development, of all installed stormwater works and any recommendations of the approved Stormwater Management Report;	Noted.
47	Milton: Development Engineering	Site Plan Agreement	Steve Pozzobon	f) The Owner acknowledges and agrees that stormwater management quantity controls are not to be removed or altered without prior approval from the Town of Milton and Conservation Halton. The Owner further acknowledges that the unapproved removal of any quantity controls may result in flooding within the Owner's building and/or property and lands external to the Owners.	Noted.
48	Milton: Development Engineering	Site Plan Agreement	Steve Pozzobon	g) The Owner acknowledges and agrees that they will flush clean all storm sewers that connect to municipal infrastructure, prior to the release of any securities. Furthermore, they Owner agrees to provide a receipt or letter from the contractor that completed the cleaning to act as proof of the cleaning.	Noted.
49	Milton: Building Division	General	Ereny Yousef	In general, the proposal is at a preliminary state to provide detailed comments relevant to the Building Code. From the information provided, there are no objections from a Building Code Perspective.	Noted.
50	Milton: Building Division	General	Ereny Yousef	Municipal services for sanitary and storm drainage as well as water mains should be in place prior to the start of buildings construction.	Noted.
51	Milton: Building Division	General	Ereny Yousef	Access for emergency vehicles must be maintained throughout construction. A minimum 6 meter wide clear travel-way must be maintained with turns having a centreline turning radius of 12 meters, and no dead-ends longer than 90 meters without turn-a-round provisions during the course of development.	Noted.

52	Milton: Building Division	General	Ereny Yousef	The streets must be served with fire hydrants spaced so that the maximum total distance to an entrance to a building is not more than 90 meters along an unobstructed path of travel.	Noted.
53	Milton: Building Division	General	Ereny Yousef	We remind the designer that fire-break lots will be required during construction which restrict fire from travelling between buildings before they have been properly protected from the spread of fire by fire rated construction materials.	Noted.
54	Milton: Building Division	General	Ereny Yousef	It is recommended to review the following (2012 Ontario Building Code, Division B) references as they may affect construction: a. Firewall Construction: 9.10.11.3. and 3.1.10. b. Spatial Separation: 9.10.14. and 9.10.15., c. Energy Efficiency: 12.3. and SB-12. d. Fire Separations between Suites & Exits: 9.9.4. e. Outdoor intake and exhaust openings: 6.2.3.12.	Noted.
55	Milton: Transportation	Urban Transportation	Chris Toews	Background Developments - Garito Barbuto Tor Lands Residential (Section 8.3.2.2): The Mattamy TOR Subdivision TIS included trip projections for this minor sub-node, and it is unclear if this was accounted for in this report. See below Table S-1 from the Subdivision TIS (prepared by TYLin) illustrating trip projections, which incorporated planned development statistics for this site:  The trip projections highlighted above match those from Table 20 (Garito Barbuto Tor Lands Trip Generation) in the TIS submitted for the subject development, indicating site trips were double-counted in the background traffic volumes considered for this report. It should also be noted that trip projections for this development were underrepresented in the subdivision TIS given the varying site statistics. Confirm the above, and update all relevant components of the TIS accordingly.	As discussed in Section 8.2.2 of BA Group's October 2024 Report, background development traffic volumes were derived on the basis of a "first-principles" approach. Relevant development parcels were identified to conform to those that had been included within the East Tertiary Plan Sub-Zones of the Boyne Secondary Survey RNA Study. Allowances were made for the Mattamy Bayview Lexis Residential Subdivision & Milton III-75 Mixed-Use Development (these lands comprise sub-zones 43, 44, 48, and 49 of the Boyne RNA Study), Garito Barbuto Tor Lands Residential Development (zones 41 and 42, and approximately 50% of zones 46 and 47 of the Boyne RNA Study), Sub-Zone 40 Lands (development statistics provided by Town of Milton staff), and the Derry Green Business Park (estimated as part of the Boyne Secondary Plan RNA). For each of these components, traffic forecasts (i.e., trip generation estimates) or development statistics, were taken from the RNA Study, the Town of Milton, or the October 2022 TYLin Transportation Impact Study, entitled "Garito Barbuto Tor Lands Residential Development". Traffic volumes were assigned and distributed to the study area road network using assignment assumptions discussed in Section 8.4.3 of BA Group's October 2024 MOVEMENT IN URBAN ENVIRONMENTS BAGROUP.COM 2 Report. It was therefore necessary to apply the full traffic forecast for the aforementioned Garito Barbuto Tor Residential Subdivision Lands, rather than simply the difference between the RNA assumptions and subsequent developer statistics. The background development traffic volumes utilized in BA Group's traffic analysis are therefore appropriate.
56	Milton: Transportation	Urban Transportation	Chris Toews	Site Traffic Volumes (Section 8.4):  o Provide a trip generation forecast comparison of the minor sub-node's current site statistics to what was projected in the subdivision TIS.  o Table 25 (Site Vehicle Trip Generation Summary): trip projections for ITE LUC 222 (High-Rise Apartment) as they were derived from the directional distribution are calculated incorrectly. LUC 222 directional distributions are also incorrect. Revise accordingly.	As discussed in Section 8.3.1.4 of BA Group's October 2024 Report, the Site is located within a "minor sub-node", inside the sub-zone 41 of the Boyne RNA Study. The RNA Study assumed the development of 2,863 m2 of commercial GFA for this area. Trip generation forecasts for this development were estimated by the 2022 TYLin Study and were determined to be in the order of approximately 70 and 135 two-way trips during the morning and afternoon peak hours, respectively. This compares to the 235 and 275 two-way trips (during the morning and afternoon peak hours, respectively) forecast under the current development proposal considered for the Site. Site trip forecasts assumed in BA Group's traffic analysis are therefore conservative when compared to the Boyne RNA Study.  The Site vehicle trip generation forecasts, trip rates and directional distribution statistics cited in Table 25 of BA Group's April 2024 Report included minor typographical errors for LUC 222, which have since been revised in updated October 2024 Report. However, trip generation calculations (even for those associated with LUC 222) were performed correctly. The Site trip generations forecasts are therefore appropriate.
57	Milton: Transportation	Urban Transportation	Chris Toews	Table 29 – Louis St. Laurent Avenue/Ferguson Drive (Section 9.4.2): Capacity analysis results for the NBT/LNBR movements in the future background/total traffic scenarios were left out, and should be included.	As illustrated in Figure 5 of BA Group's October 2024 Report, the south approach at the Louis St. Laurent Avenue / Ferguson Drive intersection currently includes a dedicated northbound left-turn and shared through-right-turn lane. These results are summarized in Table 29 of BA Group's October 2024 Report.
58	Milton: Transportation	Urban Transportation	Chris Toews	Traffic Signage and Pavement Marking Plan (Appendix B): Fire Route signs are missing from the plans, fire route signs should be placed at each end of the fire route, and located at intervals of not more than 150 feet apart along the fire route.	Fire Route signs have been incorporated into the Traffic Signage and Pavement Marking Plan (Appendix C) in BA Group's October 2024 Report.
59	Milton: Zoning	Urban	Sherri Jamieson	How this parcel of land proposed to be building out. Will there be different Condominium Phases? Please explain. Phasing plans should be provided.	Please refer to enclosed draft phasing plan.
60	Milton: Zoning	Urban	Sherri Jamieson	Provide all Zoning Stats on the site plan drawing. i.e. Lot area, lot coverages, lot frontage abutting street lines, yard setbacks)	Please refer to the enclosed Site Plan and Phasing Plan.
61	Milton: Zoning	Urban	Sherri Jamieson	The Site Plan drawing(s) do not show all building setbacks proposed to the lot lines. Please update site plan drawing(s), to include all setback dimensions (i.e. building, parking areas setback)	Setbacks shown on revised Site Plan.

62	Milton: Zoning	Urban	Sherri Jamieson	<p>Parking Calculations for Apartment Buildings - Based of the parking ratios requested (1 parking space per unit, plus 0.22 per unit for the Visitor component)</p> <p>Apartment Buildings (1 &amp; 2) Total units 358 units  Tenant = 358 (10 of which shall be Accessible Parking spaces) 2% + 2 spaces  Visitor = 79 (4 of which shall be Accessible Parking spaces) 4%  38 provided at grade (4 accessible), Visitor parking spaces not labelled on UGP Plans (cannot confirm zoning compliance for visitor parking)  Required = 437 (14 Accessible)  Provided= 441 (14 Accessible)</p> <p>Bldg 3 – 124 units  Tenant = 124 (5 of which shall be Accessible Parking spaces) 3% + 1 spaces  Visitor = 28 (2 of which shall be Accessible Parking spaces) 4%  21 provided at grade (4 accessible), Visitor parking spaces not labelled on UGP Plans (cannot confirm zoning compliance for visitor parking)  Required = 153 (7 Accessible)  Provided= 153 (7 Accessible)</p>	As discussed in Section 1.2 of BA Group's October 2024 Report, the development proposal statistics have changed slightly since completion of BA Group's April 2024 Report. The development proposal currently proposes 598 total residential units, inclusive of 396 units in Buildings A and B (Buildings 1 & 2), 124 units in Building C (Building 3), 78 townhome units, and 450 m2 of ground-floor retail GFA. As discussed in Section 4.2 of BA Group's October 2024 Report, the proposed parking supply of 800 spaces aligns with a minimum parking rate of 1.0 parking spaces per unit for residents, plus and additional 0.20 spaces per unit for non-residents. The proposed parking supply includes 476 parking spaces for Buildings A and B (396 resident and 80 visitor spaces), 150 parking spaces for Building C (125 resident and 25 non-resident spaces) and 174 parking spaces are provided (inclusive of driveway capacity) for the townhome units (156 resident and 18 visitor spaces). The proposed parking supply therefore meets the proposed parking rates and will meet the needs of the Site.
63	Milton: Zoning	Urban	Sherri Jamieson	Label all Tenant and Visitor parking space and all Tenant and Visitor Accessible parking spaces on underground parking plans. Cannot confirm Parking compliance	As illustrated in the architectural plans attached in Appendix A of the BA Group October Report, resident, non-resident and accessible parking spaces have been defined on underground parking levels.
64	Milton: Zoning	Urban	Sherri Jamieson	Provide fully dimensioned enlarged site plan drawings, cannot confirm zoning compliance. (drive aisles, parking space sizes, accessible aisle size, width of ramp)	Please refer to drawings SPA2 and SP3 within the enclosed Site Plan and Details.
65	Milton: Zoning	Urban	Sherri Jamieson	Provide fully dimensioned underground parking plans, cannot confirm zoning compliance. (drive aisles, accessible parking space sizes, accessible aisle size, width of ramp, and bike locker counts for Bldg 1 & 2)	Completed, refer to enclosed UG Parking Plans.
66	Milton: Zoning	Urban	Sherri Jamieson	Dimension the outdoor Amenity Areas on the site plan drawing, provided area in m2.	Completed. Please refer to the enclosed Site Plan.
67	Milton: Zoning	Urban	Sherri Jamieson	For buildings above 10.5 m in height: No part of any building abutting another zone or grade-related dwelling unit(s) may project above a 45 degree angular plane measured at a height of 10.5 metres and a distance of 7.5 metres from the abutting lot line, or where there is no property line, 7.5 m plus the typically required yard setback for the grade-related dwelling unit(s). Provide Angular Plan drawings.	Please refer to the enclosed Angular Plane Drawings.
68	Milton: Zoning	Urban	Sherri Jamieson	Provide the maximum height on the drawings for all buildings. Building height, exclusive of mechanical penthouses, rooftop equipment, elevator tower, stair tower and/or architectural features such as parapets measured from est. grade.	Please refer to the enclosed elevations.
69	Milton: Zoning	Lowrise	Sherri Jamieson	Townhouse Dwelling Units and B2B Dwelling Units  1. In the draft by-law, ii. Additional Permitted uses, this section should be move to the top of this section before listing any Special Site Provisions. Additional Permitted Uses should just list Townhouse Dwellings and Back-to-Back Dwellings. Then in a separate section you can add any zone standard provisions related to the Townhouse dwelling units and B2B dwelling units (as you have for the Apartment Buildings)	Resolved in updated draft zoning bylaw.
70	Milton: Zoning	Lowrise	Sherri Jamieson	Visitor Parking Calculations for TH Dwelling & B2B Dwellings - Based of the parking ratios requested (0.22 per unit for the Visitor component)  Total units 78 units Visitor = 18 (1 of which shall be Accessible Parking spaces) 21 provided at grade (0 accessible), 1 Accessible visitor Parking space required	See response to Comment 62.
71	Milton: Zoning	Other	Sherri Jamieson	<i>For the apartment building fronting Ferguson Drive, the setback to a private street shall be measured to back of curb. [TO BE CONFIRMED WITH ZONING STAFF]</i>	As discussed with Robin Campbell, there is no definition for private street line, so it is unknown whether it includes or excludes the sidewalk, and until landscaping details are confirmed, it is not known if the sidewalk would be part of the same common elements as the private road pavement and curb. So to be sure, we are establishing that the MU zone 3m setback to street line be measured to the curb of the private road and not to the sidewalk. The highlighted comment was just to flag this particularly for review to make sure the wording holds.
72	Milton: Planning	Urban Design	Hugo Rincon	Urban Design staff are supportive of the conceptual design of the Minor Sub Node as it demonstrates consistency with the Town's design directions for the built form typologies being proposed.	Noted.
73	Milton: Planning	Urban Design	Hugo Rincon	Special attention to the design of building elevations, podium treatment, transition in massing, material and colour composition, and enhanced street presence is anticipated. Further attention to the design of building elevations may be warranted, i.e., UD staff encourages an enhanced design approach that contributes: o A perceivable step-back above the sixth floor, as demonstrated on Figures 3.2 and 3.3 of the Urban Design Brief; o A clearly defined podium component; o Articulation of the street wall elevation, increasing the setback of the 6-storey portion (in Building A). o Elevated ground floor above the sidewalk level to increase privacy of ground-oriented units.	Considered. Please refer to the enclosed elevations.

74	Milton: Planning	Urban Design	Hugo Rincon	The proponent should provide eye-level perspective(s) and coloured elevations to inform a future Site Plan review. However the proponent is encouraged to advance the detailed design of the buildings and engage with Urban Design staff	Noted. Please refer to the enclosed Elevations.
75	Milton: Planning	Urban Design	Hugo Rincon	The proponent has acknowledged that a Shadow Study and a Wind Study will be submitted with a future Site Plan application. Staff looks forward to reviewing these reports.	Noted.
76	Milton: Planning	Urban Design	Hugo Rincon	Town staff welcomes the opportunity to discuss urban design aspects of the development proposal with the proponent at all times.	Noted.