

## Detailed Information and Preliminary Planning Analysis

**Owner: 2683340 Ontario Inc.**

**255 Dundas Street West**

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## 1. Proposed Development

The applicant proposes to develop the property with a stepped 4 to 14 storey apartment building containing 393 dwelling units and ground floor commercial uses within a 6 storey podium along the Dundas Street West frontage. 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: May 4, 2021 Deemed incomplete: June 3, 2021 Deemed complete: June 17, 2021	
Developer/ Owner:	2683340 Ontario Inc. (c/o Domenic Poretta)	
Applicant:	Blackthorne Development Corp. (c/o Maurizio Rogato)	
Number of units:	393 residential units	
Existing Gross Floor Area:	2,194.70 m <sup>2</sup> (23,616 ft <sup>2</sup> )	
Proposed Gross Floor Area:	31,468.00 m <sup>2</sup> (338, 718.73 ft <sup>2</sup> ) residential 1,293.00 m <sup>2</sup> (13,917.73 ft <sup>2</sup> ) commercial	
Height:	14 storeys / 48.63 m (159.54 ft.)	
Lot Coverage:	40 %	
Floor Space Index:	3.48	
Landscaped Area:	46%	
Road Type:	Public	
Anticipated Population:	861* *Average household sizes for all units (by type) based on the 2016 Census	
Parking: resident spaces	Required: 393	Provided: 333

Development Proposal		
visitor spaces	Required: 59	Provided: 58
Total	452	391
Green Initiatives:	<ul style="list-style-type: none"> <li>• Storm Water will be re-used for irrigation in summer months</li> <li>• Dry swale</li> </ul>	

### 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>:

- Planning Justification Report
- Concept Plan and Elevations
- Urban Design Study
- Acoustic Study (Environmental Noise)
- Sun/shadow Study
- Pedestrian Level Wind Study
- Arborist Report (Tree Inventory/Preservation Plans)
- Archaeological Assessment (Clearance)
- Draft Official Plan and Zoning By-law Amendments
- Transportation Impact Study with Parking Utilization Study
- Transportation Demand Strategy
- Functional Servicing Report
- Phase I Environmental Report
- Grading and Servicing Plans

The application was reviewed by the Urban Design Advisory Panel on November 24, 2020. 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 November 10, 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.





Rendering looking north



Rendering looking south



South Elevation



East Elevation

## 2. Site Description

### Site Information

The property is located at 255 Dundas Street West, at the northwest corner of Dundas Street West and Parkerhill Road. The site is bound by Dundas Street West to the south, Parkerhill Road to the east, low density residential to the north and Mary Fix Creek to the west, within the Cooksville Neighbourhood Character Area. The site is currently occupied by a one storey retail commercial plaza with associated surface parking.



Aerial Photo of 255 Dundas Street West

Property Size and Use	
Frontage:	83.54 m (274.08 ft.)
Depth:	123.83 m (406.26 ft.) 116.10 m (380.90 ft.)
Gross Lot Area:	0.94 ha (2.32 ac.)
Existing Uses:	1 storey retail commercial plaza with associated surface parking



Streetview of the existing plaza

## Site History

June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **C3-26** (General Commercial - Exception). The **C3-26** zone permits a variety of retail and commercial uses, including but not limited to restaurant, veterinary clinics, medical offices, personal service shops, commercial schools,, college or university, overnight accommodation and entertainment establishment to a maximum of 2,650 m<sup>2</sup> (28,524.4 m<sup>2</sup>) of gross floor area.

- November 14, 2012 – Mississauga Official Plan came into force. The subject lands are designated Mixed Use in the Cooksville Neighbourhood Character Area.

## 3. Site Context

### Surrounding Land Uses

The subject site is an “L” shaped property located on the north side of Dundas Street West and the west side of Parkerhill Road. Immediately north and east of the property are low density residential uses (single detached homes). There is a 13 storey mixed use building and a seven storey residential building on the east side of Parkerhill Road. On the south side of Dundas Street West is a four storey office/commercial building. On the west side of the subject site is Mary Fix Creek and beyond is a complex of three storey stacked townhomes.

The surrounding land uses are:

- North: Low density, single detached dwellings
- East: A 13 storey mixed use building and a seven storey apartment building
- South: A four storey office/commercial building
- West: Mary Fix Creek and associated hazard lands, with three storey stacked townhomes just beyond.

### Neighbourhood Context

The subject property is located in the Cooksville Neighbourhood Character Area. The surrounding area contains a mix of residential and commercial uses located on Dundas Street West and Parkerhill Road. The character contains a variety of residential building types including single detached, townhouse and apartment dwellings developed between 1970 and 2000.

The site is located on the northwest corner of Dundas Street West and Parkerhill Road. Dundas Street West is identified as an Intensification Corridor in the Mississauga Official Plan (MOP). This section of Dundas Street West contains residential uses as well as a variety of commercial and retail uses. In June 2018, Council endorsed the Dundas Connects Master Plan. This Plan will help to guide future urban growth and intensification along the Dundas Street Corridor.



## Demographics

Based on the 2016 census, the existing population of the Cooksville Neighbourhood Character Area (West) is 15,240 with a median age in this area being 43 (roughly the same as the City's median age). 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 16,800 and 17,020 respectively. The average household size is 2 persons with 31% of people living in single detached homes. 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 0.9%\*. In addition, the number of jobs within this Character Area is 1,357. Total employment combined with the population results in a PPJ for the Cooksville Neighbourhood Character Area (West) of 42 persons plus jobs per ha (2.47 acres).

*\*Mississauga's growth forecasts provides population, employment and housing forecasts for the period 2021 to 2051. These growth forecasts have been endorsed by Mississauga's Council for infrastructure and land use planning purposes. These forecasts will undergo formal approvals as part of Peel's Municipal Comprehensive Review towards the middle of 2022*

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

## Other Development Applications

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

- File #OZ/OPA 21-009 W7 – 189 Dundas Street West – applications in process for one mixed use 20 storey apartment building and two apartment buildings (18 and 32 storeys)
- File #OZ 20-017 W7 – 2570 and 2590 Argyle Road – application in process for a 15 storey apartment building
- File #OZ/OPA 19-017 W7– 85-95 Dundas Street West and 98 Agnes Street – application approved for an 18 storey mixed use building with 428 residential units and ground floor commercial. Application was approved in July 2021

These applications are within the anticipated population forecasted for the node.

## Community and Transportation Services

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

This site is adjacent to city owned lands identified as a tributary of Mary Fix Creek, which are zoned G1 (Greenlands Natural Hazards) as part of the City owned lands. The subject site will also be served by Parkerhill Park (P-380), zoned **OS1** (Open Space - Community Park), this park is 0.15 ha (0.38 ac) in size which contains a Play Site and is located less than 130 m (426.5 ft.) from the subject lands. It is recommended that

the proposed 10 m-(32.8 ft.) setback to the Stable Top of Slope from the Greenlands Natural Hazard, be dedicated to the City as parkland and zoned accordingly. Should this application be approved, the City owned lands shall include hoarding and fencing along the new boundary of the Greenlands.

There are a variety of convenient shopping opportunities including grocery stores, pharmacies and banks in the surrounding area. The site is serviced by parks, including Parkerhill Park, Brickyard Park, and Sgt. David Yakichuk Park. There are also a number of elementary, middle and secondary schools in the area.

The site is within 900 m (2,953 ft.) of the Cooksville GO station, which provides two-way, peak service and two-way off-peak bus service to downtown Toronto. The following major MiWay bus routes currently service the site:

- Route 1 – Dundas and Parkerhill
- Route 28 – Dundas and Confederation
- Route 101 and 101A – Dundas Express
- Route 103 – Hurontario Street

Dundas Street is planned for Bus Rapid Transit (BRT). The Hurontario Street LRT, which will be completed by 2024, will connect Port Credit GO Station up to the City of Brampton to the north. To facilitate land use changes in support of the LRT, the Hurontario / Main Street Corridor Master Plan envisioned the development of Hurontario Street as an intensified, mixed use, higher order transit corridor that supports the Province's Growth Plan initiatives for developing along Major Transit Station Areas.

There are signed bicycle routes along Hillcrest Avenue and Fairview Road West, and other dedicated bicycle lanes on Confederation Parkway and Kirwin Avenue. The surrounding parks, including Brickyard Park, Dr. Martin Dobkin Park and Richard Jones Parks are equipped with multi-use trails.

#### **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
<p><b>Provincial Policy Statement (PPS)</b></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>Natural features and areas shall be protected for the long term. (PPS 2.1.1)</p>
<p><b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b></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>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)</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><b>Region of Peel Official Plan (ROP)</b></p>	<p>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</p>	<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</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>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>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 Cooksville Neighbourhood Character Area (West) and are designated **Mixed Use**. The **Mixed Use** designation permits a variety of commercial, retail and personal service shops along with residential uses that is are in conjunction with other permitted uses.

The subject property is within 900 m (2,952 ft.) of the Cooksville GO Station and OZ-OPA 21-4 W7 and the Dundas BRT and therefore may be located within a "planned" Major

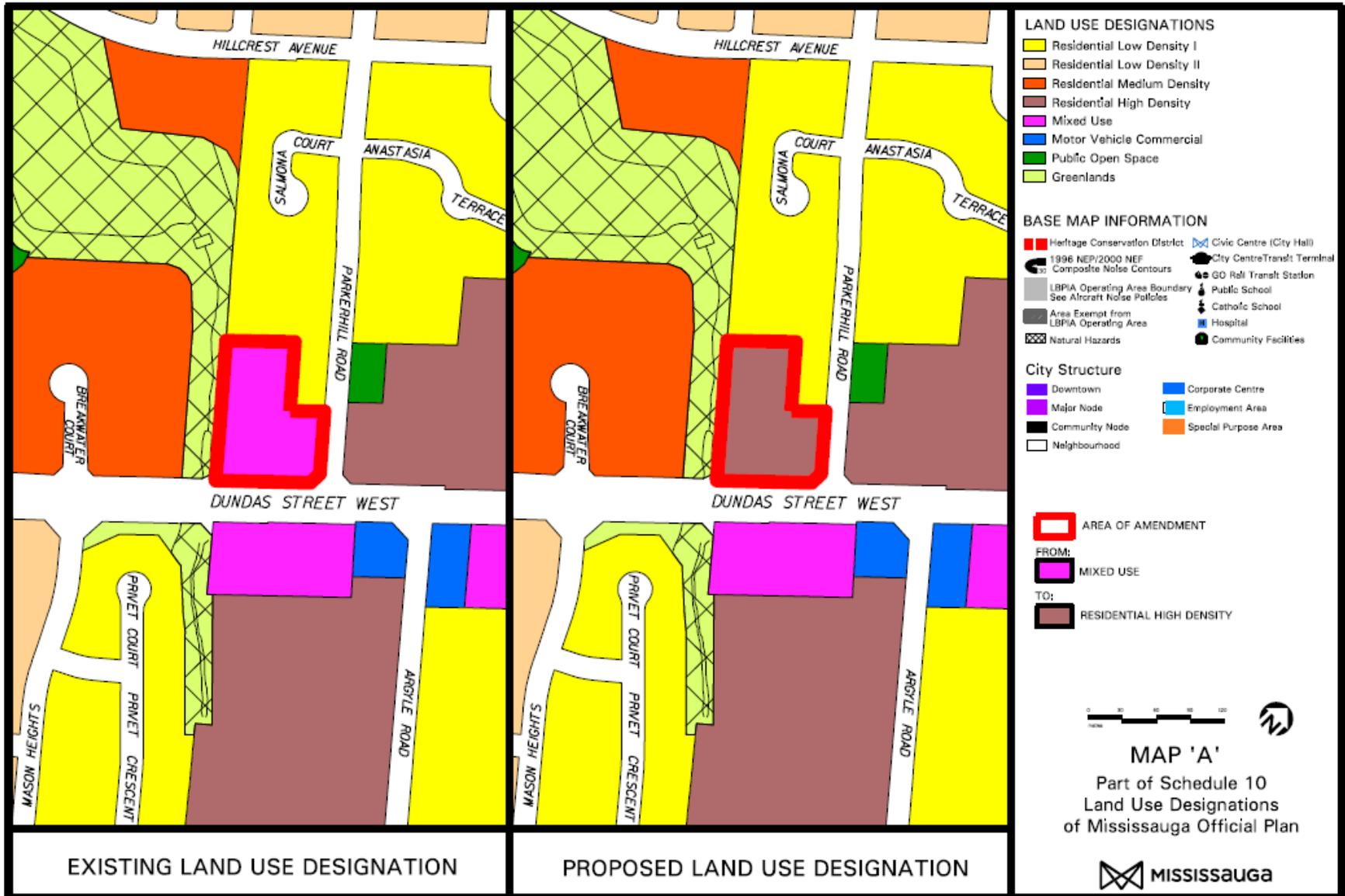
Transit Station Area (MTSA) as defined by the Region of Peel. The boundaries for the MTSA's will be delineated through a future municipal comprehensive review process, to be undertaken by the Region of Peel.

### **Proposed Designation**

The applicant is proposing to change the designation to **Residential High Density** to permit up to a 14 storey mixed use building with a floor space index of 3.5. 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.

Existing and Proposed Land Use Designations



EXISTING LAND USE DESIGNATION

PROPOSED LAND USE DESIGNATION

### 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.

	<b>General Intent</b>
<b>Chapter 5 Direct Growth</b>	<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>Mississauga will establish strategies that protect, enhance and expand the Green System. (Section 5.2.1)</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>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>Redevelopment of Mixed Use sites that result in a loss of commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained after redevelopment. (Section 5.3.5.4)</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>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>5.5.5 Development will promote the qualities of complete communities. (Section 5.5.5)</p> <p>A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use</p>

	<b>General Intent</b>
	residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas. (Section 5.5.7)
<b>Chapter 6 Value The Environment</b>	<p>Buffers are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands. Buffers will be determined on a site specific basis as part of an Environmental Impact Study to the satisfaction of the City and conservation authority. (Section 6.3.7 and Section 6.3.8)</p> <p>The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study. (Section 6.3.10)</p> <p>The Natural Heritage System will be protected, enhanced, restored and expanded by ensuring that development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions and placing those areas into public ownership. (Section 6.3.24.a &amp; b)</p> <p>Lands identified as or meeting the criteria of a Significant Natural Area, as well as their associated buffers will be designated Greenlands and zoned to ensure their long term protection. (Section 6.3.26)</p> <p>Development and site alteration will not be permitted within erosion hazards associated with valleylands and watercourse features. In addition, development and site alteration must provide appropriate buffer to erosion hazards, as established to the satisfaction of the City and conservation authority. (Section 6.3.47)</p>
<b>Chapter 7 Complete Communities</b>	<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"> <li>a. the development of a range of housing choices in terms of type, tenure and price;</li> <li>b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and</li> <li>c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2)</li> </ul> <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>
<b>Chapter 9 Build A Desirable Urban Form</b>	<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>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>

	<b>General Intent</b>
	<p>Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition. (Section 9.2.1.3)</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>Appropriate height and built form transitions will be required between sites and their surrounding areas. (Section 9.2.1.10)</p> <p>Tall buildings will be sited and designed to enhance an area's skyline. (Section 9.2.1.11)</p> <p>Tall buildings will be sited to preserve, reinforce and define view corridors. (Section 9.2.1.12)</p> <p>In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm. (Section 9.2.1.14)</p> <p>Tall buildings will address pedestrian scale through building articulation, massing and materials. (Section 9.2.1.15)</p> <p>Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas. (Section 9.2.1.16)</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> <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>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required. (Section 9.2.2)</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ol style="list-style-type: none"> <li>a. Respect existing lotting patterns;</li> <li>b. Respect the continuity of front, rear and side yard setbacks;</li> <li>c. Respect the scale and character of the surrounding area;</li> <li>d. Minimize overshadowing and overlook on adjacent neighbours;</li> <li>e. Incorporate stormwater best management practices;</li> <li>f. Preserve mature high quality trees and ensure replacement of the tree canopy; and</li> <li>g. Be designed to respect the existing scale, massing, character and grades of the surrounding area. (Section 9.2.2.3)</li> </ol>

	<b>General Intent</b>
	<p>Development on Corridors will be encouraged to:</p> <ol style="list-style-type: none"> <li>a. Assemble small land parcels to create efficient development parcels;</li> <li>b. Face the street, except where predominate development patterns dictate otherwise;</li> <li>c. Not locate parking between the building and the street;</li> <li>d. Site buildings to frame the street;</li> <li>f. Support transit and active transportation modes;</li> <li>h. Provide concept plans that show how the site can be developed with surrounding lands. (Section 9.2.2.6)</li> </ol> <p>Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage. (Section 9.3.1.7)</p> <p>The design of developments at intersections and along major streets should be of a highly attractive urban quality, recognizing that streets are important civic spaces and linkages. (Section 9.3.1.8)</p> <p>Tall buildings have a greater presence on the skyline and are required to have the highest quality architecture. (Section 9.3.3.2)</p> <p>Residential developments of significant size, except for 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>The public realm will be planned to promote healthy, active communities that foster social connections at all stages of life and encourage built and natural settings for recreation, culture and active transportation. (Section 9.3.5.9)</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> <p>New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare. (Section 9.5.1.11)</p> <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>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways. (Section 9.5.2.4)</p>

	<b>General Intent</b>
<b>Chapter 11 General Land Use Designations</b>	<p>The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses. (Section 11.2.6.2)</p> <p>Developments that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation. (Section 11.2.6.3)</p>
<b>Chapter 16 Neighbourhoods</b>	Sites fronting on Dundas Street and Hurontario Street, immediately outside of the Character Area, should serve as transitional areas to the Character Areas, where a greater intensity of mixed use development should occur. (Section 16.6.2.1)
<b>Chapter 19 Implementation</b>	<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"> <li>• 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;</li> <li>• that a municipal comprehensive review of the land use designation or a five year review is not required;</li> <li>• the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>• there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; and</li> <li>• 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)</li> </ul>

## Mississauga Zoning By-law

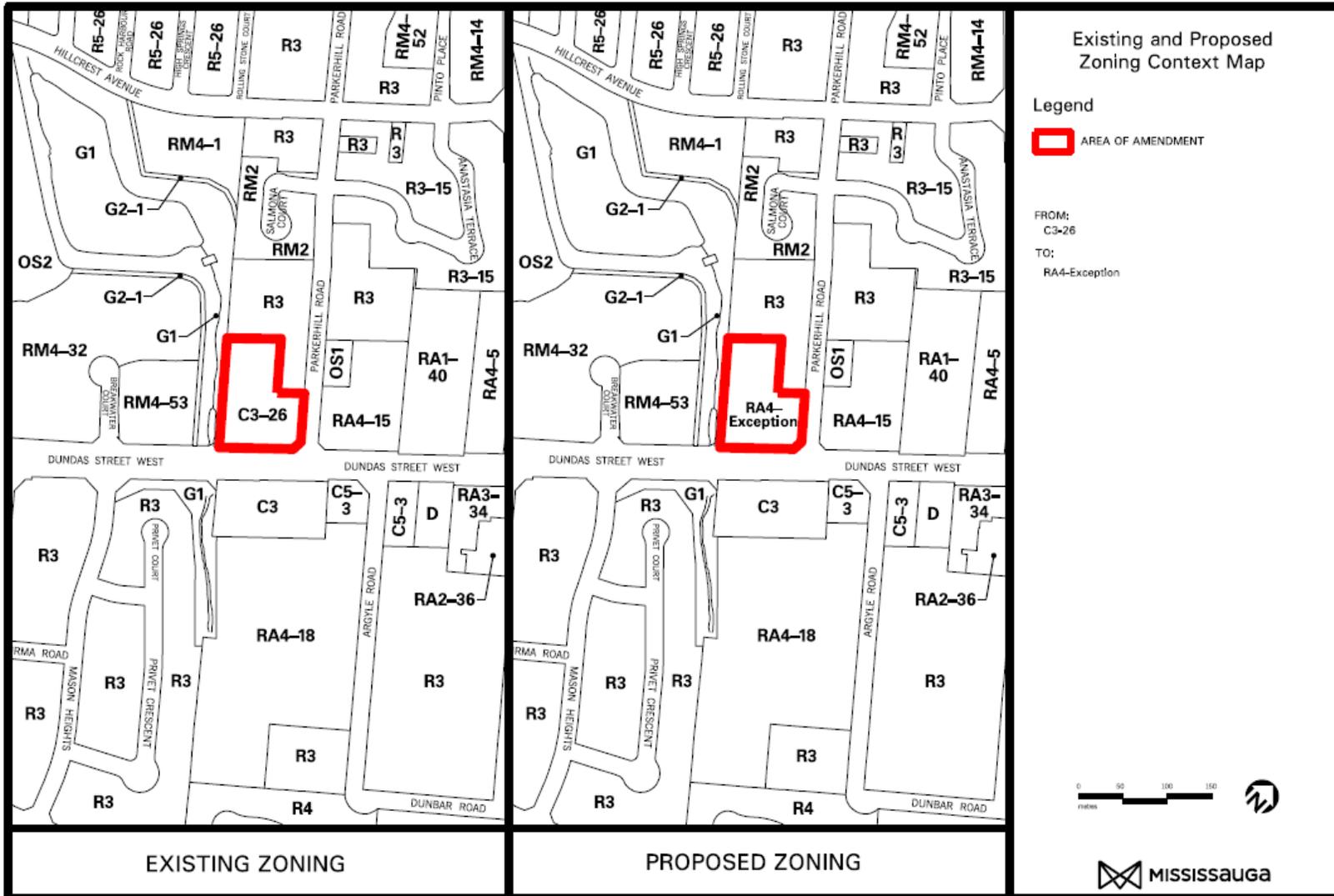
### Existing Zoning

The subject property is currently zoned **C3-26** (Mixed Use – Exception), which permits a range of retail, commercial, personal service, office and recreational entertainment uses with a maximum of 2,650 m<sup>2</sup> (28,524 ft<sup>2</sup>) of non-residential floor area and no residential uses.

### Proposed Zoning

The application is to zone the property **RA4 – Exception** to permit a stepped 4 to 14 storey apartment building with ground floor commercial/retail uses.

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



Excerpt of Zoning Map Z22

### Proposed Zoning Regulations

<b>Zone Regulations</b>	<b>RA4 Zone Regulations</b>	<b>Proposed RA4 Amended Zone Regulations</b>
<b>Additional permitted accessory uses</b>	<b>Apartment</b>  <b>Long Term Care Building</b>  <b>Retirement Building</b>	<b>Restaurant</b>  <b>Retail</b>  <b>Take Out Restaurant</b>
<b>Maximum Floor Space Index – Apartment Zone</b>	1.8	Shall not apply
<b>Maximum floor space index – Apartment dwelling zone, measured over the lot area prior to road widening(s)</b>	No Requirement	3.5
<b>Maximum Number of Dwelling Units</b>	No requirement	395
<b>Maximum total gross floor area - apartment dwelling zone</b>	No requirement	31,500 m <sup>2</sup> (339,063 ft <sup>2</sup> )
<b>Minimum front yard and exterior side yards</b>	For that portion of the dwelling with a <b>height</b> less than or equal to 13.0 m - 7.5 m (24.6 ft)	Shall not apply
	8.2 For that portion of the dwelling with a <b>height</b> greater than 13.0 m and less than or equal to 20.0 m - 8.5 m (27.8 ft)	Shall not apply
	For that portion of the	Shall not apply

Zone Regulations	RA4 Zone Regulations	Proposed RA4 Amended Zone Regulations
	dwelling with a <b>height</b> greater than 20.0 m and less than or equal to 26.0 m - 9.5 m (31.1 ft)	
	8.4 For that portion of the dwelling with a <b>height</b> greater than 26.0 m - 10.5 m (34.4 ft)	Shall not apply
Minimum <b>front yard</b> and <b>exterior side yard</b> setback		2.0 m (6.56 ft.)
Minimum number of resident <b>parking spaces</b> per <b>dwelling unit</b>	Section 3 – <ul style="list-style-type: none"> <li>• resident space per studio unit</li> <li>• 1.25 resident spaces per one-bedroom unit</li> <li>• 1.40 resident spaces per two-bedroom unit</li> <li>• 1.75 resident spaces per three-bedroom unit</li> </ul>	0.85
Minimum number of visitor <b>parking spaces</b> per <b>dwelling unit</b>	Section 3 – <ul style="list-style-type: none"> <li>• 0.20 visitor spaces per unit</li> </ul>	0.15
Minimum setback from a <b>parking structure</b> completely below finished grade, inclusive of external access stairwells, to any lot	3.0 m (9.8 ft)	Shall not apply

Zone Regulations	RA4 Zone Regulations	Proposed RA4 Amended Zone Regulations
line		
Minimum depth of a landscaped buffer abutting a lot line that is a street line	4.5 m (14.8 ft.)	0.0 m

### 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.

The City is seeking to ensure that a minimum of 10% of units are affordable to middle income households. The 10% rate is not applied to the first 50 units. Based on the existing proposal, the City is seeking to ensure that a minimum of 35 units are middle income affordable units.

## 5. School Accommodation

### The Peel District School Board

Student Yield	School Accommodation		
40 Kindergarten to Grade 6 8 Grade 7 to Grade 8 7 Grade 9 to Grade 12	Cashmere Avenue Public School	Elizabeth Senior Public School	TL Kennedy Secondary School
	Enrolment: 359 Capacity: 461 Portables:	Enrolment: 348 Capacity: 262 Portables: 4	Enrolment: 716 Capacity: 1275 Portables: 0

### The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
7 Kindergarten to Grade 8 6 Grade 9 to Grade 12	Father Daniel Zanon Catholic Elementary School	Father Michael Goetz
	Enrolment: 308 Capacity: 470 Portables: 0	Enrolment: 1131 Capacity: 1593 Portables: 0

## 6. Community Questions and Comments

A community meeting was held by Ward 7 Councillor, Dipika Damerla on November 10, 2021. There were 2-3 members of the public in attendance and no questions or comments were received at that time.

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

the Recommendation Report, which will come at a later date.

Some residents have expressed concerns about the height, density, massing of the building as well as it's compatibility with the existing neighbourhood. They have also raised concerns regarding the amount of parking being proposed and the potential overflow effect that may occur on Parkerhill Road. Other concerns include existing crime in the area and that added population may create additional crime. One other resident was concerned about the Environmental Site Assessment.

## 7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (July 21, 2021)	<p>A Regional Official Plan will not be required.</p> <p>An existing 200 mm (7.87 in.) diameter water main is located on Parkerhill Rd-An existing 300 mm (11.8 in.) diameter water main is located on Dundas St. W. 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. For this type of development proposal, we recommend, where possible, the consideration of a domestic water and fire system looped to municipal water. All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications.</p> <p>An existing 250 mm (9.8 in.) diameter sanitary sewer is located on Parkerhill Road. An existing 250 mm (9.8 in.) diameter sanitary sewer is located on Dundas St W. 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. All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications.</p> <p>The applicant shall verify the location of the existing service connections to the subject site. Please contact Records at PWSERVICEREQUESTS@PEELREGION.CA. In addition, requests for underground locates can be made at: <a href="https://www.ontarioonecall.ca/portal/">https://www.ontarioonecall.ca/portal/</a>. All Servicing and Grading drawings shall reflect 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>A satisfactory Functional Servicing Report is required prior to Site Plan Approval. Please refer to the Region's Functional Servicing Report Criteria within the Functional. We have received the FSR dated 2021-03-15 and prepared by UrbanWorks Engineering Corporation/Taras Dumyn P.Eng. A hydrant flow test is required to complete modelling.</p> <p>Lines of influence of proposed underground permanent structure shall not encroach onto the existing Watermain and Sanitary sewer. Infrastructure located within Parkerhill Rd. and Dundas St. W. (as per Region of Peel Water Design Criteria 2.8) and Sanitary Sewer Design Criteria 6.4).</p> <p>The submitted streetscaping drawings do not show underground infrastructure/services. Please revise the drawings with that information shown. If streetscaping proposed over Region of Peel infrastructure. Streetscaping over Regional infrastructure will not be accepted. Please work with City urban design, landscaping/streetscaping staff to remove any encroachments over the Region's sanitary sewer and/or watermain.</p>

Agency / Comment Date	Comments
Dufferin-Peel Catholic District School Board (June 23, 2021)	<p>This school 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>The Board requests that the following conditions be fulfilled prior to the final approval of the zoning by-law:</p> <p>1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots:</p> <p style="padding-left: 40px;">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 bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."</p> <p style="padding-left: 40px;">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>
Peel District School Board (July 5, 2021)	<p>The Board requires the inclusion of the following conditions in the Conditions of Draft Approval as well as the Engineering Agreement:</p> <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 Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, within a period of five years from the date of registration of the development agreement:</p> <p style="padding-left: 40px;">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 style="padding-left: 40px;">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 Peel District School Board."</p> <p>The developer shall agree to erect and maintain signs at the entrances to this development which shall advise prospective purchases that due to present school facilities, some of the children from this development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District School Board's Transportation Policy.</p>
City Community Services Department – Park Planning Section (June 24, 2021)	<p>An Arborist Report with a Tree Inventory Plan prepared by Palmer, dated February 26, 2021 was submitted and has been reviewed. The information provided is incomplete and a satisfactory Tree Inventory Plan is required to assess existing site conditions.</p>

Agency / Comment Date	Comments
Economic Development Office (August 5, 2021)	The proposed grade related commercial uses have been reviewed and staff are requesting to add permissions for additional commercial/office uses at grade.
City Transportation and Works Department (June 23, 2021)	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p><u>Stormwater</u>          A Functional Servicing and Stormwater Management Report dated March 2021, prepared by UrbanWorks Engineering Corp. was submitted for review. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure, and/or on-site stormwater management controls.</p> <p>The applicant is proposing to utilize existing sewer infrastructure to service the development lands, and to implement on-site stormwater management controls for the post-development discharge.</p> <p>The applicant is required to provide further technical information to demonstrate:</p> <ul style="list-style-type: none"> <li>• the 100-year ponding depth;</li> <li>• whether any external flow from the adjacent properties need to be accommodated; and</li> <li>• that the existing storm sewer and outlet are in good condition.</li> </ul> <p><u>Traffic</u>          Traffic Impact Study (TIS) prepared by LEA Consulting Ltd. dated March 2021 was submitted in support of the proposed development and a full review has been completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> <li>• An updated TIS addressing all staff comments;</li> <li>• Satisfactory plans for the future internal road right-of-way widths and road configuration; and</li> <li>• Address any traffic concerns from the community related to the proposed development.</li> </ul> <p><u>Environmental Compliance</u>          Phase One Environmental Site Assessment (ESA)(ref# 2003-E004), Dated April 28, 2020, prepared by Soil Engineers Ltd. Was submitted for review. This ESA indicated that there may be contamination on the site and as such, a Phase Two ESA is required.</p>

Agency / Comment Date	Comments
	<p>The applicant is required to provide further technical information as part of a subsequent submission, including:</p> <ul style="list-style-type: none"> <li>• Phase Two ESA</li> <li>• Reliance Letter for the Phase I ESA report</li> <li>• Dewatering Commitment Letter</li> <li>• Monitoring Wells Decommissioning Letter</li> </ul> <p>Please note that a Record of Site Condition (RSC) filing for the property is required prior to By-law enactment.</p> <p><u>Noise</u>            An Environmental Noise Feasibility Study prepared by Valcoustics Canada Ltd. dated March 25, 2021, was submitted for review. The noise study evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road, light rail, aircraft traffic, nearby commercial properties, and mechanical equipment of other residential buildings in the vicinity. Noise mitigation measures will be required. The applicant is required to update the report with further information in order to evaluate the feasibility of proposed mitigation measures and confirm how noise levels from light rail and other stationary sources may affect this development.</p> <p>A future Site Plan application is required and will ensure the mitigation measures are installed.</p> <p><u>Engineering Plans/Drawings</u>            The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which need to be revised as part of subsequent submissions, in accordance with City Standards.</p>
Credit Valley Conservation (August 17, 2021)	<p>The subject site is located adjacent to Mary Fix Creek. This portion of the creek plays an important linkage function in the City's natural heritage, and flood mitigation system. An Environmental Impact Study (EIS) prepared by Palmer, dated March 3, 3031 was submitted and reviewed, and staff have request additional information be provided.</p> <p>The following plans were also reviewed and are required to be amended and/or updated:</p> <ul style="list-style-type: none"> <li>• A Storm Water Management Plan</li> <li>• A Restoration/Landscape Plan</li> <li>• Erosion and Sediment Control (ESC)</li> <li>• Geotechnical Assessment</li> <li>• Site Grading Plan</li> </ul>
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"> <li>- GO Transit - Metrolinx</li> <li>- Greater Toronto Airport Authority</li> <li>- HULRT Office</li> <li>- Enbridge Gas</li> </ul>

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> <li>- Alectra Utilities</li> <li>- Canada Post</li> <li>- Rogers Cable</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- Ministry of Transportation</li> <li>- Trillium Health Partners</li> </ul>

## 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)

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

## 9. Next Steps

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

- Is the proposed development compatible with the existing and planned character of the area given the proposed massing and building height?
- Are the proposed zoning by-law exception standards appropriate?

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.