

Detailed Information and Preliminary Planning Analysis

Owner: DVB Real Estate Investments Inc.

3016, 3020, 3026, 3032 Kirwin Avenue & 3031 Little John Lane

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1. Proposed Development

The applicant proposes to develop the property with an 8 storey rental apartment building containing 148 dwelling units. 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 7, 2021 Deemed incomplete: June 25, 2021 Deemed complete: July 16, 2021	
Developer/ Owner:	DVB Real Estate Investments Inc.	
Applicant:	Weston Consulting (c/o Michael Vani)	
Number of units:	148 residential units	
Existing Gross Floor Area:	n/a	
Proposed Gross Floor Area:	11,120 m ² (119,695 ft ²) residential	
Height:	8 storeys / 25.5 m (83.7 ft.)	
Lot Coverage:	27%	
Floor Space Index:	1.74	
Landscaped Area:	54%	
Road Type:	Public	
Anticipated Population:	324 *Average household sizes for all units (by type) based on the 2016 Census	
Parking: resident spaces visitor spaces Total	Required: 181 Required: 22 203	Provided: 157 Provided: 21 178
Green Initiatives:	<ul style="list-style-type: none"> A green roof is contemplated to be proposed as part of a future site plan application 	

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>:

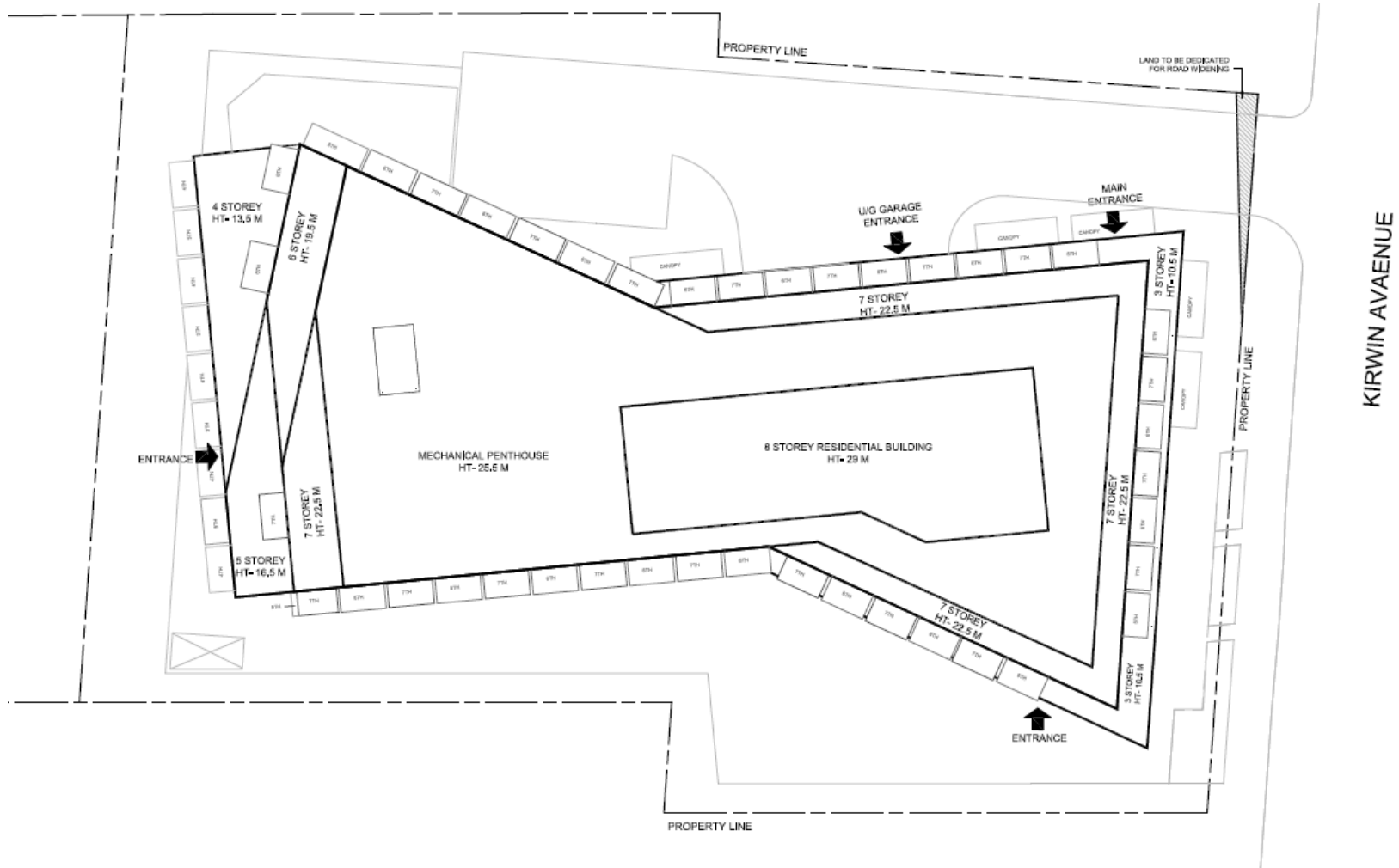
- Planning Justification Report
- Concept Site Plan & Elevations
- Landscape Plan
- Urban Design Brief
- Acoustical Feasibility Study (Environmental Noise)
- Sun/Shadow Study
- Pedestrian Level Wind Study
- Arborist Report
- Tree Inventory and Preservation Plan
- Archaeological Assessment & Clearance Letter
- Draft Official Plan & Zoning By-law Amendments
- Streetscape Feasibility Study
- Transportation Impact Study
- Transportation Demand Management Strategy
- Stormwater Management & Functional Servicing Report
- Phase 1 Environmental Site Assessment
- Phase 2 Environmental Site Assessment
- Arborist Report
- Scoped EIS & Tree Inventory Plan
- Grading and Servicing Plans
- Temporary Erosion and Sediment Control Plan

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 January 21, 2021. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the applications.

Concept Plan and Renderings



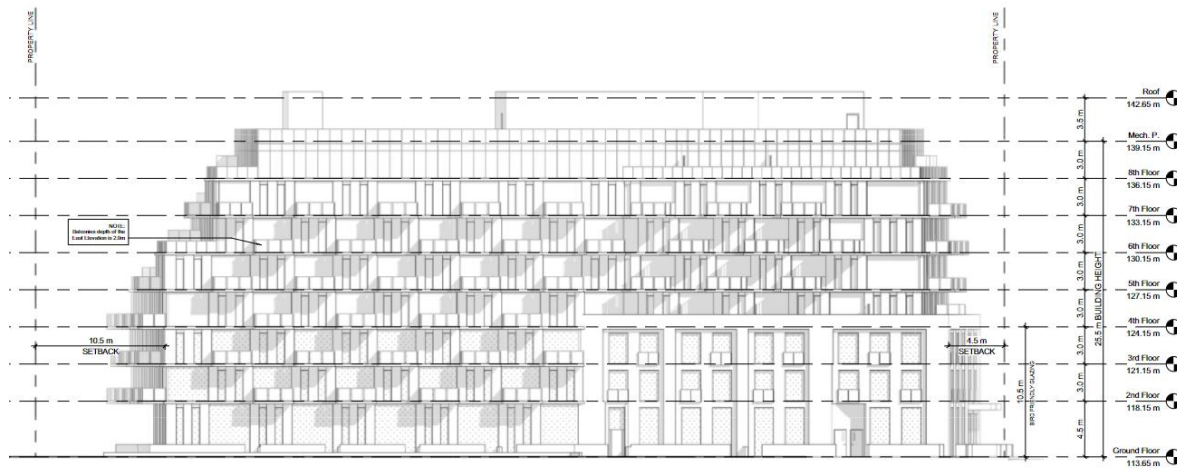
Concept Plan



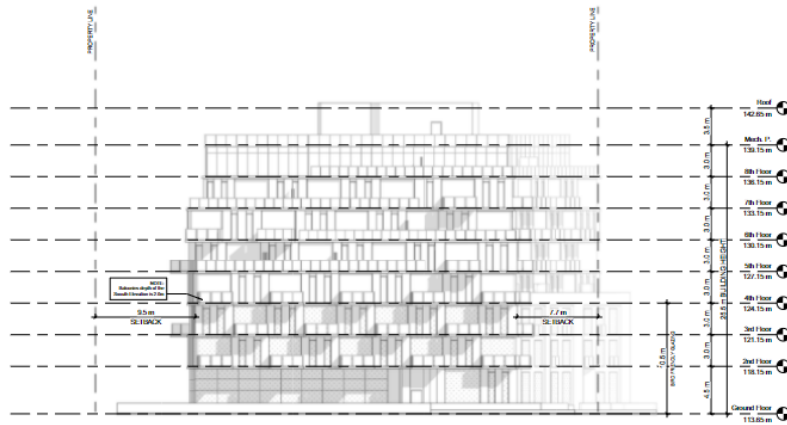
Rendering from Kirwin Avenue looking southwest



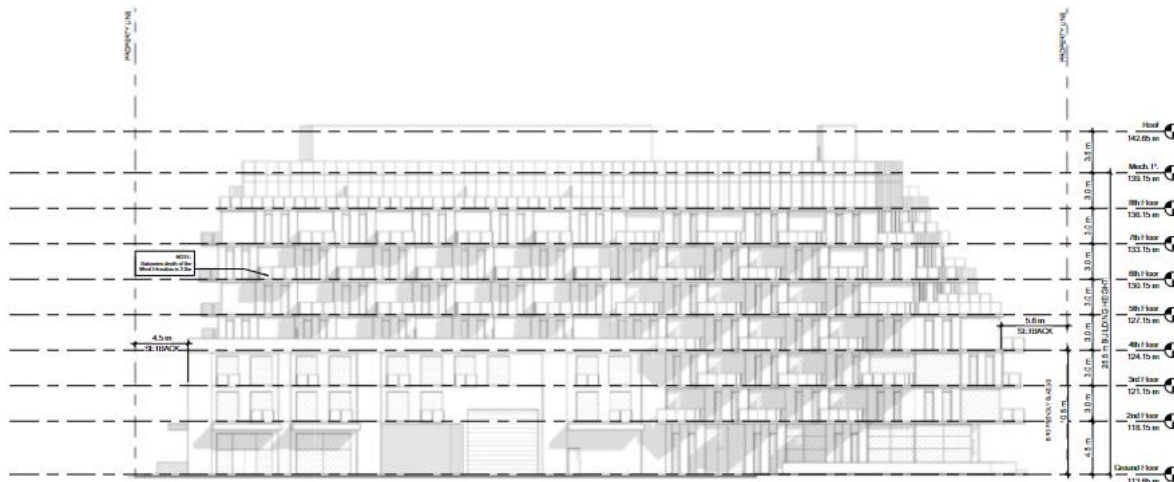
East Elevation



South Elevation



West Elevation



North Elevation

2. Site Description

Site Information

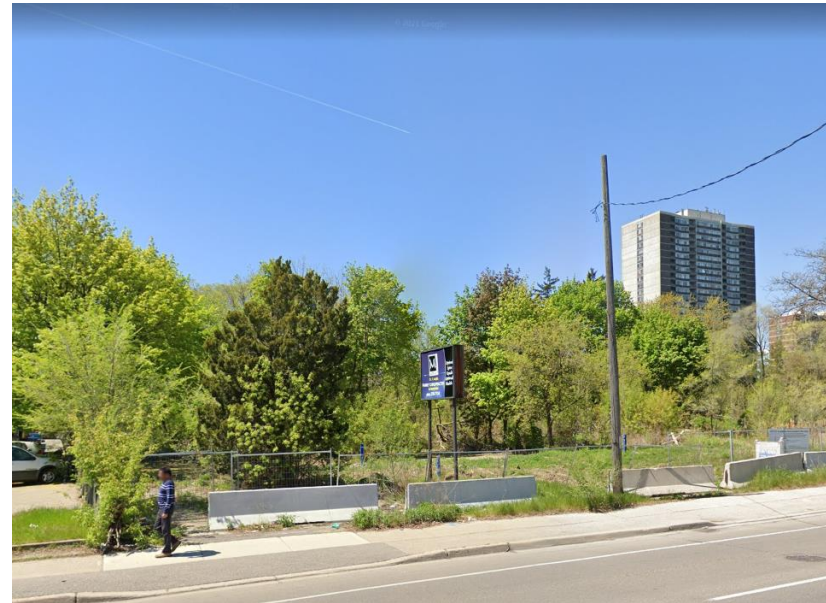
The property is located at 3016, 3020, 3026, 3032 Kirwin Avenue and 3031 Little John Lane, which is north of Dundas Street East spanning between Kirwin Avenue on the east and Little John Lane on the west and is within the Downtown Cooksville Neighbourhood Character Area. The site is currently vacant.



Aerial Photo of 3016, 3020, 3026, 3032 Kirwin Avenue and 3031 Little John Lane

Property Size and Use

Frontage:	50.28 m (165 ft.) on Kirwin Avenue 44.85 m (147.1 ft.) on Little John Lane
Depth:	131.4 m (431.1 ft.)
Gross Lot Area:	0.64 ha (1.6 ac.)
Existing Uses:	Vacant



Streetview of the lands from Kirwin Avenue

Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **C4-52** (Mainstreet Commercial - Exception). The **C4-52** zone permits overnight accommodation with a maximum height of 42 storeys.
- November 14, 2012 – Mississauga Official Plan came into force. The subject lands are designated Mixed Use in the Downtown Cooksville Character Area.

3. Site Context

Surrounding Land Uses

The subject site is a rectangular shaped combination of parcels located behind a commercial plaza on the north side of Dundas Street East. The site is bounded on the east by Kirwin Avenue, on the west by Little John Lane and on the north by City owned, John C. Price Park.

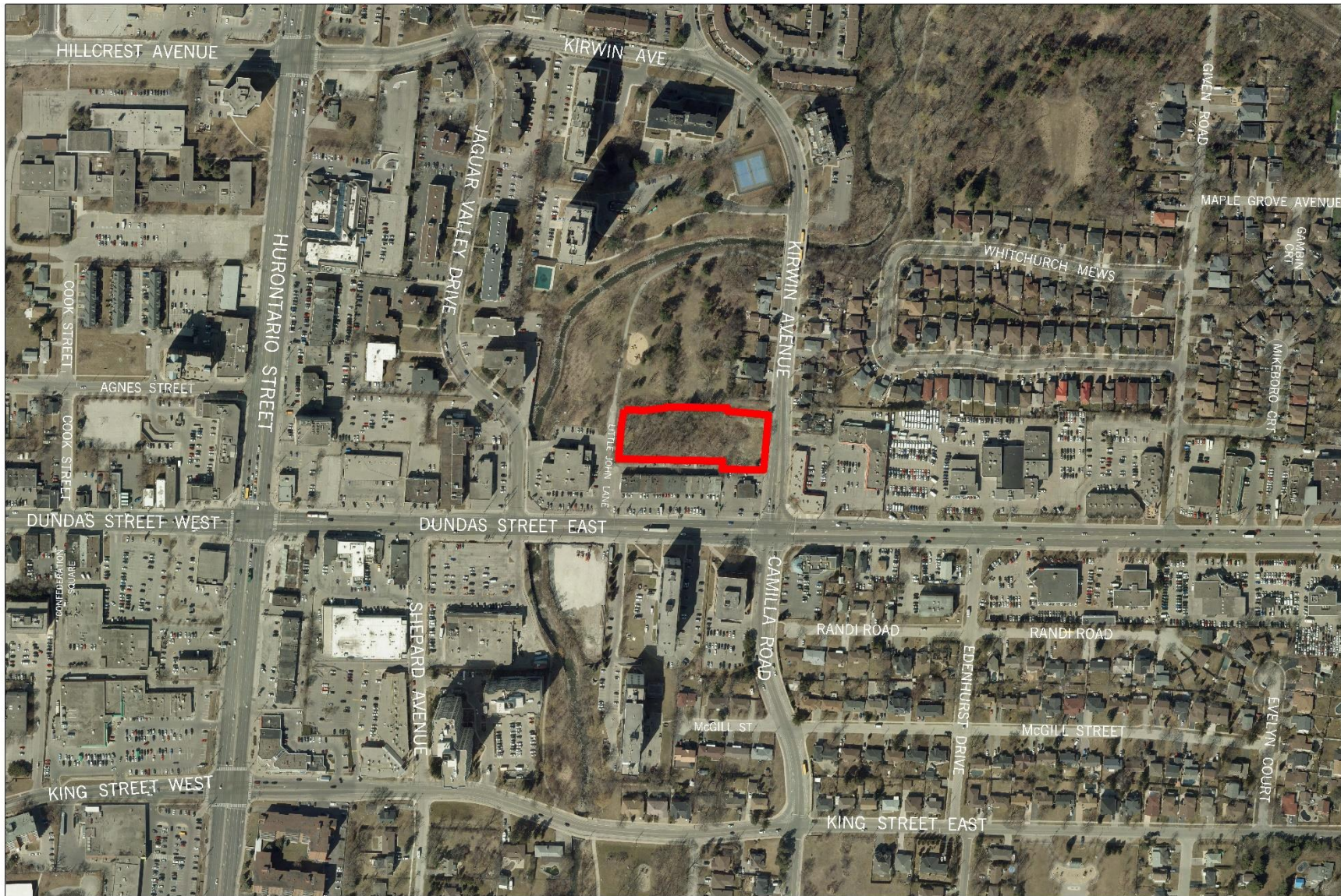
The surrounding land uses are:

- | | |
|--------|---|
| North: | John C. Price Park and low density residential |
| East: | Low rise commercial and low rise residential |
| South: | Low rise commercial plaza and stand alone motor vehicle service centre fronting onto Dundas Street East |
| West: | Little John Lane with a portion of the park and a commercial building |

Neighbourhood Context

The subject property is located in the Downtown Cooksville Character Area. The surrounding area contains mostly commercial uses along Dundas Street East, a park to the north and residential uses along Kirwin Avenue. There is a 12 storey residential apartment building on the south side of Dundas and 12 and 29 storey apartment buildings on the north side of the park. This area was developed in the 1970s and 1980s.

Dundas Street East is identified as an Intensification Corridor in 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 Downtown Cooksville area is 9,310 with the median age of this area being 38 (compared to the City's median age of 40). 65% of the neighbourhood population are of working age (15 to 64 years of age), with 20% children (0-14 years) and 15% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 17,500 and 20,600 respectively. The average household size is 2 persons with 92% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 1,515 units (40%) owned and 2,290 units (60%) rented with a vacancy rate of approximately 0.8%* and 0.9%*. In addition, the number of jobs within this Character Area is 2,722. Total employment combined with the population results in a PPJ for Downtown Cooksville of 131 persons plus jobs per ha.

**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 H-OZ 20-5 W7 – 86 to 90 Dundas Street East – applications in process to remove a Holding Provision to allow the development of a 17 storey apartment building with 336 dwelling units and ground floor commercial uses
- File OZ/OPA 21-11 W7 – 3085 Hurontario Street – applications in progress for 4 residential buildings (9, 30, 33 and 35 storeys) with 1,081 dwelling units and 1 025 m² (11,033 ft²) of ground floor commercial uses
- 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 uses. This 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.

The subject development site is adjacent to John C Price Park (P-202), zoned **OS1** that includes a community play site. A section of the subject property and the adjacent park is also

identified as a Special Management Area in the Natural Heritage System (NHS). This portion of the site is within the Credit Valley Conservation (CVC) regulated area identified as floodplain. The scoped environmental impact study prepared by Beacon Environmental dated March 2021 recommends protection, enhancement and restoration of the existing natural hazard (floodplain) and significant wildlife habitat functions. The applicant is proposing to redesignate and rezone these lands to **Open Space** and dedicate them to the City.

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 John C. Price Park, R. Jones Park, and Cooksville Park. There are also a number of elementary, middle and secondary schools in the area.

The site is within 800 m (2,624 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 1C – Dundas - Collegeway

- Route 2 – Hurontario
- Route 4 – Sherway Gardens
- Route 28 – Dundas and Confederation
- Route 101 and 101A – Dundas Express
- Route 103 – Hurontario Street

The Dundas Connects Master Plan (2018) was undertaken to take a coordinated view of the corridor from a land use and transportation perspective in support of higher order transit along Dundas Street. The City is currently developing the preliminary design and obtaining Environmental Assessment approvals to proceed with the implementation of the Dundas BRT corridor. Furthermore, the City has made a submission for implementation funding through the Investing in Canada Infrastructure Program for the initial segment between Confederation Parkway and the Etobicoke Creek, and a decision is pending.

There are signed bicycle routes along Hillcrest Avenue and Fairview Road West, and other dedicated bicycle lanes on Confederation Parkway and Kirwin Avenue. The neighbourhood 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
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>Natural features and areas shall be protected for the long term. (PPS 2.1.1)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>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>
Region of Peel Official Plan (ROP)	<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 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>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p>

Mississauga Official Plan

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

Existing Designation

The lands are located within the Downtown Cooksville Neighbourhood Character Area and are designated **Mixed Use**. The **Mixed Use** designation permits a variety of commercial, retail and personal service shops along with residential uses in conjunction with other permitted uses.

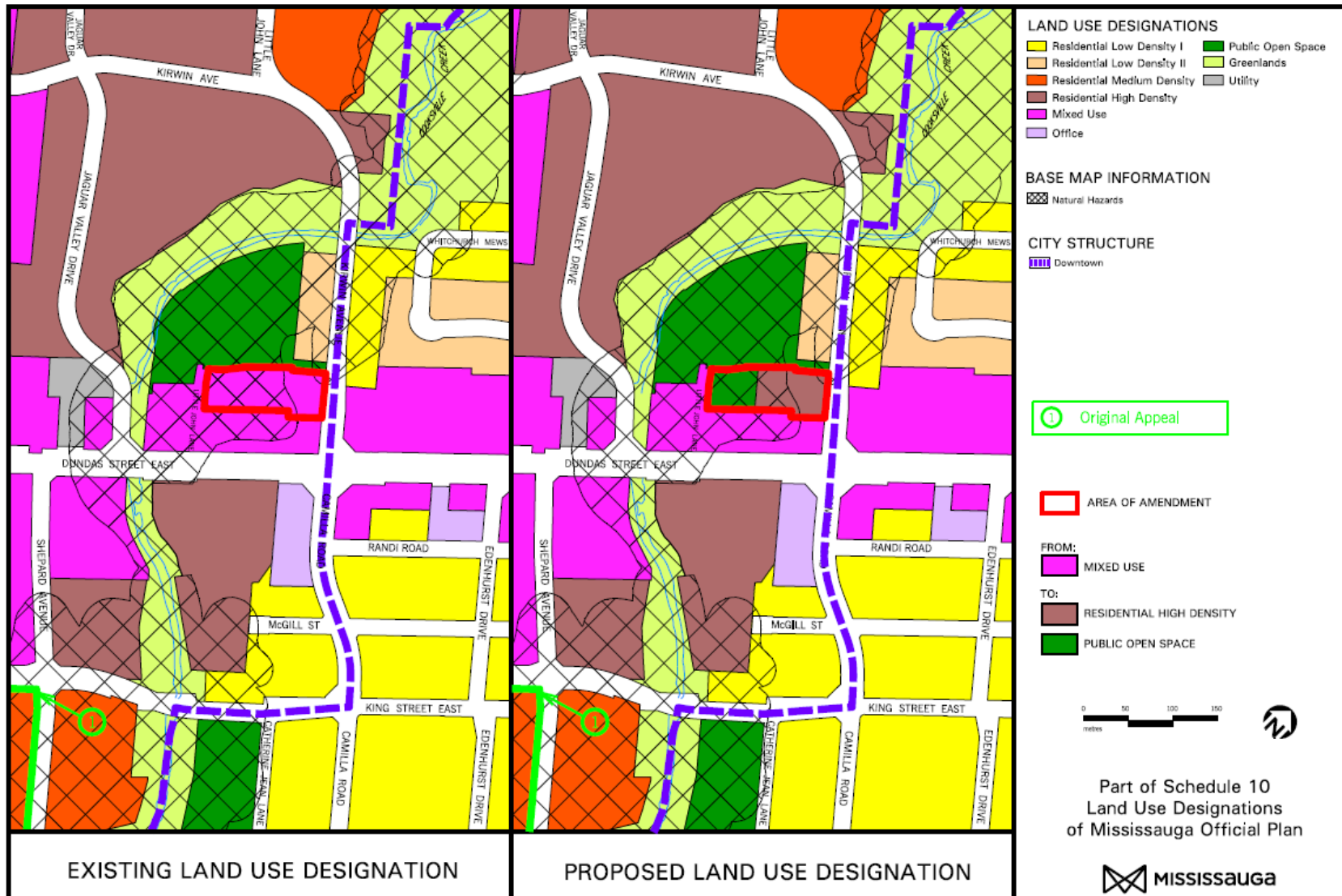
The subject property is located within approximately 800 m (2,624 ft.) of the Cooksville GO Station and the proposed Dundas BRT. It is also located within a "planned" Major Transit Station Area (MTSA) as defined by the Region of Peel. The boundaries for the MTSA's will be delineated through a future

municipal comprehensive review process, to be undertaken by the Region of Peel, and once approved to be followed by an implementing City official plan amendment.

Proposed Designation

The applicant is proposing to change the designation to **Residential High Density** to permit an 8 storey apartment building with a floor space index of 1.74 and **Open Space** on a smaller portion of lands that will be dedicated to the City. 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. The lands to be dedicated are identified as Special Management Area in the Natural Heritage System (NHS) and as such the **Greenlands** designation may be more appropriate.



Excerpt of Schedule 10 Land Use Designations

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 establish strategies that protect, enhance and expand the Green System. (Section 5.2.1)</p> <p>The Downtown is an Intensification Area. (Section 5.3.1.3)</p> <p>The Downtown will achieve a minimum gross density of 200 residents and jobs combined per hectare. The City will strive to achieve a gross density of between 300 to 400 residents and jobs combined per hectare. (Section 5.3.1.4)</p> <p>The Downtown will achieve an average population to employment ratio of 1:1, measured as an average across the entire Downtown. (Section 5.3.1.6)</p> <p>The Downtown will develop as a major regional centre and the primary location for mixed use development. The Downtown will contain the greatest concentration of activities and variety of uses. (Section 5.3.1.9)</p> <p>Development in the Downtown will be in a form and density that achieves a high quality urban environment. (Section 5.3.1.11)</p> <p>The Downtown will be developed to support and encourage active transportation as a mode of transportation. (Section 5.3.1.13)</p> <p>Where Corridors run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence. (Section 5.4.2)</p> <p>Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses orientated towards the Corridor. (Section 5.4.3)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area. (Section 5.4.4)</p>

	<p>General Intent</p> <p>Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building heights or until such time as alternative building heights area determined through planning studies. (Section 5.4.8)</p> <p>A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these areas will be permitted in all areas. (Section 5.5.7)</p> <p>Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged. (Section 5.5.8)</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 residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas. (Section 5.5.7)</p>
Chapter 6 Value The Environment	<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 & 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>
Chapter 7 Complete Communities	<p>Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga. (Section 7.1.1)</p> <p>In order to create a complete community and develop a built environment supportive of public health, the City will:</p> <p>a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment,</p>

	<p>General Intent</p> <p>community, and recreational land uses; b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking; c. encourage environments that foster incidental and recreational activity; and d. encourage land use planning practices conducive to good public health.</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.3)</p> <p>Mississauga will provide opportunities for:</p> <p>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> <p>Mississauga will cooperate with the Provincial Government to designate archaeological sites in accordance with the Ontario Heritage Act. (Section 7.4.4.1)</p> <p>Removal of artifacts from an archaeological site will be prohibited except in accordance with the requirements of the <i>Ontario Heritage Act</i>, the Provincial Government and the City. (Section 7.4.4.2)</p> <p>Any archaeological or other artifacts of heritage significance discovered on properties during the development of privately owned land will be deeded gratuitously to the appropriate public authority. (Section 7.4.4.3)</p> <p>As a condition of development, the City in consultation with the Provincial Government, may require that an archaeological assessment be undertaken. Should any significant archaeological remains be discovered, an appropriate mitigation strategy will be developed. Any salvage excavation or archaeological remains will be conducted to the satisfaction of the City and the Provincial Government. (Section 7.4.5.1)</p> <p>Mississauga will endeavor to protect the archaeological heritage of the City by identifying archaeological sites and encouraging documentation. (Section 7.4.5.12)</p>
<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>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. (Section 9.1.2)</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (Section 9.1.5)</p> <p>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>

	General Intent
	<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>The public realm and the development interface with the public realm will be held to the highest design standards (Section 9.2.1.19)</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>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>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>

	General Intent
	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)
Chapter 11 General Land Use Designations	<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>
Chapter 12 Downtown	<p>Proponents of development applications within the Downtown may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio. (Section 12.1.1.1)</p> <p>Lands immediately adjacent to, or within the Downtown, should provide both a transition between the higher density and height of development within the Downtown and lower density and height of development in the surrounding area. (Section 12.1.1.4)</p> <p>Notwithstanding the Residential High Density policies of this Plan, the maximum building height for lands designated Residential High Density will not exceed 25 storeys. (Section 12.1.2.2)</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; and 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) <p>As a condition of development approval, natural hazard lands may be placed in public ownership for their long term protection. (Section 19.18.1)</p> <p>Greenlands lands will be conveyed to the City or other public agency. Such lands will not be accepted as part of the dedication of land for park or other public recreational purposes contribution or credited against any cash in lieu for park or other public recreational purposes or be included in the calculation of density for building coverage. (Section 19.18.4)</p> <p>Development adjacent to Greenlands lands will be subject to the delineation of natural hazards, natural areas, buffers and setbacks by the City in consultation with the appropriate conservation authority. Dedication and/or restrictive zoning of buffers to Greenlands may also be required by the City in consultation with the appropriate conservation authority. (Section 19.18.5)</p>

	General Intent
	Prior to conveyance of Greenlands lands, the proponent may be requested to conduct a Phase 1 Environmental Site Assessment (ESA) in accordance with the latest standards of the Canadian Standards Association and the Ministry of Environment. Should the Phase 1 ESA indicate that further investigation is required, the proponent may be requested to conduct further investigation, perform site clean up and provide the appropriate environmental documentation. The conveyance of the Greenlands lands will occur after the proponent has completed all requirements to the satisfaction of the City. (Section 19.18.6)

Mississauga Zoning By-law

Existing Zoning

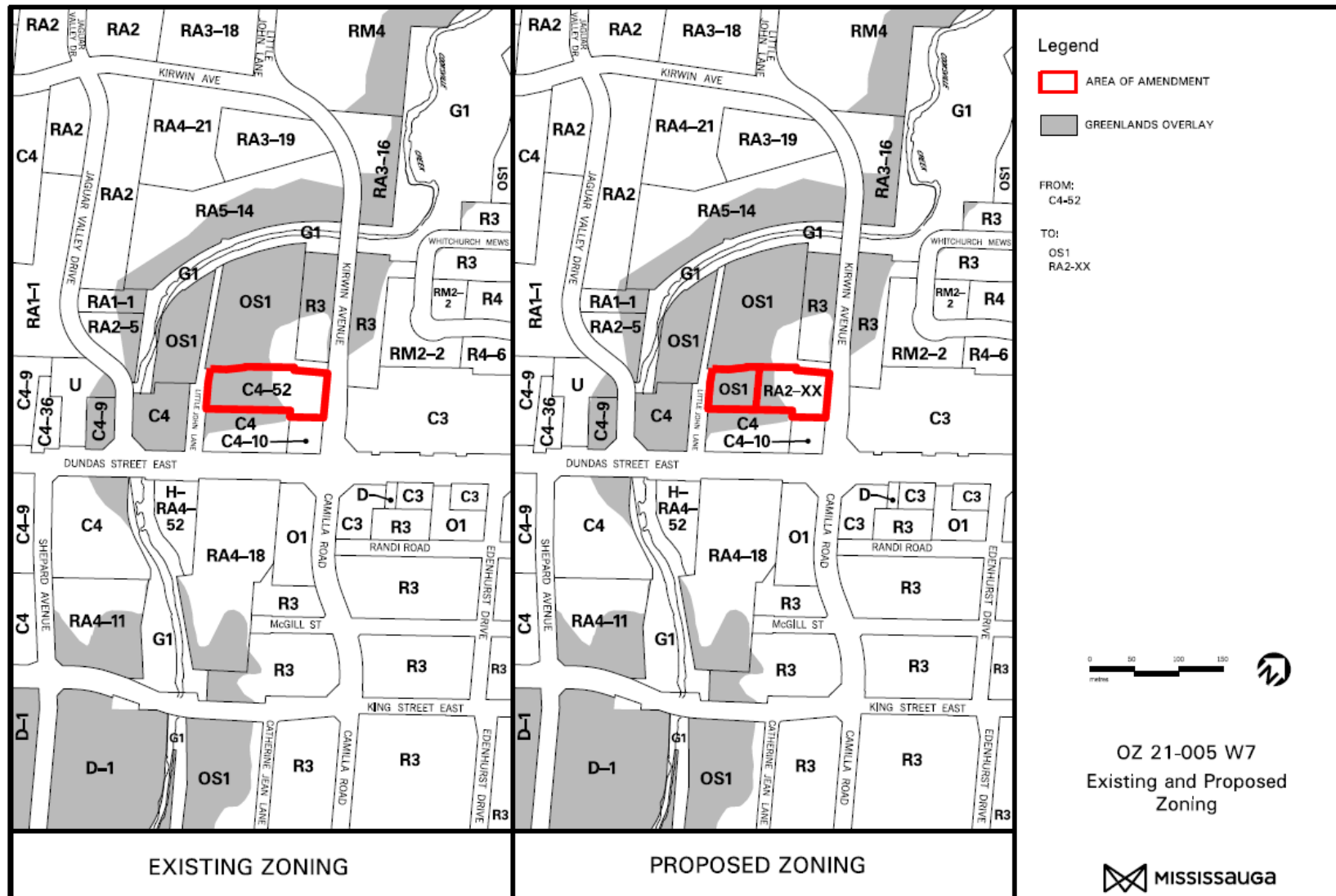
The subject property is currently zoned **C4-52** (Mainstreet Commercial – Exception) with a Greenlands overlay, which permits a 42 storey overnight accommodation (hotel) building.

Proposed Zoning

The application is to zone a portion of the property **RA2 – Exception** (Residential Apartment - Exception) to permit an 8 storey (25.5 m

(83.6 ft.)) rental apartment building with an FSI of 1.74. The remainder of the property is to be zoned **OS1** (Open Space) and subsequently dedicated to the City.

Through the processing of the applications, staff may recommend a more appropriate zone category for the development in the Recommendation Report. These lands are identified as hazard lands and the **G1** (Greenlands) may be a more appropriate zone.



Excerpt of Zoning Map Z21

Proposed Zoning Regulations

Zone Regulations	RA2 Zone Regulations	Proposed RA2 Amended Zone Regulations
Maximum Floor Space Index – Apartment Zone	1.0	1.74
Minimum Front and Exterior Side Yards for that portion of the dwelling with a height less than or equal to 13.0 m (42.6 ft)	7.5 m (24.6 ft.)	3.9 m (12.8 ft.)
Minimum Front and Exterior Side Yards for that portion of the dwelling with a height greater than 13.0 m (42.6 ft.) and less than or equal to 20.0 m (65.6 ft.)	8.5 m (27.9 ft.)	Shall not apply
Minimum Front and Exterior Side Yards for that portion of the dwelling with a height greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.)	9.5 m (31.2 ft.)	Shall not apply
Minimum Rear Yard for that portion of a building with a height less than or equal to 13.0 m (42.65 ft.)	7.5 m (24.6 ft.)	Shall not apply
Minimum Rear Yard for that portion of a building with a height greater than 13.0 m (42.6 ft.) and less than or	10.0 m (32.8 ft.)	5.6 m (18.3 ft.)

Zone Regulations	RA2 Zone Regulations	Proposed RA2 Amended Zone Regulations
equal to 20.0 m (65.6 ft.)		
Minimum Rear Yard for that portion of a building with a height greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.)	12.5 m (41.0 ft.)	Shall not apply
Maximum projection and encroachment of a balcony located above the first storey into a required yard	1.0 m (3.3 ft.)	2.0 m (6.6 ft.)
Maximum projection of a balcony above the first storey	1.0 m (3.3 ft.)	2.0 m (6.6 ft.)
Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	3.0 m (9.8 ft.)	0.9 m (3.0 ft.)
Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with Open Space, Greenlands and/or a Residential Zone	4.5 m (14.8 ft.)	1.5 m (4.9 ft.)
Minimum depth of a landscaped buffer along any other lot line	3.0 m (9.8 ft.)	1.0 m (3.3 ft.)
Minimum number of resident parking spaces per dwelling unit	Section 3 – <ul style="list-style-type: none"> 1.0 resident space per studio unit 	<ul style="list-style-type: none"> 1.0 resident space per studio unit

Zone Regulations	RA2 Zone Regulations	Proposed RA2 Amended Zone Regulations
	<ul style="list-style-type: none"> • 1.18 resident spaces per one-bedroom unit • 1.36 resident spaces per two-bedroom unit • 1.75 resident spaces per three-bedroom unit 	<ul style="list-style-type: none"> • 1.02 resident spaces per one-bedroom unit • 1.18 resident spaces per two-bedroom unit • 1.30 resident spaces per three-bedroom unit
Minimum number of visitor parking spaces per dwelling unit	<ul style="list-style-type: none"> • 0.20 visitor spaces per unit 	<ul style="list-style-type: none"> • 0.14 visitor spaces per unit

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>.

As this proposal is for a rental apartment building, this requirement is not applicable.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
12 Kindergarten to Grade 6 4 Grade 7 to Grade 8 2 Grade 9 to Grade 12	Clifton Public School	Camilla Road Senior Public School	TL Kennedy Secondary School
	Enrolment: 327 Capacity: 468 Portables: 0	Enrolment: 588 Capacity: 655 Portables: 3	Enrolment: 716 Capacity: 1,275 Portables: 0

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
3 Kindergarten to Grade 8 2 Grade 9 to Grade 12	Metropolitan Andrei Catholic Elementary School	Father Michael Goetz
	Enrolment: 487 Capacity: 582 Portables: 8	Enrolment: 1131 Capacity: 1593 Portables: 0

6. Community Questions and Comments

A community meeting was held by Ward 7 Councillor, Dipika Damerla on January 21, 2021. There were no members of the public in attendance and no questions or comments were received at that time.

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (September 1, 2021)	<p>A Regional Official Plan will not be required.</p> <p>An existing 300 mm (11.8 in.) diameter water main is located on Kirwin Avenue. An existing 150 mm (5.9 in.) diameter water main is located on Little John Lane. This proposal requires connection to a minimum municipal watermain size of 300 mm (11.8 in.) (Watermain Design Criteria 2.1) For this type of development proposal, we recommend, where possible, the consideration of a domestic water and fire system looped to municipal water, to provide a redundant water supply.</p> <p>An existing 250 mm (9.8 in.) diameter sanitary sewer is located on Kirwin Avenue and an existing 825 mm (32.5) diameter sanitary sewer is located on Little John Lane.</p> <p>Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. 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>A Regional access easement is required. The Region shall be satisfied with the draft reference plan and draft transfer easement document prior to Site Plan approval. The Regional access easement shall be registered, and deposited reference plan shall be submitted prior to Region of Peel Site Servicing Connections approvals.</p> <p>The applicant shall verify the location of the existing service connections to the subject site. 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. Revisions are required to the submitted FSR dated 2021-03-01 and prepared by LEA Consulting Ltd. Please refer to the Region's Functional Servicing Report Criteria.</p> <p>The applicant shall verify the location of the existing service connections to the subject site.</p> <p>A Waste Management Plan is required to demonstrate conformity with the Region's collection criteria.</p>
Dufferin-Peel Catholic District School Board	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.

Agency / Comment Date	Comments
(July 20, 2021)	<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>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>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 20, 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>a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."</p> <p>b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the 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>
Alectra (October 26, 2021)	Applicant is required to identify if the proposed building is to be electrically heated. This will change the service requirement and availability of hydro.
City Community Services Department – Park Planning Section	A revised Arborist Report prepared by Palmer, dated March 26, 2021 was submitted and has been reviewed. Staff are not satisfied with the report and further updates are required.

Agency / Comment Date	Comments
(September 24, 2021)	<p>In comments dated February 1, 2022, Community Services Department notes that the subject development site is adjacent to city owned lands identified as John C Price Park (P-202), zoned OS1 and includes a Community Play Site. A section of the subject property and the adjacent park is identified as a Special Management Area in the Natural Heritage System (NHS). The western portion of site is within the CVC regulated area identified as floodplain. The Scoped Environmental Impact Study prepared by Beacon Environmental dated March 2021 recommends protection, enhancement and restoration of the area identified as natural hazard (floodplain) and Special Management Area in the Natural Heritage System. The Special Management Area has significant wildlife habitat functions associated with it that should be protected, enhanced, restored and expanded.</p> <p>This Department recommends the gratuitous dedication of these lands identified as Special Management Area and Natural Hazard area (floodplain). Dedication of these lands support the Official Plan policies (Section 19.18) and will help maintain existing tree canopy and contribute to the protection and enhancement of the Natural Heritage System and its functions. This Department also notes that, in keeping with the Zoning By-law 0225-2007, a minimum 5.0 metre (16.4 ft) setback is required from the future lands to be zoned G1 Greenlands to any proposed structures, including below grade parking structure. A 4.5 metre (14.76 ft) setback is also required from any building or structure to an OS1 zone (in this case John C Price Park) including below grade parking structure.</p> <p>If the proposed development is approved and the hazard lands are gratuitously dedicated to the City for long term conservation purposes, securities for fencing, hoarding and clean-up work for adjacent City lands will be required during the site plan approval process.</p> <p>A revised Scoped Environmental Impact Study is required to address wildlife habitat; tree removals; compensation and restoration for any removed trees. A revised Arborist Report prepared by Palmer, dated March 26, 2021 was submitted and has been reviewed. Staff are not satisfied with the report and further updates are required.</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.</p>
Economic Development Office (August 19, 2021)	<p>The applicant is encouraged to include ground floor opportunities for mixed uses. It is important to provide access to employment opportunities within the local community to ensure inclusive growth for residents. The subject applications do not propose any mixed uses. We request that the applicant give consideration to including restaurant, takeout restaurant, veterinary clinic, personal service establishment, medical office, office, commercial school, recreation establishment, financial institution and/or daycare facilities.</p>
City Transportation and Works Department (October 4, 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</p>

Agency / Comment Date	Comments
	<p>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 recommend measures 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"> • the 100-year ponding depth; • whether any external flow from the adjacent properties need to be accommodated; and • that the existing storm sewer and outlet are in good condition. <p><u>Traffic</u></p> <p>Traffic Impact Study (TIS) prepared by LEA Consulting Ltd. dated April 21, 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>Based on the information provided to date, staff provide the following comments:</p> <ul style="list-style-type: none"> (i) Existing Transportation Conditions. Under study area, please include intersection of Kirwin Ave and Little John Lane. (ii) 3-1: Corridor Growth Rates. As confirmed with Transportation Planning Section the growth rates should be as follow: AM Peak - EB 0.5%; WB 1.0% and PM Peak - EB 1.0%; WB 0.5%. (iii) 3-2. Background Development. Please include 21T-M 21 2, 0 King Street East/0 Camilla Road, and 2487 Camilla Road. (iv) Please include the rationale for adjusting Total Lost Time. (v) The TIS shall include a section in the report to address Community Impacts. This section shall include summary statements outlining the resulting traffic increases to the critical streets, movements and intersections. Comments or concerns from the community through future public meetings and engagements that are related to traffic shall also be addressed in this section. The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department: <ul style="list-style-type: none"> • An updated TIS addressing all staff comments; • The proposed access shall be relocated to align with the opposing access to the plaza. • Address any traffic concerns from the community related to the proposed development. <p>The Owner will be required to gratuitously dedicate the following to the City of Mississauga. A right of way widening towards the ultimate 26 metre right-of-way of Kirwin Avenue as identified in the Official Plan. The dimensions related to right-of-way widths and required widenings are to be verified by the City's Ontario Land Surveyor.</p> <p><u>Environmental Compliance</u></p>

Agency / Comment Date	Comments
	<p>Phase One Environmental Site Assessment (ESA) (ref # 2012-001), dated December 22, 2020 and Phase Two ESA (#2012-001), dated January 7, 2021, prepared by Azure Group Inc. have been received. The reports must be accompanied by a letter signed by the author of the reports or a Principal of the Consulting Firm, which allows the City of Mississauga to make reliance on the findings and conclusions presented in the reports. The wording of the reliance letter must meet the City's sole and unfettered satisfaction.</p> <p>The applicant is required to provide further technical information as part of a subsequent submission, including:</p> <ul style="list-style-type: none"> • Reliance Letter for the Phase I ESA report • Dewatering Commitment Letter • Monitoring Wells Decommissioning Letter <p>A Record of Site Condition (RSC # 224283) was filed for the property on February 21, 2018. The property has not been in use since 2017.</p> <p><u>Noise</u> An Environmental Noise Feasibility Study prepared by Valcoustics Canada Ltd. dated April 23, 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. Stationary noise sources with potential impact on the proposed development will have to be further addressed. These stationary noise sources are the commercial plazas located immediately to the south (99-131 Dundas Street East) and to the east (157 Dundas Street East). The main noise sources associated with these establishments are the mechanical rooftop units. The appropriate warning clauses and implementation requirements to address all noise impacts are to be included in Schedules 'B' and 'C' of the Development Agreement.</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 (September 24, 2021)	<p>An Environmental Impact Study (EIS) prepared by Palmer, dated March 3, 2021 was submitted and reviewed and staff have request additional information be provided.</p> <p>The entire 3031 Little John Lane property has been identified as SWH Migratory Landbird Stopover Habitat. This should be adequately addressed in all technical reports. There should be no negative impacts on ecological functions of this feature. To minimize the ecological loss of the SWH the applicant should consider the following:</p> <ol style="list-style-type: none"> 1) Adjusting the plan to preserve the hedgerow of trees along the west side of the property, since hedgerows are known to support a variety of bird species; 2) Consider using CVCs Offsetting Guidelines to determine a more accurate compensation ratio based on dbh of trees being removed. Please consult with CVCs Plant Selection Guidelines when choosing appropriate tree and shrub species to plant; and

Agency / Comment Date	Comments
	3) There is an opportunity to enhance the existing SWH by planting trees and shrubs to the west of the property in order to connect the existing vegetated areas. Pursuing an enhancement/planting plan along these lines could work towards the applicant demonstrating no negative impacts on ecological functions of the SWH feature.
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"> - GO Transit - Metrolinx - Greater Toronto Airport Authority - Enbridge Gas - Canada Post - Rogers Cable
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Ministry of Transportation - Trillium Health Partners

Development Requirements

There are engineering matters including: grading, environmental, engineering, servicing and stormwater management that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

8. Section 37 Community Benefits (Bonus Zoning)

The *Planning Act* was amended by Bill 197, *COVID-19 Economic Recovery Act*, 2020, S.O. 2020, c. 18. Section 37

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

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 **Open Space** designation and **OS1** (Open Space) zoning appropriate for the hazard lands proposed to be dedicated to the City or are the **Greenlands** designation and **G1** zone more appropriate?
- 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.