

Detailed Information and Preliminary Planning Analysis**Owner: BET Realty Limited and 3420 Hurontario Street Incorporated****3420 and 3442 Hurontario Street****Table of Contents**

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1. Proposed Development

The applicant proposes to develop the property with two apartment buildings, 30 and 36 storeys, on a five storey podium, consisting of 680 dwelling units and 2,001 m² (21,539 ft²) of ground floor commercial and/or office uses. 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: December 11, 2020 Deemed complete: December 21, 2020
Developer/ Owner:	BET Realty Limited and 3420 Hurontario Street Incorporated
Applicant:	Glenn Schnarr & Associates Inc.
Number of units:	680 units
Proposed Gross Floor Area:	48,435 m ² (521,351 ft ²)
Height:	30 and 36 storeys / 93.7 m (302.3 ft.) and 111.3 m (365.2 ft.)
Floor Space Index:	7.4
Anticipated Population:	1632* *Average household sizes for all units (by type) based on the 2016 Census
Green Initiatives:	<ul style="list-style-type: none"> • Stormwater Retention • Green Roofs • Bicycle Storage

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>

- Architectural Drawings
- Shadow Impact Study
- Pedestrian Level Wind Study
- Noise Feasibility Study
- Arborist Report
- Tree Inventory / Preservation Plan
- Planning Justification Report
- Draft Zoning By-law Amendment
- Draft Official Plan Amendment
- Streetscape Feasibility Study
- Traffic Impact Study
- TDM Strategy / Operations and Safety Assessment
- Parking Supply Study
- Functional Servicing Report and Stormwater Management Report
- Phase 1 Environmental Site Assessment
- Housing Report
- Solid Waste Plan
- Urban Design Brief

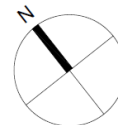
The application was reviewed by the Urban Design Advisory Panel on January 26, 2021. The Urban Design Advisory Panel is an advisory body and makes recommendations to staff for consideration. The Panel's suggestions have been incorporated into staff comments.

Application Status

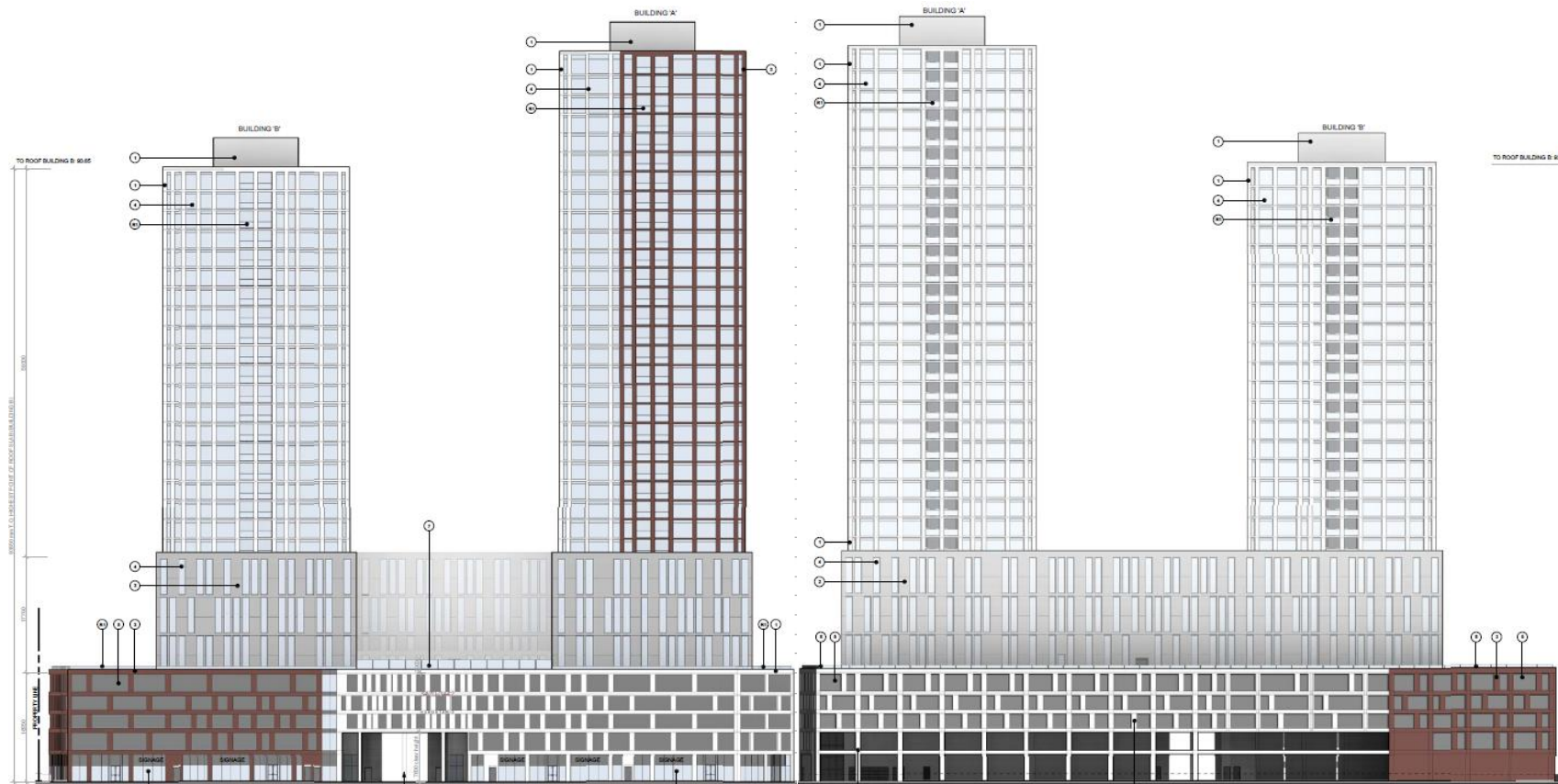
Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments

are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the applications.

A community meeting was held by Ward 7 Councillor, Dipika Damerla, on January 19, 2021. 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.



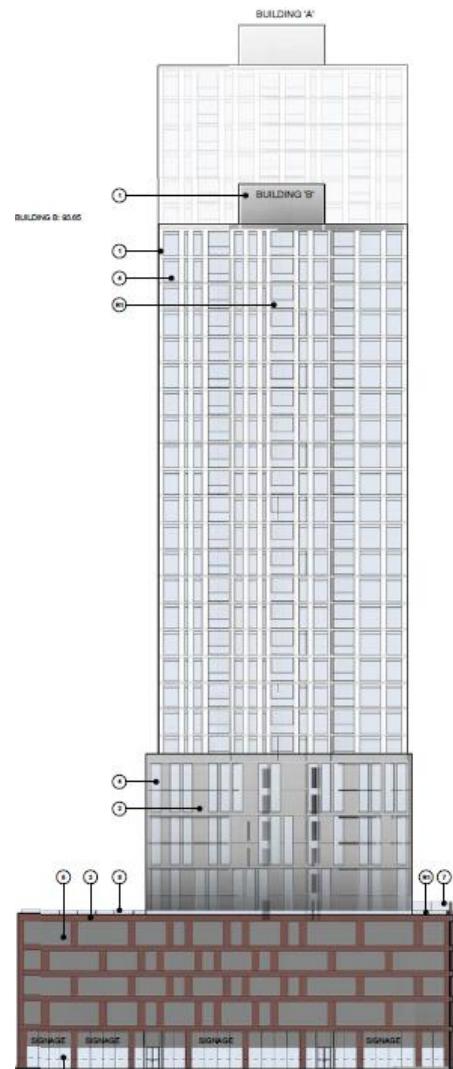
Concept Plan



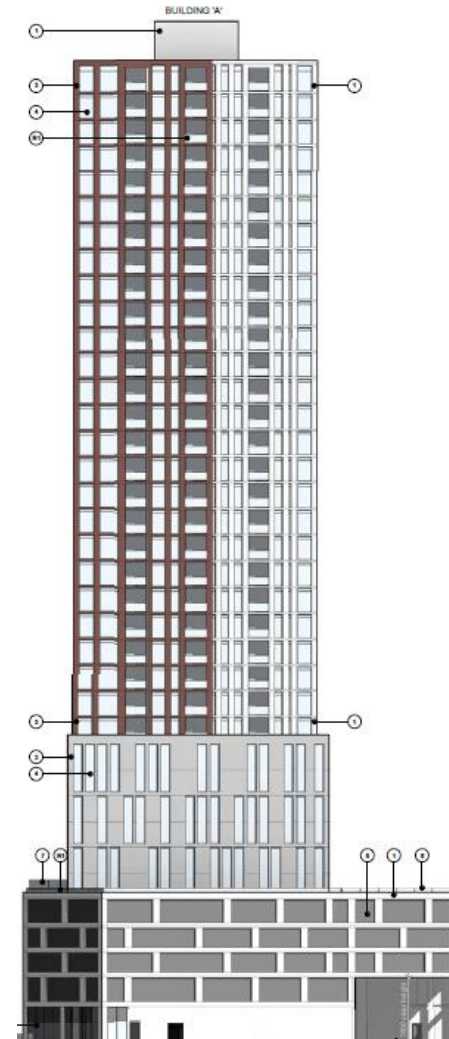
North Elevation

South Elevation

Elevations



East Elevation



West Elevation

Elevations



Applicant's Rendering

2. Site Description

Site Information

The property is located within the Downtown Fairview Character Area and within the Urban Growth Centre of the City, on the southwest corner of Central Parkway West and Hurontario Street. The area contains a mix of low and high rise residential, retail commercial and office uses. The site is currently occupied by a three storey office building and surface parking area.



Aerial Photo of 3420 and 3442 Hurontario Street

Property Size and Use	
Frontages:	109 m (357.6 ft.)
Depth:	42 m (137.8 ft.)
Gross Lot Area:	0.7 ha (1.61 ac.)
Existing Uses:	Three storey office building and surface parking area



Image of existing conditions facing south

Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **O-10** (Office) (southerly half) and **RA3-20** (apartments) (northerly half). **O-10** permits

office and medical office, financial institution, commercial school and veterinary clinic. The maximum building height in the **O** zone is 19.0 m (62.3 ft.) and 6 storeys. **RA3-20** permits an apartment, long-term care building, retirement building and parking required for abutting lands zoned **O-10**. The maximum number of apartment dwelling units is 88 and the maximum building height is 12 storeys.

- November 14, 2012 – Mississauga Official Plan came into force. The subject lands are designated Office and Residential High Density in the Downtown Fairview Character Area.
- May 27, 2020 – City initiated Zoning By-law 0121-2020 that affects all **O** zoned lands in the City that rezoned the southerly half of the subject lands to **O1-10** (Minor Office), which permits the same uses as the previous **O** (Office) zone. The maximum building height in the **O1-10** zone remains unchanged.

3. Site Context

Surrounding Land Uses

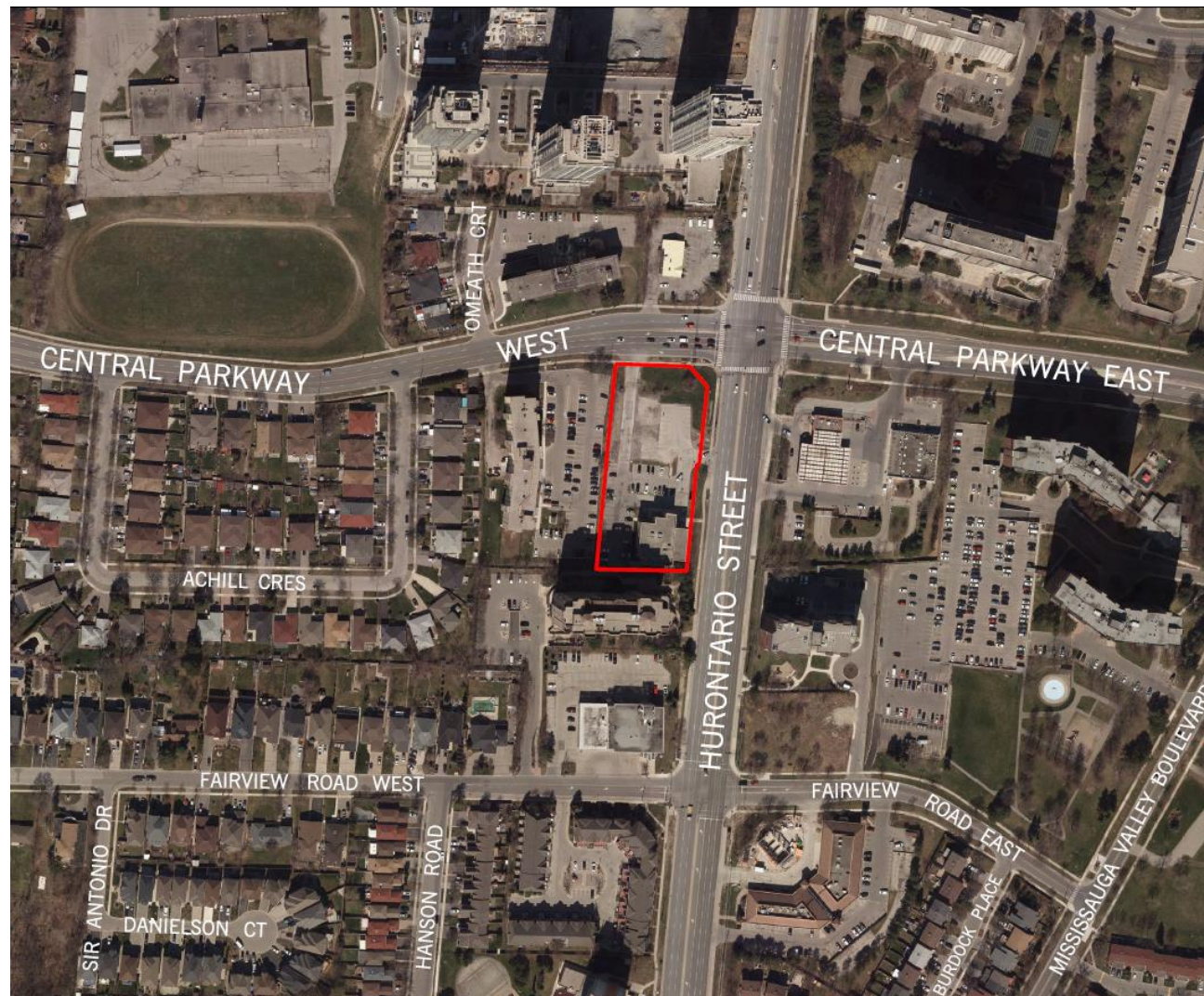
North of the subject land is a one storey building containing a restaurant (with an approved development application for a 36 storey residential building with a five storey podium and ground floor non-residential uses). To the east is an Esso gas station and Tim Hortons restaurant. To the south is a 16 storey apartment building. To the west is an eight storey apartment building with a surface parking area.

The surrounding land uses are:

North: Restaurant
East: Gas station
South: Apartment
West: Apartment

Neighbourhood Context

The subject lands are located in the Downtown Fairview Character Area. The surrounding area contains a number of 6 to 33 storey apartment buildings with a mix of ground related commercial uses along Hurontario Street.



Aerial Photo of 3440 and 3442 Hurontario Street

Demographics

Based on the 2016 census, the existing population of the Downtown Fairview Character area is 16,680 with a median age of this area being 39 (compared to the City's median age of 40). 68% of the neighbourhood population are of working age (15 to 64 years of age), with 16% children (0-14 years) and 16% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 19,900 and 20,600 respectively. The average household size is 3 persons with 86% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 2,960 units (45%) owned and 3,655 units (55%) rented with a vacancy rate of approximately 0.9%*. In addition, the number of jobs within this Character Area is 442. Total employment combined with the population results in a PPJ for Downtown Fairview of 173 persons plus jobs per hectare (427 persons plus jobs per acre).

*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 Northeast geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.

Other Development Applications

There are six active development applications in the vicinity of the subject lands, as follows:

- SP 13/219 W7 – 30, 38, 44, 50, 58 and 64 Elm Drive West – 35 storey apartment building with ground floor day care use (under construction)

- SP 19/86 W7 – 34 Elm Drive West – 40 storey apartment building (under construction)
- OZ 20/015 W7 – 16 Elm Drive West – zoning by-law amendment application to permit a 12 storey apartment building attached to a permitted 50 storey apartment building
- OZ 20/007 W7 – 3575 Kaneff Crescent – official plan and zoning by-law amendment applications to permit a 29 storey apartment building
- OZ 20/001 W7 – 1 Fairview Road East – official plan and zoning by-law amendment applications to permit a 32 storey apartment building.
- H-OZ 18/002 W7 / SP18-96 W7 – 185 Enfield Place – lifting of 'H' provision and site plan for a 36 storey rental apartment building.

Community and Transportation Services

This application is expected to have minimal impact on existing services in the community.

The area is well served by community facilities such as Stonebrook Park, Kariya Park and a future park at the southeast corner of Kariya Drive and Elm Drive West, Mississauga Valley Park and the Mississauga Valley YMCA Child Care Centre, all within a 0.9 km (0.6 miles) radius of the subject lands. The Mississauga Valley Community Centre is also approximately 1.2 km (0.7 miles) from the subject lands.

The site is approximately 1.0 km (0.6 miles) from the Cooksville GO station, which provides two-way peak train

service and two-way off-peak bus service to downtown Toronto. The site is also located along a future Light Rail Transit (HLRT) line on Hurontario Street, with a future LRT stop approximately 0.5 km (0.3 miles) from the subject land. The following major MiWay bus routes service the site:

- Route 2 – Hurontario
- Route 3 – Bloor
- Route 8 - Cawthra
- Route 19 – Hurontario
- Route 19A - Hurontario-Britannia
- Route 103 – Hurontario Express

There is a primary on-road bicycling route on Hurontario Street.

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
Provincial Policy Statement (PPS)	<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>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<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>
Region of Peel Official Plan (ROP)	<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 conforms to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

Existing Designation

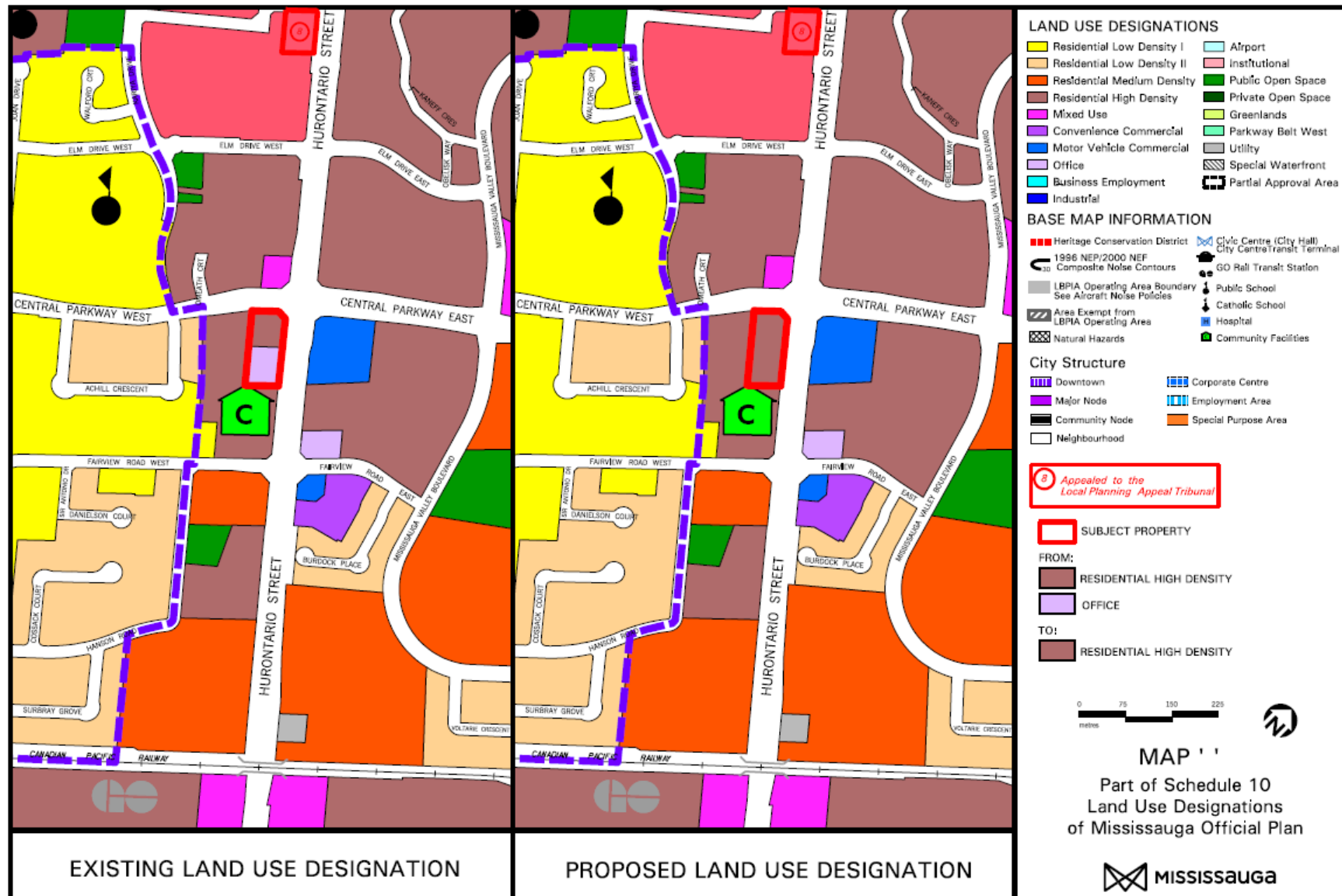
The lands are located within the Downtown Fairview Character Area and are designated **Residential High Density – Special Site 2** and **Office**. The **Residential High Density – Special Site 2** designation permits an apartment dwelling with a maximum of 135 dwelling units and an FSI of 3.75. The **Office** designation permits office and accessory uses.

The subject property is located within a Major Transit Station Area (MTSA).

Proposed Designation

The applicant is proposing to change the designation of the entire property to **Residential High Density – Special Site** to permit an apartment building having a maximum height of 36 storeys and an FSI of 7.4. The applicant will need to demonstrate consistency with the intent of MOP and shall have regard 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.



Excerpt of Downtown Fairview 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 5 Direct Growth	<p>Most of Mississauga's future growth will be directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities. (S.5.1.4 and 5.1.6)</p> <p>The Downtown is an Intensification Area. (S.5.3.1.3)</p> <p>The Downtown will achieve a minimum gross density of 200 residents and jobs combined per hectare. The City will strive to achieve a gross density of between 300 to 400 residents and jobs combined per hectare. (S.5.3.1.4)</p> <p>Development applications within the Downtown proposing a change to the designated land use, which results in a significant reduction in the number of residents or jobs that could be accommodated on the site, will not be permitted unless considered through a municipal comprehensive review. (S.5.3.1.5)</p> <p>The Downtown will achieve an average population to employment ratio of 1:1, measured as an average across the entire Downtown. (S.5.3.1.6)</p> <p>The Downtown will develop as a major regional centre and the primary location for mixed use development. The Downtown will contain the greatest concentration of activities and variety of uses. (S.5.3.1.9)</p> <p>Development in the Downtown will be in a form and density that achieves a high quality urban environment. (S. 5.3.1.11)</p> <p>The Downtown will be developed to support and encourage active transportation as a mode of transportation. (S. 5.3.1.13)</p> <p>Where Corridors run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence. (S.5.4.2)</p> <p>Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses orientated towards the Corridor. (S.5.4.3)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area. (S.5.4.4)</p>

	<p>General Intent</p> <p>Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building heights or until such time as alternative building heights area determined through planning studies. (S.5.4.8)</p> <p>A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these areas will be permitted in all areas. (S.5.5.7)</p> <p>Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged. (S.5.5.8)</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. (S.7.1.1)</p> <p>In order to create a complete community and develop a built environment supportive of public health, the City will:</p> <ul style="list-style-type: none"> a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses; b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking; c. encourage environments that foster incidental and recreational activity; and d. encourage land use planning practices conducive to good public health. (S.7.1.3) <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (S.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. (S.7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ul 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. (S.7.2.2)
Chapter 9 Build A Desirable Urban Form	<p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. (S.9.1.2)</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (S.9.1.5)</p> <p>A high quality, compact urban built form will be encouraged to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of Intensification Areas form of surrounding areas. (S.9.2.1.4)</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas. (S.9.2.1.10)</p>

	General Intent
	<p>Principal streets should have continuous building frontage that provide continuity of built form from one property to the next with minimal gaps between buildings. (S.9.2.1.17)</p> <p>Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. (S.9.2.1.21)</p> <p>Development will face the street and have active facades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections (9.2.1.23, 24 and 25)</p> <p>Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired. (S.9.2.1.28)</p> <p>Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape. (S.9.2.1.29)</p> <p>Development should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk. (S.9.2.1.31 and 32)</p> <p>Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure natural surveillance from public areas. (S.9.2.1.37)</p> <p>Private open space and/or amenity areas will be required for all development. (S.9.3.5.5)</p> <p>Residential developments of a significant size, except freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users. (S.9.3.5.6)</p> <p>Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be considered. (S.9.3.5.7)</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: natural hazards, the size and distribution of building mass and height, front, side and rear yards, the orientation of buildings, structures, and landscapes on a property, views, the local vernacular and architectural character as represented by the rhythm, textures, and building materials, privacy and overlook, and function and use of buildings, structures and landscapes. (S.9.5.1.1 and 2)</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. (S.9.5.1.3)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimate conditions are mitigated. (S.9.5.1.9)</p> <p>New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures that attractiveness of the thoroughfare. (S.9.5.1.11)</p> <p>Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by: a) providing walkways</p>

	General Intent
	that are connected to the public sidewalk, are well lit, attractive and safe; b) fronting walkways and sidewalks with doors and windows and having visible active uses inside; c) avoiding blank walls facing pedestrian areas; and d) providing opportunities for weather protection, including awnings and trees. (S.9.5.2.2)
	Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by: a) street trees and landscaping, and relocating utilities, if required; b) lighting; c) weather protection elements; d) screening of parking areas; e) bicycle parking; f) public art; and g) street furniture. (S.9.5.2.5)
Chapter 10 Foster a Strong Economy	Mississauga's success in attracting office development is an asset to the economy. Current office development is concentrated within the Corporate Centres, however, the Downtown and Employment Areas also have considerable office development. Promoting office development in the Downtown is of particular importance to the City in order to support higher order transit and create a lively mixed use live/work area. (10.2)
Chapter 11 General Land Use Designations	Lands designated Residential High Density will permit an apartment dwelling. (S.11.2.5)
	Lands designated Office will permit major office, secondary office and accessory uses. (S.11.2.7)
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

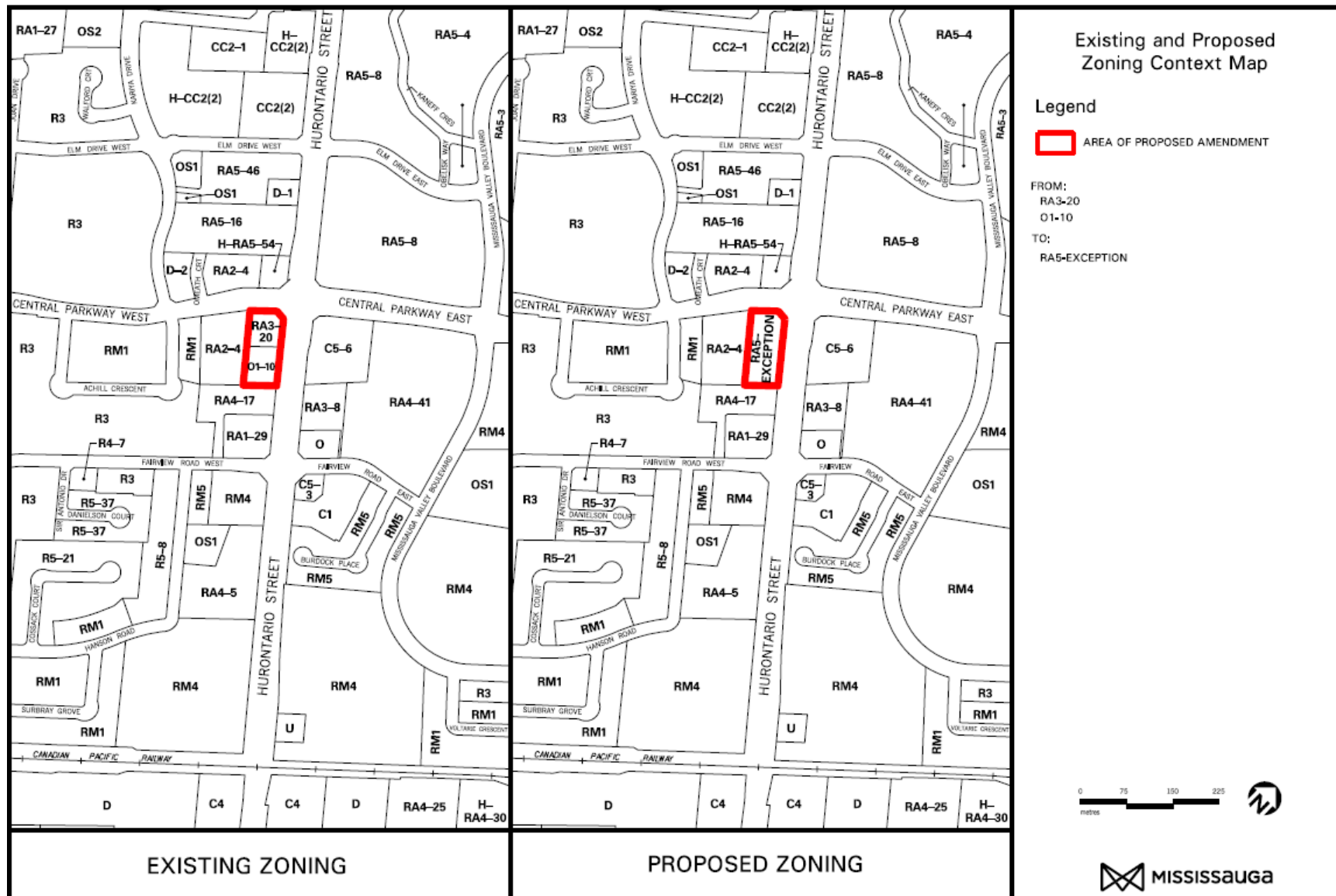
Existing Zoning

The site is zoned **O1-10** (Office) (southerly half) and **RA3-20** (Apartments) (northerly half). **O-10** permits office and medical office, financial institution, commercial school and veterinary clinic. The maximum building height in the **O** zone is 19.0 m (62.3 ft.) and 6 storeys. **RA3-20** permits an apartment, long-term care building, retirement building and parking required for abutting lands zoned **O1-10**. The maximum number of apartment dwelling units is 88 and the maximum building height is 12 storeys.

Proposed Zoning

A rezoning is proposed from **RA3-20** (Apartments) and **O1-10** (Office) to **RA5-Exception** (Apartments) to permit two towers, 36 storeys 111.35 m (365.3 ft.), and 30 storeys 93.65 m (307.3 ft.) high, containing 680 dwelling units and ground floor retail commercial and/or office uses.

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



Excerpt of Zoning Map 22

Proposed Zoning Regulations

Zone Regulations	RA5 Zone Regulations	Proposed Amended RA5 Zone Regulations
Additional Permitted Uses	n/a	Restaurant Take-out Restaurant
Maximum Floor Space Index (FSI)	2.9	7.4
Maximum Height	77.0 m (252.6 ft.) and 25 storeys	111.3 m (365.2 ft.) and 36 storeys
Minimum Exterior Side Yard	<p>For that portion of the dwelling with a height:</p> <p>less than or equal to 13.0 m (42.7 ft.):</p> <p>7.5 m (24.6 ft.)</p> <p>Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p> <p>8.5 m (27.9 ft.)</p> <p>Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):</p> <p>9.5 m (31.2 ft.)</p> <p>Greater than 26.0 m (85.3 ft.):</p> <p>10.5 m (34.4 ft.)</p>	<p>For that portion of the dwelling with a height:</p> <p>less than or equal to 13.0 m (42.7 ft.):</p> <p>7.0 m (23.0 ft.)</p> <p>Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p> <p>7.5 m (24.6 ft.)</p> <p>Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):</p> <p>7.5 m (24.6 ft.)</p> <p>Greater than 26.0 m (85.3 ft.):</p> <p>7.5 m (24.6 ft.)</p>
Minimum Interior Side Yard	For that portion of the dwelling with a height :	For that portion of the dwelling with a height :

Zone Regulations	RA5 Zone Regulations	Proposed Amended RA5 Zone Regulations
	less than or equal to 13.0 m (42.7 ft.): 4.5 m (14.8 ft.) Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.): 6.0 m (19.7 ft.)	less than or equal to 13.0 m (42.7 ft.): 3.0 m (9.8 ft.) Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.): 3.0 m (9.8 ft.)
Minimum Rear Yard	For that portion of the dwelling with a height : less than or equal to 13.0 m (42.7 ft.): 7.5 m (24.6 ft.) Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.): 10.0 m (32.8 ft.)	For that portion of the dwelling with a height : less than or equal to 13.0 m (42.7 ft.): 3.0 m (9.8 ft.) Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.): 3.0 m (9.8 ft.)
Minimum number of parking spaces	1.25 resident spaces per one-bedroom unit 1.4 resident spaces per two-bedroom unit 1.3 resident spaces per three-bedroom unit 0.20 visitor spaces per unit	0.9 resident spaces per one-bedroom unit 1.0 resident spaces per two-bedroom unit 1.3 resident spaces per three-bedroom unit 0.15 visitor spaces per unit

Zone Regulations	RA5 Zone Regulations	Proposed Amended RA5 Zone Regulations
	Per 100 m ² of gross floor area – non residential 3.2 – 16	Per 100 m ² of gross floor area – non residential 4.3
Minimum setback of from surface parking area or aisles to any other lot line	4.5 m (14.8 ft.)	0.6 m (2.0 ft.)
Minimum setback from a waste enclosure/loading area to a street line	10.0 m (32.8 ft.)	n/a – as per concept plan
Minimum landscaped area	40% of the lot area	n/a – as per concept plan
Minimum amenity area	5.6 m ² (60.3 ft ²) / dwelling unit	4.6 m ² (49.5 ft ²) / dwelling unit
Minimum percentage of total required amenity area to be provided in one contiguous area	50%	0% - as per concept plan
Minimum amenity area to be provided outside at grade	55.0m ² (592.0 ft ²)	n/a - as per concept plan
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

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.

Based on the current proposal, the City is seeking to ensure that at a minimum, 63 dwelling units be affordable to middle income households.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
57 Kindergarten to Grade 6 17 Grade 7 to Grade 8 13 Grade 9 to Grade 12	Chris Hadfield Public School	Camila Senior Public School	T.L. Kennedy Secondary School
	Enrolment: 630 Capacity: 672 Portables: 0	Enrolment: 654 Capacity: 655 Portables: 0	Enrolment: 841 Capacity: 1,275 Portables: 0

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
12 Kindergarten to Grade 8 10 Grade 9 to Grade 12	St. Philip Elementary School	Father Michael Goetz Catholic School
	Enrolment: 282 Capacity: 441 Portables: 0	Enrolment: 1,131 Capacity: 1,593 Portables: 0

6. Community Questions and Comments

A community meeting was held by Ward 7 Councillor, Dipika Damerla on January 19, 2021. Approximately 8 residents attended the meeting virtually.

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.

- How long will it take for the proposed building to be completed?
- Will the existing three storey office building remain on the property after construction is complete?
- Does the City conduct air quality studies when new apartments are proposed?
- When will the buildings be constructed?

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 22, 2021)	<p>Existing 300 mm (11.8 in.) diameter water mains are located on Hurontario Street and Central Parkway West.</p> <p>Existing 250 mm (9.8 in.) diameter sanitary sewers are located on Hurontario Street and Central Parkway West.</p> <p>For the residential apartment, the region will provide front-end collection of garbage and recyclable materials.</p> <p>For the commercial units, waste collection will be required through a private waste hauler.</p> <p>Prior to approval, a satisfactory functional servicing report is required to determine the adequacy of the existing services for the proposed development.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (January 6, 2021)	Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment, and, as such, the school accommodation condition as required by the 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.
City Community Services Department Park Planning Section (January 25, 2021)	<p>The proposed development is approximately 275 m (902 ft.) from Stonebrook Park (P-087), zoned OS1 (Open Space - Community Park) and includes a bridge, playsite, two unlit tennis courts and a parking lot. The site is also 285 m (935 ft.) from Bella Vista Park (P-232), zoned OS1 (Open Space - Community Park) and includes two basketball courts, a multi-pad and a play site.</p> <p>This development proposal will have no significant impact to Mississauga Valley Community Centre and Library.</p> <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 <i>Planning Act</i> (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p> <p>The streetscape feasibility drawings propose a 2 m (6.6 ft.) wide tree corridor for the trees in sod along Central Parkway</p>

Agency / Comment Date	Comments
Forestry Section (January 12, 2021)	<p>West, whereas a 3 m (9.8 ft.) corridor for trees is required.</p> <p>The applicant shall provide a cost estimate representing 100% of the owner's total cost for streetscape and boulevard works for the frontages on Central Parkway W. Once approved, the Cost Estimate is to be included under Schedule G of the Agreement.</p>
Fire Prevention (January 25, 2021)	<p>It does not appear that the fire hydrant coverage requirements of by-law 1036-81 are met for the Southwest portion of the building., Private hydrants may be required if coverage requirements are not met.</p>
Economic Development Office (March 16, 2021)	<p>On December 11, 2019 Council approved the Economic Development Strategy 2020-2025 (GC-0652-2019). The new Economic Development Strategy has three Core Economic Priorities. "Develop Distinctive Places" is one of three core priorities of which the main component of this economic priority is Mississauga's Downtown. The Downtown is considered an Economic Growth Centre. A key priority for the city is to attract office development to the downtown and to deliver employment to anchor higher order transit development in proximity to both GO stations and LRT stops.</p> <p>The subject lands are within walking distance to both a future LRT stop at Central Parkway (0 m), as well as a major mobility hub at Cooksville GO station (600 m) and are located in an area of the city that is deemed an intensification area (Official Plan - Schedule 2). Official Plan Sections 10.2.1 and 10.2.3 have identified intensification areas as locations for both major and secondary office. Maintaining employment at this location is supported by Mississauga's Official Plan under Sections 5.1.3, 5.1.4, 5.1.6. There is a distinction in the Official Plan as it relates to retail versus employment (Section 10). For the purposes of your proposal employment is deemed to be anything other than retail.</p> <p>Section 5.3 of the Official Plan requires a Downtown Population to Employment Ratio of 1:1. As such, any consideration of additional residential permissions on these lands should be incorporated as a mixed use development with a mix of at grade retail, employment and residential. To achieve Section 5.3.1.6 of the Official Plan, the goals of the growth plan, as well as the Provincial Policy Statement, we recommend that office be incorporated within the podium of the proposed development. We request that you retain the existing square footage of the office that is to be demolished and add this into the square footage of the building. Given the increase of the residential population and pursuant to Section 5.3, we request that you contribute towards the Downtown's 1:1 ratio and provide additional office in the proposed building within the podium. Please include office above the first floor within the podium.</p> <p>We request that you expand the uses to maintain medical offices at this location as well as to include personal service uses and financial institutions to serve the local community in addition to the uses that you are proposing.</p>
City Transportation and Works Department (February 25, 2020)	<p><u>Stormwater</u></p> <p>A Functional Servicing and Stormwater Management Report prepared by C.F. Crozier & Associates Inc., dated November 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. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure, and/or on-site stormwater management controls.</p> <p>The applicant is proposing to construct a new internal storm sewer to service the development lands, accommodate adjacent external flows, and maintain the existing outlet to the City's infrastructure, as well as implementation of on-site stormwater management controls for post-development discharge.</p>

Agency / Comment Date	Comments
	<p>The applicant is required to provide further technical information to demonstrate:</p> <ul style="list-style-type: none"> • The feasibility of the proposed private storm sewer; • How groundwater will be managed on site; and • That there will be no impact to the City's existing drainage system. <p><u>Traffic</u> A Traffic Impact Study (TIS), prepared by C.F. Crozier & Associates Inc., dated October 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; • Turning Movement Diagrams to evaluate the internal site circulation and access points; • Review the driveway access to ensure both Hurontario Street, Central Parkway West and the internal driveways can operate efficiently; and • Address any traffic concerns from the community related to the proposed development. <p><u>Environmental Compliance</u> Phase One ESA (project 02*2742), dated September 30, 2020, prepared by Bruce Brown Associates Limited has been received. The report does not recommend further investigation.</p> <p>A Record of Site Condition is required to be filed for the property in accordance with MECP regulations.</p> <p>The applicant is required to submit the following information as part of subsequent submissions:</p> <ul style="list-style-type: none"> • A reliance letter for the Phase One ESA • The Temporary Discharge to Storm Sewer Commitment Letter • Wells Decommissioning Confirmation Letter <p><u>Noise</u> An Acoustical Feasibility Study prepared HGC Engineering Ltd., dated November 17, 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 traffic, the nearby commercial property, and mechanical equipment of other residential buildings in the vicinity. Further information from the applicant is required in order to assess how noise levels from road traffic and stationary sources may affect this development.</p> <p><u>Engineering Plans/Drawings</u></p>

Agency / Comment Date	Comments
	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
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"> - Metrolinx - Alectra Utilities - Community Services – Public Art Coordinator - Greater Toronto Airport Authority

Development Requirements

Matters including grading, engineering, servicing, stormwater management and streetscape upgrades 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:

- Does the proposal contribute to the achievement of an average population to employment ratio of 1:1 in the Downtown?
- Are the proposed zoning by-law exception standards appropriate?
- Does the podium provide appropriate activation along the Hurontario Street and Central Parkway West frontages?
- Is the proposal compatible with the character of the area given the project's land use, massing, density, setbacks and building configuration?
- Is the re-designation of office lands appropriate?

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.