

Detailed Information and Preliminary Planning Analysis**Owner: Mississauga II GP Inc. (Emblem Developments)****85-95 Dundas Street West and 98 Agnes Street****Table of Contents**

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1. Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **C4** (Mainstreet Commercial) and **D-1** (Development). **C4** permits a variety of commercial, service, and office uses, dwellings above the first storey of a commercial building, and apartment dwellings. **D-1** permits legally existing uses within existing buildings on the land.
- November 29, 2010 – Official Plan and zoning by-law amendment applications were submitted seeking to permit a 37 storey residential condominium apartment building consisting of 249 dwelling units and 330 m² (3,552.1 ft²) of ground floor commercial. On June 5, 2017, the applications were cancelled due to inactivity.
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed, the policies of the new Mississauga Official Plan apply. The subject lands are designated Mixed Use and Residential High Density in the Downtown Cooksville Character Area.

2. Site and Neighbourhood Context

Site Information

The property is located within the Downtown Cooksville Character Area and along an intensification corridor, at the intersection of Dundas Street West and Novar Road, and

Agnes Street and Novar Road. The area contains a mix of residential, commercial and community uses. The site is currently occupied by a 3 storey commercial building and associated surface parking area on the southerly half of the property. The northerly half of the property contains a manicured lawn and deciduous trees.



Subject Land – Looking northerly along Dundas Street West

Property Size and Use

Frontages:	
Dundas Street West	41.8 m (137.14 ft.)
Novar Road	101.6 m (333.33 ft.)
Agnes Street	40.2 m (131.89 ft.)
Depth:	101.6 m (333.33 ft.)
Gross Lot Area:	0.41 ha (1.03 ac.)

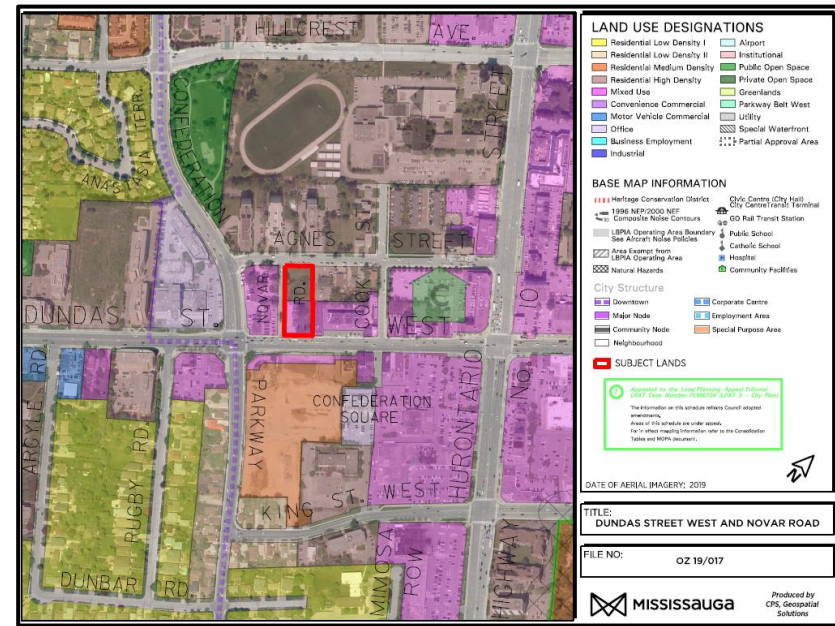
Property Size and Use	
Existing Uses:	3 storey commercial building and surface parking lot.

Surrounding Land Uses

North of the subject lands there are three apartment buildings ranging between 10 and 12 storeys in height. To the west of the site are two, 1 and 2 storey commercial buildings, which contain a day care, a restaurant, retail store and hair salon, and a single detached dwelling. To the east, along the Dundas Street West there is a one storey commercial building that contains a hair salon and a vacant unit. To the west along the Agnes Street frontage there is a residential dwelling containing a day care. Lands to the south are vacant, however, site plan approval has been granted to permit 120 townhouses, 20 livework units and 1 500 m² (16,145.87 ft²) of retail floor space.

The surrounding land uses are:

North: Apartment buildings
 East: Commercial building and single detached dwelling
 South: Vacant
 West: Commercial buildings and single detached dwelling



Aerial Photo of 85 – 95 Dundas Street West and
98 Agnes Street

The Neighbourhood Context

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

The site is located on the northeast corner of Dundas Street West and Novar Road, which is identified as part of an Intensification Corridor in the Mississauga Official Plan. The corridor has commercial and retail storefronts lining Dundas Street, with a mixture of housing types also located along the Corridor.

Demographics

Based on the 2016 census, the existing population of the Cooksville Neighbourhood (West) area is 15,240 with a median age of this area being 43 (compared to the City's median age of 40). 68% of the neighbourhood population are of working age (15 to 64 years of age), with 15% children (0-14 years) and 17% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 16,200 and 16,300 respectively. The average household size is 3 persons with 20% of people living in apartment buildings that are five storeys or more. The mix of housing tenure for the area is 3,975 units (73%) owned and 1,505 units (27%) rented with a vacancy rate of approximately 0.8%* and 0.9%*. In addition, the number of jobs within this Character Area is 1,076. Total employment combined with the population results in a PPJ for Cooksville Neighbourhood (West) is 41 persons plus jobs per ha.

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

Other Development Applications

The City is currently processing two development applications in proximity to the subject land, as follows:

Applications for an official plan and zoning by-law amendment on lands municipally known as 2560 and 2564 Confederation Parkway for 4 live/work units and surface parking area; and,

Application for zoning by-law amendment on lands municipally known as 2476 and 2482 Confederation Parkway to permit 4 semi-detached dwellings.

Community and Transportation Services

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

This area is well served by community facilities such as the Cooksville Library and Sgt. David Yakichuk Park, both of which are located within a 350 m (1,148.29 ft.) radius of the site.

On June 20, 2018, the Dundas Connects Master Plan was endorsed by Council which speaks to enhancing the pedestrian space along Dundas Street with wider sidewalks, landscaping, street furniture, and providing for other desirable streetscape elements such as patios and retail spill out space. It recommends creating a complete street for all users with pedestrian space that is vibrant, safer and accessible; has a continuous and consistent planting. The study also states that a mix of uses and transit supportive intensification is

encouraged to support the achievement of complete communities and provide a variety of uses along the Dundas corridor. The proposed development would meet these objectives. As Dundas Connects provides no detailed assessment specifically for Cooksville, the policies of Mississauga Official Plan continue to provide direction for assessment of applications for increased density.

The site is within 1.0 km (0.62 miles) of the Cooksville GO station, which provides two-way peak service. The following major Miway bus routes currently service the site running along Dundas Street and Hurontario Street:

- Route 1 – Dundas
- Route 19 – Hurontario
- Route 101 – Dundas Express
- Route 101A – Dundas Express
- Route 103 – Hurontario Express

There is a cycling lane on Confederation Parkway which connects with other east-west cycling facilities.

3. Project Details

The applications are to permit a 16 storey apartment building consisting of 405 dwelling units and 510 m² (5,490 ft²) of ground floor commercial floor space. The required parking will be accommodated underground. Access to the site will be from Novar Road.

Development Proposal		
Applications submitted:	Received: October 24, 2019 Deemed complete: November 20, 2019	
Developer/ Owner:	Mississauga II GP Inc. (Emblem Developments)	
Applicant:	Martin Quarcoopome, Weston Consulting	
Number of units:	405	
Proposed Gross Floor Area (total):	23 019.9 m ² (247,784 ft ²)	
Height:	16 storeys	
Floor Space Index:	6.76	
Amenity Area:	5.2 m ² (56.0 ft ²)/dwelling unit	
Road Type:	Public	
Anticipated Population:	887* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	506	369
visitor spaces	81	61
Total	587	430

Supporting Studies and Plans

The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

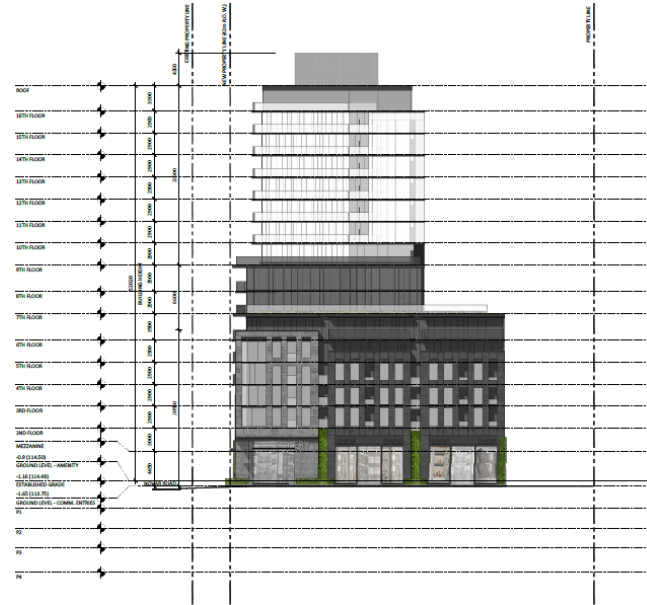
- Planning Justification Report
- Concept Plan and Elevations
- Urban Design Brief
- Draft Official Plan and Zoning By-law Amendments
- Traffic Impact Study
- Parking Utilization Study / TDM Strategy

- Sun/Shadow Study
- Wind Study
- Acoustical Feasibility Study
- Functional Servicing Report
- Geotechnical Report
- Phase 1 Environmental Site Assessment
- Archaeological Assessment
- Operations and Safety Assessment

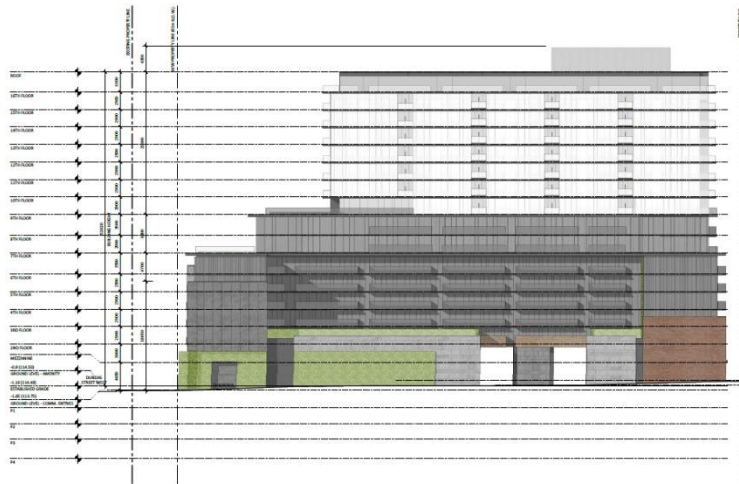




North Elevation



South Elevation



East Elevation



West Elevation



Applicant's Rendering

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Existing Designation

The site is designated **Mixed Use** (south half) and **Residential High Density** (north half), which both permit residential and commercial uses.

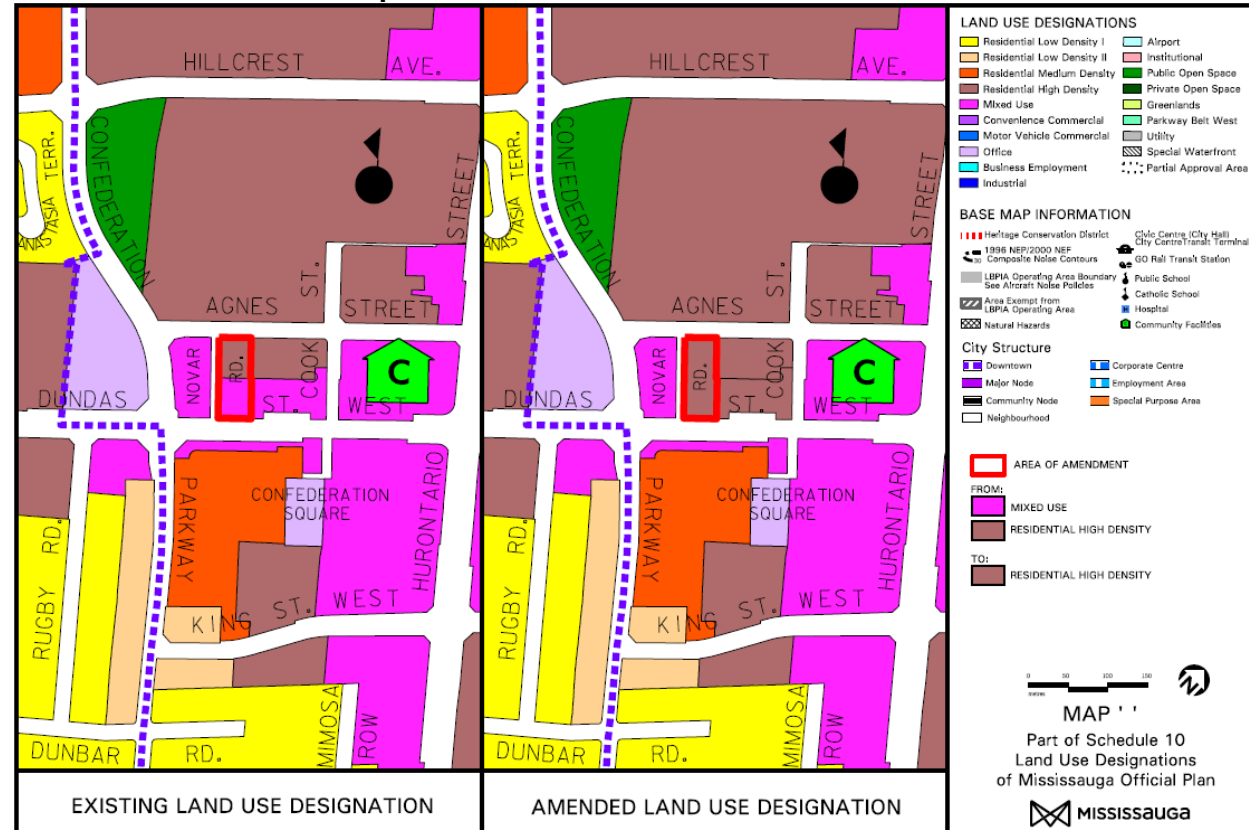
Proposed Designation

Residential High Density – Special Site to permit an FSI of 6.76.

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

Note: Detailed information regarding relevant Official Plan policies are found in Section 5.

Excerpt of Downtown Cooksville Character Area



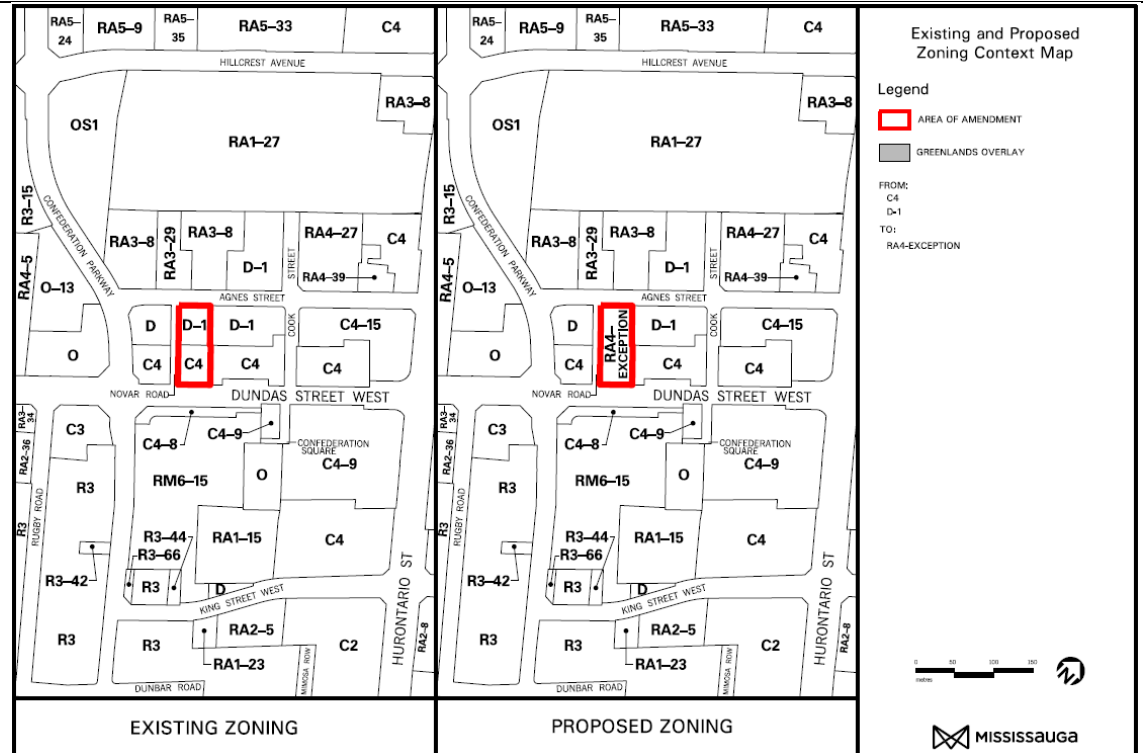
Mississauga Zoning By-law

Existing Zoning

The site is currently zoned **C4** (Mainstreet Commercial) and **D-1** (Development). **C4** permits a variety of commercial, service, and office uses, dwellings above the first storey of a commercial building and apartment dwellings. **D-1** permits legally existing uses within existing buildings on the land.

Proposed Zoning

A rezoning is proposed from **C4** (Mainstreet Commercial) and **D-1** (Development) to **RA4-Exception** (Apartments), in order to permit a 16 storey residential condominium apartment building consisting of 405 dwelling units and 510 m² (5,490 ft²) of ground floor commercial floor space. Through the processing of the applications, staff may recommend a more appropriate zoning to reflect the proposed development in the Recommendation Report



Proposed Zoning Regulations

Zone Regulations	RA4 Zone Regulations	Proposed RA4-Exception Zone Regulations
Maximum Floor Space Index (FSI)	2.9	6.76
Minimum Front and Exterior Side Yards	7.5 m (24.6 ft.)	1.5 m (4.9 ft.) (Dundas Street west) 0.73 m (2.4 ft.) (Novar Road)
Minimum Interior Side Yard	4.5 m (14.8 ft.)	0.0 m (0.0 ft.)
Minimum Rear Yard	7.5 m (24.6 ft.)	3.0 m (9.8 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.)	0.0 m (0.0 ft.)
Minimum Depth of landscaped buffer along any other lot line	3.0 m (9.8 ft.)	0.0 m (0.0 ft.)
Minimum landscaped area	40%	0%
Minimum amenity area	5.6 m ² (60.3 ft ²) or 10% of the lot area	5.2 m ² (56.0 ft ²)
Minimum percentage of total required amenity area to be provided in one contiguous area	50%	Amenity to be provided above ground level
Minimum amenity area to be provided outside at grade	55 m ² (592.02 ft ²)	0 m ² (0.0 ft ²)
Minimum number of Parking Spaces	1.25 / dwelling unit for one bedroom 1.40 / dwelling unit for two bedroom	0.9 / dwelling unit for one bedroom 1.0 / dwelling unit for two bedroom

Zone Regulations	RA4 Zone Regulations	Proposed RA4-Exception Zone Regulations Amended Zone Regulations
	0.20 / dwelling unit for residential visitor / commercial use	0.15 / dwelling unit for residential visitor / commercial use
Minimum Bicycle Parking	N/A	0.60 / unit long-term 0.15 / unit short-term
Definition: Front Lot Line	Dundas Street West of Agnes Street shall be the front lot line	Dundas Street West shall be the front lot line
Non-residential parking	Based on individual non-residential uses	Parking for non-residential uses shall be shared with residential visitor space
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

5. Summary of Applicable Policies

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 4.2)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.7)</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 be based on densities and a mix of land uses which: efficiently use land, resources, infrastructure, public service facilities and is transit supportive. (PPS 1.1.3.2)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for transit supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area. (PPS 1.4.3)</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 a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
Region of Peel Official Plan (ROP)	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p>

Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement 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.

The subject property is located within a Major Transit Station Area (MTSA) as identified in MOP due to its proximity to the future Light Rail Transit stop on Hurontario Street. The Region of Peel and the City are currently developing specific policies that will result in further refinements to the boundaries of MTSA's.

The lands are located within the Downtown Cooksville Character Area and are designated **Mixed Use** and

Residential High Density. The **Mixed Use** and **Residential High Density** designations permit commercial and residential uses.

The applicant is proposing to change the designation to **Residential High Density – Special Site** to permit a 16 storey residential condominium apartment building having a Floor Space Index of 6.76. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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

	Specific Policies	General Intent
Chapter 5 Direct Growth	Section 5.1.4 Section 5.1.6 Section 5.3.1.3 Section 5.3.1.4 Section 5.3.1.6 Section 5.3.1.9 Section 5.3.1.11 Section 5.3.1.13 Section 5.4.2 Section 5.4.3 Section 5.4.4 Section 5.4.8 Section 5.5.7 Section 5.5.8	<p>Most of Mississauga's future growth will be directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities. (S.5.1.4 and 5.1.6)</p> <p>The Downtown is an Intensification Area. (S.5.3.1.3)</p> <p>The Downtown will achieve a minimum gross density of 200 residents and jobs combined per hectare. The City will strive to achieve a gross density of between 300 to 400 residents and jobs combined per hectare. (S.5.3.1.4)</p> <p>The Downtown will achieve an average population to employment ratio of 1:1, measured as an average across the entire Downtown. (S.5.3.1.6)</p> <p>The Downtown will develop as a major regional centre and the primary location for mixed use development. The Downtown will contain the greatest concentration of activities and variety of uses. (S.5.3.1.9)</p>

	Specific Policies	General Intent
		<p>Development in the Downtown will be in a form and density that achieves a high quality urban environment. (S. 5.3.1.11)</p> <p>The Downtown will be developed to support and encourage active transportation as a mode of transportation. (S. 5.3.1.13)</p> <p>Where Corridors run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence. (S.5.4.2)</p> <p>Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses orientated towards the Corridor. (S.5.4.3)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area. (S.5.4.4)</p> <p>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. (S.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. (S.5.5.7)</p> <p>Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged. (S.5.5.8)</p>
Chapter 7 Complete Communities	Section 7.1.1 Section 7.1.3 Section 7.2.2 Section 7.4.4.3 Section 7.4.5.1 Section 7.4.5.12	<p>Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga. (S.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> <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. <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing</p>

	Specific Policies	General Intent
		<p>preferences and socioeconomic characteristics and needs. (S. 7.1.3)</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. (S.7.2.2) <p>Mississauga will cooperate with the Provincial Government to designate archaeological sites in accordance with the Ontario Heritage Act. (S.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. (S.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. (S.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. (S.7.4.5.1)</p> <p>Mississauga will endeavor to protect the archaeological heritage of the City by identifying archaeological sites and encouraging documentation. (S.7.4.5.12)</p>
Chapter 9 Build A Desirable Urban Form	Section 9.1.1 Section 9.1.2 Section 9.1.5 Section 9.2.1.4 Section 9.2.1.10 Section 9.2.1.17 Section 9.2.1.21 Section 9.2.1.23 Section 9.2.1.24 Section 9.2.1.25 Section 9.2.1.28 Section 9.2.1.29 Section 9.2.1.31 Section 9.2.1.32	<p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. (S.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. (S.9.1.5)</p> <p>A high quality, compact urban built form will be encouraged to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of Intensification Areas form surrounding areas. (S.9.2.1.4)</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas. (S.9.2.1.10)</p>

	Specific Policies	General Intent
	<p>Section 9.2.1.37</p> <p>Section 9.3.5.5</p> <p>Section 9.3.5.6</p> <p>Section 9.3.5.7</p> <p>Section 9.5.1.1</p> <p>Section 9.5.1.2</p> <p>Section 9.5.1.3</p> <p>Section 9.5.1.9</p> <p>Section 9.5.1.11</p> <p>Section 9.5.2.2</p> <p>Section 9.5.2.5</p> <p>Section 9.5.3.2</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. (S.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. (S.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 (9.2.1.23, 24, and 25).</p> <p>Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired. (S.9.2.1.28)</p> <p>Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape. (S.9.2.1.29)</p> <p>Development should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk. (S.9.2.1.31 and 32)</p> <p>Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure natural surveillance from public areas. (S.9.2.1.37)</p> <p>Private open space and/or amenity areas will be required for all development. (S.9.3.5.5)</p> <p>Residential developments of a significant size, except freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users. (S.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. (S.9.3.5.7)</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: natural hazards, the size and distribution of building mass and height, front, side and rear yards, the orientation of buildings, structures, and landscapes on a property, views, the local vernacular and architectural character as represented by the rhythm, textures, and building materials, privacy and overlook, and function and use of buildings, structures and landscapes. (S.9.5.1.1 and 2)</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. (S.9.5.1.3)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses</p>

	Specific Policies	General Intent
		<p>and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimate conditions are mitigated. (S.9.5.1.9)</p> <p>New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures that attractiveness of the thoroughfare. (S.9.5.1.11)</p> <p>Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by: a. providing walkways that are connected to the public sidewalk, are well lit, attractive and safe; b. fronting walkways and sidewalks with doors and windows and having visible active uses inside; c. avoiding blank walls facing pedestrian areas; and d. providing opportunities for weather protection, including awnings and trees. (S.9.5.2.2)</p> <p>Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by: a. street trees and landscaping, and relocating utilities, if required; b. lighting; weather protection elements; d. screening of parking areas; e. bicycle parking; f. public art; and g. street furniture (S.9.5.2.5)</p> <p>Buildings must clearly address the street with principal doors and fenestrations facing the street in order to: a. ensure main building entrances and at grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk; b. provide strong pedestrian connections and landscape treatments that link the building to the street; and c. ensure public safety. (S.9.5.3.2)</p>
Chapter 11 General Land Use Designations	11.2.5.6 11.2.6.1 11.2.6.4	<p>Lands designated Residential High Density will permit an apartment dwelling.</p> <p>Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses.</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.</p>
Chapter 12 Downtown	12.1.1.1 12.1.1.4 12.1.1.6	<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.</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.</p> <p>Within the Downtown, on lands designated Mixed Use, Downtown Core Commercial, Convenience Commercial or Office, ground floor retail or office uses will be provided.</p>
Chapter 19 Implementation	Section 19.5.1	This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:

	Specific Policies	General Intent
		<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; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

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), *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.

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>31 Kindergarten to Grade 6 4 Grade 7 to Grade 8 9 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Cashmere Avenue Public School</p> <p>Enrolment: 409 Capacity: 461 Portables: 0</p> <p>Queen Elizabeth Senior Public School</p> <p>Enrolment: 262 Capacity: 333 Portables: 4</p> <p>T.L. Kennedy Secondary School</p> <p>Enrolment: 841 Capacity: 1,275 Portables: 0</p>	<p>Student Yield:</p> <p>7 Junior Kindergarten to Grade 8 6 Grade 9 to 12</p> <p>School Accommodation:</p> <p>Father Daniel Zanon</p> <p>Enrolment: 321 Capacity: 470 Portables: 0</p> <p>Father Michael Goetz</p> <p>Enrolment: 1,202 Capacity: 1,593 Portables: 0</p>

7. Community Comments

A community meeting was held by Ward 7 Councillor, Dipika Damerla on February 27, 2020. Six people attended the meeting.

The following comments made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

- Novar Road has too much traffic and the road needs to be widened.
- The proposal will cause disruption when construction will

occur on the project.

- The proposal provides appropriate setbacks from Dundas Street West that will set a precedent for other developments on Dundas Street West.

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (December 18, 2019)	<p>Water Service There is an existing 400 mm (15.75 in.) diameter watermain located on Novar Road</p> <p>Sanitary Sewer There is an existing 250 mm (9.84 in.) diameter sanitary sewer located on Novar Road and a 250 mm (9.84 in.) diameter sanitary sewer located on Agnes Street.</p> <p>Waste Collection The commercial units are not eligible to receive Region of Peel waste collection and are required to receive private waste collection.</p> <p><u>Front-end collection of garbage and recyclable materials will be provided to the residential units.</u></p>
Dufferin-Peel Catholic District School Board (December 12, 2019) and the Peel District School Board (December 12, 2019)	Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment, and, as such, the school accommodation condition as required by the City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.

Agency / Comment Date	Comments
<p>City Community Services Department – Park Planning Section (January 27, 2020)</p> <p>City Community Services Department – Arborist (January 22, 2020)</p> <p>City Community Services Department – Heritage (November 29, 2019)</p>	<p>Community Services Department notes that the subject site is located within 120 m (393.7 ft.) of City owned lands identified as Sgt. David Yakichuk Park (P - 263) which is zoned Open Space - Community Park (OS1), and contains a community play site.</p> <p>An updated Shadow Study undertaken by JCI Studio is required to show shadow maps for the September 21 solstice, particularly the impacts this proposed height may have on Sgt David Yakichuk Park in the early morning hours between 7 AM and 10 AM.</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p> <p>The applicant is advised that Tree Removal Permission is required to injure or remove trees on private property depending on the size and number of trees and the location of the property. The applicant is to submit a Tree Removal application for the proposed injury and removal of trees on site. The Tree Removal application will be reviewed in conjunction with the site plan application.</p> <p>The approval of the Tree Permission application is required prior to the earliest of the Demolition Permit/the Erosion and Sediment Control Permit/Site Plan approval. The Tree Removal application is to be submitted to Urban Forestry, and will be issued when the drawings are approved, securities provided and the protective hoarding installed, inspected and approved by an Urban Forestry representative.</p> <p>A Stage 3 archaeological assessment is required to determine if there are any further archaeological concerns on the property.</p>
<p>City Transportation and Works Department (February 6, 2020)</p>	<p>The Transportation and Works Department has received drawings and reports in support of the above noted applications, as follows:</p> <ul style="list-style-type: none"> • Noise Study; • Grading, Servicing and Utility Plans; • Traffic Impact Study; • Functional Servicing and Stormwater Management Reports; • Environmental Site Screening Questionnaire and Declaration; and, • Record of Site Condition. <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>
<p>Other City Departments and External Agencies</p>	<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"> • City of Mississauga Community Services – Fire and Emergency Services Division • Canada Post • Enbridge Gas • Rogers Cable • Greater Toronto Airport Authority

Agency / Comment Date	Comments
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> • Economic Development • Trillium Health Partners • Alectra Utilities

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

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

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.

9. Section 37 Community Benefits (Bonus Zoning)

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

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