

Detailed Information and Preliminary Planning Analysis

Owner: Blackrock Acquitaine Limited

6719 Glen Erin Drive

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1. Proposed Development

The applicant proposes to develop the property with a 12 storey apartment building with 184 units and 33 townhomes and retain the existing 13 storey apartment building. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal		
Applications submitted:	Received: October 27, 2020 Deemed complete: November 5, 2020	
Developer/ Owner:	Blackrock Acquitaine Limited	
Applicant:	Glen Schnarr & Associates	
Number of units:		
Existing Apartment	179 units	
Proposed Apartment	184 units	
Proposed Townhomes	33 units	
Total	396 units	
Existing Gross Floor Area:	16 305 m ² (175,505.6 ft ²)	
Proposed Gross Floor Area:	19 406 m ² (208 884.4 ft ²)	
Total Proposed Gross Floor Area:	35 711 m ² (384,390 ft ²)	
Height:	12 storeys and 38.5 m (126.3 ft)	
Floor Space Index:	1.98	
Anticipated Population:	562* *Average household sizes for all units (by type) based on the 2016 Census	
Parking Spaces:	Required	Provided
Existing Apartment	230	172
Proposed Apartment	229	153
Proposed Townhouses	46	47
Visitor Parking Spaces	81	59

Development Proposal		
Total	586	431
Green Initiatives:	<ul style="list-style-type: none"> • Partial green roof • Permeable paving • Bioswales 	

Supporting Studies and Plans

The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- Context Plan
- Site Plan
- Plan of Survey
- Phasing Plan
- Floor Plans
- Site Section Plan
- Elevations
- Servicing and Grading Plan
- Removal and Utility Plans
- Planning Justification Report
- Parking Justification Study
- Urban Design Brief
- Shadow Study
- Acoustical Feasibility Study
- Tree Inventory and Preservation Plan
- Traffic Impact Study
- Functional Servicing & Stormwater Management Report
- Phase 1 Environmental Site Assessment

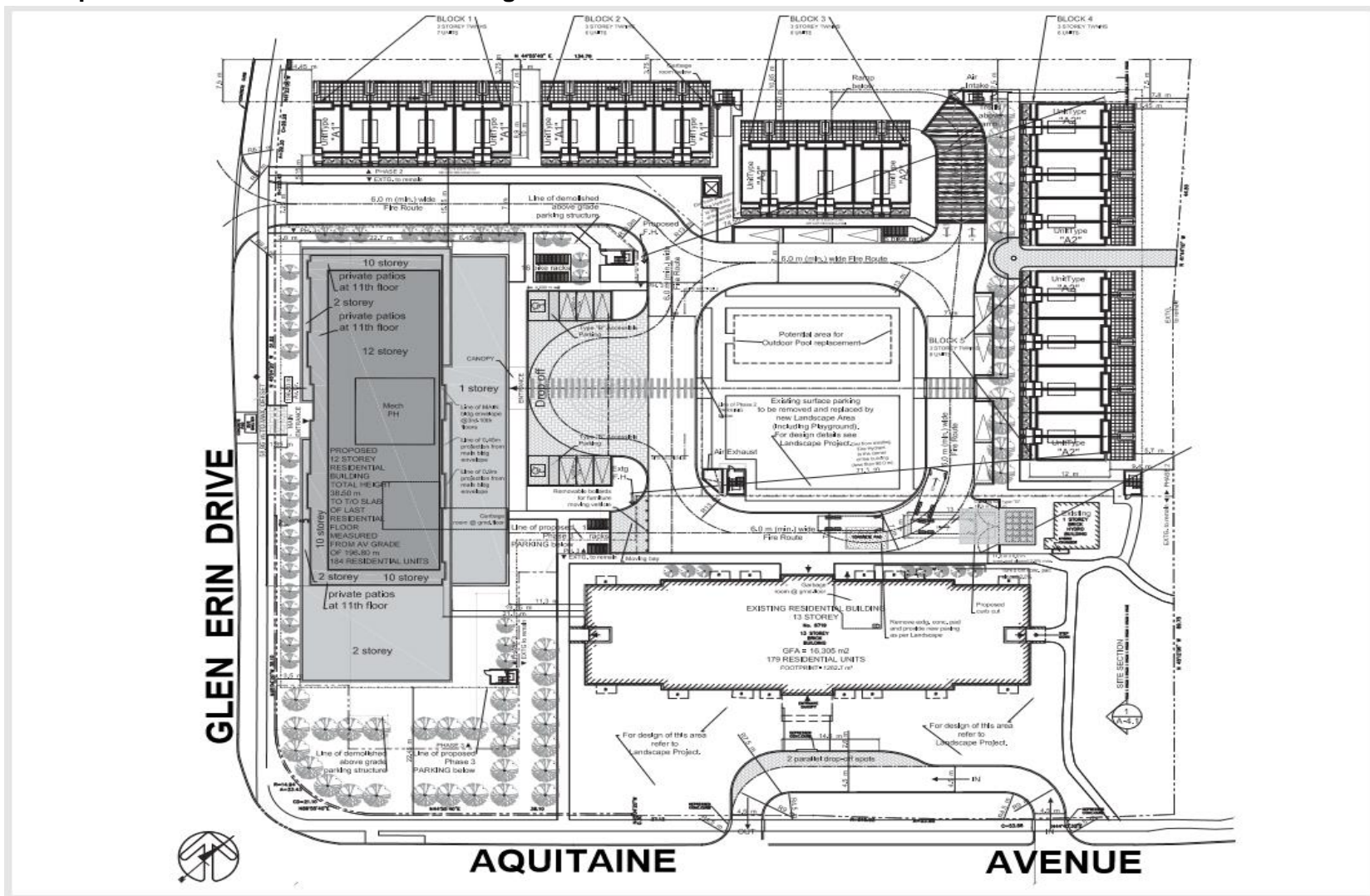
- List of Low Impact Design features
- Draft Official Plan Amendment
- Draft Zoning By-law

Application Status

Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the applications.

A virtual community meeting was held by Ward 9 Councillor, Pat Saito, on December 1, 2020. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the applications.

Concept Plan and Elevations and Renderings



Site Plan



Applicant's Rendering

2. Site Description

Site Information

The property is located on the north side of Aquitaine Avenue, on the east side of Glen Erin Drive in the Meadowvale Neighbourhood Character Area. The subject lands are currently developed with a 13 storey residential apartment building with an above ground two storey parking garage.



Aerial Photo of 6719 Glen Erin Drive

Aquitaine Avenue	134.31 m (440.6 ft)
Depth:	112.12 m (367.78 ft)
Gross Lot Area:	1.81 ha (4.47 ac)
Existing Uses:	13 storey apartment building with an above ground parking structure



Photo from Glen Erin Drive facing east

Property Size and Use	
Frontages: Glen Erin Drive	134.36 m (446.23 ft)



Photo from Aquitaine Avenue facing north

Site History

- 1981 – Construction of a 13 storey, 174 unit residential apartment building.
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **RA4-45** (Apartments) which permits apartments, townhouses and back to back and stacked townhouses.
- January 2, 2008 – Applications for official plan amendment and rezoning, under File OZ 08/001 W9, were received. Proposal was originally for a 20 storey apartment building with 34 townhouses. The applications were subsequently revised for a 14 storey condominium apartment with 34 townhouses. The applications were cancelled, by the applicant, on July 12, 2010.

- November 14, 2012 – Mississauga Official Plan came into force except for those sites/policies which have been appealed. The subject lands are designated Residential High Density in the Meadowvale Neighbourhood.
- September 16, 2015 – Applications for official plan amendment and rezoning, under File OZ 14/002 W9, were approved for 93, 3 and 4 storey townhouses at an FSI of 1.34.
- October 27, 2020 – Applications for official plan amendment and rezoning, under File OZ 20/019 W9, were received from Blackrock Acquitaine Limited.

3. Site Context

Surrounding Land Uses

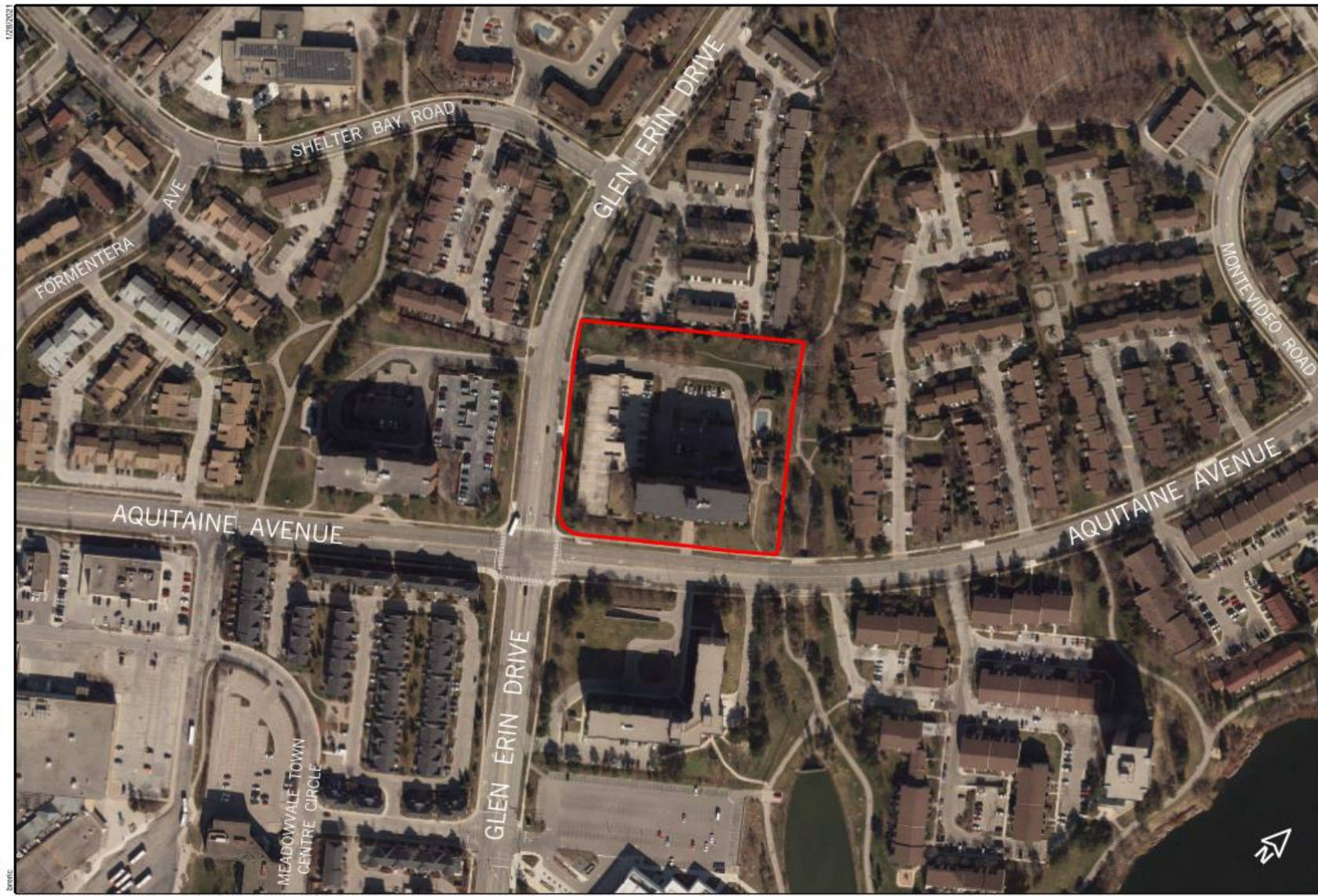
The immediate area consists of a mix of townhomes and apartment buildings. To the southeast of the property is the Lake Aquitaine Park. Directly north and east of the subject property there are 2 storey townhomes. To the south is an existing 9 storey apartment building and an 11 storey apartment building to the west.

The surrounding land uses are:

- North: 2 storey townhomes
- East: 2 storey townhomes
- South: 9 storey apartment building
- West: 11 storey apartment building

Neighbourhood Context

The subject property is located in the Meadowvale Neighbourhood Character Area. The immediate area of Glen Erin Drive, Aquitaine Avenue and Battleford Road contain numerous apartment buildings constructed in the early 1980s. Abutting these apartment sites are several townhome developments. The surrounding neighbourhood includes the Lake Aquitaine Park and Meadowvale Community Centre recreational facilities. Directly south along Glen Erin Drive is the Meadowvale Community Node, which includes commercial uses in the Meadowvale Town Centre plaza.



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Aerial Photo of 6719 Glen Erin Drive

Demographics

Based on the 2016 census, the existing population of the Meadowvale Neighbourhood area is 36,865 with a median age of this area being 41 (compared to the City's median age of 40). 70% of the neighbourhood population are of working age (15 to 64 years of age), with 16% children (0-14 years) and 13% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 38,800 and 39,100 respectively. The average household size is 3 persons with 16% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 10,080 units (80%) owned and 2,580 units (20%) rented with a vacancy rate of approximately 0.7%*. In addition, the number of jobs within this Character Area is 1,180. Total employment combined with the population results in a PPJ for Meadowvale Neighbourhood of 50 persons plus jobs per ha.

*Please note that vacancy rate data does not come from the census. This information comes from CMHC which demarcates three geographic areas of Mississauga (Northeast, Northwest, and South). This specific Character Area is located within the Northwest geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.

Other Development Applications

There are no active development applications in the vicinity of the subject property.

Community and Transportation Services

This application will have minimal impact on existing services in the community.

This area is well served by major City of Mississauga facilities including the Meadowvale Community Centre and Library which is within a 7 minute walk and approximately 500 metres (1 640.4 ft). The subject site is adjacent to City owned lands identified as Lake Aquitaine Trail (P-130), which connects to the subject property and provides access to Lake Aquitaine Park (P-102), which is 14.25 hectares (35.22 acres) and includes a playground, picnic area, basketball court and trails. This park is a 6 minute walk, approximately 450 metres (1 476.3 ft.) from the subject property.

The site is serviced by the Meadowvale Town Centre, Major Transit Terminal which is an 8 minute walk, approximately 700 m (2 296.5 ft). In addition the Meadowale Go Station is located approximately 1 km (0.62 miles) northeast of the site.

The following major MiWay bus routes currently service the site:

- Route 44, 48, 57 and 90 – Aquitaine Avenue
- Route 42 and 104 – Glen Erin Drive

4. Summary of Applicable Policies,

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been

Regulations and Proposed Amendments

included. The table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
<i>Provincial Policy Statement (PPS)</i>	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
<i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit and areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
<i>Region of Peel Official Plan (ROP)</i>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p>

Mississauga Official Plan

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

Existing Designation

The lands are located within the Meadowvale Neighbourhood Character Area and are designated **Residential High Density**. The **Residential High Density** designation permits apartments with an FSI of 1.4.

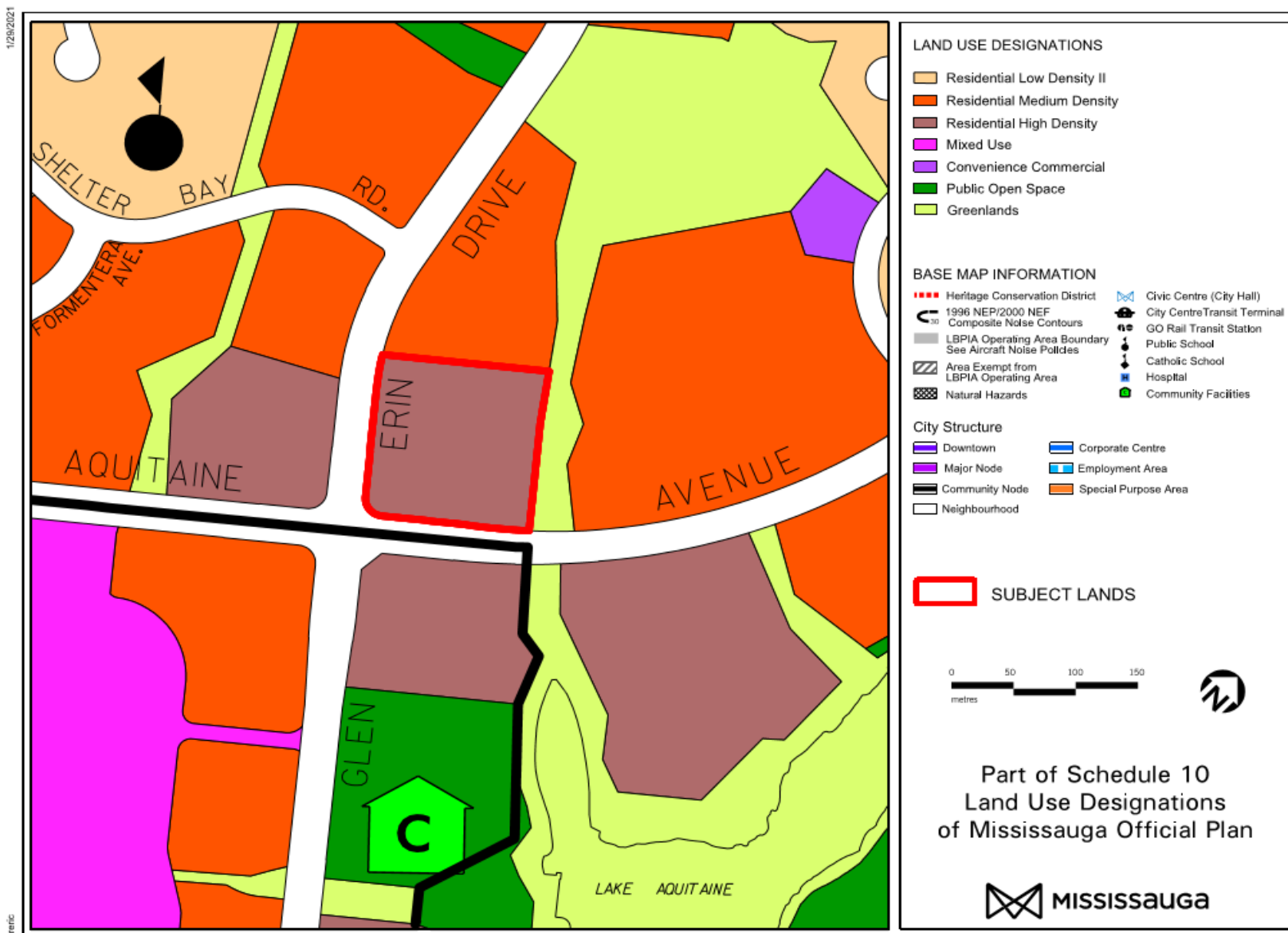
The subject property is not located within a Major Transit

Station Area. Area (MTSA).

Proposed Designation

The applicant is proposing to change the Special Site 2 designation of the **Residential High Density** to increase the FSI to 2.0 and to permit a 12 storey apartment building with 184 units and 33 three storey townhomes. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report.



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Excerpt of Meadowvale Neighbourhood Character Area

Relevant Mississauga Official Plan Policies

The following policies are applicable in the review of these applications. In some cases the description of the general intent summarizes multiple policies.

	General Intent
Chapter 4 Vision	<p>Mississauga will preserve the character, cultural heritage and livability of our communities. (Section 4.4.3)</p> <p>Mississauga will plan for a wide range of housing, jobs and community infrastructure resources so that they are available to meet the daily needs of the community through all stages of life. (Section 4.4.6)</p> <p>Mississauga will support the creation of distinct, vibrant and complete communities by building beautifully designed and inspiring environments that contribute to a sense of community identity, cultural expression and inclusiveness. (Section 4.4.7)</p> <p>Mississauga Official Plan will implement the following guiding principles: Direct Growth, Value the Environment, Complete Communities, Create a Multi-Modal City, Build a Desirable Form, Foster a Strong Economy, and Promote Collaboration. (Section 4.5)</p>
Chapter 5 Direct Growth	<p>Mississauga will ensure that there is adequate land capacity to accommodate population and employment growth to 2031. (Section 5.1.2)</p> <p>Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner. (Section 5.1.3)</p> <p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</p> <p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure. (Section 5.1.9).</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. (Section 5.3.5.1)</p> <p>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas. (Section 5.3.5.2)</p> <p>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres. (Section 5.3.5.3)</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan. (Section 5.3.5.5)</p>

	General Intent
	Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6)
Chapter 6 Value The Environment	<p>Buffers are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands. Buffers will be determined on a site specific basis as part of an Environmental Impact Study to the satisfaction of the City and conservation authority. (Section 6.3.7 and Section 6.3.8)</p> <p>The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study. (Section 6.3.10)</p> <p>The Natural Heritage System will be protected, enhanced, restored and expanded by ensuring that development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions and placing those areas into public ownership. (Section 6.3.24.a & b)</p> <p>Lands identified as or meeting the criteria of a Significant Natural Area, as well as their associated buffers will be designated Greenlands and zoned to ensure their long term protection. (Section 6.3.26)</p>
Chapter 7 Complete Communities	<p>Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga. (Section 7.1.1)</p> <p>In order to create a complete community and develop a built environment supportive of public health, the City will: a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses. (Section 7.1.3 a)</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socio-economic characteristics and needs. (Section 7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ol style="list-style-type: none"> a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2) <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p>
Chapter 8 Create a Multi- Modal City	<p>Consideration will be given to reducing offstreet parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking, subject to, among other matters:</p> <ol style="list-style-type: none"> a. access to transit; b. level of transit service; c. traffic generation; and d. impact on the surrounding area. (Section 8.4.3)

	General Intent
	Transportation demand management (TDM) measures encourage people to take fewer and shorter vehicle trips to support transit and active transportation choices, enhance public health and reduce harmful environmental impacts. TDM is most effective when supported by complementary land use planning, good urban design and transit improvements. (Section 8.5)
Chapter 9 Build A Desirable Urban Form	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1)</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3)</p> <p>The city vision will be supported by site development that:</p> <ol style="list-style-type: none"> respects the urban hierarchy; utilizes best sustainable practices; demonstrates context sensitivity, including the public realm; promotes universal accessibility and public safety; and employs design excellence. (Section 9.1.10) <p>A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces. (Section 9.1.11)</p> <p>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required. (Section 9.2.2)</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ol style="list-style-type: none"> Respect existing lotting patterns; Respect the continuity of front, rear and side yard setbacks; Respect the scale and character of the surrounding area; Minimize overshadowing and overlook on adjacent neighbours; Incorporate stormwater best management practices; Preserve mature high quality trees and ensure replacement of the tree canopy; and Be designed to respect the existing scale, massing, character and grades of the surrounding area. (Section 9.2.2.3) <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. (Section 9.5.1.5)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (Section 9.5.1.9)</p>
Chapter 11 General Land Use Designations	<p>Lands designated Residential High Density will permit the following use:</p> <ol style="list-style-type: none"> apartment dwelling (11.2.5.6)
Chapter 16 Neighbourhoods	For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements. (Section 16.1.1.1)

	General Intent
	Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that: a. an appropriate transition in heights that respects the surrounding context will be achieved; b. the development proposal enhances the existing or planned development; c. the City Structure hierarchy is maintained; and d. the development proposal is consistent with the policies of this Plan. (Section 16.1.1.2)
Chapter 19 Implementation	This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows: <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • that a municipal comprehensive review of the land use designation or a five year review is not required; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)

Mississauga Zoning By-law

Existing Zoning

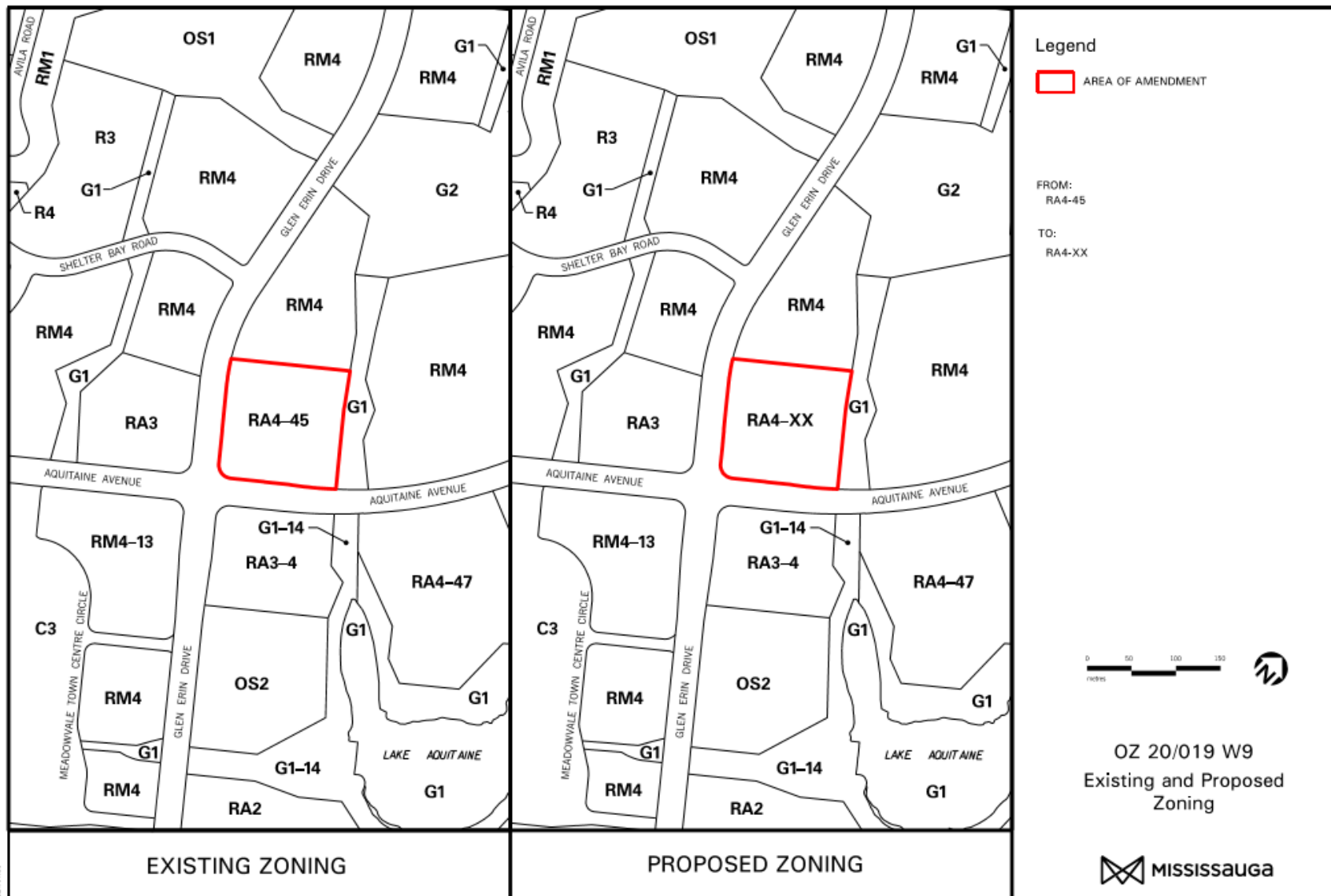
The subject property is currently zoned **RA4-45** (Apartments), which permits apartments, townhomes and back to back and stacked townhomes.

Proposed Zoning

The applicant is proposing to zone the property **RA4-Exception** (Apartments) to permit a 12 storey apartment

building and 33 three storey homes and retain the existing 13 storey apartment building with a total FSI of 2.0.

Through the processing of the applications staff may recommend a more appropriate zone category for the development in the Recommendation Report.



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Excerpt of Zoning Map

Proposed Zoning Regulations

Zone Regulations	Proposed Base Zone Regulations	Proposed Amended Zone Regulations
Additional Uses	Apartments Long-Term Care Building Retirement Building	Townhouses Retail Store Medical Office
Maximum Floor Space Index (FSI)	1.8	2.0
Minimum exterior side yard for that portion of a dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	8.5 m (27.8 ft.)	3.5 m (11.5 ft.)
Minimum exterior side yard for that portion of a dwelling with a height greater than 20.0 m	10.5 m (34.4 ft.)	7.5 m (24.6 ft.)
Minimum above grade separation between buildings	15.0 m (49.2 ft.)	10.5 m (34.4 ft.)
Minimum number of resident parking spaces per apartment dwelling unit	1.00 space per studio unit 1.18 spaces per 1 bedroom unit 1.36 spaces per 2 bedroom unit 1.50 spaces per 3 bedroom unit	0.83
Minimum number of visitor parking spaces per apartment unit	0.20 spaces per unit	0.15 spaces per unit
Minimum number of resident parking spaces per townhouse dwelling unit	1.10 spaces per studio unit 1.10 per 1 bedroom unit 1.25 spaces per 2 bedroom unit 1.41 spaces per 3 bedroom unit 1.95 spaces per 4 bedroom unit	1.41 spaces per unit

Zone Regulations	Proposed Base Zone Regulations	Proposed Amended Zone Regulations
Minimum number of visitor parking spaces per townhouse unit	0.25 spaces per unit	0.15 spaces per unit
Minimum number of parking spaces required for a retail store	4.3 spaces per 100m ² of gross floor area	No additional parking to be provided
Minimum number of parking spaces required for a medical office	6.5 spaces per 100m ² of gross floor area or For the visitor component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the following: the greater of 0.15 visitor spaces per unit or Parking required for a retail store and medical office	No additional parking to be provided

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more – requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions – will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028.

<https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of

a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city. As this proposal is for rental housing, the requirement for affordable housing is not applicable.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
	Shelter Bay Public School	Edenwood Middle School	Meadowvale Secondary School
23 Kindergarten to Grade 6	Enrolment:	Enrolment:	Enrolment:
5 Grade 7 to Grade 8	Capacity:	Capacity:	Capacity:
6 Grade 9 to Grade 12	Portables: 0	Portables: 2	Portables: 0

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
	St. Teresa of Avila Elementary School	Our Lady of Mount Carmel Secondary School
6 Kindergarten to Grade 8	Enrolment:	Enrolment:
5 Grade 9 to Grade 12	Capacity:	Capacity:
	Portables: 0	Portables:

6. Community Questions and Comments

A community meeting was held by Ward 9 Councillor Pat Saito

on December 1, 2020. Approximately 20 residents attended the meeting. In addition, seven written submissions have been received.

The following comments made by the community as well as

any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

- Concern with increased traffic and parking on roads and in adjacent developments
- Pedestrian safety due to traffic increase
- Reduced resident and visitor parking rates
- Concern with number of previous applications on the site
- Is there enough water, sewer and stormwater capacity?

- Concern with noise pollution from site
- What about capacity of the community centre, retail centres and schools?
- Will the units be affordable?
- If design and unit upgrades to the existing building/site are proposed
- Previous application was approved, why another?

7. Development Issues

The following is a summary of comments from agencies and departments regarding the applications:

Agency / Comment Date	Comments
Region of Peel (January 5, 2020)	A Functional Service Report (FSR) was submitted and additional information has been requested including the multi-use demand table, information for the high-rise and townhomes with respect to fire demands and flows and hydrant flow test. Front end collection of garage and recyclable materials to both apartment units and townhome units will be provided and additional design details are required.
Dufferin-Peel Catholic District School Board and the Peel District School Board (December 8, 2020)	Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications. Both School Boards require their standard warning clauses to be placed within the Development Agreement to advise that some of the children from the development may have to be accommodated in temporary facilities or bused to schools. In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.
City Community Services Department – Park Planning Section (December 8, 2020)	In comments dated December 2020, this Department notes that the subject site is adjacent to City owned lands identified as Lake Aquitaine Trail (P-130), which is zoned Open Space/Greenlands. This trail connection to the subject property provides access to Lake Aquitaine Park (P-102), zoned Open Space/Greenlands, which is 14.25 hectares (35.22 acres) of parkland. This neighbourhood park is within walking distance (100 metres) of the subject property and offers a variety of open space opportunities such as a community playground, picnic area, basketball courts and trails. Street tree contributions to cover the cost of planting street trees, up to 60mm caliper, will be required for every 10 metres of frontage on Gateway Boulevard in accordance with current City standards on Glen Erin Drive and Aquitaine Avenue.

Agency / Comment Date	Comments
	<p>Prior to the issuance of building permits, for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O.1990, c.P. 13, as amended) and in accordance with the City's Policies and By-laws.</p> <p>Furthermore, should the application be approved, securities for hoarding, fencing, and clean up works for the adjacent Greenbelt/Park lands will be required and secured through the development review process.</p>
<p>City Transportation and Works Department (December 23, 2020)</p>	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p>Stormwater A Functional Servicing Report prepared by Skira and Associates Ltd., dated August 18, 2020, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. At this time, no on-site mitigation measures have been proposed, and therefore the applicant is to revise the submission accordingly.</p> <p>The applicant is proposing to construct a new internal storm sewer to service the development lands, with an outlet to the City's infrastructure.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • Propose on-site stormwater management to satisfy sub-watershed criteria; • Demonstrate the feasibility of the proposed storm sewer; and • Demonstrate that there will be no impact on the City's existing drainage system, including how groundwater will be managed on-site. <p>Traffic A Traffic Impact Study (TIS), prepared by Starwood Group Inc., dated August 2020, was submitted in support of the proposed development, and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> • An updated Traffic Impact Study addressing all staff comments; • Regarding the proposed one-way access on Aquitaine Avenue, please show methods to enforce the one-way operation;

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> • Provide a collision analysis of Aquitaine Avenue; • Address any traffic concerns from the Community related to the proposed development. A virtual community meeting was held on with the Ward Councillor on December 1, 2020; • Place a stop sign at the intersection of Glen Erin Drive and Site Access/Private Access; and • Provide confirmation from Fire and Emergency Services that the internal road is acceptable from an emergency response perspective. <p>Environmental Compliance A Phase One Environmental Site Assessment (ESA) dated June 12, 2020, prepared by DS Consultants Ltd., was submitted in support of the proposed development. The results of the ESA indicate that further investigation is required.</p> <p>The applicant is required to submit further documents prior to recommendation report:</p> <ul style="list-style-type: none"> • A reliance letter for the Phase One ESA • A Phase Two ESA along with a reliance letter • A Temporary Discharge to Storm Sewer Commitment Letter. <p>Noise A Noise Feasibility Study prepared HGC Engineering Ltd., dated August 18, 2020, was submitted for review. The Noise Study evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road and mechanical equipment of the adjacent residential building. Further information is required to assess the impacts of noise levels from existing sources on this development.</p> <p>Engineering Plans/Drawings The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which need to be revised as part of subsequent submissions, in accordance with City Standards.</p>
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 - City of Mississauga, Fire - City of Mississauga, Transit - City of Mississauga, Public Art
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Rogers Cable - Canada Post Corporation - Enbridge Gas - Greater Toronto Airport Authority - Trillium Health Partners - Conseil Scolaire Viamonde

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> - Conseil Scolaire de District Catholique Centre-Sud - City of Mississauga, Heritage Planning and Indigenous Relations - City of Mississauga, Realty Services - City of Mississauga, Economic Development

Development Requirements

There are engineering matters including: grading, engineering, servicing and stormwater management that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

8. Section 37 Community Benefits (Bonus Zoning)

Should these applications be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

9. Next Steps

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Is the proposed development compatible with the existing and planned character of the area given the proposed

massing and building height?

- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic impacts?

Upon satisfying the requirements of various City departments and external agencies, the Planning and Building Department will bring forward a recommendation report to a future Planning and Development Committee meeting. It is at this meeting that the members of the Committee will make a decision on the applications.