

Detailed Information and Preliminary Planning Analysis

Owner: 10422967 Canada Corp. (Dream Maker Inc.)

1575 Hurontario Street

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1. Proposed Development

The applicant proposes to develop the property with 18 townhomes separated into two blocks on a private condominium road with 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: December 21, 2017 Deemed complete: January 16, 2018 Revised: September 9, 2021	
Developer/ Owner:	10422967 Canada Corp (Dream Maker Inc.)	
Applicant:	Glen Schnarr and Associates	
Number of units:	18 units	
Proposed Gross Floor Area:	3 511.74 m ² (37,800 ft ²)	
Height:	3 storeys / 12.85 m (42.16 ft.)	
Lot Coverage:	29.92%	
Floor Space Index:	0.32	
Landscaped Area:	29.05%	
Road Type:	Private condominium road	
Anticipated Population:	56* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	36	36
visitor spaces	5	4
Total	41	40

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>:

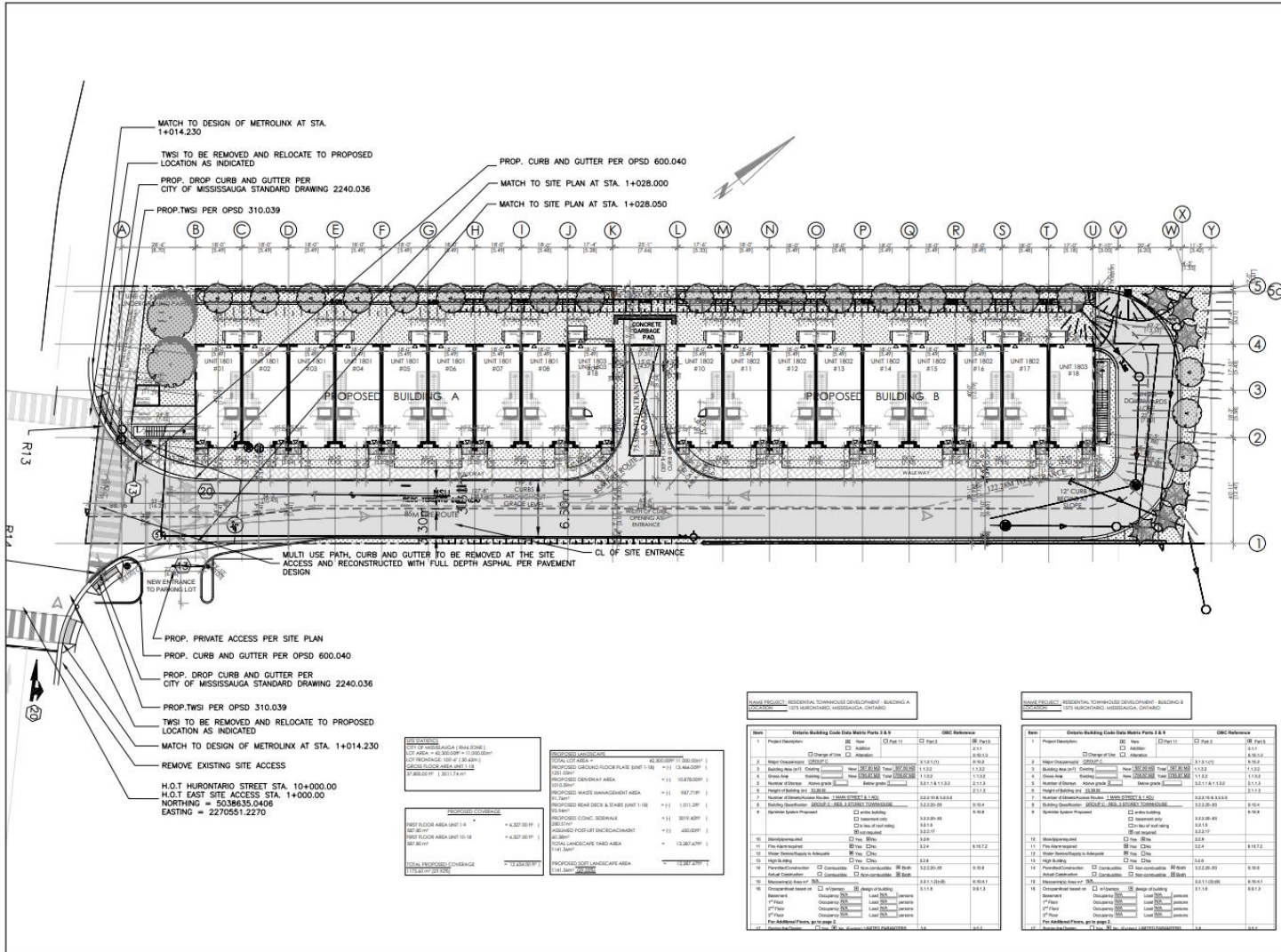
- Arborist Report
- Planning Justification Report
- Concept Plan and Elevations
- Noise Study
- Stage 1 and 2 Archaeological Assessment and Ministry Letter
- Draft Official Plan and Zoning By-law Amendments
- Functional Servicing Report
- Phase I and II Environmental Site Assessment
- Grading and Servicing Plans
- Landscape Plan
- Geotechnical Investigation
- Hydrogeological Investigation
- Traffic Impact Study and Parking Justification Study
- Tree Inventory Preservation Plan
- Underground Parking Plan

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.

The previous submission proposed 42 back to back and stacked townhouse dwellings. A community meeting was held by Ward 1 Councillor Stephen Dasko regarding the previous proposal on March 2, 2020. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the applications.

Site Plan, Elevations and Renderings



This drawing is an electronic drawing. It is provided as a PDF file. The drawing is not to be used for construction. For a full set of drawings, please refer to the project file on the server. The drawing is not to be used for construction. For a full set of drawings, please refer to the project file on the server.

No. Issued for: Date: 1 ISSUED FOR CLIENT REVIEW 9/08/19

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The undersigned has reviewed and taken responsibility for this design. I/We hereby certify that the design complies with the requirements set out in the Ontario Building Code to design for work shown on the attached drawings.

Professional Design Information:
Professional Design Number: 2021-01-01-01-01-01
Professional Design Title: Architect
Professional Design Date: 2021-01-01-01-01-01
Professional Design Office: Contempostudio

PROPOSED NEW 1/8 UNIT TOWNHOME COMPLEX AT 1575 HURONTARIO STREET MISSISSAUGA, ON

SITE PLAN + STATISTICS

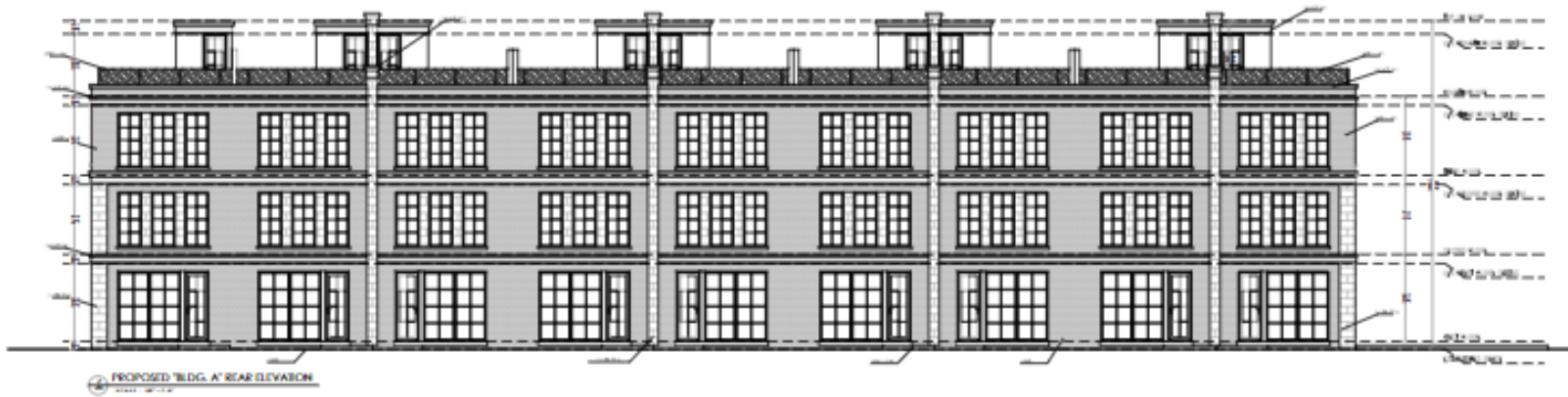
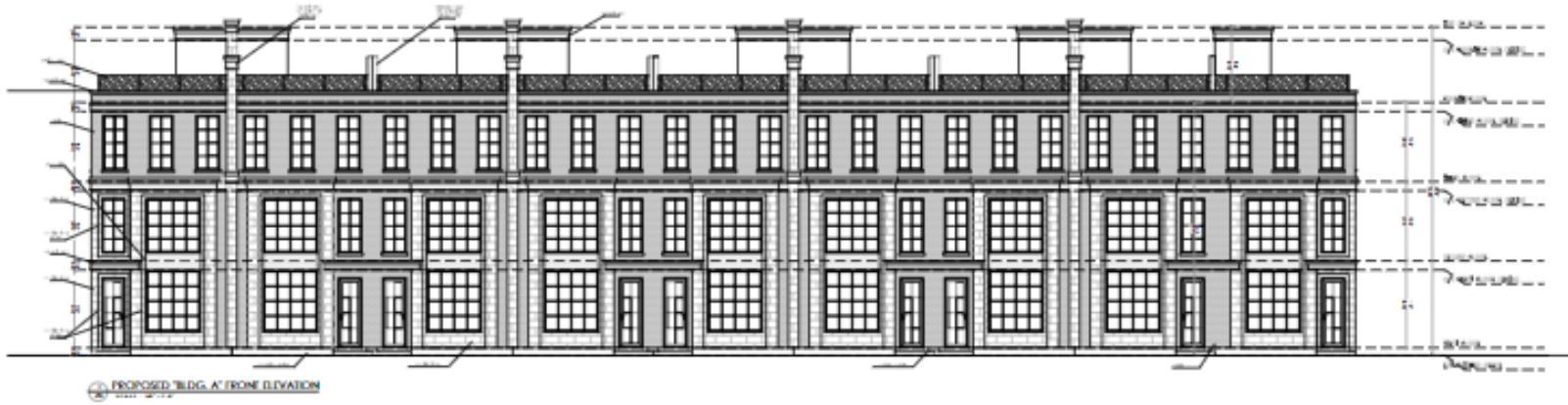


Project Number: 2021-01-01-01-01-01-01
Scale: 1:500
Date: 2021-11-12
Checked by: [Signature]
Drawing Number: A1

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3	Building Area (net)	00 Area	1	1,132	1,132	1,132
4	Number of Units	00 Units	1	1,132	1,132	1,132
5	Number of Stairs	00 Stairs	1	1,132	1,132	1,132
6	Number of Entrances	00 Entrances	1	1,132	1,132	1,132
7	Number of Entrances	00 Entrances	1	1,132	1,132	1,132
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Site Plan



Elevations

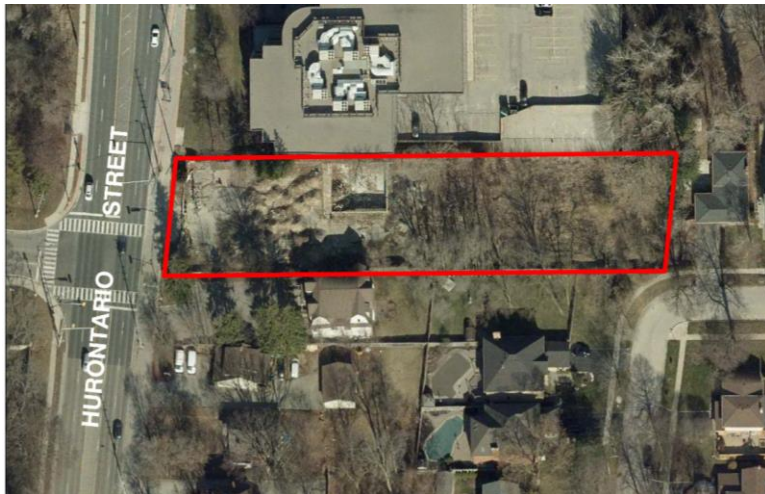


Applicant's Rendering

2. Site Description

Site Information

The property is located in the Mineola Neighbourhood Character Area, on the east side of Hurontario Street, south of South Service Road. With a depth of 129 m (423.2 ft.), the property extends to Maplewood Road/Glenview Drive at the rear. A McDonald's restaurant occupied the property from 1970 to 2009, when it was demolished. Apart from the remains of the concrete foundation of the restaurant and associated parking area, the subject lands are vacant. There are several mature trees that occupy the property, particularly around the perimeter and in the rear yard.



Aerial Photo of 1575 Hurontario Street

Property Size and Use	
Frontages:	30.50 m (100 ft.)
Depth:	129 m (423.2 ft.)
Gross Lot Area:	0.4 ha (0.9 ac.)
Existing Uses:	Vacant



Photo from Hurontario Street, facing east

Site History

- 1970 – A McDonald's restaurant was constructed on the property.
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **R1-1** (Detached Dwellings – Exception) from the previous zone **R1-1821** (Detached Dwellings – Exception) identified in By-law 5500.

- September 7, 2006 – Applications for Official Plan Amendment and Rezoning, under file OZ 06/018 W1, were received to permit the development of a two storey office building. The applications were ultimately cancelled as a result of inactivity
- November 2006 – the City initiated an Official Plan Amendment, under file OPA 06/062 W1, which resulted in Official Plan Amendment 62 (MOPA 62) to Mississauga Plan. MOPA 62 has the effect of providing greater clarity to the land use objectives for Special Site 2 policies of the Mineola Neighbourhood Character Area (refer to Section 5 of this appendix for additional details)
- April 2, 2008 – Site Plan Application, under file SP 08/073 W1, was received to permit the development of a two storey office building. The applications were ultimately cancelled as a result of inactivity
- 2009 – The McDonald’s restaurant was demolished
- November 14, 2012 – Mississauga Official Plan came into force. The subject property is designated **Residential Low Density I** in the Mineola Neighbourhood Character Area
- December 21, 2017 – Submission of official plan amendment and rezoning application under OZ 17/021 W1 to permit 60 back to back and stacked townhomes

- October 30, 2019 – Resubmission to permit 42 back to back and stacked townhomes
- September 3, 2021 – Resubmission to permit 18 townhomes

3. Site Context

Surrounding Land Uses

The surrounding area is characterized by a mix of residential, office and community uses. Immediately north of the subject property is a three storey office building. The lands to the east contains one and two storey detached dwellings. Abutting the subject property to the south is an office use. There is a parking area west of the subject property.

The surrounding land uses are:

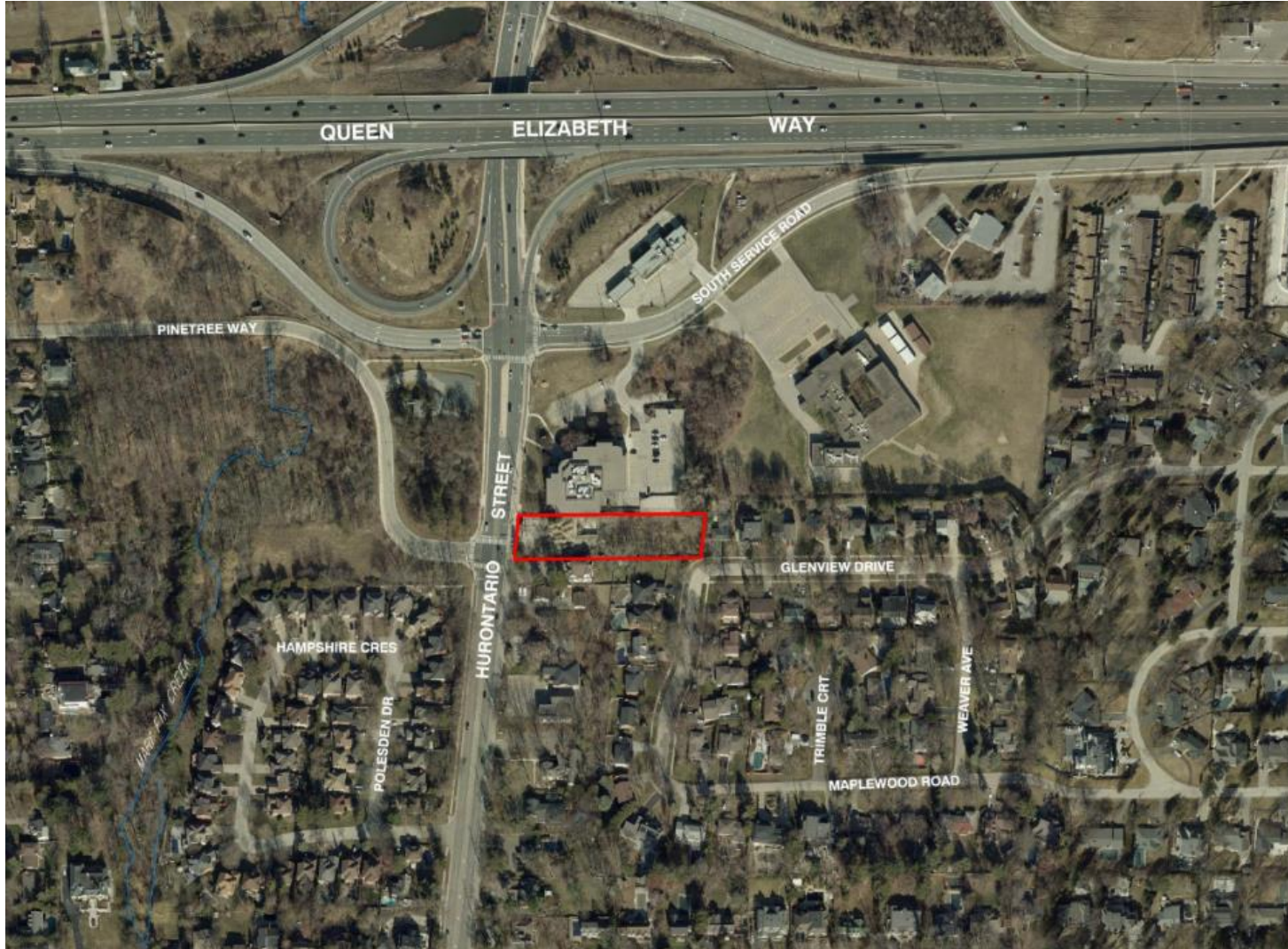
- North: Three storey office building, Queen Elizabeth Senior Public School, South Service Road, an Ontario Provincial Police (OPP) station, and the QEW
- East: Detached dwellings
- South: Office uses and detached dwellings
- West: Pinetree Way, vacant lands, and detached dwellings

Neighbourhood Context

The subject property is located in the Mineola Neighbourhood Character Area, which is an area that developed in the 1950s

and 1960s with predominantly detached dwellings on large lots with generous setbacks. Large replacement detached dwellings have become prevalent in the Mineola Neighbourhood over the past several years.

Hurontario Street is identified as an Intensification Corridor in Mississauga Official Plan and is planned to accommodate the Hurontario Light Rail Transit (HLRT) system. The properties fronting onto Hurontario Street between the QEW and the Canadian National Railway (CNR) are primarily occupied by detached homes, many of which have been converted to office uses. Further south on Hurontario Street, approaching the CN rail line, are townhomes and commercial uses, including Cousin's Market, Tim Horton's, a Petro Canada and other service commercial uses.



Aerial Photo of 1575 Hurontario Street

Demographics

Based on the 2016 census, the existing population of the Mineola Neighbourhood area is 9,590 with a median age being 44 (compared to the City's median age of 40). Sixty-six percent of the neighbourhood population are of working age (15 to 64 years of age), with 18% children (0-14 years) and 16% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 10,500 and 10,700 respectively. The average household size is 3 persons with none of the population living in apartments taller than 5 storeys, as that built form is not present in the Neighbourhood Character Area. The mix of housing tenure for the area is 2,990 units (91%) owned and 315 units (10%) rented with a vacancy rate of approximately 0.8%*. In addition, the number of jobs within this Character Area is 932. The combined employment and population number for the Mineola Neighbourhood is 20 people and jobs per hectare (8.1 people and jobs per acre).

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

- OZ 20/006 W1 – 42-46 Park Street East and 23 Elizabeth Street – development proposal for a 22 storey apartment building
- OZ 16/006 W1 – 1130, 1136, 1138 Mona Road – development proposal for 17 three storey homes and 1 three storey detached dwelling
- OZ 19/008 W1 – 78 Park Street East and 22-28 Ann Street – approval was obtained for a 22 storey apartment building with retail and office uses at grade, subject to "H" holding zone provisions in March 2020
- OZ 18/001 W1 – 200 South Service Road and 201 Radley Road – development proposal for 5 detached homes
- OZ 14/004 W1 and SP 17/158 W1 – 1630-1650 Crestview Avenue – approval was obtained for 20 three storey townhomes in December 2017 (Rezoning) and August 2019 (Site Plan)

These applications are well within the anticipated population forecasted for the Character Area.

Community and Transportation Services

These applications will have minimal impact on existing services in the community.

City owned parkland known as Mary Fix Park is located approximately 700 m (0.43 miles) west of the subject property,

which represents a 3 minute car ride / 6 minute walk. On a larger scale, the Port Credit Go Station is located approximately 1.6 km (0.99 miles) away from the subject property, representing an 8 minute car ride / 13 minute bus ride. The Port Credit Library and Port Credit Memorial Arena is also located approximately 3.3 km (2.05 miles) southwest of the subject property. This represents an approximate 8 minute car ride/17 minute bus ride.

In addition to the community facilities, there is an existing multi-use trail (MUT) on Hurontario Street that provides a paved path separate from the road and shared by pedestrians and cyclists. This MUT provides connections to other trails, bicycle routes and bicycle lanes throughout the broader community.

The following major MiWay bus route currently services the site:

- Route 2– Hurontario

The Hurontario Light Rail Transit (HLRT) will provide 18 km (11.2 miles) of rapid transit within a dedicated right-of-way along Hurontario Street, from the Port Credit GO Station to the Brampton Gateway Terminal. An HLRT station is proposed immediately north of the QEW. The station and the area surrounding it have been identified as a Major Transit Station Area (MTSAs). The Region of Peel is in the process of delineating the boundaries of MTSAs, which will be within an approximate 500 m to 800 m (1,640 ft. to 2,625 ft.) radius of the station.

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 Greenbelt Plan and Parkway Belt West Plan are

not applicable in this instance. 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
<p>Provincial Policy Statement (PPS)</p>	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>A land use pattern, density and mix of uses should be promoted that minimize support current and future use of transit and active transportation. (PPS 1.6.7.4)</p> <p>New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities. (PPS 1.6.8.3)</p> <p>Sites with contaminants in land or water shall be assessed and remediated. (PPS 3.2.2)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
<p><i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i></p>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas (MTSAs) on priority transit corridors, including zoning in a manner that implements the policies of this Plan. (Growth Plan 2.2.4.1)</p> <p>For MTSAs on priority transit corridors, upper-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station. (Growth Plan 2.2.4.2)</p> <p>MTSAs on priority transit corridors will be planned for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail transit. (Growth Plan 2.2.4.3)</p> <p>Within MTSAs on priority transit corridors, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited. (Growth Plan 2.2.4.6)</p> <p>Within all MTSAs, development will be supported by planning for a diverse mix of uses to support existing and planned transit service levels and providing alternative development standards, such as reduced parking standards. (Growth Plan 2.2.4.9)</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>
<p>Region of Peel Official Plan (ROP)</p>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p>

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

Mississauga Official Plan

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

Existing Designation

The lands are located within the Mineola Neighbourhood Character Area and are designated **Residential Low Density I**. The **Residential Low Density I** designation permits only detached dwellings in the Mineola Neighbourhood Character Area. The lands are also located within the Special Site 2 area of the Mineola Neighbourhood Character Area, which also

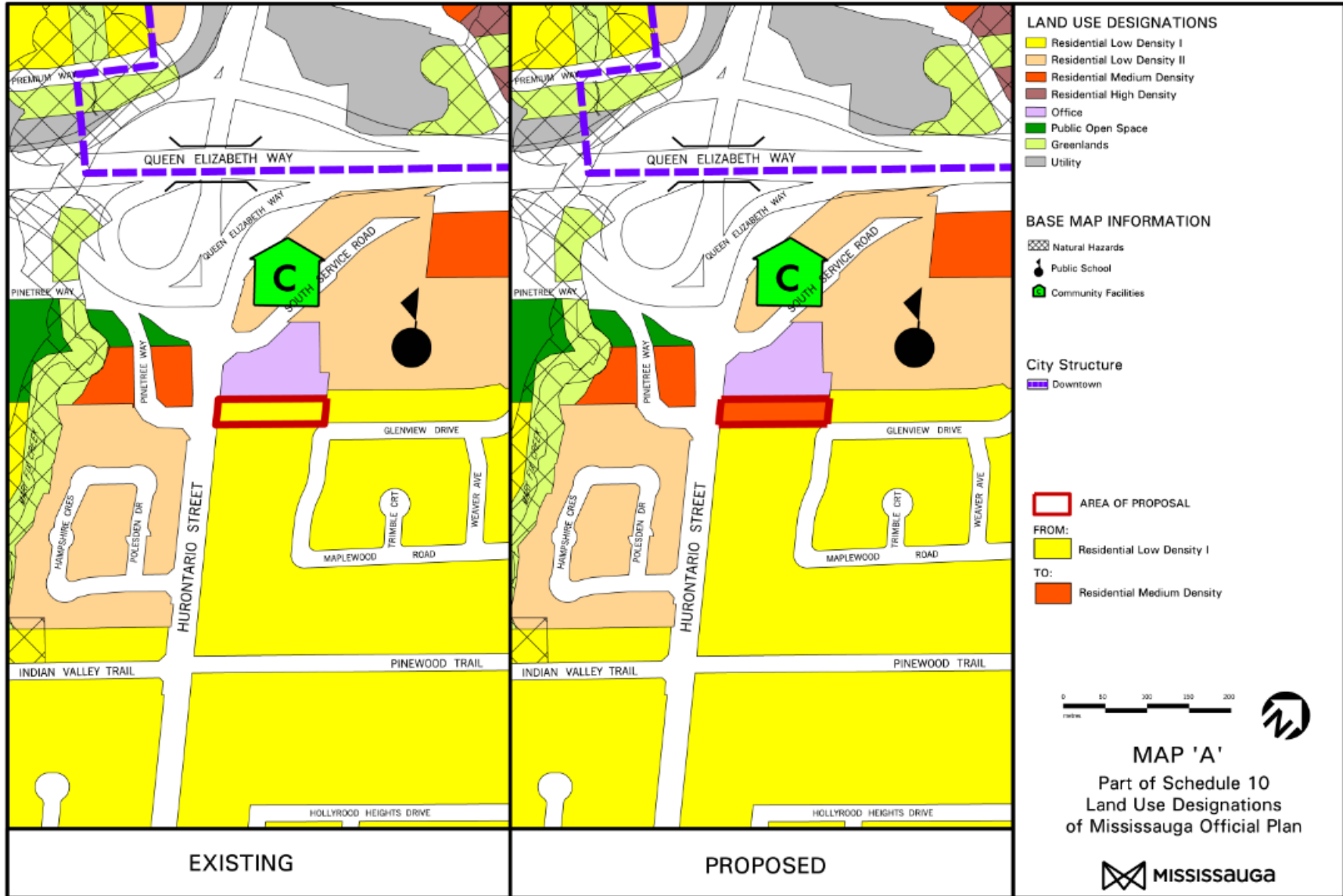
permits office and commercial uses, subject to specific requirements.

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

Proposed Designation

The applicant is proposing to change the designation to **Residential Medium Density** to permit 18 townhomes. The applicant will need to demonstrate consistency with the intent of MOP and shall have regard for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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



Excerpt of Mineola Neighbourhood Character Area

Relevant Mississauga Official Plan Policies

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

	General Intent
Chapter 5 Direct Growth	<p>Most of Mississauga's future growth will be directed to Intensification Areas. (Section 5.1.4)</p> <p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. (Section 5.3.5.1)</p> <p>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas. (Section 5.3.5.2)</p> <p>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres. (Section 5.3.5.3)</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan. (Section 5.3.5.5)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood. (Section 5.4.4)</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands. (Section 5.4.5)</p> <p>Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless the Character Area policies specify alternative building height requirements. (Section 5.4.8)</p> <p>Hurontario Street and Dundas Street have been identified as Intensification Corridors. These are Intensification Areas. (Section 5.4.11)</p> <p>Not all segments of Intensification Corridors are appropriate for intensification. Planning studies for Intensification Corridors will identify</p>

	<p>General Intent</p> <p>appropriate locations for intensification and the appropriate densities, land uses and building heights. (Section 5.4.12)</p> <p>Low density residential development will be discouraged from locating within Intensification Corridors. (Section 5.4.13)</p> <p>A number of Light rail Transit Stations, which will be located along the Hurontario Street Intensification Corridor to serve the proposed light rail transit system area a form of Major Transit Station Areas. (Section 5.4.15)</p> <p>The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas. (Section 5.5.1)</p> <p>Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights. (Section 5.5.3)</p>
<p>Chapter 6 Value The Environment</p>	<p>To ensure that contaminated sites are identified and appropriately addressed by the proponent of development, the following will be required:</p> <ul style="list-style-type: none"> a. the owners of lands proposed for development will submit information as required by the City to identify the potential for contamination; c. the development approval or approval of amendments to this Plan for known or potentially contaminated sites will be deferred until the proponent of development undertakes a study assessing the potential for contamination in accordance with the Provincial Government regulations and standards and City policies. d. If the study indicates potential for soil or ground water contamination, an assessment of the soil and groundwater conditions will be required. If contamination is confirmed, a remedial action plan in accordance with Provincial Government regulations and standards appropriately addressing contaminated sites will be required. Recommendations contained within the plan will be implemented by way of conditions to development approval. (Section 6.7.1) <p>Mississauga will actively promote the redevelopment and clean up, if necessary, of brownfield sites. (6.7.4)</p>
<p>Chapter 7 Complete Communities</p>	<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>

	General Intent
<p>Chapter 9 Build A Desirable Urban Form</p>	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1)</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3)</p> <p>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>Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas. (Section 9.2.1.4)</p> <p>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required. (Section 9.2.2)</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> a. Respect existing lotting patterns; b. Respect the continuity of front, rear and side yard setbacks; c. Respect the scale and character of the surrounding area; d. Minimize overshadowing and overlook on adjacent neighbours; e. Incorporate stormwater best management practices; f. Preserve mature high quality trees and ensure replacement of the tree canopy; and g. Be designed to respect the existing scale, massing, character and grades of the surrounding area. (Section 9.2.2.3) <p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> a. Assemble small land parcels to create efficient development parcels; b. Face the street, except where predominate development patterns dictate otherwise; c. Not locate parking between the building and the street; d. Site buildings to frame the street; f. Support transit and active transportation modes; h. Provide concept plans that show how the site can be developed with surrounding lands. (Section 9.2.2.6) <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area. (Section 9.5.1.1)</p> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. (Section 9.5.1.5)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (Section 9.5.1.9)</p>

	General Intent
	<p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged. (Section 9.5.1.12)</p> <p>Development proponents will be required to demonstrate the successful application of universal design principles and compliance with legislated standards. (Section 9.5.2.6)</p> <p>Street facing facades should have the highest design quality. Materials used for the front façade should be carried around the building where any facades are exposed to the public view at the side or rear. (Section 9.5.3.6)</p>
Chapter 11 General Land Use Designations	<p>In addition to the Uses Permitted in all Designations, lands designated Residential Low Density I will also permit the following uses:</p> <ul style="list-style-type: none"> • Detached dwelling; • Semi-detached dwelling; and • Duplex dwelling (Section 11.2.5.3) <p>Lands designated Residential Medium Density will permit all forms of townhouse dwellings. (Section 11.2.5.5)</p>
Chapter 16 Neighbourhoods	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements. (Section 16.1.1.1)</p> <p>Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designations permit only detached dwellings. (Section 16.18.2.1)</p> <p>Notwithstanding the Residential Medium Density policies of this Plan, the Residential Medium Density designation permits only townhouse dwellings. (Section 16.18.2.2)</p> <p>Special Site 2 Notwithstanding the provisions of the Residential Low Density I designation, the following additional policies will apply:</p> <ol style="list-style-type: none"> a. The following uses will also be permitted: <ul style="list-style-type: none"> • Offices, provided that medical offices are used for the consultation, examination or therapeutical treatment by a physician, dentist, drugless practitioner or health professional licensed by the Province of Ontario. Medical offices may not include hospital or other accessory medical uses such as laboratories, diagnostic facilities for medical and dental purposes, a drug and optical dispensary, nor a medical supply and equipment store; and • A detached dwelling containing a maximum of one dwelling unit in combination with office uses; and, b. Commercial uses, which include personal service uses, will not be permitted as a primary or as an accessory use; c. All buildings used for office or residential-office purposes, whether new or modified, will have a residential appearance which is compatible with the form, design, and scale of the surrounding residential area. All development will be designed so that it does not negatively impact abutting properties used for residential purposes, in terms of light, privacy, noise and rear yard amenity;

	General Intent
	<p>d. The use must be of a nature and intensity that results in a parking demand which does not negatively impact the function of Hurontario Street nor abutting local roads. In this regard, applicants for rezoning will be required to demonstrate, through the submission of traffic studies, parking justification studies and business operation information, that the proposed use is suitable for its location. Developments which result in a reduced parking demand are preferred;</p> <p>e. All office related parking will be accommodated within the front and side yards only, with a minimal loss of vegetation or in underground facilities. Rear yard parking, with the exception of parking for residential dwellings, is not permitted. Surface parking areas are permitted to be constructed of permeable materials in order to achieve sustainable and urban design objectives and reduce impacts on drainage and grading systems. The portion of the access driveway within the road allowance is to be constructed of hard surface pavement;</p> <p>f. Where appropriate, mutual driveway access will be permitted between abutting property owners provided this arrangement is registered on title;</p> <p>g. For developments located at intersections, access to the minor streets will be discouraged, and where technically feasible, access will be permitted on Hurontario Street;</p> <p>h. Street frontages are required to be enhanced with landscaping to reflect Hurontario Street's role as a gateway to the Mineola and Port Credit Character Areas. On-site parking areas should not dominate the streetscape and are required to be appropriately screened by vegetation and landscape treatments which are complementary to the character of the area. In this regard the following will also apply:</p> <ul style="list-style-type: none"> • A minimum of 40% of the front yard of interior lots, will be landscaped open space. Landscaped open space may include pedestrian walkways but will exclude paved parking areas <p>A landscape buffer ranging from 4.5 m (14.8 ft.) to 7.5 m (24.6 ft.) in depth will be provided along the Hurontario Street frontage (Section 16.18.5.2)</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

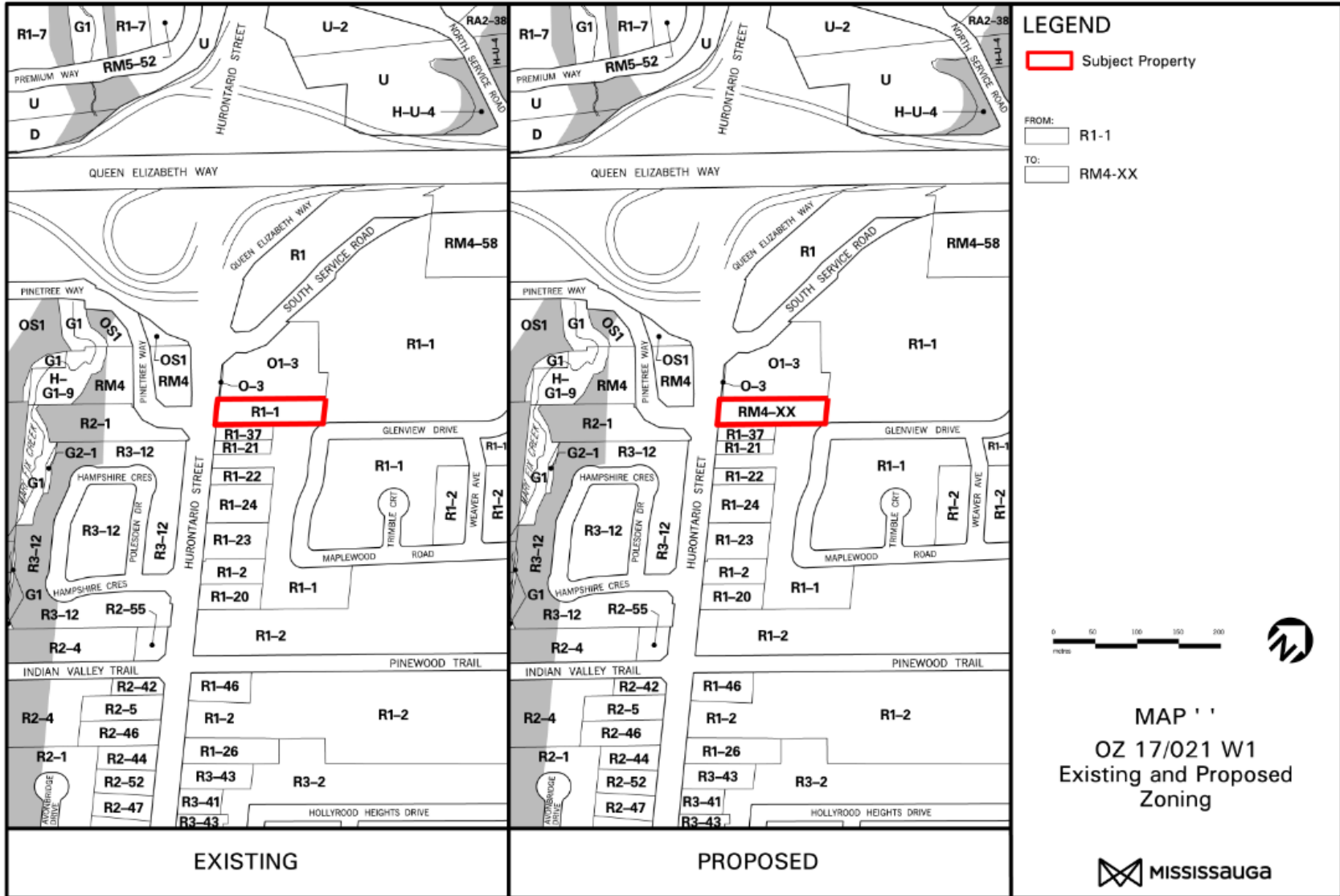
Existing Zoning

The subject property of the site proposed for redevelopment is currently zoned **R1-1** (Detached Dwellings – Typical Lots – Exception), which permits detached dwellings.

Proposed Zoning

The applicant is proposing to zone the property **RM4-Exception** (Townhouses – Exception) to permit 18 townhomes with underground parking on a private condominium road.

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

Proposed Zoning Regulations

Zone Regulations	RM4 Zone Regulations	Proposed RM4-Exception Zone Regulations
Required Number of Parking Spaces for Residential Uses	0.25 visitor spaces per unit	0.2 visitor spaces per unit
Parking Space Dimensions	Parking spaces with a parking angle exceeding 15°, except those designated for persons with disabilities, shall have an unobstructed rectangular area with a minimum width of 2.6 m (8.53 ft.) and a minimum length of 5.2 m (17.06 ft.), exclusive of any aisle or driveway	Minimum parking space width of 2.5 m (8.2 ft.)
Minimum Landscaped Area	40% of lot area	30%
Minimum Lot Line Setback from the rear wall of a townhouse to a lot line that is not a street line	7.5 m (24.6 ft.)	6.5 m (21.32 ft.)
Minimum Internal Setback from a front and/or side wall of townhouse to a condominium road , sidewalk or visitor parking space	4.5 m (14.76 ft.)	0 m (0 ft.)
Minimum Internal Setback from a side wall of townhouse to an internal walkway	1.5 m (4.92 ft.)	0 m (0 ft.)
Maximum Height	10.7 m (35.1 ft.) and 3 storeys	12.85 m (42.16 ft.)

Zone Regulations	RM4 Zone Regulations	Proposed RM4-Exception Zone Regulations
Minimum setback of a parking structure constructed above or partially above finished grade to any lot line	6 m (19.68 ft.)	0.3 m (0.98 ft.)
Minimum setback of a parking structure constructed completely below finished grade to any lot line	3 m (9.84 ft.)	1 m (3.28 ft.)
Minimum width of a sidewalk	2 m (6.56 ft.)	1.3 m (4.26 ft.)
<p>Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. 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.</p>		

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.

The strategy targets non-rental residential developments of 50 units or more, and seeks that 10% of new residential units after the initial 50 units be affordable. This development does not meet the threshold to require the provision of affordable housing.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation			
2 Kindergarten to Grade 6 1 Grade 7 to Grade 8 2 Grade 9 to Grade 12	Mineola Public School	Forest Avenue Public School	Queen Elizabeth Senior Public School	Port Credit Secondary School
	Enrolment: 341 Capacity: 429 Portables: 0	Enrolment: 198 Capacity: 199 Portables: 0	Enrolment: 348 Capacity: 262 Portables: 4	Enrolment: 1,248 Capacity: 1,203 Portables: 1

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
2 Kindergarten to Grade 8 1 Grade 9 to Grade 12	St. Dominic	St. Paul
	Enrolment: 311 Capacity: 271 Portables: 5	Enrolment: 533 Capacity: 807 Portables: 0

6. Community Questions and Comments

A community meeting was held by Ward 1 Councillor, Stephen Dasko, on March 2, 2020. Approximately 35 people attended and approximately 5 written submissions were received. This community meeting was held prior to the current development proposal. As such the comments below relate to the previous submission which proposed 42 back to back and stacked townhomes.

The following comments made by the community, if still

applicable to the new proposal, as well as any others raised at the public meeting will be addressed in the Recommendation Report.

- There is already too much traffic on Hurontario Street, the addition of the HLRT, increased densities in Port Credit and this application will make gridlock worse.
- The existing MiWay stop at Hurontario Street and Pinetree Way needs to be relocated further south to not interfere with the intersection.
- The proposed parking rates are insufficient. People have

more than one car and visitors will park on Glenview Drive/Maplewood Road.

- A solid wood fence should be provided along the property line to prevent visitors from parking on abutting local roads and accessing the property.
- A pedestrian access through the property from the abutting Glenview Drive/Maplewood Road would allow ease of access to the HLRT for residents of the adjacent subdivisions.
- The development is too dense.
- Existing mature trees should be preserved.

- The small amenity area will be in shadow from the buildings.
- Light pollution from these types of developments is an issue.

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 22, 2021)	<p>The Functional Servicing Report (FSR) submitted has been deemed satisfactory and requires no additional revisions at this time. It should be noted that the FSR review fee is still outstanding.</p> <p>Additionally, as the proposal has been revised from 42 back to back and stacked townhomes to just 18 townhomes, the proposal is eligible for curbside waste collection for each unit. The application proposes to use the front-end collection point, which was previously proposed for the back to back and stacked townhomes. This will not allow the collection of organics, thereby reducing our level of service. The Region of Peel cannot support any development design that will result in a reduced level of service. As such, curbside cart based collection for this proposal will be required.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (October 18, 2021)	<p>Dufferin-Peel Catholic District School Board and the Peel District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by the City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>Both School Boards require their standard warning clauses to be placed within the Development Agreement to advise that</p>

Agency / Comment Date	Comments
	<p>some of the children from the development may have to be accommodated in temporary facilities or bused to schools.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions to be added to the applicable Development Agreements and to any purchase and sale agreements.</p>
<p>City Community Services Department – Park Planning Section (September 9, 2021)</p>	<p>In comments dated September 9, 2021, Community Services Department notes that the subject site is located within 135 m (443 ft.) of City owned lands identified as Mary Fix Park (P - 058) which is zoned Open Space - Community Park (OS1) on the north side and Greenbelt (G-1) on the south side and contains no park amenities.</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 City's Policies and By-laws.</p>
<p>City Transportation and Works Department (October 25, 2021)</p>	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, prior to this department making a recommendation on the application, the owner has been requested to provide additional technical details and revisions as follows:</p> <p><u>Stormwater</u></p> <p>A Functional Servicing & Preliminary Stormwater Management Report (FS&SWM Report), prepared by Crozier Consulting Engineers, dated August 2021, was submitted in support of the proposed development. The purpose of the report is to evaluate the impact of the proposed development 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. The applicant is proposing to extend the storm sewer within the adjacent property to the south to service the development lands, manage the external drainage from the north through a proposed municipal easement on their site, and implement on-site stormwater management controls for the post development discharge.</p> <p>The FS&SWM Report indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving municipal drainage system, on-site stormwater management controls for the post development discharge is required. However, the applicant hasn't yet demonstrated a satisfactory stormwater servicing concept.</p> <p>The applicant is required to provide further technical information to demonstrate the feasibility of the proposed servicing concept, including:</p> <ul style="list-style-type: none"> • demonstrating the feasibility of the storm sewer outlet and sewer capacity ;

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> • developing an acceptable strategy to accommodate external drainage from the adjacent property, if any; • providing a municipal storm easement from the adjacent land owner to the south, and • demonstrating that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site. <p>An ECA will also be required from MECP for the proposed municipal storm sewer extension.</p> <p><u>Environmental Compliance</u></p> <p>Based on the review of the Phase One and Phase Two Environmental Site Assessment reports, prepared by Terraprobe and dated October 12, 2018, and June 13, 2019, respectively. The Environmental Site Assessments indicated that soil and/or groundwater quality at the site met the applicable Ministry of Environment, Conservation and Parks (MECP) standards.</p> <p>The following documents must be submitted prior to a Recommendation meeting:</p> <ul style="list-style-type: none"> • Reliance letter for both reports, including any updates as may be required; • Confirmation that any land dedication to the City complies with the City's environmental requirements; • Dewatering commitment letter; • Monitoring well decommissioning letter <p>Please note that a Record of Site Condition is required prior to By-law enactment.</p> <p><u>Geotechnical</u></p> <p>A Geotechnical Investigation and separate Hydrological Investigation, both prepared by Terraprobe and dated June 12, 2019, were submitted to assess the geotechnical suitability of the proposed development. The purpose of the reports is to determine the soil and groundwater conditions in order to provide recommendations for the design of foundations, basement drainage, pavement structure, groundwater control and installation of underground utilities.</p> <p>The above noted reports are to be updated to provide additional technical information to address all staff comments.</p> <p><u>Traffic</u></p> <p>A traffic impact study (TIS), prepared by Crozier & Associates Inc. and dated August 5 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 assumptions provided.</p>

Agency / Comment Date	Comments
	<p>The applicant is required to provide the following information as part of subsequent submissions:</p> <ul style="list-style-type: none"> • An updated Traffic Impact Study addressing all staff comments; • A review of the driveway access to ensure both Hurontario Street and the internal driveway can operate efficiently. • Approval from MTO and the HULRT office <p><u>Noise</u></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. Noise mitigation may be required, including sound barriers for outdoor living areas; the details of which will be confirmed through the Site Plan process. Potential noise sources that may be generated by the development, including mechanical equipment, will be mitigated through the detailed design of the building. The applicant has been requested to show the location of any required noise fences.</p> <p><u>Engineering Plans/Drawings</u></p> <p>The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which need to be revised as part of subsequent submissions, in accordance with City Standards. All drawings and reports are to reflect the latest proposal and remove any aboveground and underground encroachment into any City right-of-way.</p> <p>Municipal infrastructure works will be required to support this development, namely the relocation of the municipal storm sewer. Further, works shall include, but not be limited to land dedications, design and construction of roads and boulevards, existing road and boulevard improvements/reinstatements, which shall have consideration for the proposed Hurontario Light Rail Transit (LRT) system design and impact on site grading, property access and turning movements. These works shall form part of the Development Agreement as part of a future Lifting of the 'H' application. Detailed design, securities and insurance will be addressed through the Development Agreement. However, the extent of the works must first be satisfactorily determined prior to making a recommendation on the application.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Community Services Department, Heritage Planning - Community Services Department, Arborist – City & Private Property - Community Services Department, Arborist – Public Art - Fire Prevention - Hurontario Light Rail Transit Office - MiWay

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> - Canada Post - Alectra - Enbridge Gas - Enersource - Bell Canada - Greater Toronto Airport Authority - Metrolinx

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)

Section 37 community benefits (bonus zoning) may be applicable for the current proposal. The evaluation of bonus zoning will be determined in the recommendation report in accordance with Corporate Policy 07-03-01.

9. Next Steps

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

- Is the proposed development compatible with the existing and planned character of the area given the proposed massing, building height, setbacks and site access?
- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Are the proposed zoning by-law exception standards appropriate?
- Can the proposed layout of the site accommodate curbside waste collection for each unit to meet Region of Peel design standards?

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.