

Recommendation Report Detailed Planning Analysis

Owner: Hanseatic Holdings Limited c/o Park Property Management

600 and 620 Lolita Gardens

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1. Community Comments

Through the community and public meetings held comments from the public were generally directed towards traffic volume and density. Below is a summary and response to the specific comments heard.

Comment

Concern that there are issues that need to be addressed by the City prior to the application being approved.

Response

Technical reports and drawings have been reviewed and updated to ensure that planning and engineering matters related to required amenity space, noise, grading, servicing, stormwater management, traffic and environmental compliance have been satisfactorily addressed to confirm the feasibility of the project.

Comment

Increased traffic on Lolita Gardens, Silver Creek Boulevard and Cawthra Road will negatively impact the surrounding community.

Response

A Traffic Impact Study (TIS) was submitted in support of the application which analyzed current and projected traffic volumes on the neighbouring street network as a result of the proposed development. The Transportation and Works Department has determined that the traffic volumes on the

adjacent road network can be managed and accommodated within the original planned capacity.

Comment

Concern that the TIS submitted in support of the application did not accurately reflect the current traffic volumes in the surrounding area.

Response

Due to the Covid-19 pandemic, the City's Traffic Division was unable to conduct onsite traffic counts as requested by Councillor Kovac at the Public Meeting on December 2, 2019. In response, a supplementary traffic analysis was required and submitted by the applicant in support of the TIS. The analysis compared historic traffic projections within the vicinity of the proposed development with the submitted TIS. Results indicate the traffic data collection methods were appropriate and the traffic data that was collected is acceptable for the purposes of completing the TIS.

Comment

The Lolita Gardens access is unsafe as it is a residential street with on-street parking and the curvature of the road impacts views.

Response

A site circulation analysis had been conducted to ensure adequate manoeuvrability through the site including the site access along Lolita Gardens. In addition, the existing driveway will be widened to improve safety and accessibility.

Comment

Concern that there will be a required street widening along Lolita Gardens.

Response

The City's Traffic Division does not require a street widening in association with this application.

Comment

Concerns raised about traffic and pedestrian safety along Lolita Gardens, specifically in relation to speeding and past vehicular collisions.

Response

A traffic study was conducted along Lolita Gardens in October 2019 by the City's Road Safety Division. The findings found operating speeds along Lolita Gardens were typical for a neighbourhood roadway and traffic calming measures were not warranted.

Comment

Having a crosswalk or crossing guard on Lolita Gardens before and after school hours is desirable.

Response

The request has been brought forward to the City's Traffic Safety Council. Site inspections will be scheduled once the September 2021 school year resumes.

Comment

Concern that there was an insufficient amount of community engagement carried out prior to the Covid-19 pandemic, especially in relation to traffic concerns raised by area residents.

Response

A general community meeting was held by Ward 4 Councillor, John Kovac, on October 23, 2019. A subsequent meeting was scheduled on November 28, 2019, to discuss concerns raised about increased traffic congestion. A statutory public meeting, as required by the *Ontario Planning Act* was held on December 2, 2019. An additional virtual community meeting was held on February 23, 2021, to discuss the revised proposal submitted by the applicant in September 2020. Excluding the community meeting held in February 2021, all community engagement occurred in-person and prior to the Covid-19 pandemic.

Comment

There will be an increase in noise and environmental pollution as a result of the development.

Response

While there may be some disturbances associated with the construction of the apartment building, these impacts will be temporary. In addition, the electrical transformers, garbage and recycling areas are located on-site and will not impact adjacent properties.

Comment

There will be noise and increased traffic during construction.

Response

It is anticipated that there will be some level of disruption to the area resulting from construction activity occurring on the subject property. A Construction Management Plan will be required prior to building activities onsite. Mud tracking will be managed through the City's Lot Grading and Municipal Services Protection By-law, and construction will also be subject to the City's Noise Control By-law, which regulates the period of time when construction equipment can operate in residential areas.

Comment

Concern that access to existing buildings on-site, located at 600 and 620 Lolita Gardens will be limited during construction.

Response

A Construction Management Plan will be required prior to building activities on-site. The Plan will ensure access is maintained to the existing buildings throughout the duration of the construction of the proposed 25 storey building

Comment

There is too much on-street parking and a fee is charged for visitor parking on-site, leading to more people parking on Lolita Gardens.

Response

The number of visitor parking spaces provided on-site complies with Zoning By-law 0225-2007. A Parking Justification Study was submitted, which indicates that there will be sufficient parking on-site to accommodate existing and future residents and justifies an overall reduction in parking rates.

Comment

The site will be overdeveloped and the increased population will adversely impact the surrounding community which is currently oversubscribed.

Response

Although MOP states that neighbourhoods will not be the focus for intensification this does not mean they will remain static. MOP policies allow for some intensification to occur in neighbourhoods where it is considered to have a compatible built form and is sensitive to the existing and planned context.

The preliminary planning analysis identified that the application will have minimal impact on existing services in the community. The site is located 200 metres (656 ft.) from Cedarbrae Park and 3 kilometres (1.8 mi.) from Mississauga Valleys Community Centre. The proposed development also includes a total of 4,253 m² (45,778 ft.²) of on-site amenity area, which will accommodate existing and future residents.

Comment

The proposal does not conform to Mississauga Official Plan policies regarding height and density.

Response

The subject site is designated **Residential High Density**, which permits apartments. The applicant is proposing to maintain the **Residential High Density** designation but increase the permitted floor space index (FSI). The proposal meets the objectives of the neighbourhood policies within the Mississauga Valleys Neighbourhood Character Area. An official plan

amendment is required to remove the existing FSI range from Map 16-19: Mississauga Valleys Neighbourhood Character Area, in the Mississauga Official Plan.

The site is presently zoned **RA5-3**, which permits a building height of 77.0 metres (252.6 ft.) and 25 storeys. A zoning by-law amendment is not required to permit an increase in proposed height.

Comment

The proposed amenity space provided on-site does not comply with zoning by-law requirements and the proposal will result in the loss of the children's play area.

Response

A total of 3,796.8 m² (40,868.4 ft.²) of amenity area is required by Zoning By-law 0225-2007. The proposed development provides a total of 4,253.6 m² (45,778 ft.²) of amenity space on-site, which includes a 324 m² (3,487 ft.²) children's playground.

Comment

The proposed on-site layout is not pedestrian friendly or safe for children and the location of the proposed playground is unsafe.

Response

The pedestrian circulation routes were reviewed through the application process. All of the existing and proposed main building entrances, surface parking areas and outdoor amenity spaces are connected by a network of pedestrian sidewalks with defined crosswalks. This allows for safe pedestrian circulation throughout the property. The interior pedestrian circulation also

connects to the municipal sidewalk on Lolita Gardens and Cawthra Road (connection to Dundas Street East).

The CPTED (Crime Prevention through Environmental Design) principle of "natural surveillance" has been achieved by the placement of the playground adjacent to indoor and outdoor amenity areas in such a way as to maximize visibility and foster positive social interaction. The elevation of the play area has been lowered very slightly and surrounded by retaining curbs to signal to small children to remain within the surfaced area. The existing open metal picket fence that currently surrounds the property and provides a barrier between the playground and the street will remain.

Comment

Concern with capacity being exceeded at the neighbourhood schools.

Response

The Peel District School Board and the Dufferin-Peel Catholic District School Board were circulated and have both advised that there is sufficient capacity for the students that will be generated by this proposal.

Comment

The development will create shadow impacts.

Response

Shadow Studies in support of the development application were prepared by the applicant and reviewed by the City's urban design staff.

The Standards for Shadow Studies specify test dates, test times and criteria to ensure adequate sunlight at specific types of spaces. The development proposal met the criteria for adequate sunlight on:

- Residential Private Outdoor Amenity Spaces
- Communal Outdoor Amenity Areas
- Public Open Spaces, Parks and Plazas
- Turf and Flower Gardens in Public spaces (N/A)
- Building faces to allow for the possibility of using solar energy

Developments should be designed to allow full sunlight on the opposite boulevard (North Boulevard of Lolita Gardens) including the full width of the sidewalk on September 21 as follows:

- For a total of at least 5 hours that must include the 2 hour period between: 12:12 p.m. and 2:12 p.m. and an additional 2 hour period from either 9:12 a.m. to 11:12 a.m. or from 3:12 p.m. to 5:12 p.m.

This criterion is met if there is no incremental shade from the proposed development at 12:12 p.m., 1:12 p.m. and 2:12 p.m. and three consecutive times either: 9:12 a.m., 10:12 a.m. and 11:12 a.m. or 3:12 p.m., 4:12 p.m. and 5:12 p.m.

Based on modifications to the form and massing of the original building design, the revised proposal meets this shadow criterion.

Comment

Concern with the loss of existing mature trees.

Response

There are a total of 197 existing mature trees on-site, 55 are scheduled to be removed. Replacement trees will be required through the site plan approval process. Preliminary Landscape Plans provided by the applicant show unencumbered locations for 87 deciduous and coniferous replacement trees. A total of 142 replacement trees are proposed. Every effort will be made to further maximize replacement planting, including a combination of deciduous and coniferous trees. In addition, the entire site will be brought up to current landscape requirements through the site plan process.

Comment

An unauthorized pedestrian walkway exists between the site and Cawthra Road (with connection to Dundas Street East). The walkway is unmaintained which presents a safety risk to residents using the connection. Having a pedestrian access to Dundas Street East is desirable.

Response

A permanent maintained pedestrian walkway connection is proposed between the subject lands and Cawthra Road (with connection to Dundas Street East).

Comment

The applicant has identified the subject lands as “underutilized”. The Mississauga Official Plan does not provide a definition for the term “underutilized”.

Response

The Mississauga Official Plan does not provide a definition for the term “underutilized”, which leaves the term open to interpretation. However, generally it means vacant lands or lands that have lower density uses compared to what could potentially be supported on-site through intensification, subject to a complete planning approval process.

Comment

The Dundas Connects Master Plan does not identify the site for intensification, infill or redevelopment. The site is located 1.1 kilometres (0.68 mi.) from the nearest bus stop on Dundas Street East and is located outside of the 800 metre (2,624 ft.) radius of the Dundas Street East and Cawthra Road Major Transit Station Area (MTSA).

Response

On June 20, 2018, the Dundas Connects Master Plan was endorsed by Council, which studied the feasibility of locating higher order transit along the Dundas Street corridor. It recommends creating a complete street for all users with pedestrian space that is vibrant, safe and accessible and has continuous and consistent planting. The study also states that a mix of uses and transit supportive intensification is encouraged to support the achievement of complete communities and provide a variety of uses along the Dundas corridor.

The site is located within the Cawthra Road Focus Area of the Dundas Connects Master Plan. The subject property is also located within a proposed MTSA which will be serviced by a Bus Rapid Transit (BRT) station located at Dundas Street East and

Cawthra Road (connection to Dundas Street East).

As Dundas Connects provides no detailed assessment specifically for Mississauga Valleys Neighbourhood Character Area, the policies of Mississauga Official Plan continue to provide direction for assessment of development applications for increased density.

The closest existing bus stop located on Dundas Street East and Cawthra Road is approximately 700 metres (2,296 ft.) from the vehicular entrance of the subject lands with frontage onto Lolita Gardens. A permanent maintained pedestrian walkway has been proposed connecting the subject lands directly to Cawthra Road (with connection to Dundas Street East), the bus stop is located approximately 80 metres (262 ft.) from the pedestrian entrance.

Comment

Concern about snow removal on-site.

Response

The City of Mississauga does not require off-site snow removal. In the case of heavy snow falls, the limited snow storage space available on the property may make it necessary to truck the snow off site, with all associated costs being borne by the property owner.

Comment

Concern with the general maintenance of the property including existing garbage facilities.

Response

The owners confirmed that they were in the process of addressing a number of items including upgrades to the existing buildings. Garbage and recycling areas are located within the proposed building. A detailed review of waste collection will be conducted by staff during the site plan application process.

Comment

Concern that property values in the neighbourhood will decrease.

Response

This rental development represents a significant investment in the neighbourhood that may translate into further investment. Mississauga Valleys is a diverse and desirable neighbourhood and there is no reason to believe that property values will not continue to rise over time.

Comment

Will this development be affordable housing or low income housing?

Response

The proposal is providing market rental apartments.

Comment

The proposal will result in increased rent, which will force existing tenants from their homes.

Response

The existing rental apartment buildings on-site will remain. Rent increases are controlled by the Ontario Rent Control Act and are under the jurisdiction of the provincial government.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were circulated to all City departments and commenting agencies on August 30, 2019. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

Comments updated August 11, 2021, state that detailed technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance have been satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Noise

The evaluation of the noise sources that may have an impact on this development include road and rail traffic. The results of the preliminary Noise Feasibility Study indicate that with suitable noise control measures integrated into the design of the buildings, it is feasible to achieve the indoor Ministry of Environment, Conservation and Parks (MECP) sound levels. Noise mitigation measures will be required, including a heating

and cooling system (such as air conditioning), acoustical barriers for some outdoor amenity areas and upgraded building construction materials, the details of which will be confirmed through the Site Plan and Building Permit processes.

Stormwater

A Functional Servicing and Stormwater Management Report, prepared by Counterpoint Engineering dated May 26th, 2021, and a Permanent Groundwater Discharge letter dated August 4th, 2021 were submitted in support of the proposed development.

The applicant has demonstrated a satisfactory stormwater servicing concept, including on-site stormwater management techniques, and that there will be no impact on the City's storm sewer system. Various methods of water reuse on-site and low-impact design features are also being pursued. The applicant is proposing a permanent groundwater discharge to the municipal storm sewer for the proposed building. The applicant's Engineering Consultant will refine the groundwater management strategy, discharge location, quantity, and quality controls for the proposed building as part of the Site Plan Approval process, to the satisfaction of the City.

Traffic

A total of three (3) traffic impact study (TIS) submissions were provided by WSP Canada Inc. in support of the proposed development. The final submission, dated April 16, 2021, complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 139 (50 in, 89 out) and

103 (66 in, 37 out) two-way site trips for the weekday AM and PM peak hours in 2023, respectively. With the traffic generated by the proposed development, the study area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

Environmental Compliance

Based on the review of the Environmental Site Assessment reports prepared by SafeRech (Phase One ESA, dated January 11, 2019, Phase Two ESA, dated January 15, 2019, and supporting documents), no further investigation is required at this time. The site meets the applicable standards and is suitable for the intended land use.

Transportation and Works is satisfied that the information reviewed to date is satisfactory and meets City requirements. Additional clauses related to technical requirements of the development will be captured in the related Development Agreement prior to By-Law enactment. Any outstanding items required to facilitate the implementation of the zoning by-law can be addressed through the Site Plan and building permit review process.

School Accommodation

In comments, dated August 2021, the Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area. 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 this development application.

3. *Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)*

The *Provincial Policy Statement* (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

4. Consistency with PPS

The Public Meeting Report dated November 8, 2019 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of

intensification opportunities and appropriate development standards, including:

Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.

Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.

Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

The subject site and proposal represents an opportunity to provide appropriate intensification and increase the range of housing in the area. The proposed development represents an efficient land use pattern that avoids detrimental environmental health or safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS.

5. Conformity with Growth Plan

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the

housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging intensification to generally achieve the desired urban structure.
- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

Section 2.2.1.2 c) in the Growth Plan states that 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.

Section 2.2.1.4 in the Growth Plan directs municipalities to "provide a range and mix of housing options". It states that complete communities will "provide a more compact built form". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

The proposed development conforms to the Growth Plan as it is intensifying an underutilized high density site and utilizing existing municipal infrastructure.

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to these applications.

6. Region of Peel Official Plan

As summarized in the public meeting report dated November 8, 2019 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan. The subject property is located within the Urban System of the Region of Peel. General Objectives in Section 5.3 direct development and redevelopment to the Urban System to conserve the environment, achieve sustainable development, establish healthy complete communities and intensification in appropriate areas that efficiently use land, services, and infrastructure, while taking into account the characteristics of existing communities.

The proposed development conforms to the ROP as it is an appropriate development that efficiently uses land to contribute to housing choices in the neighbourhood.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Mississauga Valleys Neighbourhood Character Area, to permit an increase in floor space index (FSI). Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- *Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?*
- *Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?*
- *Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?*
- *Has 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 been provided by the applicant?*

Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP, including those found in Section 19.5.1 against this proposed development application.

The following is an analysis of the key policies and criteria:

Directing Growth

The subject site is located in the Mississauga Valleys Neighbourhood Character Area. Neighbourhoods are stable areas where limited growth is anticipated. Development in Neighbourhoods will be required to be context sensitive and

respect the existing or planned character and scale of development.

The subject site is designated **Residential High Density**, which permits apartments. The applicant is proposing to maintain the **Residential High Density** designation but increase the permitted floor space index (FSI). The proposal meets the objectives of the neighbourhood policies within the Mississauga Valleys Neighbourhood Character Area.

Compatibility with the Neighbourhood

The 25 storey building is proposed to be located on the northwest portion of the subject property. The proposal maintains an appropriate separation distance to the existing 17 storey and 21 storey rental apartment buildings on-site. The building meets current zone standards with regards to setbacks, landscape design and required amenity area. The Sun Shadow Study provided by the applicant demonstrates that there are no unacceptable shadow impacts on the subject lands or adjacent properties.

Lands to the north of the site are occupied by townhomes, Cedarbrae Park and Silver Creek Plaza. Lands to the west are comprised of a three storey long term care facility, four storey condominium apartment building and a 19 storey condominium apartment building. Lands to the south of the property are designated **Mixed Use** and are occupied by a Rona, St John's Anglican Church, Dixie Union Chapel and St John's Dixie Cemetery, which are located east of Cawthra Road. The

setback between the proposed building and the existing townhomes to the north is in excess of 50 metres (164 ft.).

Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The site is located within the Mississauga Valleys Neighbourhood Character Area. A range of uses are permitted in the neighbourhood including a mix of residential, commercial and community uses. The surrounding land uses are designated **Residential High** and **Medium Density** and **Mixed Use** which permits apartments, townhomes and commercial uses. A number of residential apartment buildings are located in the immediate vicinity that range in height from three to 19 storeys. The proposed development would be compatible with the surrounding land uses and built form of the character area.

Prior to site plan approval, staff will continue to work with the applicant to introduce further improvements to the building elevations and the composition of exterior finishes that will result in an appropriate visual transition relative to the existing buildings and the surrounding context. In addition, landscaping elements will be brought up to current City standards on the entire site.

Based on the above-noted features, the revised development proposal is compatible with the surrounding area.

Services and Infrastructure

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

The site is currently serviced by the following MiWay Transit routes:

- Route 1 – Dundas
- Route 1C – Dundas-Collegeway
- Route 101 – Dundas Express
- Route 101A – Dundas Express
- Route 8 – Cawthra
- Route 3 - Bloor

Silver Creek Plaza is located directly northeast of the property and provides a range of services including a grocery store, pharmacy and restaurants. The Mississauga Valleys Neighbourhood Character Area is adjacent to the Dixie Employment Area, located south of the subject lands. This employment area contains a range of commercial uses in close proximity to the site. These uses include retail, office and restaurant establishments mostly located on Dundas Street East.

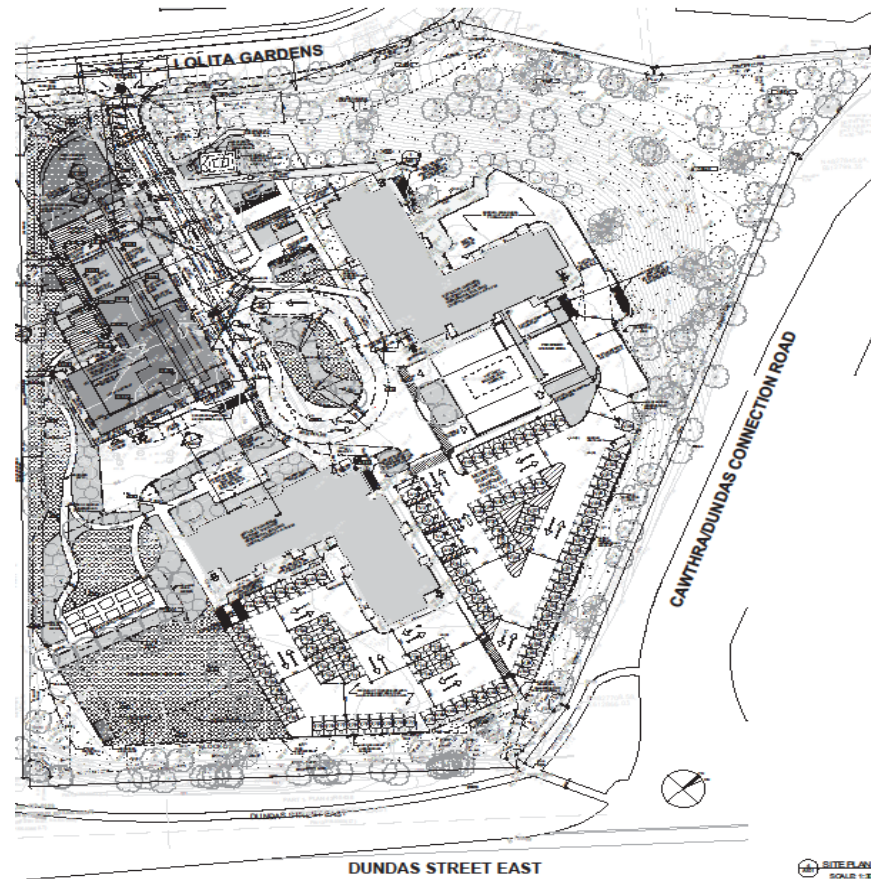
The site is located just south of Cedarbrae Park which contains a playground and toboggan hill and is located 600 metres (1,968 ft.) from McKenzie Park, which contains a playground and soccer field. Cedarbrae Park, McKenzie Park, and Brentwood Park (located approximately 2 kilometers (1.2 mi) from the site) form a green system connecting the subject lands to the

Mississauga Valleys Community Centre (located 3 kilometres (1.8 mi.) from the property).

For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

8. Revised Site Plan and Elevations

The applicant has provided a revised site plan and elevations as follows:



Site plan



Rendering

9. Zoning

The proposed **RA5-58** (Apartments) zone is appropriate to accommodate the 270 dwelling unit, 25 storey rental apartment building, in addition to the existing apartment buildings, with a total overall FSI of 2.3.

Below is an updated summary of the proposed site specific zoning provisions:

Proposed Zoning Regulations

Zone Regulations	RA5 Zone Regulations	Proposed RA5-58 Zone Regulations
The regulations of Lines 2.1, 2.2, 4.0 and 5.0 contained in Table 4.1.2.2 of this By-law shall not apply	N/A	✓
Maximum Floor Space Index (FSI)	1.4	2.3
Minimum setback from a parking structure inclusive of ventilation shafts above or partially above finished grade to any lot line	7.5 m (24 ft.)	3.0 m (9.8 ft.)
Maximum number of legally existing dwelling units permitted below the first storey on the date of passing of this By-law	N/A	12
Minimum above grade separation between buildings for that portion of dwelling with a height greater than 26.0 m	15.0 m (49 ft.)	30.0 m (98 ft.)

Zone Regulations	RA5 Zone Regulations	Proposed RA5-58 Zone Regulations
Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects	1.0 m (3.2 ft.)	1.9 m (6.2 ft.)
Minimum number of resident parking spaces per studio apartment dwelling unit	1.00	0.85
Minimum number of resident parking spaces per one-bedroom apartment dwelling unit	1.18	0.85
Minimum number of resident parking spaces per two-bedroom apartment dwelling unit	1.36	1.13
Minimum number of resident parking spaces per three-bedroom apartment dwelling unit	1.50	1.22
Minimum number of visitor parking spaces per dwelling unit	0.20	0.20
Minimum aisle width within the underground parking structure legally existing on the date of passing of this By-law	7.0 m (23 ft.)	6.0 m (19.6 ft.)
Minimum number of loading spaces	3	2

In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.

10. Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application.

The subject lands are currently zoned **RA5-3** (Apartments) which permits apartment buildings with a maximum floor space index (FSI) of 1.4. The applicant is seeking to permit a 25 storey apartment building containing 270 units with an overall maximum FSI of 2.3. As the project's FSI is greater than 1.0, it meets the minimum threshold for a Section 37 contribution.

11. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. A site plan application was submitted for the proposed development through ePlans on June 21, 2021 and is currently being reviewed by staff.

12. Conclusion

In conclusion, City staff has evaluated the application to permit a 25 storey residential apartment building with 270 rental dwelling units and a maximum overall FSI of 2.3 against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The proposal is consistent with the PPS, Growth Plan and MOP as the site is designated **Residential High Density** allowing for intensification of residential uses on under-utilized sites. The site is in close proximity to Dundas Street East and Cawthra Road which are both identified as arterial roads. In addition, Silver Creek Plaza and the Dixie Employment Area are within easy walking distance, and provide a range of services including a grocery store, pharmacy and restaurants. The development proposal is consistent with the immediate surrounding area, which is comprised of a mixture of medium and high density residential uses, including a three storey long term care facility, four storey condominium apartment building and a 19 storey condominium apartment building located west of the site.

The application is seeking to intensify an underutilized parcel within the Mississauga Valleys Neighbourhood Character Area in accordance with the Residential High Density designation of MOP. The proposal is compatible with adjacent uses and provides for a built form that supports a mix of housing types, tenures and at varying price points to accommodate households. City and Region staff have concluded that sufficient servicing is available, the parkland system can

accommodate the proposal and the road network can adequately handle the anticipated increase in traffic.

Staff are of the opinion that the applications are consistent with and conform to Provincial, Region and City planning instruments. Staff has no objection to the approval of the official plan amendment and rezoning applications subject to the recommendations provided in the staff report.

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