

Detailed Information and Preliminary Planning Analysis
Owner: Augend 189 Dundas West Village Properties Ltd.
189 Dundas Street West

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1. Proposed Development

The applicant proposes to develop the property with three apartment buildings, with heights of 32, 20 and 18 storeys. Commercial uses are proposed on the ground floor of the 20 storey apartment building fronting on Dundas Street West. 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: July 13, 2021 Deemed complete: August 5, 2021	
Developer/ Owner:	Augend 189 Dundas West Village Properties Ltd.	
Applicant:	Glen Schnarr & Associates Inc. (c/o Jim Levac)	
Number of units:	966 residential units	
Existing Gross Floor Area:	Small vacant commercial building	
Proposed Gross Floor Area:	58,490.08 m ² (629,581.9 ft ²) residential 530.7 m ² (5,712.4 ft ²) commercial	
Height:	32 storey/99.9 m (327.7 ft.) 20 storey/62.9 m (206.5 ft.) 18 storey/57.1 m (187.2 ft.)	
Lot Coverage:	28.9%	
Floor Space Index:	4.19	
Landscaped Area:	45%	
Road Type:	Private driveway to public road	
Anticipated Population:	1900* *Average household sizes for all units (by type) based on the 2016 Census	
Parking: resident spaces	Required: 1,233	Provided: 717

Development Proposal		
visitor spaces	Required: 193	Provided: 97
retail	Required: 23	Provided: 0
Total	1,449	814
Green Initiatives:	<ul style="list-style-type: none"> • Rainwater harvesting • Stormwater holding tanks • Oil Grit Separator • Landscape treatments and native plantings • Specialized paving surfaces 	

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
- Concept Landscape Plan
- Urban Design Brief
- Streetscape Feasibility Study – Utility Plan
- Environmental Noise Feasibility Study
- Sun/shadow Study
- Pedestrian Level Wind Study
- Arborist Report (Tree Inventory/Preservation Plans)
- Draft Official Plan and Zoning By-law Amendments
- Transportation Impact Study with Parking Utilization Study
- Transportation Impact Study

- Functional Servicing Report
- Stormwater Management Report
- Geotechnical Assessment
- Hydrogeological Site Assessment
- Phase I and Phase II Environmental Report
- Record of Site Condition
- Grading and Servicing Plans
- Erosion and Sediment Control Plan

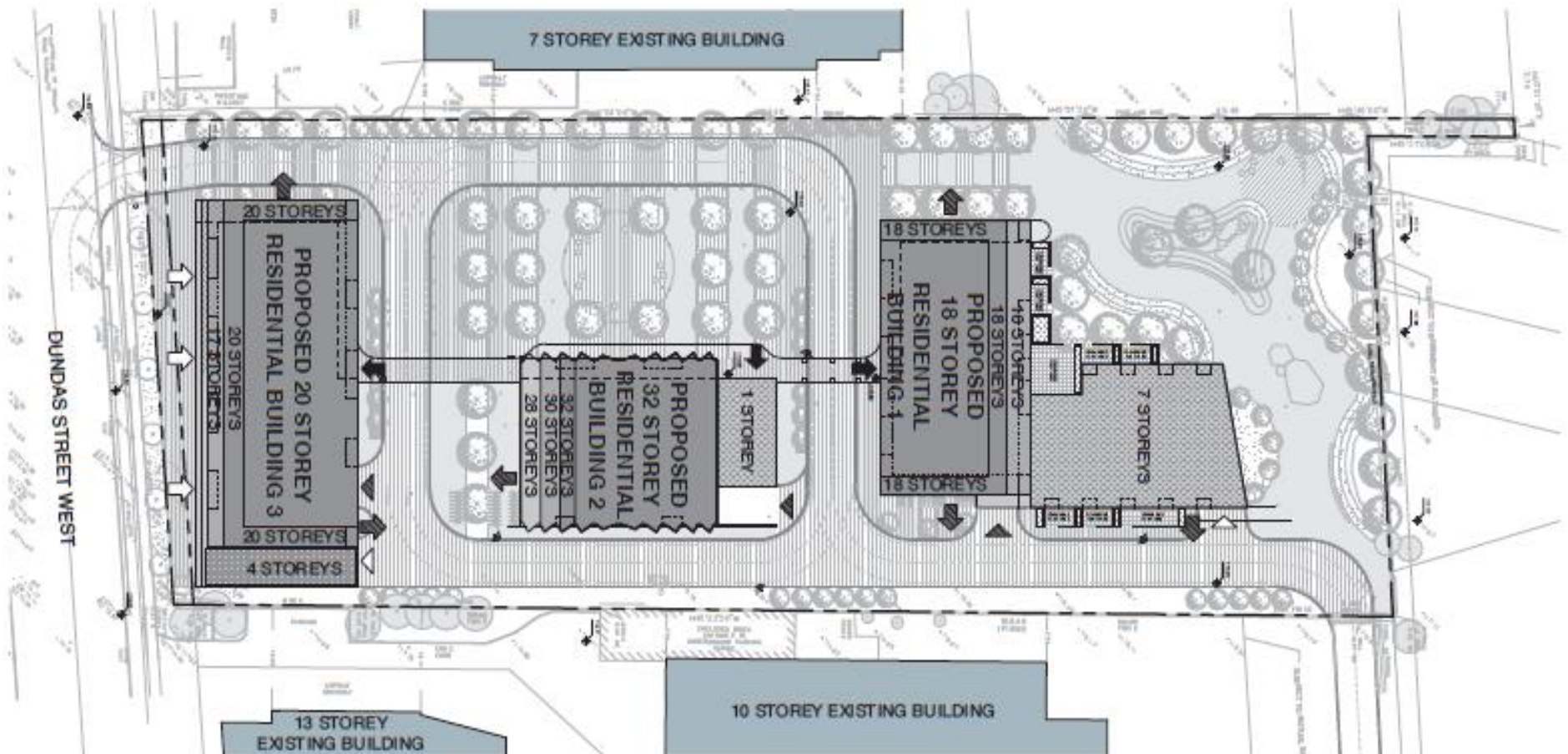
The application has not yet been presented to the Urban Design Advisory Panel.

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 June 2, 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



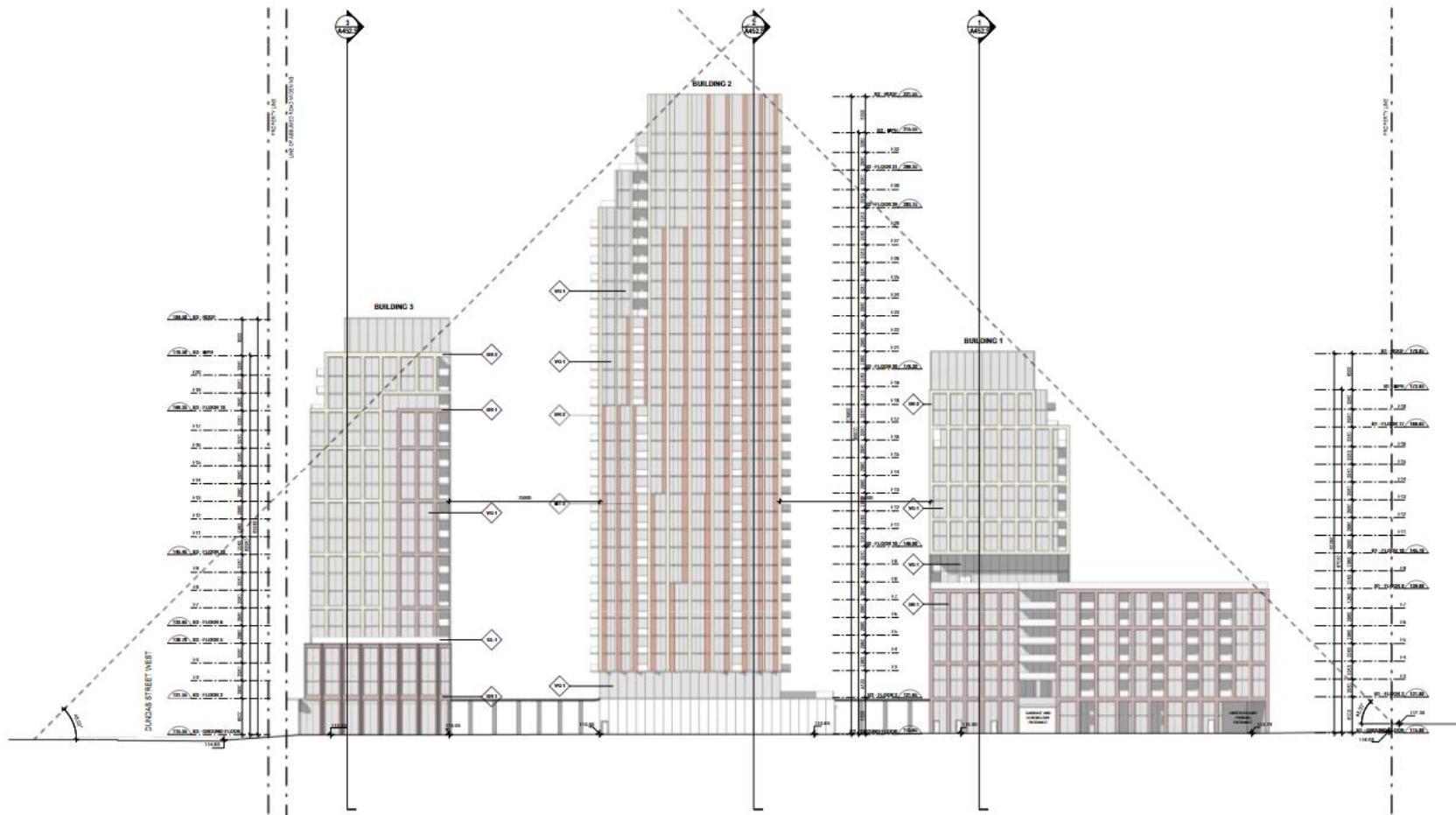
Rendering looking northeast



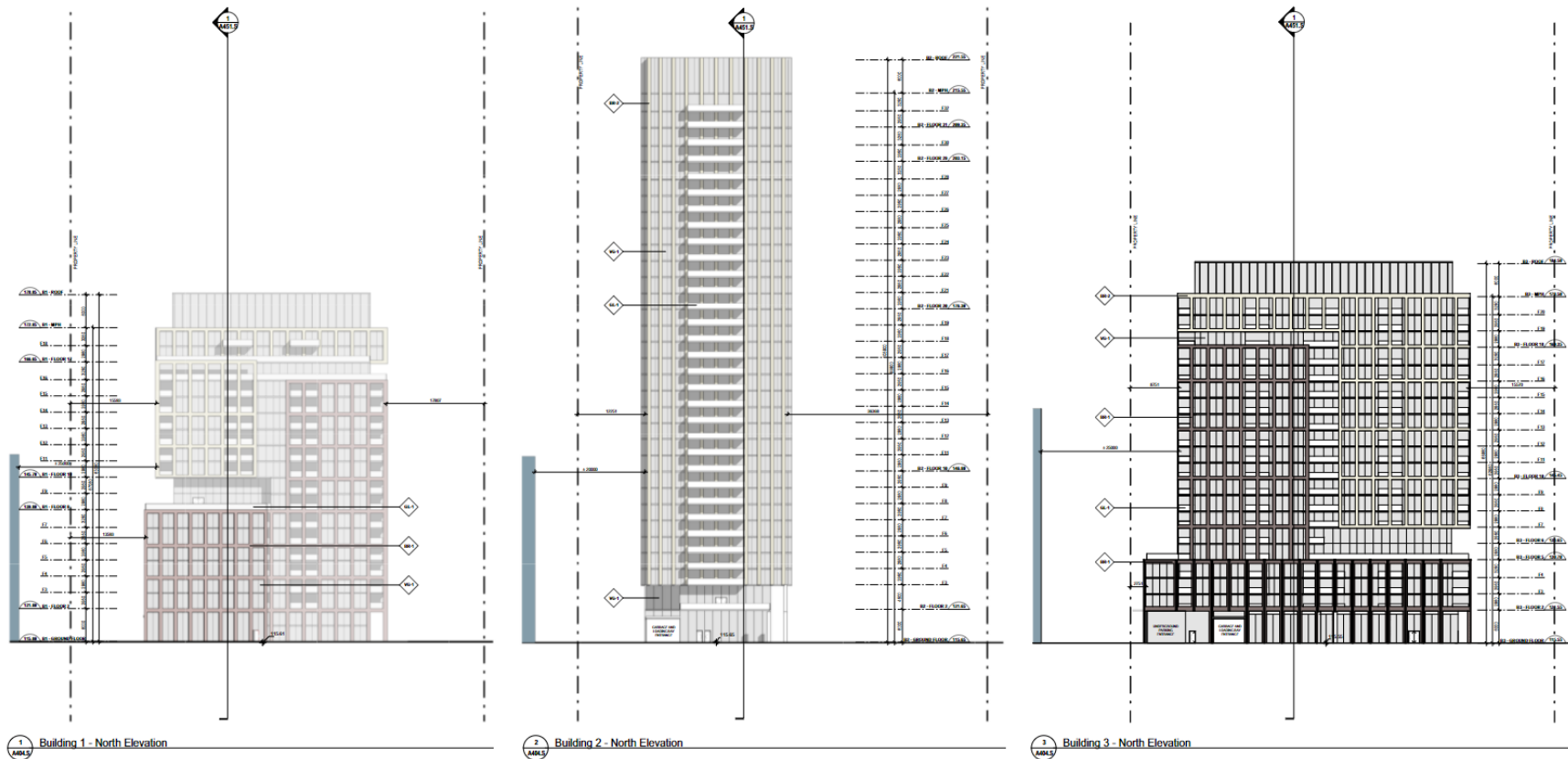
Rendering looking southwest



Rendering looking southeast from proposed amenity area



East Elevation



North Elevation of each building

2. Site Description

Site Information

The subject lands are located on the north side of Dundas Street West, just west of Confederation Parkway. To the immediate north of the subject lands are residential single detached dwellings. To the immediate east are 10 and 13 storey apartment buildings, with retail and office units. To the immediate south are two single detached dwellings and a used motor vehicle sales and repair establishment. To the west are 7 to 13 storey apartment buildings, with retail uses at grade.



Aerial Photo of 189 Dundas Street West

Property Size and Use	
Frontage:	74.17 m (243.3 ft.)
Depth:	186.46 m (611.7 ft.)
Gross Lot Area:	1.4 ha (3.4 ac.)
Existing Uses:	1 storey vacant commercial building



Streetview of the site

Site History

- From 1947 – 2011 West End Motors and Trailer Park operated in this site
- The motor vehicle repair use continued until approximately 2018
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **RA1 - 40** (Apartment - Exception). The

RA1 - 40 zone permits the existing non-conforming uses to remain, but not expand

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

3. Site Context

Surrounding Land Uses

The subject site is a rectangular shaped property located on the north side of Dundas Street West, east of Parkerhill Road and west of Confederation Parkway and currently occupied by a vacant commercial building. Immediately north of the property are low density residential uses (detached homes). There are 10 storey and 13 storey apartment buildings on the lot to the east and a 7 storey apartment building on the lot to the west.

The surrounding land uses are:

North: detached dwellings
 East: 10 and 13 storey apartment buildings
 South: 11 storey apartment building, 2 detached homes and commercial uses on the south side of Dundas Street West
 West: 7 storey apartment building

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. The character contains a variety of residential building types including detached, townhouses and apartment dwellings developed between 1970s and 2000.

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.



Aerial of the subject site

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 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 persons plus jobs (ppj) for the Cooksville Neighbourhood Character Area (West) of 42 per ha (17 ppj per acre).

**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:

- OZ/OPA 21-005 W7 – 255 Dundas Street West – applications in process for a 14 storey apartment building with commercial uses on the ground floor
- OZ 20-017 W7 – 2570 and 2590 Argyle Road – application in process for a 15 storey apartment building
- OZ/OPA 19-017 W7– 85-95 Dundas Street West and 98 Agnes Street – application approved for an 18 storey mixed use building with commercial uses on the ground floor. Approved 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 site is located within 162 m (531 ft.) of Parkerhill Park (P-380) which contains a play site. The park is zoned **OS1** (Open Space - Community Park). The site is also located within 207 m (679 ft.) of an unnamed parkland, west of the subject lands which contains Greenlands. The park is zoned **G1** (Greenlands - Natural Hazards). Prior to the issuance of building permits for each lot or block, cash-in-lieu for park or

other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.

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 500 m (1,640 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

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

Dundas Street is planned for Bus Rapid Transit (BRT). The Dundas Connects Master Plan (2018) was undertaken to take a coordinated view of the corridor from a land use and transportation perspective ([Dundas Connects Master Plan – City of Mississauga](#)) in support of higher order transit along Dundas Street. The City has built upon the previous Dundas Connects Master Plan (2018) and 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 Etobicoke, 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. There are multi-use trails in Brickyard Park, Dr. Martin Dobkin Park and Richard Jones Parks.

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
<i>Provincial Policy Statement (PPS)</i>	<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>
<i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i>	<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>
<i>Region of Peel Official Plan (ROP)</i>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p>

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

Mississauga Official Plan

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

Existing Designation

The lands are located within the Cooksville Neighbourhood Character Area (West) and are designated **Residential High Density**. The **Residential High Density** designation permits apartment dwellings and a variety of commercial, retail and personal service shops at grade.

The subject property is within 500 m (1,640 ft.) of the Cooksville GO Station 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 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 maintain the **Residential High Density** designation and to add a site specific policy to allow the increased height and density proposed, and that the property be included in the Downtown Cooksville Character Area. Taller buildings are contemplated in the Downtown Cooksville Character Area and if the boundary of the Downtown Cooksville Character Area is expanded, this would allow this site to be evaluated on the policies contained within that context. The applicant will need to justify that the change in boundary is appropriate and will need to demonstrate consistency with the intent of MOP. This will include having 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.



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>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>

	General Intent
	residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas. (Section 5.5.7)
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>In order to create a complete community and develop a built environment supportive of public health, the City will:</p> <ul style="list-style-type: none"> a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses; b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking; c. encourage environments that foster incidental and recreational activity; and d. encourage land use planning practices conducive to good public health. (Section 7.1.3) <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2) <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p>
Chapter 9 Build A Desirable	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)

	General Intent
Urban Form	<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> <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>

	General Intent
	<p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> a. Respect existing lotting patterns; b. Respect the continuity of front, rear and side yard setbacks; c. Respect the scale and character of the surrounding area; d. Minimize overshadowing and overlook on adjacent neighbours; e. Incorporate stormwater best management practices; f. Preserve mature high quality trees and ensure replacement of the tree canopy; and g. Be designed to respect the existing scale, massing, character and grades of the surrounding area. (Section 9.2.2.3) <p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> a. Assemble small land parcels to create efficient development parcels; b. Face the street, except where predominate development patterns dictate otherwise; c. Not locate parking between the building and the street; d. Site buildings to frame the street; f. Support transit and active transportation modes; h. Provide concept plans that show how the site can be developed with surrounding lands. (Section 9.2.2.6) <p>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>

	General Intent
	<p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged. (Section 9.5.1.12)</p> <p>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>
Chapter 11 General Land Use Designations	<p>Lands designated Residential High Density will permit an apartment dwelling. (Section 11.2.5.6)</p> <p>Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses. (Section 11.2.6.1)</p> <p>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> <p>Residential Uses will be combined on the same lot or same building with another permitted use but dwelling units will not be permitted on the ground floor. (Section 11.2.6.4)</p>
Chapter 16 Neighbourhoods	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)
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)

Existing Zoning

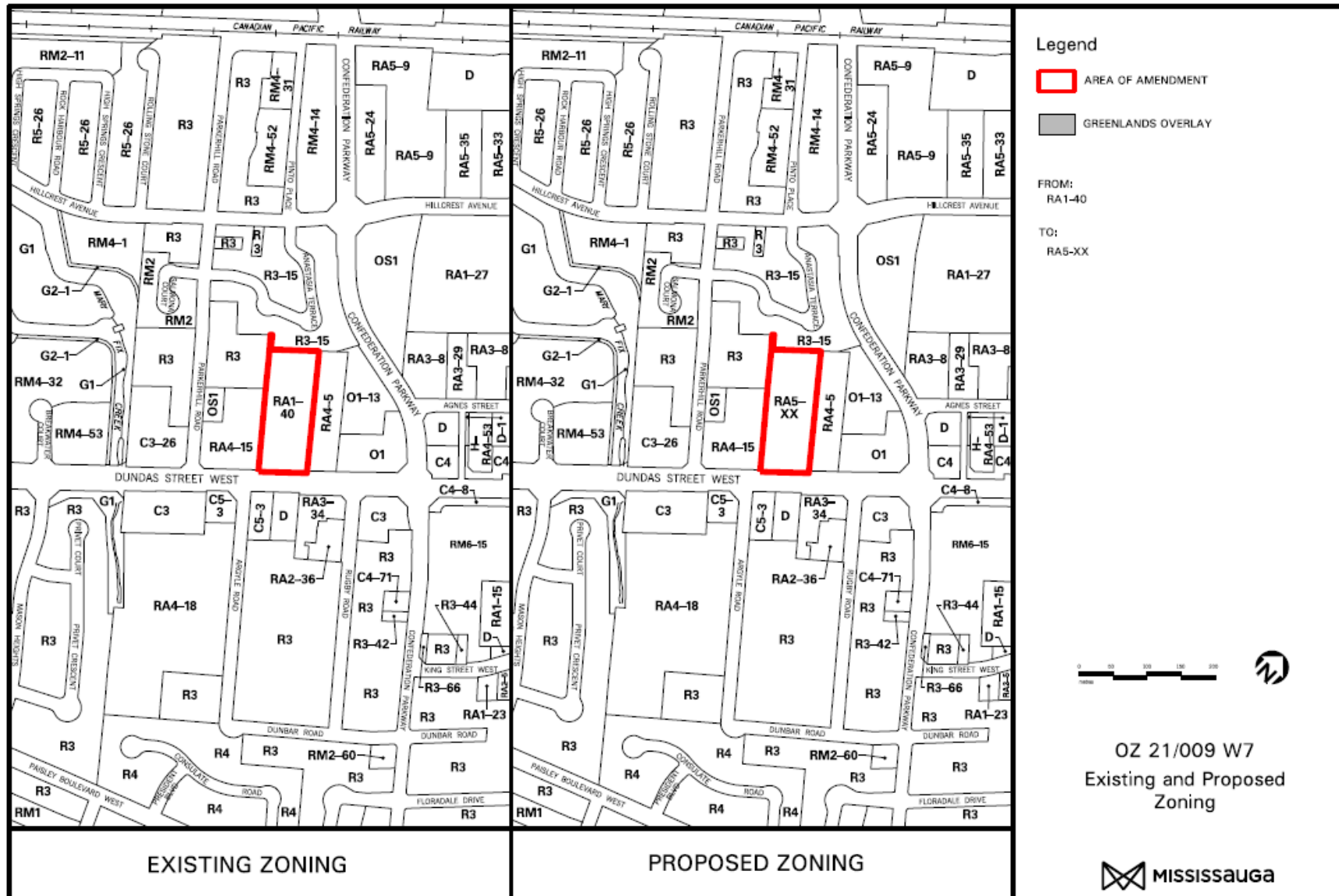
The subject property is currently zoned **RA1 - 40** (Apartments – Exception), which permits only the existing non-conforming uses to continue.

Proposed Zoning

The applicant is proposing to rezone the property **RA5– Exception** (Apartments – Exception) to permit three apartment buildings with heights of 32, 20 and 18 storeys. Commercial uses are

proposed on the ground floor of the 20 storey apartment building, fronting on Dundas Street West.

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

Zone Regulations	Existing RA1 Zone Regulations	Proposed RA5 Zone Regulations	Proposed RA5 Exception Zone Regulations
Additional permitted accessory uses	Apartment Long Term Care Building Retirement Building	Apartment Long Term Care Building Retirement Building	Restaurant Take Out Retail Take Out Restaurant Financial Institution Office Medical Office Veterinary Clinic
Maximum Floor Space Index – Apartment Zone	0.9	2.9	4.19
Maximum gross floor area – Apartment dwelling zone , per storey for each storey above 12 storeys	n/a	1,000 m ² (3,280.8 ft.)	1,140 m ² (12,270.8 ft.) for Building 3
Maximum Height	13.0 m (42.6 ft.) and 4 storeys	77.0 m ² (252.6 ft.) and 25 storeys	56.0 m (183.7 ft.) and 18 storeys 63.0 m (206.6 ft.) and 20 storeys 100.0 m (328.0 ft.) and 32 storeys

Zone Regulations	Existing RA1 Zone Regulations	Proposed RA5 Zone Regulations	Proposed RA5 Exception Zone Regulations
<p>Minimum front yard and exterior side yard setback</p> <p>For that portion of the dwelling with a height less than or equal to 13.0 m</p> <p>For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m</p> <p>For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m</p> <p>For that portion of the dwelling with a height greater than 26.0 m</p>	<p>7.5 m (24.6 ft.)</p> <p>8.5 m (27.9 ft.)</p> <p>9.5 m (31.1 ft.)</p> <p>10.5 m (34.4 ft.)</p>	<p>7.5 m (24.6 ft.)</p> <p>8.5 m (27.9 ft.)</p> <p>9.5 m (31.1 ft.)</p> <p>10.5 m (34.4 ft.)</p>	<p>Minimum front yard of:</p> <p>0.45 m (1.5 ft.) for floors 1-2 (Building 3)</p> <p>1.4 m (4.6 ft.) for floors 2-4 (Building 3)</p> <p>2.0 m (6.56 ft.) for floors 5-17 (Building 3)</p> <p>3.0 m (9.84 ft.) for floors 18-20 (Building 3)</p>
<p>Where an interior lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached</p>	<p>7.5 m (24.6 ft.) plus 1.0 m for each additional 1.0 m (3.3 ft.) of dwelling height, or portion thereof, exceeding 10.0 m (32.8 ft.) to a maximum setback requirement of 25.5 m (83.6 ft.)</p>	<p>7.5 m (24.6 ft.) plus 1.0 m for each additional 1.0 m (3.3 ft.) of dwelling height, or portion thereof, exceeding 10.0 m (32.8 ft.) to a maximum setback requirement of 25.5 m (83.6 ft.)</p>	<p>12.0 m (39.3 ft.) (Building 3)</p>

Zone Regulations	Existing RA1 Zone Regulations	Proposed RA5 Zone Regulations	Proposed RA5 Exception Zone Regulations
<p>Minimum interior side yard setback</p> <p>For that portion of the dwelling with a height less than or equal to 13.0 m</p> <p>For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m</p> <p>For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m</p> <p>For that portion of the dwelling with a height greater than 26.0 m</p>	<p>4.5 m (14.7 ft.)</p> <p>6.0 m (19.7 ft.)</p> <p>7.5 m (24.6 ft.)</p> <p>9.0 m (29.5 ft.)</p>	<p>4.5 m (14.7 ft.)</p> <p>6.0 m (19.7 ft.)</p> <p>7.5 m (24.6 ft.)</p> <p>9.0 m (29.5 ft.)</p>	<p>Shall not apply</p> <p>Shall not apply</p> <p>Shall not apply</p> <p>Shall not apply</p>
<p>Where a rear lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof</p>	<p>4.5 m (14.7 ft.)</p>	<p>4.5 m (14.7 ft.)</p>	<p>Shall not apply</p>

Zone Regulations	Existing RA1 Zone Regulations	Proposed RA5 Zone Regulations	Proposed RA5 Exception Zone Regulations
Where an interior lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached	7.5 m (24.6 ft.) plus 1.0 m (3.3 ft.) for each additional 1.0 m (3.3 ft.) of dwelling height, or portion thereof, exceeding 10.0 m (32.8 ft.) to a maximum setback requirement of 25.5 m (83.6 ft.)	7.5 m (24.6 ft.) plus 1.0 m (3.3 ft.) for each additional 1.0 m (3.3 ft.) of dwelling height, or portion thereof, exceeding 10.0 m (32.8 ft.) to a maximum setback requirement of 25.5 m (83.6 ft.)	12.0 m (39.3 ft.) (Building 3)
Maximum encroachment of a balcony located above the first storey , sunroom, window, chimney , pilaster, cornice, balustrade or roof eaves into a required yard	1.0 m (3.3 ft.)	1.0 m (3.3 ft.)	1.8 m (5.9 ft.)
Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects	1.0 m (3.3 ft.)	1.0 m (3.3 ft.)	1.8 m (5.9 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.)	3.0 m (9.8 ft.)	0.8 m (2.6 ft.) for Building 3

Zone Regulations	Existing RA1 Zone Regulations	Proposed RA5 Zone Regulations	Proposed RA5 Exception Zone Regulations
Minimum landscaped area	40%	40%	20%
Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone	4.5 m (14.7 ft.)	4.5 m (14.7 ft.)	Shall not apply along Dundas Street
Minimum depth of a landscaped buffer along any other lot line	3.0 m (9.8 ft.)	3.0 m (9.8 ft.)	2.7 m (8.8 ft.)
Minimum percentage of total required amenity area to be provided in one contiguous area	50%	50%	30%
Part 2 – General Provisions			
Minimum Separation Distances (2.1.2.1) All buildings and structures containing a use in Table 2.1.2.1.1 - Minimum Separation Distance from	Restaurant 60.0 m (196.8 ft.) Take-out Restaurant 60.0 m (196.8 ft.)	Restaurant 60.0 m (196.8 ft.) Take-out Restaurant 60.0 m (196.8 ft.)	Shall not apply Shall not apply

Zone Regulations	Existing RA1 Zone Regulations	Proposed RA5 Zone Regulations	Proposed RA5 Exception Zone Regulations
Residential Zones, shall comply with the applicable minimum separation distance required			
Centerline Setbacks (2.1.14)	21.0 m (68.9 ft.) + required yard/setback	21.0 m (68.9 ft.) + required yard/setback	Shall not apply
Part 3 – Parking, Loading and Stacking Lane Regulations			
Required Number of Parking Spaces (3.1.2)			
Resident	<ul style="list-style-type: none"> 1.0 resident space per studio unit 1.25 resident spaces per one-bedroom unit 1.40 resident spaces per two-bedroom unit 1.75 resident spaces per three-bedroom unit 	<ul style="list-style-type: none"> 1.0 resident space per studio unit 1.25 resident spaces per one-bedroom unit 1.40 resident spaces per two-bedroom unit 1.75 resident spaces per three-bedroom unit 	0.7 resident space per unit
Visitor	<ul style="list-style-type: none"> 0.2 visitor spaces per unit 		0.1 shared visitor/non-residential spaces per unit
Retail	<ul style="list-style-type: none"> 4.5 spaces per 100 m² (1,076.4 ft²) GFA for non-residential 		

Zone Regulations	Existing RA1 Zone Regulations	Proposed RA5 Zone Regulations	Proposed RA5 Exception Zone Regulations
Part 4 – General Provisions for Residential Zones			
Apartment Zones – Accessory Zones (4.1.15.1.3)	The accessory use shall be wholly contained within the dwelling and the entrance to the accessory use shall only be from within the dwelling	The accessory use shall be wholly contained within the dwelling and the entrance to the accessory use shall only be from within the dwelling	Shall not apply
(4.1.15.1.5)	Each accessory use shall have maximum gross floor area - non-residential of 186 m ² (2,002.0 ft ²)	Each accessory use shall have maximum gross floor area - non-residential of 186 m ² (2,002.0 ft ²)	Shall not apply

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.

In support of the proposal, a housing report was submitted. Comments have been received from the City Planning Strategies Division. Based on the information provided for the existing proposal, the City is seeking to ensure that the applicant provides for a minimum of 35 middle income affordable units.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
87 Kindergarten to Grade 6 15 Grade 7 to Grade 8 12 Grade 9 to Grade 12	Cashmere Avenue Public School	Queen Elizabeth Senior Public School	TL Kennedy Secondary School
	Enrolment: 359 Capacity: 461 Portables: 0	Enrolment: 348 Capacity: 262 Portables: 4	Enrolment: 716 Capacity: 1275 Portables: 0

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
16 Kindergarten to Grade 8 14 Grade 9 to Grade 12	Father Daniel Zanon Catholic Elementary School	Father Michael Goetz
	Enrolment: 308 Capacity: 470 Portables: 0	Enrolment: 1131 Capacity: 1530 Portables: 0

length of time) and about the loss of trees on the site.

6. Community Questions and Comments

A community meeting was held by Ward 7 Councillor, Dipika Damerla, on June 2, 2021. The three residents that attended expressed concerns about the noise and inconvenience of construction and the potential shadowing of an outdoor garden. Two letters have been received by residents also expressing concerns with construction (noise, vibration and

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 3, 2021)	<p>A Regional Official Plan Amendment will not be required.</p> <p>While there are no objections to the proposed Official Plan and Zoning By-law amendments, it is recommended that the site design can achieve closer alignment with the vision of a pedestrian friendly mixed-use community. This can be achieved by considering the following:</p> <ul style="list-style-type: none"> • Due to the proximity of transit stops and the future BRT, a connected bikeway network or facilities should be provided throughout the property • Support secure short term and long term bicycle parking for residents and visitors • Consider pedestrian connections from the site to the streetscape of Dundas Street. Pedestrian amenities such as shading, benches, and pedestrian lighting to be included within the amenity spaces and along pathways <p>An existing 675 mm (26.5 in.) diameter sanitary sewer is located on Dundas St W. Servicing 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>There is an existing 300 mm (11.8 in.) diameter water main is located on Dundas St W (northerly limits of Dundas, the watermain is older (built in 1969) and connection must be confirmed by Region of Peel due to the age. An existing 300 mm (11.8 in.) diameter water main is located on Dundas St W southerly limit of Dundas, built in 1996.. This proposal may</p>

Agency / Comment Date	Comments
	<p>require a secondary fire line in compliance with the Ontario Building Code, which is administered by the local municipality. We require confirmation that this has been addressed with the local municipality. A system looped to municipal water including a secondary domestic water supply, where possible, is recommended.</p> <p>The applicant shall verify the location of the existing service connections to the subject site. All Servicing and Grading drawings shall reflect the 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 a building permit.</p> <p>A satisfactory Functional Servicing Report is required prior to Site Plan Approval. An FSR dated 2021-06-25 and prepared by Counterpoint /Jake H. P.Eng., was submitted and found to be complete. The report will be sent for modelling.</p> <p>Lines of influence of proposed underground permanent structure shall not encroach onto the existing Water and Sanitary Sewer. Infrastructure located within the Region of Peel easement (as per Region of Peel Water Design Criteria 2.8) and Sanitary Sewer Design Criteria 6.4).</p> <p>To determine the impact to the sanitary sewer, please submit the following drawings for the Regions review: Foundation. The drawing must show the curbs, the sidewalk and the Regions infrastructure Submitted :</p> <ul style="list-style-type: none"> • Landscape Plan - the submitted plan (L-1, C-1) shows trees directly over region of Peel Sanitary sewer, the trees shall be moved away from the sanitary infrastructure • Streetscape Plan - the submitted plan (SW-UTL) shows trees directly over region of Peel Sanitary sewer, the trees shall be moved away from the sanitary infrastructure. To identify conflicts with Region of Peel Infrastructure and the municipal corridor/easement, shoring drawings shall be submitted to the Region of Peel for review and approval. • Shoring Drawings are required to be submitted with the Site Plan application first submission and will be circulated for a detailed review by Public Works teams. The Region of Peel shall be satisfied with the shoring drawings prior to Site Plan approval and the applicant may be required to enter into a Tie-back Agreement with the Region of Peel prior to commencement of work. <p>Site servicing drawings are required for review by Region of Peel Servicing Connections. To accompany the servicing review, the supporting mechanical drawings are required for review by Servicing Connections prior to issuing Region of Peel Site Servicing connection approval. All Servicing and Grading drawings shall reflect the Regions and Local Municipality's road widening requirements. Provision(s) for the installation of the property line sanitary manhole and water valve and chamber must be made where parking structures abut property lines. Regional Site Servicing connection approvals are required prior to the local municipality issuing building permit.</p>
Dufferin-Peel Catholic District School Board (September 9, 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> <ol style="list-style-type: none"> 1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in

Agency / Comment Date	Comments
	<p>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 (August 31, 2021)	<p>The Board requires the inclusion of the following conditions in 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>
Fire Prevention (August 30, 2021)	<p>Fire hydrant coverage is required to comply with Mississauga Bylaw 1036-81. This includes both municipal and private hydrants. Compliance with this bylaw can be assessed during the site plan permit review. Note that if feeds to the hydrants run through the building (e.g., parking garage), this will need to be addressed through a variance to bylaw 1036-81 (fire hydrant feeds not permitted to run through a building).</p>
City Community Services Department – Park Planning Section (August 11, 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>
Heritage Planning (August 6, 2021)	<p>The property has archaeological potential due to its proximity to a present or past watercourse or known archaeological resource. The proponent shall carry out an archaeological assessment of the subject property and mitigate, through</p>

Agency / Comment Date	Comments
	<p>preservation or resource removal and documenting, adverse impacts to any significant archaeological resources found. No grading or other soil disturbances shall take place on the subject property prior to the approval authority and the Ministry of Tourism, Culture and Sport confirming that all archaeological resource concerns have met licensing and resource conservation requirements. Letters to this effect from said Ministry corresponding to each archaeological assessment report and activity are required to be submitted to the Culture Division for review.</p>
<p>City Transportation and Works Department (March 16, 2022)</p>	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements. It should be noted that depending on scope of storm drainage works or any public works an 'H' Holding Zone may be required.</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></p> <p>A Functional Servicing and stormwater management Report (FSR), prepared by Counterpoint Engineering., dated June 25, 2021, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.</p> <p>The Stormwater Management Report indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving Municipal drainage system, on-site stormwater management controls for the post development discharge is required, however, the applicant hasn't yet demonstrated a satisfactory stormwater servicing concept.</p> <p>The applicant is still required to provide further technical information to:</p> <ul style="list-style-type: none"> • Demonstrate the feasibility of the storm sewer outlet and sewer capacity; • Develop an acceptable strategy to accommodate external drainage from the adjacent property, if any; • Demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site. <p><u>Traffic</u></p> <p>A Traffic Impact Study (TIS), prepared by LEA Consulting Ltd. and dated June 2021, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p>

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> • Provide an updated Traffic Impact Study addressing all staff comments; • Provide updated turning movement diagrams to evaluate the internal site circulation; • Provide the future property line due to the road allowance widening towards the ultimate 42 metre right-of-way of Dundas Street West as identified in the Official Plan; • Provide satisfactory arrangements for site access and interconnectivity; and • Address any traffic concerns from the Community related to the proposed development. <p><u>Environmental Compliance</u></p> <p>Based on the review of the Phase One Environmental Site Assessment (ESA) (file # WES01-01), dated May 20, 2016, and Phase II ESA (project # WES01-01), dated September 7, 2016, both prepared by Kodiak Environmental Limited, the following documents must be submitted in a following circulation:</p> <ul style="list-style-type: none"> • Reliance letter for the Phase One and Phase Two ESA reports • Updated Phase One ESA • Clarification about land dedication • Commitment Dewatering letter • Commitment/Proof Monitoring wells decommissioning letter • Confirmation of Oil Grit Separator (OGS) removal • Confirmation of Aboveground Storage Tanks (ASTs) removal <p><u>Noise</u></p> <p>An Environmental Noise Feasibility Study prepared by Valcoustics Canada Ltd., dated June 24, 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 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 confirm how noise levels from existing roads may affect this development.</p> <p><u>Engineering Plans/Drawings</u></p> <p>The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which need to be revised as part of subsequent submissions, in accordance with City Standards. It should be noted that an 'H' Holding Zone may be required to capture any municipal infrastructure works and finalize the Development Agreement.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>- GO Transit - Metrolinx</p>

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> - Greater Toronto Airport Authority - HULRT Office - Enbridge Gas - Alectra Utilities - 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"> - Trillium Health Partners

Development Requirements

There are engineering matters including: grading, environmental, engineering, servicing and stormwater management that will may 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 recommendation report will assess the applicability of the CBC charge.

Next Steps

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

- Are the policies and principles of the Mississauga Official Plan maintained by this project?
- Does the proposal to expand the limits of the Downtown Cooksville Character Area to include this property represent

good planning?

- Is the proposed development compatible with the existing and planned character of the area given the proposed land use, massing, density, setbacks and building height and configuration?
- Are the proposed zoning by-law exception standards and requested parking rate reductions 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.