

Detailed Information and Preliminary Planning Analysis

Owner: Equity Three Holdings Inc.

3085 Hurontario Street

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1. Proposed Development

The applicant proposes to develop the property for 1,081 dwelling units and 1 025 m² (11,033 ft²) of ground floor commercial uses within four apartment buildings. The applicant is proposing a 9 storey tower, a 30 storey tower with a 7 storey podium and 33 and 35 storey towers connected by a 9 storey podium. Parking will be accommodated within 4 levels of underground parking. 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: August 25, 2021 Deemed complete: September 13, 2021
Developer/ Owner:	Equity Three Holdings Inc.
Applicant:	Glen Schnarr & Associates
Number of units:	1,025 units
Proposed Gross Floor Area:	90 726 m ² (976,566 ft ²)
Height:	
Building 1	30 storeys / 211.5 m (693.9 ft.)
Building 2 (south tower)	35 storeys / 227.9 m (747.7 ft.)
Building 2 (north tower)	33 storeys / 221.2 m (725.7 ft.)
Building 3	9 storeys / 147.4 m (483.6 ft.)
Floor Space Index:	6.2
Anticipated Population:	2,594* *Average household sizes for all units (by type) based on the 2016 Census

Development Proposal		
Parking:	Required	Provided
resident spaces	1,432	896
visitor spaces	216	108
Total	1,648	1,004
Green Initiatives:	<ul style="list-style-type: none"> • Green roofs • Tri-sorter recycling • Bird friendly glazing • Bicycle parking • Rainwater Harvesting 	

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>:

- Site Plan and Survey
- Reference Plan 43R-38280
- Existing Easement Plan
- Expropriation Plan
- Phasing Plan
- Building Elevations
- Coloured Renderings
- Floor Plans
- Underground Parking Plans
- Grading and Servicing Plans
- Storm Infrastructure Plan
- Existing Utilities Plan
- Landscape Plans

- Trench Location Plan
- Tree Inventory and Preservation Plan Report
- Streetscape Feasibility Study
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Planning Justification Report
- Urban Design Study
- Shadow Study
- Pedestrian Level Wind Study
- Housing Report
- Noise Control Feasibility Study
- Functional Servicing and Stormwater Management Report
- Transportation Impact Study
- Phase One Environmental Site Assessment
- Phase Two Environmental Site Assessment
- Record of Site Condition
- Solid Waste Plan
- Construction Dewatering Assessment
- Low Impact Design Features for Site & Building
- Parcel Register

The application was reviewed by the Urban Design Advisory Panel on April 20, 2021. The Urban Design Advisory Panel is an advisory body and makes recommendations to staff for consideration. Panel's suggestions have been incorporated into staff comments.

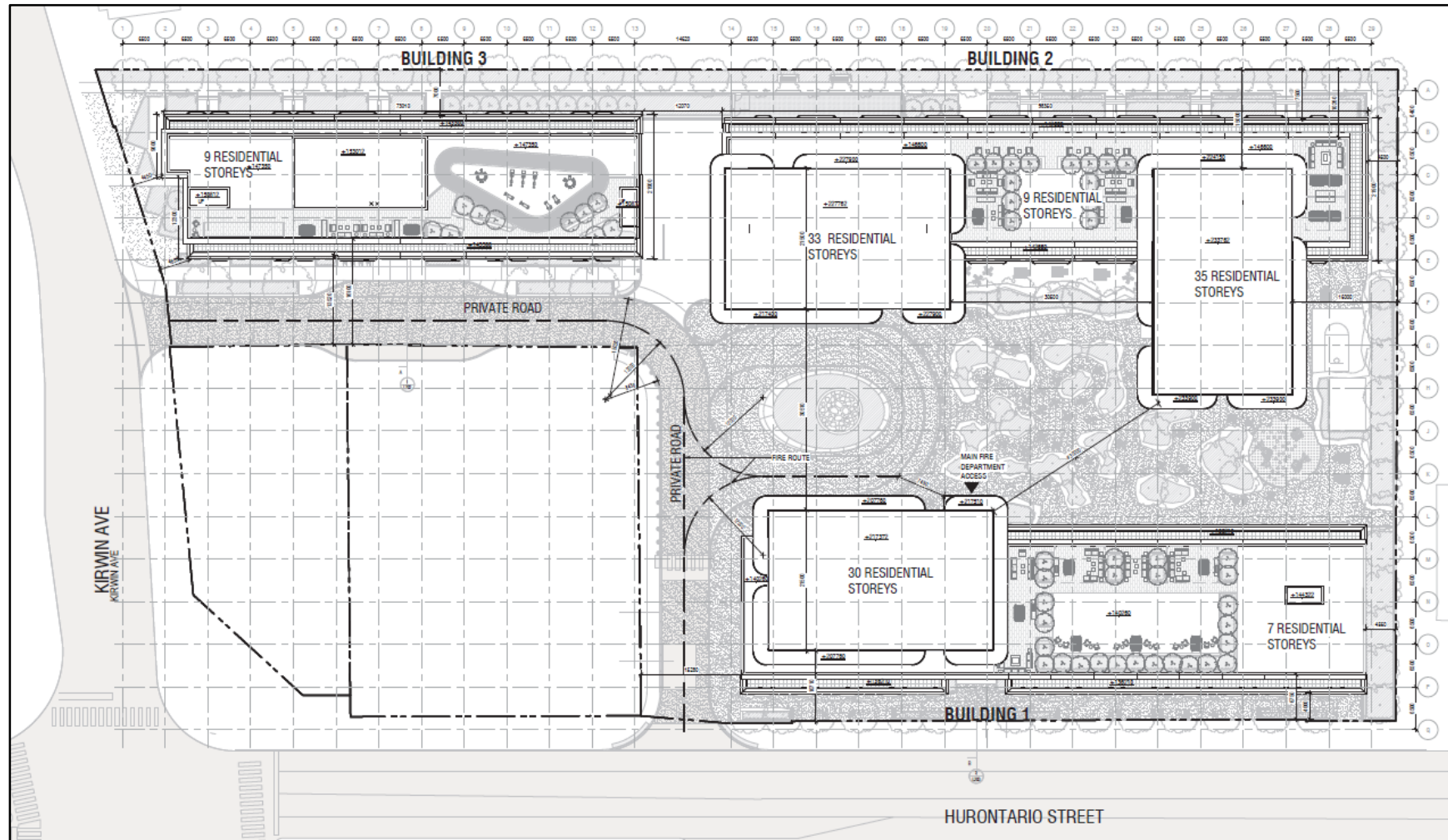
Application Status

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.

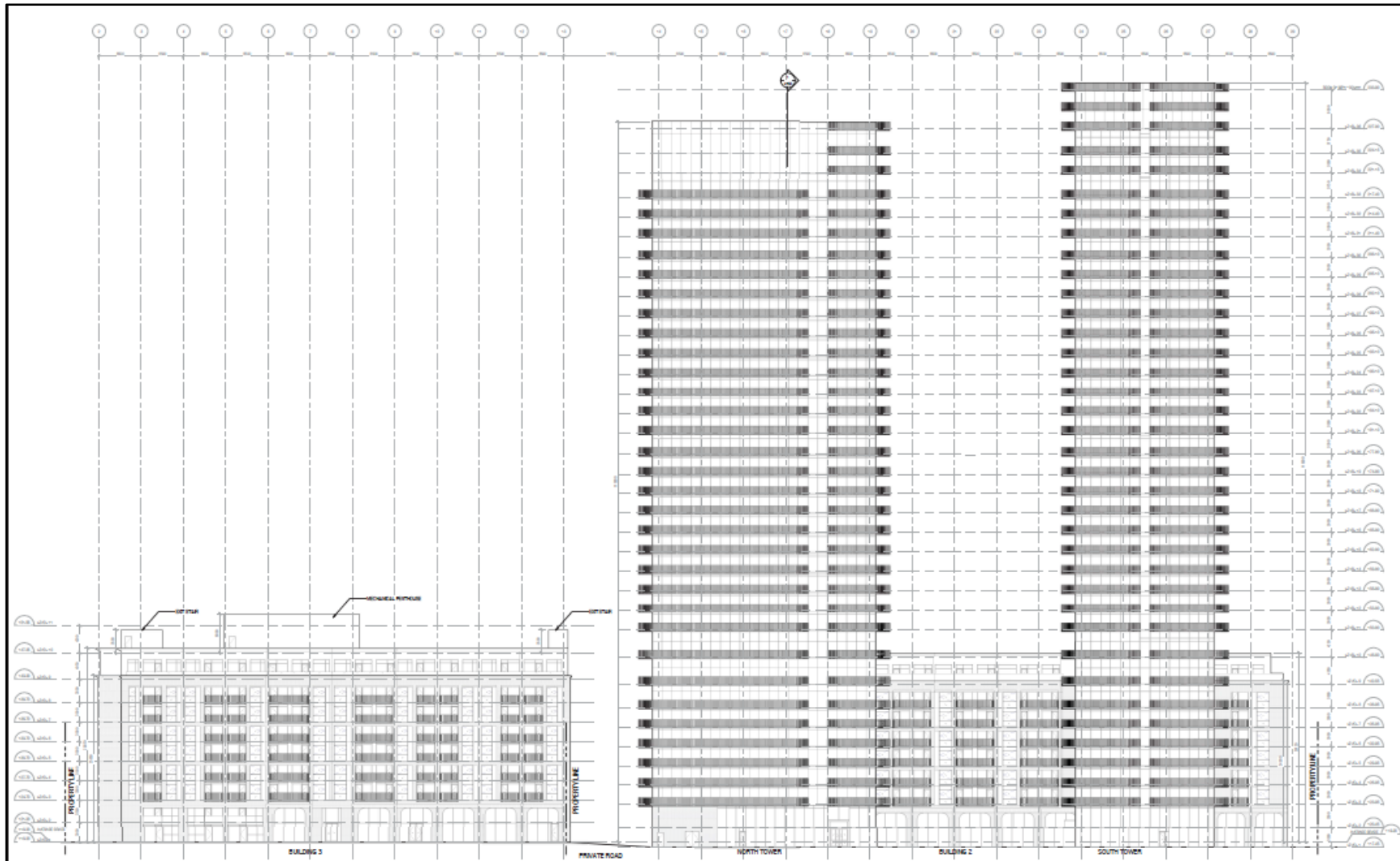
A pre-application community meeting was held by Ward 7 Councillor, Dipika Damerla on May 19, 2021. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the applications.

Concept Plan, Elevations and Renderings

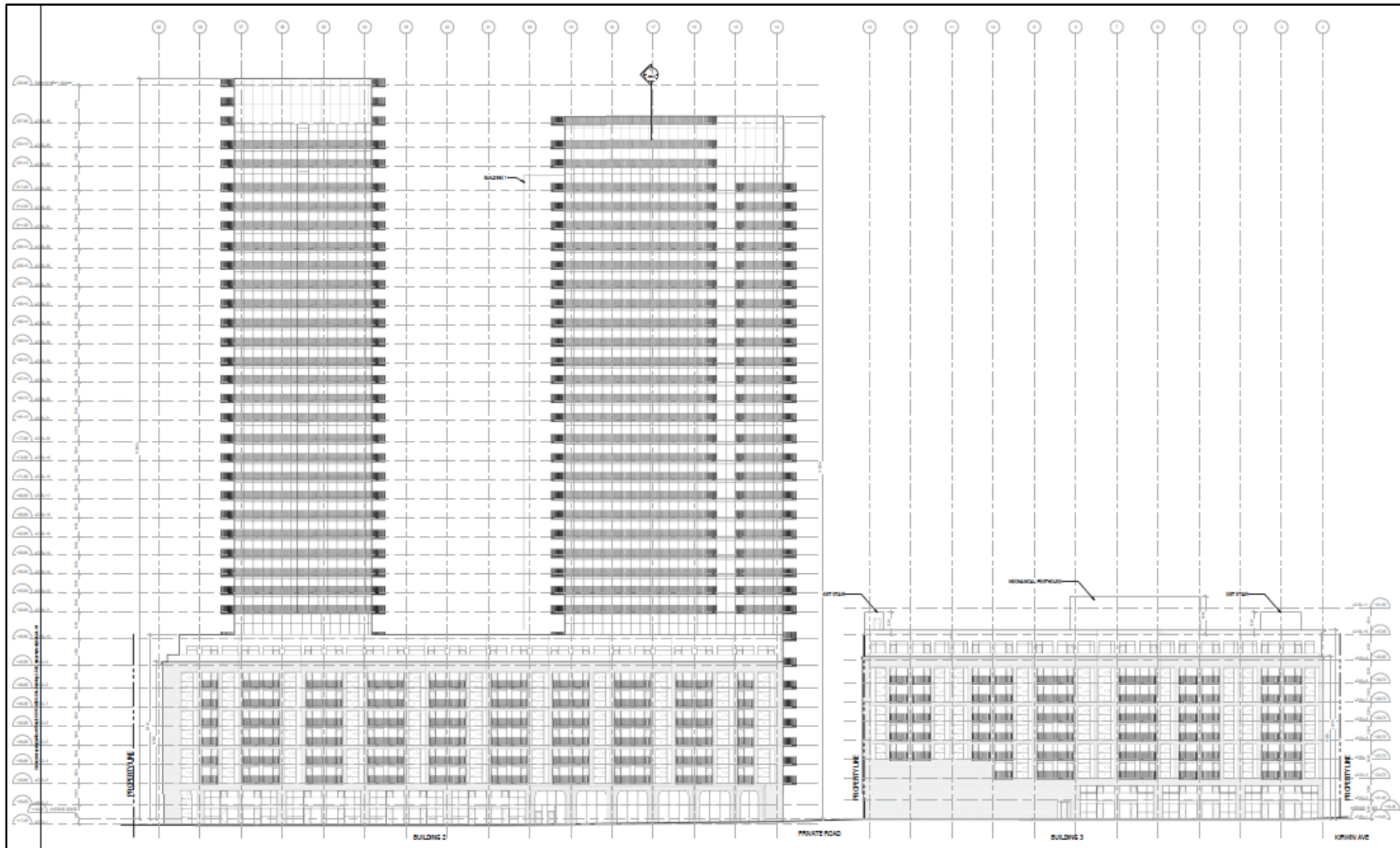
Concept Plan



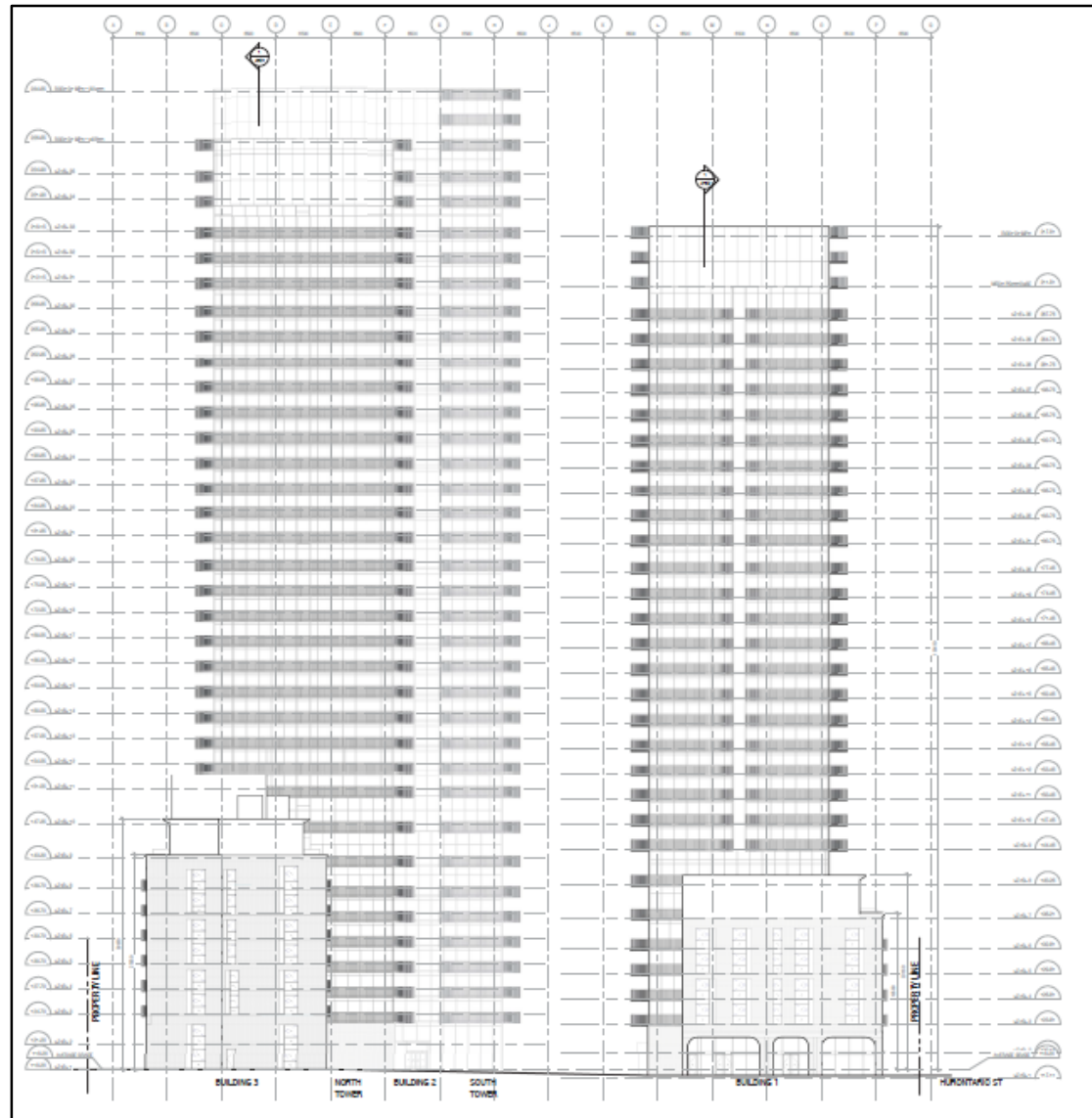
Elevations



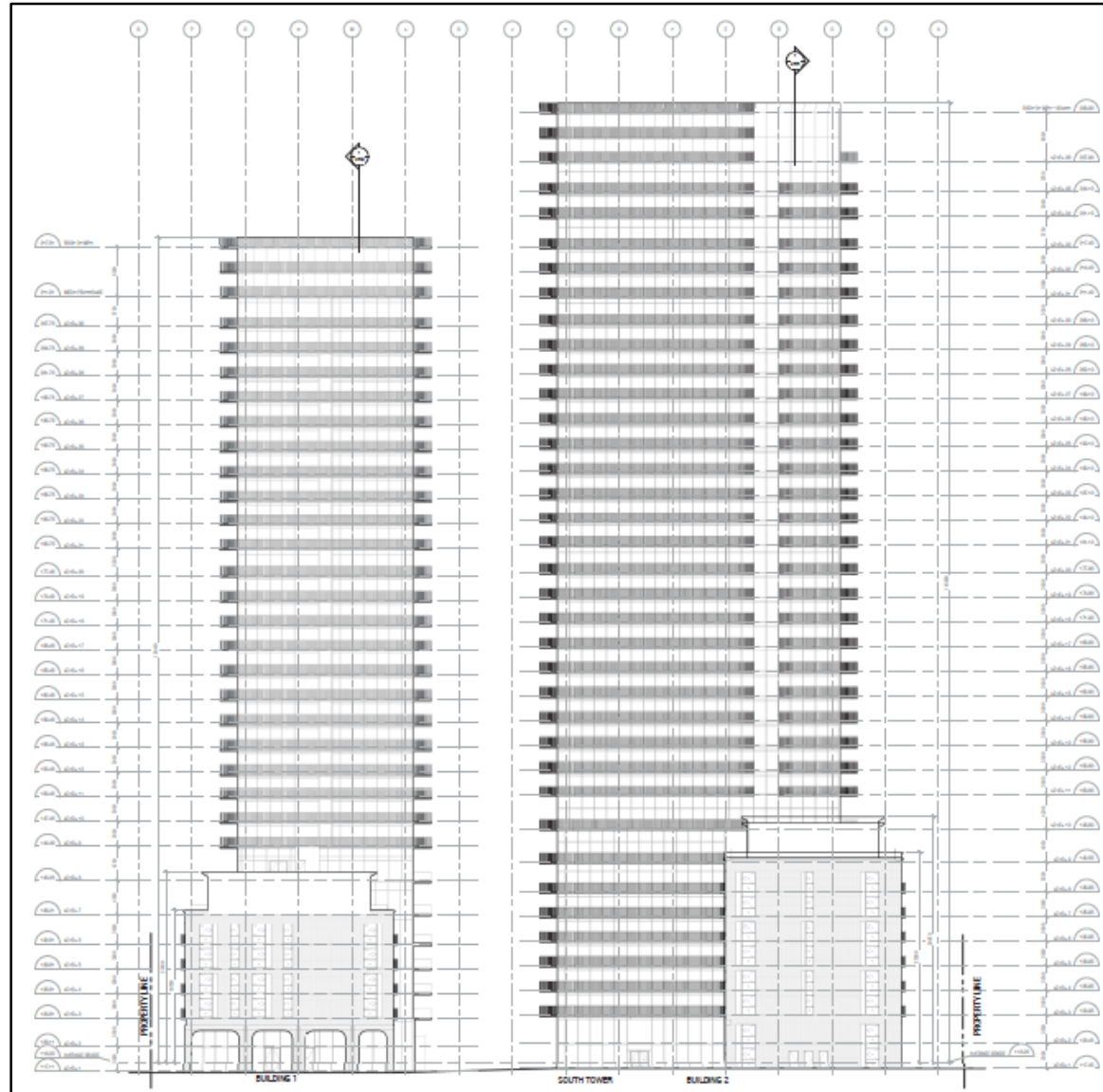
West Elevation in courtyard



East Elevation



North Elevation



South Elevation

Applicant's Rendering



2. Site Description

Site Information

The property is located within the Downtown Cooksville Character Area, within the Urban Growth Centre of the City, on the south side of Kirwin Avenue and the east side of Hurontario Street. The surrounding area contains a mix of low and high rise residential, retail commercial and office uses. The site is currently occupied by a two storey multi-tenant plaza accommodating a mix of commercial uses, a two storey above-grade parking structure and surface parking area.



Aerial Photo of 3085 Hurontario Street

Property Size and Use

Frontages:	
Hurontario Street	115 m (377.3 ft.)
Kirwin Avenue	43.9 m (144.0 ft.)
Depth:	99.2 m (325.5 ft.)
Gross Lot Area:	1.4 ha (3.6 ac.)
Existing Uses:	two storey plaza two storey parking structure surface parking area



Image of existing conditions facing north

Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **C4** (Mainstreet Commercial) and **D** (Development). The **C4** zone permits a variety of commercial, service, and office uses, dwellings above the first storey of a commercial building, and apartment dwellings. The **D** zone permits legally existing uses within existing buildings.
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed, the policies of the new Mississauga Official Plan apply. The subject lands are designated **Mixed Use** in the Downtown Cooksville Character Area.

3. Site Context

Surrounding Land Uses

North of the subject land is a one storey converted dwelling containing The Dam youth drop-in centre and a two storey office building containing the Red Door Dental office. To the east is a five storey apartment building with surface parking. To the south is a three storey retail plaza with surface parking. To the west is a 12 storey apartment building, surface parking area and the T.L. Kennedy Secondary School.

The surrounding land uses are:

North: commercial buildings

East: apartment

South: retail plaza

West: apartment and institutional building

Neighbourhood Context

The subject property is located in the former Township of Cooksville, which is an area that has evolved over a long period and was eventually amalgamated with other former townships to form the Town of Mississauga in 1968. The surrounding area contains commercial uses along Dundas Street East and West and Hurontario Street, as well as a variety of residential building types, including a number of apartment buildings developed in the 1950s and 1960s.



Aerial Photo of 3085 Hurontario Street

Demographics

Based on the 2016 census, the existing population of the Cooksville Neighbourhood (West) area is 15,240 with a median age of this area being 43 (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 15% children (0-14 years) and 17% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 16,200 and 16,300 respectively. The average household size is 3 persons with 20% of people living in apartment buildings that are five storeys or more. The mix of housing tenure for the area is 3,975 units (73%) owned and 1,505 units (27%) rented with a vacancy rate of approximately 0.8%* and 0.9%*. In addition, the number of jobs within this Character Area is 1,076. Total employment combined with the population results in a PPJ for Cooksville Neighbourhood (West) of 41 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 South and Northeast geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.

Other Development Applications

The following development applications are in process or were recently approved in the immediate vicinity of the subject property:

- H-OZ 21/005 W4 and SP 21/121 W7 – 1 Fairview Road East – applications in process for a 32 storey apartment building with ground floor commercial uses.

- OZ 20/022 W7 – 3420 and 3442 Hurontario Street – applications in process for two residential towers, 30 and 36 storeys with ground floor commercial uses.
- OZ 20/010 W7 – 2444 Hurontario Street – applications in process for 31 storey apartment building with ground floor live/work units.
- H-OZ 20/005 W7 and SP 19/130 W7 – 86-90 Dundas Street East – applications in process for a 17 storey apartment building with ground floor commercial uses.
- OZ 17/005 W7 – application approved for a 36 storey apartment building with ground floor commercial uses.

These applications are well within the anticipated population forecasted for the downtown.

Community and Transportation Services

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

The proposed development is located approximately 450 m (1,476 ft.) from Richard Jones Park (P-084), zoned G1 (Greenlands) which is approximately 7.34 hectares (18.13 acres) in area and includes a greenbelt and woodland. The site is also located approximately 500 m (1,640 ft.) from John C. Price Park (P-202), zoned G1 (Greenlands) and OS1 (Open Space - Community Park) which is approximately 2.7 hectares (6.8 acres) in area and includes a greenbelt, woodland and play site.

The site is approximately 200 m (656.2 ft.) 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 210 m (689 ft.) 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, Regulations and Proposed Amendments

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

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>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>

Policy Document	Legislative Authority/Applicability	Key Policies
	The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)	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)
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	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>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)	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to 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>The ROP identifies the subject lands as being located within Peel's Urban System.</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

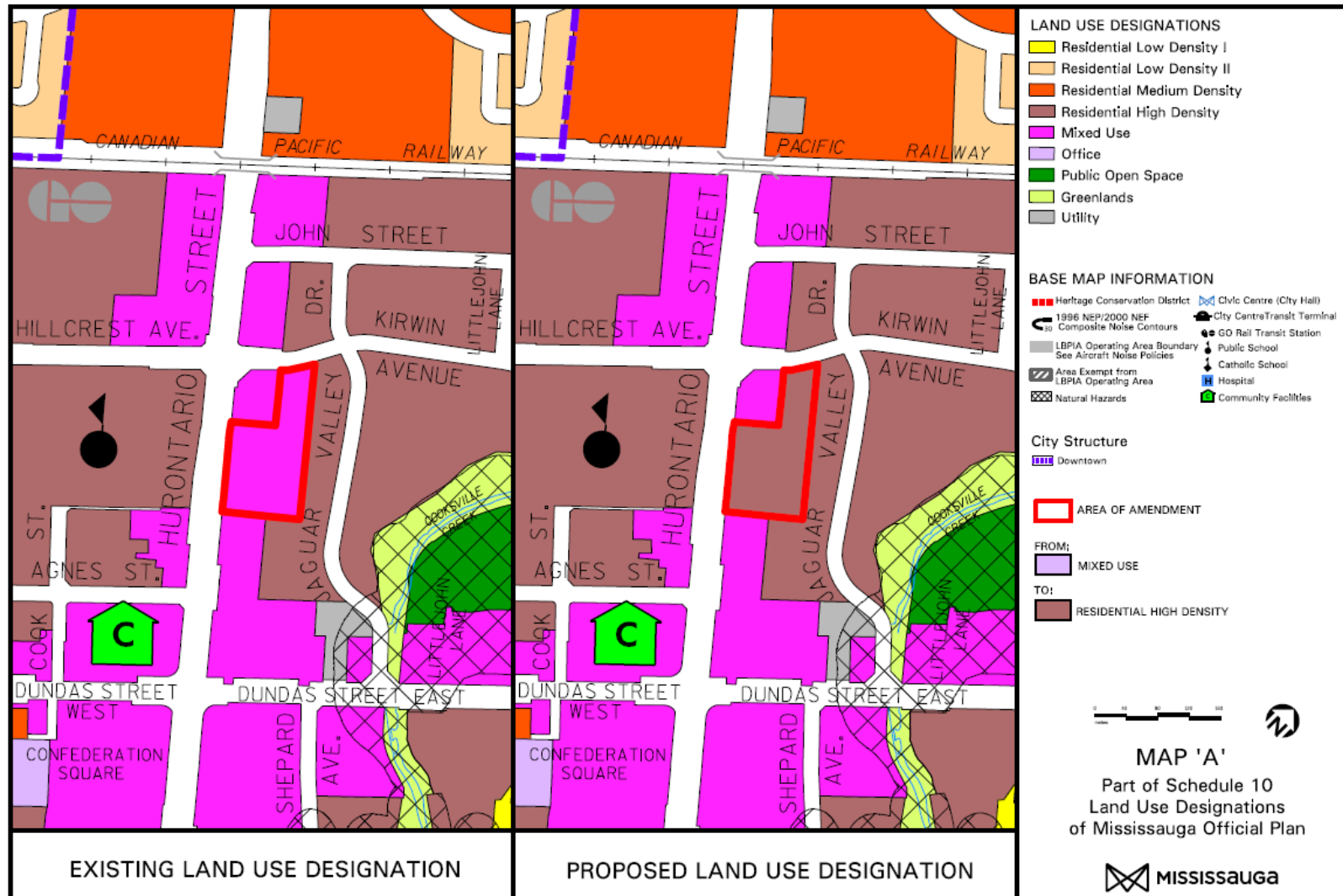
The lands are located within the Downtown Cooksville Character Area and are designated **Mixed Use**. The **Mixed Use** designation permits commercial and residential uses.

The subject property is within 800 m (2,625 ft.) of the Cooksville GO Station and therefore may be located within a "planned" Major Transit Station Area (MTSA) as defined by the Region of Peel. The boundaries for the Cooksville GO Station MTSA will be delineated through a future municipal comprehensive review process, to be undertaken by the Region of Peel.

Proposed Designation

The applicant is proposing to change the designation to **Residential High Density – Special Site** to permit a maximum building height of 35 storeys and a Floor Space Index of 6.21. 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.



Excerpt of Downtown Cooksville 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 local live/work opportunities. (Sections 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>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 uses will be permitted in all areas. (5.5.7)</p>

	General Intent
Chapter 7 Complete Communities	<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. (Section 7.1.3) <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic 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> <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. (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 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>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. (Section 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. (Section 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. (Section 9.2.1.4)</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas. (Section 9.2.1.10)</p> <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. (Section 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. (Section 9.2.1.21)</p>

	General Intent
	<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 (Sections 9.2.1.23, 24 and 25)</p> <p>Built form will relate to and be integrated with the street line, with minimal building setbacks where spatial enclosure and street related activity is desired. (Section 9.2.1.28)</p> <p>Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape. (Section 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. (Sections 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. (Section 9.2.1.37)</p> <p>Private open space and/or amenity areas will be required for all development. (Section 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. (Section 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. (Section 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. (Sections 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. (Section 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. (Section 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. (Section 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 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)</p>

	General Intent
	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 11 General Land Use Designations	<p>Lands designated Residential High Density will permit an apartment dwelling. (Section 11.2.5.6)</p> <p>Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses. (Section 11.2.6.1)</p> <p>Residential Uses will be combined on the same lot or same building with another permitted use but dwelling units will not be permitted on the ground floor. (Section 11.2.6.4)</p>
Chapter 12 Downtown	<p>Proponents of development applications within the Downtown may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio. (Section 12.1.1.1)</p> <p>Lands immediately adjacent to, or within the Downtown, should provide both a transition between the higher density and height of development within the Downtown and lower density and height of development in the surrounding area. (Section 12.1.1.4)</p> <p>Within the Downtown, on lands designated Mixed Use, Downtown Core Commercial, Convenience Commercial or Office, ground floor retail or office uses will be provided. (Section 12.1.1.6)</p>
Chapter 19 Implementation	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <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 currently zoned **C4** (Mainstreet Commercial) and **D-1** (Development - Exception). The **C4** zone permits a variety of commercial, service, and office uses, dwellings above the first storey of a commercial building and apartment dwellings. The **D-1** zone

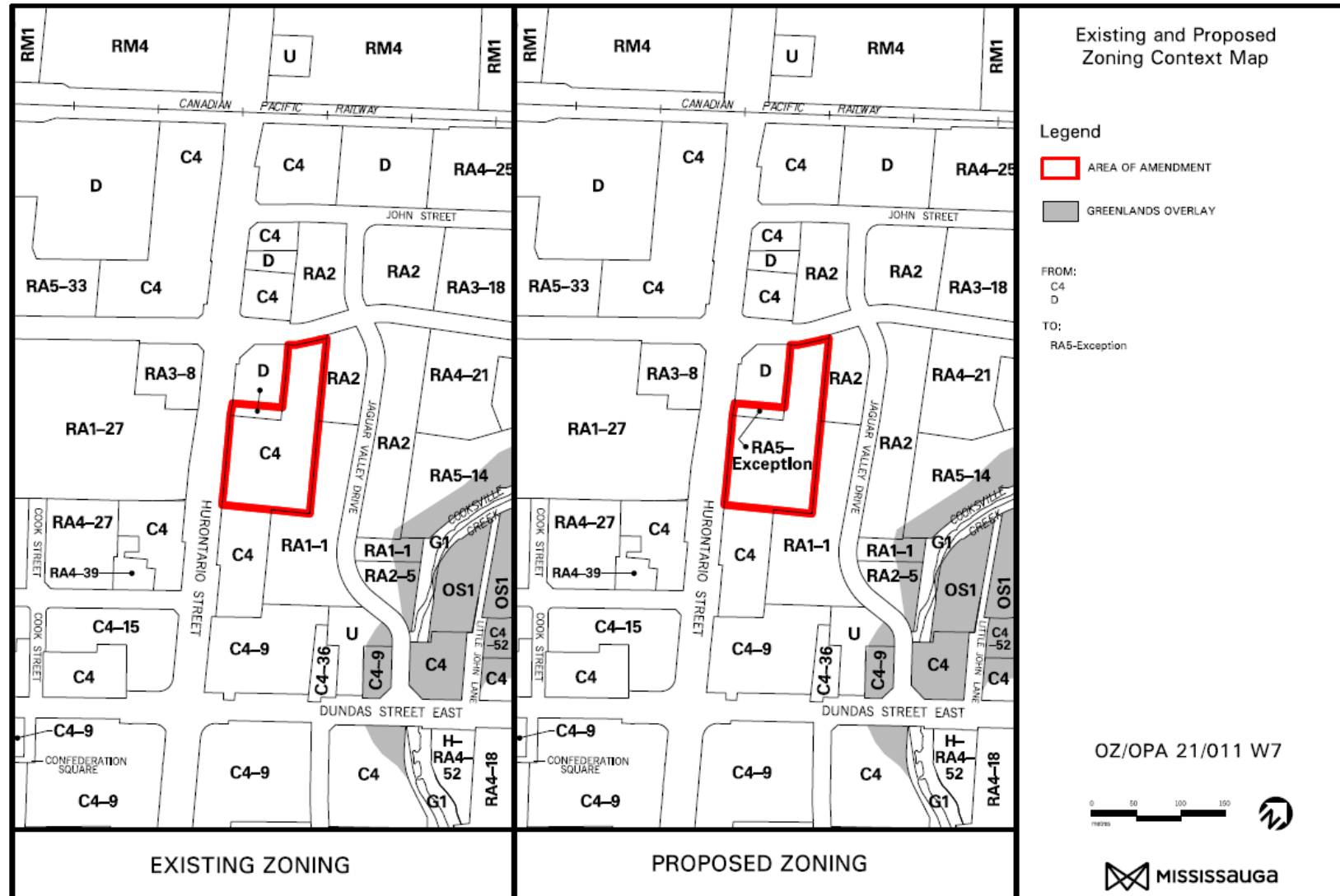
permits legally existing uses within existing buildings.

Proposed Zoning

The applicant is proposing to zone the property to **RA5-Exception** (Apartments – Exception) to permit a 9 storey tower, a 30 storey tower with a 7 storey podium and 33 and 35 storey towers

connected by a 9 storey podium. A total of 1,081 dwelling units and 1 025 m² (11,033 ft²) of ground floor commercial uses are proposed within four apartment buildings.

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 21

Proposed Zoning Regulations

Zone Regulations	RA5 Zone Regulations	Proposed Amended RA5 Zone Regulations
Minimum Separation Distance	<p>All buildings and structures containing a use in Table 2.1.2.1.1 - Minimum Separation Distance from Residential Zones, shall comply with the applicable minimum separation distance required.</p> <p>1.0 Restaurant – 60.0 m (196.9 ft.) 3.0 Take-out Restaurant – 60.0 m (196.9 ft.)</p>	Delete lines 1.0 and 3.0 of Table 2.1.2.1.1
Centreline Setbacks	<p>Where a lot abuts a right-of-way or a 0.3 m (1.0 ft.) reserve abutting a right-of-way identified on Schedules 2.1.14(1) and (2) of this By-law, the minimum distance required between the nearest part of any building or structure to the centreline of the right-of-way shall be as contained in Table 2.1.14.1 - Centreline Setbacks.</p> <p>35 m (114.8 ft.) ROW 17.5 m (57.4 ft.) plus required yard / setback;</p> <p>and,</p> <p>26 m (85.3 ft.) ROW 13.0 m (42.7 ft.) plus required yard / setback</p>	Delete provision

Zone Regulations	RA5 Zone Regulations	Proposed Amended RA5 Zone Regulations
Rooftop Balcony	<p>A rooftop balcony shall be set back 1.2 m (3.9 ft.) from all exterior edges of a building or structure.</p> <p>Notwithstanding Article 2.1.30.1, a setback for a rooftop balcony may be 0.0 m (0 ft.) where:</p> <p>(1) the exterior edge of the building faces a street and the building is located in a non-residential zone;</p> <p>(2) the exterior edge of the rooftop balcony does not abut a Residential Zone and the building is located in a non-residential zone.</p>	Delete provision
Required Number of Parking Spaces	<p>1.0 resident spaces per studio unit</p> <p>1.25 resident spaces per one-bedroom unit</p> <p>1.4 resident spaces per two-bedroom unit</p> <p>0.20 visitor spaces per unit / spaces for non-residential uses to be shared with visitor parking</p>	<p>0.75 resident spaces per studio unit</p> <p>0.75 resident spaces per one-bedroom unit</p> <p>0.9 resident spaces per two-bedroom unit</p> <p>0.1 visitor spaces per unit / spaces for non-residential uses to be shared with visitor parking</p>
Required number of loading spaces for office and/or medical office uses	Where the GFA-Non-residential of a building is greater than 250 m ² (2,691 ft ²) but less or equal to 2 350 m ² (25,295.2 ft ²) – 1 loading space is required	1 shared loading space for non-residential and residential uses provided

Zone Regulations	RA5 Zone Regulations	Proposed Amended RA5 Zone Regulations
Require number of loading spaces for Apartment	1 loading space is require per apartment building containing a minimum of 30 dwelling units	1 shared loading space for non-residential and residential uses provided
Apartment Zones – Accessory uses	Accessory uses are limited to retail store, service establishment, financial institution, office and medical office - restricted	Accessory uses are limited to retail store, service establishment, financial institution, office, medical office – restricted, live/work units, townhouse, day care, educational and training facility, restaurant, take-out restaurant, recreational establishment, medical office, and veterinary clinic.
Apartment Zones – Accessory uses	The accessory use shall be wholly contained within the dwelling and the entrance to the accessory use shall only be from within the dwelling	Delete provision
	An accessory use shall not be permitted above the first storey of an apartment, retirement building or long-term care building;	Delete provision
	Each accessory use shall have maximum gross floor area - non-residential of 186 m ² (2,002 ft ²);	Delete provision
	Additional on-site parking is not required for accessory uses permitted in Sentence 4.1.15.1.1	Delete provision

Zone Regulations	RA5 Zone Regulations	Proposed Amended RA5 Zone Regulations
Maximum Floor Space Index – Apartment Zone	2.9	6.21
Maximum Height	77.0 m (252.6 ft.) and 25 storeys	110.45 m (362.4 ft.) and 35 storeys
Minimum Front and Exterior Side yards	<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>For that portion of the dwelling with a height:</p> <p>less than or equal to 13.0 m (42.7 ft.):</p> <p>3.5 m (11.5 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>3.5 m (11.5 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>3.5 m (11.5 ft.)</p>
<p>Minimum Rear Yard</p> <p>Where a rear lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof</p>	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)
Maximum encroachment of a balcony located above the first storey , sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard	1.0 m (3.3 ft.)	1.4 m (4.6 ft.)

Zone Regulations	RA5 Zone Regulations	Proposed Amended RA5 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 (3.3 ft.)	2.2 m (7.2 ft.)
Minimum above grade separation between buildings	For that portion of the dwelling with a height of greater than 26.0 m (85.3 ft.) 15.0 m (49.2 ft.)	For that portion of the dwelling with a height of greater than 26.0 m (85.3 ft.) 12.0 m (39.4 ft.)
Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	3.0 m (9.8 ft.)	2.7 m (8.9 ft.) from Kirwin Avenue; and, 1.8 m (5.9 ft.) from the interior side lot line
Minimum landscaped area	40% of the lot area	Delete provision
Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone	4.5 m (14.8 ft.)	1.0 m (3.3 ft.)
Minimum percentage of total required amenity area to be provided in one contiguous area	55%	Delete Provision

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.

City Planning Strategies have indicated that the Housing Report submission does not provide enough information to evaluate whether the proposal provides a range of housing options for residents, including tenure and affordability options. The applicants are to clarify the proposed tenure of all buildings and whether a portion of units (10%) will be guaranteed to be affordable to middle income households. The applicant may wish to consider a financial contribution to the City for future affordable housing instead of the physical provision of units.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
121 Kindergarten to Grade 5 47 Grade 6 to Grade 8 26 Grade 9 to Grade 12	Clifton Public School	Camilla Road Senior Public School	T.L. Kennedy Secondary School
	Enrolment: 327 Capacity: 468 Portables: 0	Enrolment: 588 Capacity: 655 Portables: 3	Enrolment: 716 Capacity: 1,275 Portables: 0

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
18 Kindergarten to Grade 8 16 Grade 9 to Grade 12	Metropolitan Andrei Catholic Elementary School	Father Michael Goetz Catholic Secondary School
	Enrolment: 487 Capacity: 582 Portables: 8	Enrolment: 1,131 Capacity: 1,530 Portables: 0

6. Community Questions and Comments

Recommendation Report, which will come at a later date.

A virtual community meeting was held by Ward 7 Councillor, Dipika Damerla on May 19, 2021. 3 people attended the meeting.

- The proposal will cause disruption when construction will occur on the project.

The following comments made by the community as well as any others raised at the public meeting will be addressed in the

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (October 29, 2021)	An existing 300 mm (11.8 in.) diameter water main is located on Kirwin Avenue and an existing 400 mm (15.7 in.) diameter water main is located on Hurontario Street. Due to the LRT, we recommend avoiding connecting to infrastructure within Hurontario Street where possible to prevent future maintenance/repair conflict with LRT. All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site. This proposal will require a secondary fire line in compliance with the Ontario Building Code, which is administered by the local municipality. We require confirmation that this has been addressed with the local municipality. We recommend a system looped to municipal water including a secondary domestic water supply where possible. All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications.

Agency / Comment Date	Comments
	<p>An existing 300 mm (11.8 in.) diameter sanitary sewer is located on Hurontario Street. Modelling was completed at the DARC stage and it was determined that the Hurontario sanitary sewer is at capacity and upgrades are required. Through modelling, it was determined that the proposed flow of 37.9L/s will trigger downstream constraints in our wastewater system. Two lengths of sanitary sewer would be at capacity or above capacity. This includes 116 m (380.6 ft.) of existing 300 mm (11.8 in.) diameter sanitary sewer north of Dundas, along Hurontario and 15 m (49.2 ft.) of existing 375 mm (14.8 in.) diameter sanitary sewer at Jaguar Valley at Dundas Street. After further investigation, it was determined that upgrades to the sanitary sewer are proposed through the LRT project and what is proposed through the LRT design for Hurontario is sufficient to provide capacity for the proposed development. However, the upgrades at Jaguar Valley and Dundas are not part of the LRT project and still require to be upgraded at the Developer's expense. These upgrades do not benefit any of our existing customers or other current development applications in the area. All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications.</p> <p>A full Engineering Submission is required for the construction of the infrastructure. The Infrastructure must be operational/commissioned by the Region prior to Region of Peel Site Servicing Connection Approval</p> <p>A satisfactory Functional Servicing Report is required prior to application approval. The FSR dated 2021-06-01 prepared by Urbantech is incomplete and outstanding information/revisions will be provided to the consultant.</p> <p>Prior to approval, the non-refundable report fee of \$515 is required as per the current fees by-law.</p> <p>To identify conflicts with Region of Peel infrastructure and the municipal corridor/easement, shoring drawings shall be submitted for review and approval. Shoring drawings are required to be submitted with the site plan application and will be circulated for a detailed review by our Public Works teams. The Region of Peel shall be satisfied with the shoring drawings prior to site plan approval and the applicant may be required to enter into a tie-back agreement with the Region prior to commencement of work.</p> <p>The applicant shall verify the location of the existing service connections to the subject site.. In addition, requests for underground locates can be made at https://www.ontarioonecall.ca/portal. Prior to site plan approval, site servicing drawings are required for review by Region of Peel Servicing Connections. To accompany the servicing review, the supporting Mechanical Drawings are required for review by Servicing connections prior to issuing Region of Peel Site Servicing connection approval. All Servicing and Grading drawings shall reflect the Regions and Local Municipality's road widening requirements Provision(s) for the installation of the property line sanitary manhole and water valve and chamber must be made where parking structures abut property lines. Regional Site Servicing connection approvals are required prior to the local municipality issuing building permit</p> <p>Design criteria, standards, specifications, procedures and report and submission requirements can be found on-line at https://www.peelregion.ca/public-works/design-standards/#procedures. Refer to Section 3 of the Site Plan Procedure document found on-line Please refer and adhere to the Regional by-laws that are applicable to the proposal, such as but not limited to the Water, Wastewater and Backflow Prevention by-laws: https://www.peelregion.ca/council/bylaws/archive.asp Refer to the Latest Fees Bylaw. All fees may be subject to change on annual basis pending Council approval. Refer to on-line LRT Design Criteria Addendum Linear Infrastructure</p>

Agency / Comment Date	Comments
	<p>Within Proximity of Electrified Light Rail Transit (LRT) System Watermain, Storm Sewer and Sanitary Sewer Design Criteria Addendum Servicing for the proposed development must comply with the Local Municipality's Requirements for the Ontario Building Code and most current Region of Peel standards.</p> <p>The Region may be party to the Development Agreement, and in which case will require a \$2100 processing fee prior to its execution. All fees are subject to change pending Council Approval. Updated Parcel Register will be required with the circulation of the Development Agreement.</p> <p>Confirm the tenure of the proposed residential units. Once the tenure has been determined we will have additional servicing comments. This could affect the servicing connections.</p> <p>Private Servicing Easements may be required prior to Region of Peel Site Servicing connection approval. This will be determined once the Legal Review has been completed and the site servicing proposal is reviewed.</p> <p>For Commercial Units: Private Waste Collection is required. Commercial waste must be stored and set out separate from residential waste. For the residential units: The Region of Peel will provide front-end collection of garbage and recyclable materials subject to the following conditions being demonstrated and labelled on a Waste Management Plan prior to OZ approval:</p> <ol style="list-style-type: none"> 1. Waste collection vehicle access route requirements can be met, including: The Turning Radius from the centre line must be a minimum of 13 m (42.6 ft.) on all turns. This includes the turning radii to the entrance and exit of the site and in and out of the collection point and must be labelled on the revised subsequent submission. In a situation where a waste collection vehicle must reverse the maximum straight back-up distance is 15 m (49.2 ft.). Overhead clearance outside of the Collection Point is a minimum of 4.4 m (14.4 ft.) from the top of the access road, along the Waste Collection Vehicle access and egress route is required. 2. Waste Collection point and staging area has a minimum overhead clearance of 7.5 m (24.6 ft.) from the concrete pad. 3. For developments that have separate collection area and waste storage, the maximum bin size permitted is 3 m³ (4 yd³). A 4.6 m³ (6yd³) bin cannot be used if jockeying is required as the 4.6 m³ (6yd³) bin does not have wheels and is stationary. Please recalculate using the maximum bin size permitted 3 m³ (4yd³). See Appendix 7 of the Waste Collection Design Standards Manual for front-end bin dimensions. The bin calculation must be shown and labelled on subsequent revised submissions. 4. Sufficient space (a minimum of 10 m² (107.6 ft²) must be provided for the set-out of bulky items at the collection point and must be shown and labelled on the revised Waste Management Plan. Table 4: Maximum Number of Dwelling Units per Front-End Bin for Garbage by Bin Size and Table 5 Maximum Number of Dwelling Units per Front-End Bin for Recyclable Materials by Bin Size in Section 4.1 of the Waste Collection Design Standards Manual can be used to calculate the required number of Front-End bins. <p>For more information, please consult the Region of Peel Waste Management Plan for Official Plan Amendment / Rezoning</p>

Agency / Comment Date	Comments
	<p>Application available at: https://www.peelregion.ca/planning/business/pdf/waste-management-plan.pdf and the Waste Collection Design Standards Manual available at: https://peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.pdf.</p> <p>Through ROPA 27, the Region of Peel is in the process of implementing the Healthy Development Framework, a collection of Regional and local, context-specific tools that assess the health promoting potential of development applications. All tools in the HDF incorporate evidence-based health standards to assess the interconnected Core Elements of healthy design: density, service proximity, land use mix, street connectivity, streetscape characteristics and efficient parking. A key policy of ROPA 27 is to inform decision-makers of the health promoting potential of planning applications. As such, the Region of Peel and the City of Mississauga are working collaboratively to ensure health is considered as part of the review of development applications, and where warranted communicated to local Council.</p> <p>While we have no objections to the proposed Official Plan and Zoning By-law amendments, we think the site design can achieve closer alignment with the vision of a pedestrian friendly mixed-use community. This can be achieved by considering the following: Due to the proximity of transit stops and the future LRT, a connected bikeway network or facilities should be provided throughout the property. The Region supports secure short term and long term bicycle parking for residents and visitors. Consider pedestrian connections from the site to the streetscape of Hurontario Street. To support an age-friendly development, the open spaces should be planned for multi-generational use. Considerations can include design elements which support physical activity, such as an array of visual and sensory experiences and landscaping along the sidewalks and or walking paths. Where any paving or parking is proposed on site, it should be designed to minimize negative aesthetic and environmental impacts. This can include porous/permeable surfaces, light coloured materials instead of asphalt, landscaping and tree plantings. The inclusion of pedestrian-scaled lighting, shading and benches along the existing and proposed walkways is recommended.</p> <p>Peel Region By-Law 1-2000 states that local Official Plans amendments are exempt from Regional approval where they do not require an amendment to the Regional Official Plan; where they have regard to the Provincial Policy Statement and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the Planning Act and where the Region has advised that no Regional Official Plan amendment is required to accommodate the local Official Plan amendment. The proposed amendment is exempt from approval under the Planning Act by the Region of Peel.</p>
Peel District School Board (October 8, 2021)	<p>Prior to final approval, the City of Mississauga shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.</p> <p>The developer shall agree to erect and maintain signs at the entrances to the development which shall advise prospective purchasers that due to present school facilities, some of the children from the development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy.</p> <p>The Peel District School Board requires that the following clause be placed in any agreement of purchase and sale and entered into with respect to any lots on this plan, within a period of five years from the date of registration of the development agreement:</p>

Agency / Comment Date	Comments
	<p>(a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."</p> <p>(b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Board."</p>
Dufferin-Peel Catholic District School Board (September 20, 2021)	<p>Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition need not be applied.</p> <p>That the applicant shall agree in the Development and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots: (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bused to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.", and (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."</p>
<p>City Community Services Department – Park Planning Section (October 7, 2021)</p> <p>City Community Services Department – Arborist Private Property (October 12, 2021)</p> <p>City Community Services Department – Streetscape (October 12, 2021)</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 Planning Act (R.S.O.1990, c.P. 13, as amended) and in accordance with the City's Policies and By-laws.</p> <p>The applicant is advised that tree removal permission is required to injure or remove trees on private property depending on the size and number of trees and the location of the property. The applicant is to submit a Tree Removal application for the proposed injury and removal of trees on site. The Tree Removal application will be reviewed in conjunction with the site plan application. The approval of the Tree Permission application is required prior to the earliest of the Demolition Permit/the Erosion and Sediment Control Permit/Site Plan approval.</p> <p>Streetscape plans for frontages on Kirwin Avenue are required. Plans are to be prepared at a max. 1:200 scale and include all above and below ground utilities, sidewalks and driveway locations, vegetation, easements, proposed lot lines, road and boulevard width. Cross-sections and elevations should be provided where applicable. Plans must show planting locations and a plant list. The plans are to be prepared by a certified landscape architect. In the event that an amended boulevard treatment is required / proposed, the developer will be responsible for the cost and construction of the streetscape corridor and the boulevard works and shall enter into the appropriate agreements with the City outlining works will be detailed through comments by the Community Services, Transportation and Works, and Planning and Building Departments.</p> <p>In the event that an amended boulevard treatment is required / proposed, the applicant shall provide a cost estimate representing 100% of the owner's total cost for streetscape and boulevard works for the frontages on Kirwin.</p>

Agency / Comment Date	Comments
City Community Services Department – Culture Section (September 16, 2021)	The City of Mississauga strongly encourages the inclusion of public art in developments that are greater than 10,000 m ² (100,000 sq. ft.) in gross floor area, with the exception of non-profit organizations and social housing. The HLRT transit corridor has been identified as a priority zone for public art. Developers are encouraged to include public art as part of their development and/or contribute an agreed upon amount of their gross construction costs to the City's Public Art Reserve Fund for the inclusion of public art near the subject site. The dollar value of the public art contribution should be determined by the City's Planning and Building Department, together with the Public Art Program when calculating the value of construction for building permit fees on relevant projects.
Economic Development Office (November 19, 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. The subject lands are within walking distance to a major mobility hub and future LRT stop at the Cooksville GO Train Station (130 m/426.5 ft.). The area has been identified as an Intensification Area (MOP - Schedule 2). Official Plan policy 10.2.3 directs that outside of an Employment Area secondary office will be encouraged in a major Transit Station Area (MTSA) or Corridors. Directing employment to this location is supported by MOP under Policies 5.1.3, 5.1.4, 5.1.6 promoting economic prosperity, creating livable and accessible communities while providing for a range of mixed use live/work opportunities. Section 5.3 of MOP seeks a Downtown Population to Employment Ratio of 1:1. The proposed additional residential growth is not balanced and outweighs the employment growth on this site. As such, any consideration of additional residential permissions on these lands should be incorporated as a mix use development with a mix of at grade retail, employment and residential. To achieve Policies 5.3.1.5, 5.3.1.6 and 11.2.6.2 of MOP, the goals of the Growth Plan as well as the Provincial Policy Statement, we recommend that office be incorporated within the upper storeys of the podium of the proposed development. We request that the existing square footage of the office that is to be demolished be added 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 toward 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 the uses requested (live work units, day care, education and training, restaurant, takeout restaurant, recreation establishment, medical office, veterinary clinic) to also include office, personal service uses and financial institutions be expanded to serve the local community.</p>
Mi Way Transit (October 10, 2021)	<p>This site is currently serviced by MiWay Routes 2, 53, 103 on Hurontario Street; and in proximity to Route 1, 1C, 38, 101, 101A on Dundas St, Route 4 on King St E and Cooksville GO Station where Routes 4, 28, 38, 53 are serviced.</p> <p>Please be advised that there is an existing nearside transit stop #0796 with concrete bus pad and shelter located along Hurontario St at Kirwin Ave. The function of this bus stop is to be maintained and shall remain in its current location. All appropriate drawings shall be amended to clearly depict the location of this bus stop/pad and shelter and a note be added to the plan stating that the existing bus stop is to remain in its current location. Please reference Standard Drawing # 2250.040 to depict the stop infrastructure and dimensions.</p> <p>Please be advised that stop #0796 will ultimately have stop modifications as part of the HuLRT project plans. This may include stop improvement, stop removal or stop relocation which may be subject to change.</p>

Agency / Comment Date	Comments
	<p>Convenient and accessible pedestrian linkages are to be provided between the existing sidewalk network and MiWay services/stops. Pedestrian walkway connections to the existing municipal sidewalk are necessary to ensure accessibility, reduce walking time and encourage transit use.</p> <p>Should any road/boulevard works (including lane disruptions) impact existing transit infrastructure (stops/shelters) or service (routes), the applicant is required to contact MiWay's Infrastructure Management Team at least two weeks prior to submission of the Road Occupancy Permit (ROP) and include information on proposed traffic management plans.</p> <p>Please be advised that Higher Order Transit has been planned for Hurontario Street in the form of Light Rail Transit (LRT) and will include a centre median LRT. In addition to the planned LRT service, local transit service will continue on Hurontario Street and infrastructure (stops & shelters) along the Hurontario Corridor are being revised as per HuLRT project plans. The developer is advised to contact the Hurontario LRT Office.</p> <p>The cost of any boulevard improvements/reinstatement, including any impact to MiWay infrastructure, as necessary to accommodate this development shall be borne by the developer. Please be advised that all costs associated with the removal and reinstatement of existing transit shelters will be the responsibility of the proponent with the work being completed by MiWay's Shelter Contractor. Payment for the cost of relocating a transit shelter shall be arranged directly with the shelter contractor prior to the shelter being removed and/or relocated. MiWay's Infrastructure Management Team coordinates stop and shelter relocations and must be contacted at least two weeks prior to the commencement of construction.</p>
City Fire Department (September 28, 2021)	<p>Based on properties in close proximity to this proposed development, it is anticipated that an adequate water supply will be available. However, final determination will have to be made through hydrant flow testing.</p> <p>Fire hydrant locations and coverage are required to comply with Mississauga Bylaw 1036-81. This includes both municipal and private hydrants. Compliance with this bylaw will be assessed during the site plan permit review.</p> <p>Building 2 does not appear to comply with fire department access requirements in by-law 1036-81. The CACF entrances are greater than 15 m (49.2 ft.) from a fire access route. The applicant needs to rationalize why there are two CACF's proposed for building 2.</p> <p>The fire access route along Building 1 is required to be located at least 3 m (9.8 ft.) away from the building.</p>
Go Transit / Metrolinx (November 8, 2021)	<p>Please note that Metrolinx, and its contractor, shall be utilizing the full extent of the Hurontario Street right-of-way, and its intersections, during the construction period of the Hurontario LRT Project. Depending on timing, construction coordination between Metrolinx, its contractor, the applicant and the City will be required.</p> <p>In order to provide detailed conflict verification, we request the applicant provide all design drawings in CAD format.. In future submissions, please provide drawings for all elements which interface with the Hurontario Street right-of-way, including but not limited to: Utility Plan or Composite Utility Plan if available for wet/dry utilities. Updated Landscaping Plan Civil/Grading/Access and Removals Plans Construction Staging Plan/Schedule if available.</p>

Agency / Comment Date	Comments
Light Rail Transit Office (October 24, 2021)	<p>Please be advised that higher order transit is planned for Hurontario Street in the form of light rail transit (LRT) operating between Port Credit GO and Brampton's Gateway Station. Metrolinx representatives have been circulated this development application and will be providing comments separately regarding this submission. Ensure all required clearances and/or agreements requested by Metrolinx have been addressed prior to rezoning and/or site plan approval where applicable.</p> <p>The Mobilinx design of the HuLRT corridor which is currently at the 100% complete stage should inform the design of the Hurontario Street frontage. The boulevard adjacent to this development is fairly narrow, therefore, the applicant should ensure there are no above or below ground encroachments proposed onto the boulevard. Ensure the servicing, grading, site plan and landscape plan are co-ordinated with the Metrolinx/Mobilinx HuLRT design information so there are no conflicts.</p> <p>Since the boulevard condition is constrained in this area of the HuLRT corridor, efforts to seamlessly expand the pedestrian experience onto private land with additional pedestrian connections and tree planting is encouraged.</p>
City Transportation and Works Department (December 8, 2021)	<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</p> <p>A Functional Servicing Report and Stormwater Management Report, prepared by Urbantech Engineering, dated June 2021, 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, 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 stormwater management report indicates that an increase in stormwater runoff will occur with the redevelopment of the site. Based on the information provided to date, the applicant has not yet demonstrated a satisfactory stormwater servicing concept.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> - Demonstrate the feasibility of the proposed private storm sewer all the way to the existing 525mm storm sewer on Jaguar Valley Drive; - Confirm that the adjacent land owner granted a private easement for the storm sewer outlet through their property; - Develop an acceptable strategy to accommodate external drainage from the adjacent property, if any; and - Demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on - site.

Agency / Comment Date	Comments
	<p>Traffic</p> <p>A traffic impact study (TIS), prepared by CGH Transportation and dated July 2021, 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:</p> <ul style="list-style-type: none"> - An updated TIS addressing all staff comments; - Turning movement diagrams to evaluate the internal site circulation and access points; - Review the driveway accesses to ensure both Hurontario Street, Kirwin Drive and the internal driveway can operate efficiently; - Address interim conditions with details on neighbouring properties, road connections and future access; - Address any traffic concerns from the Community related to the proposed development. <p>Environmental Compliance</p> <p>Based on the review of the Phase One and Phase Two Environmental Site Assessment (ESA), both dated November 2019 and prepared by WSP, no further investigation is required at this time, and the site meets the applicable MECP Standards.</p> <p>Prior to a Recommendation Report, the following documents must be submitted for review:</p> <ul style="list-style-type: none"> - Reliance letter for the ESA reports - Clarification about the land use to determine the need for a Record of Site Condition - Dewatering Commitment Letter - Monitoring wells letter - Clarification regarding land dedication is required prior to By-Law Enactment <p>Noise</p> <p>The Noise Study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic and stationary sources from adjacent buildings and facilities.</p> <p>Noise mitigation will be required, and a revised noise study is required as part of the next submission to address staff comments.</p> <p>Engineering Plans/Drawings</p> <p>The applicant has submitted a number of technical plans and drawings, which are to be revised as part of subsequent submissions, in accordance with City standards</p>

Agency / Comment Date	Comments
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"> - Trillium Health Partners - Alectra Utilities - Enbridge - Greater Toronto Airport Authority - Canadian Pacific Railway - Canada Post - Community Services – Arborist – City Property - Community Services - Heritage
	<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

Development Requirements

There are engineering matters including: grading, environmental, 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)

The *Planning Act* was amended by Bill 197, *COVID-19 Economic Recovery Act*, 2020, S.O. 2020, c. 18. Section 37 height and density bonus provisions have been replaced with a

new Community Benefit Charge (CBC). According to the *Planning Act*, the former density bonusing provisions continue to apply to development applications until the earlier of the City passing a CBC by-law, or September 18, 2022. If City Council passes a CBC by-law, the charge would be applied City-wide to developments that are 5 storeys or more and with 10 or more residential units whether or not there is an increase in permitted height or density. The timing of the recommendation report and Council's adoption of a zoning by-law amendment, if any, will determine whether density bonusing or the CBC by-law will apply. Should these applications be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits or density bonusing (Section 37) 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:

- Are the policies and principles of the Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area given the project's land use, massing, density, setbacks and building configuration?
- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic impacts?
- Is the existing commercial space being replaced in the new development?
- Provision of affordable housing?

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.