

Detailed Information and Preliminary Planning Analysis

Owner: 65 Agnes Inc.

65 – 79 Agnes Street

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1. Proposed Development

The applicant is proposing to develop the property with a 29 storey rental apartment building consisting of 379 dwelling units. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal		
Applications submitted:	Received: August 16, 2022 Deemed complete: September 16, 2022	
Developer/ Owner:	65 Agnes Inc.	
Applicant:	Bousfields Inc.	
Number of units:	379 units	
Proposed Gross Floor Area:	23,328 m ² (251,100.5 ft ²)	
Height:	29 storeys / 93.80 m (307.7 ft.)	
Floor Space Index:	6.47	
Road Type:	Public	
Anticipated Population:	910* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	303	356
visitor spaces	61	57
Total	364	413
Green Initiatives:	<ul style="list-style-type: none"> • Permeable paving • Bicycle Parking • Stormwater Retention • Ground source geothermal 	

Supporting Studies and Plans

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

- Arborist Report and Tree Protection Plan
- Archaeological Report
- Civil Drawings
- Draft Official Plan Amendment
- Draft Zoning By-law Table
- Functional Servicing and Stormwater Management Report
- Geotechnical Report
- Green Development Letter
- Hydrogeological Report
- Impact Development Features Letter
- Landscape Plan
- Noise and Vibration Impact Study
- Parcel Registry
- Pedestrian Wind Study
- Phase 1 and 2 Environmental Site Assessment
- Planning Justification Report
- Shadow Study
- Streetscape Feasibility Study
- Survey Plan
- Traffic Impact Study
- Urban Design Study
- Utility Plan

The application was reviewed by the Urban Design Advisory Panel on June 28, 2022. The Urban Design Advisory Panel is an advisory body and makes recommendations to staff for consideration. Panel's suggestions have been incorporated into staff comments.

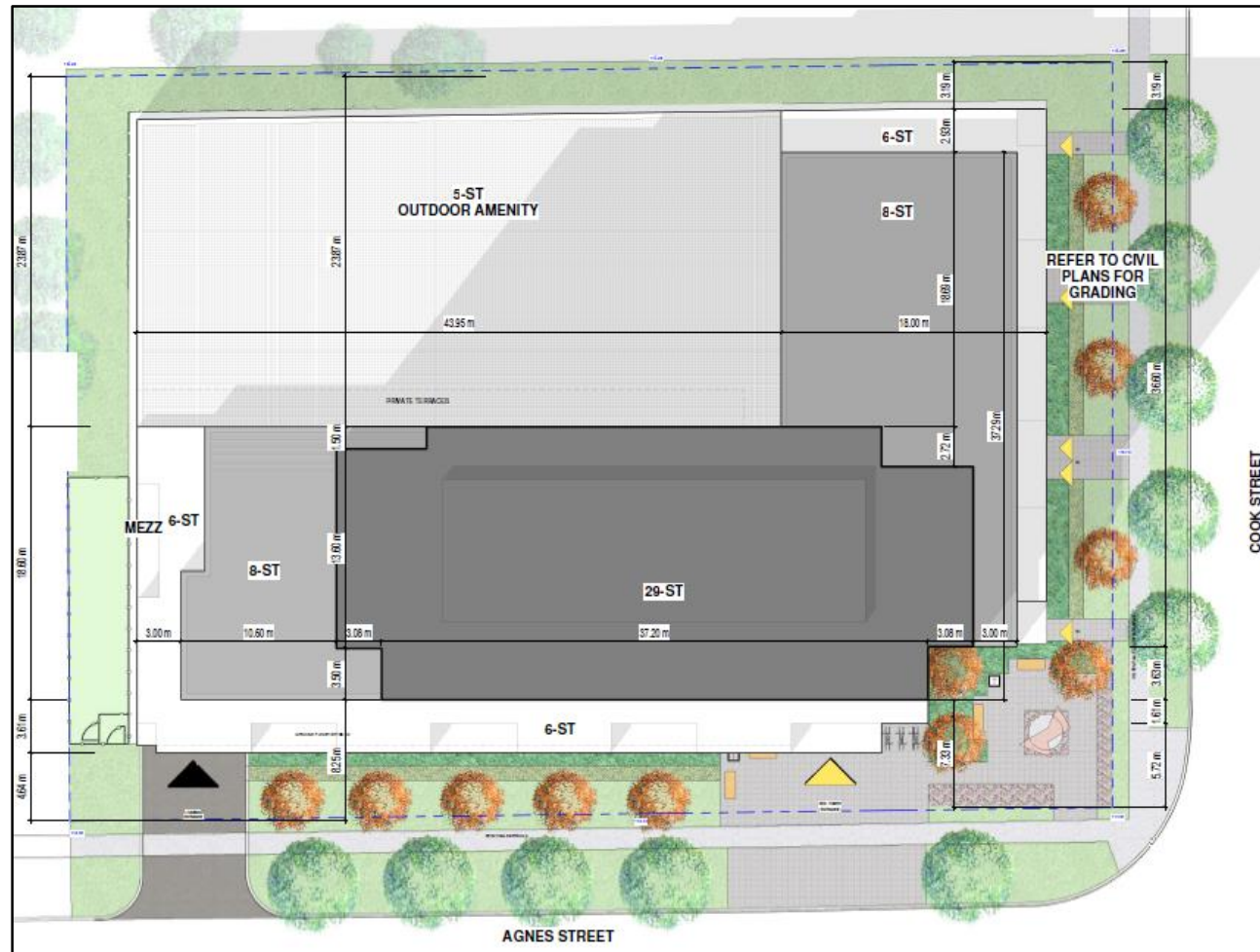
Application Status

Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments

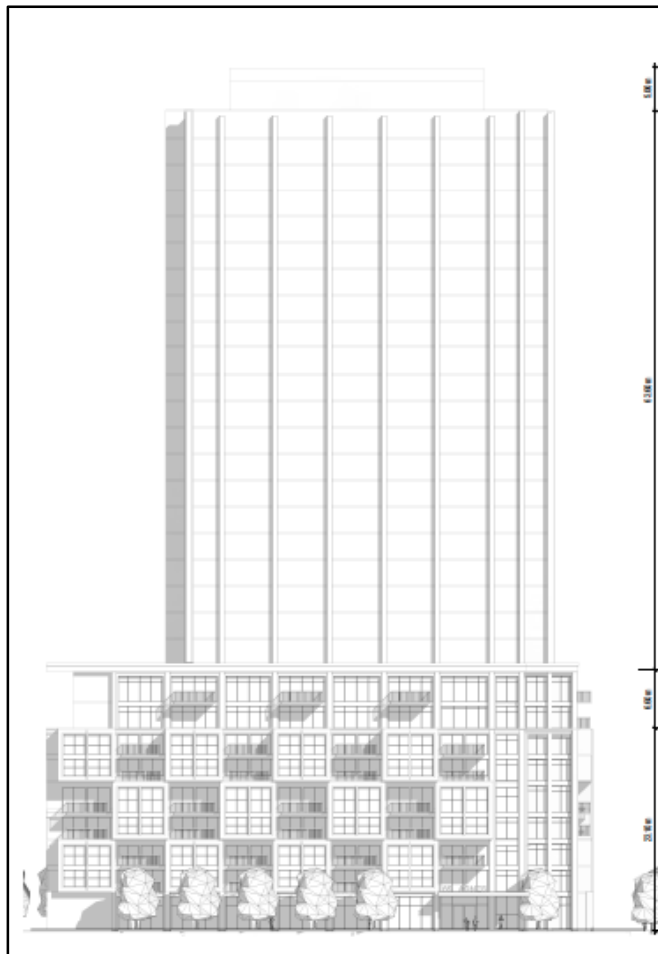
are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the applications.

A pre-application community meeting was held by Ward 7 Councillor, Dipika Damerla on April 27, 2022. 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.

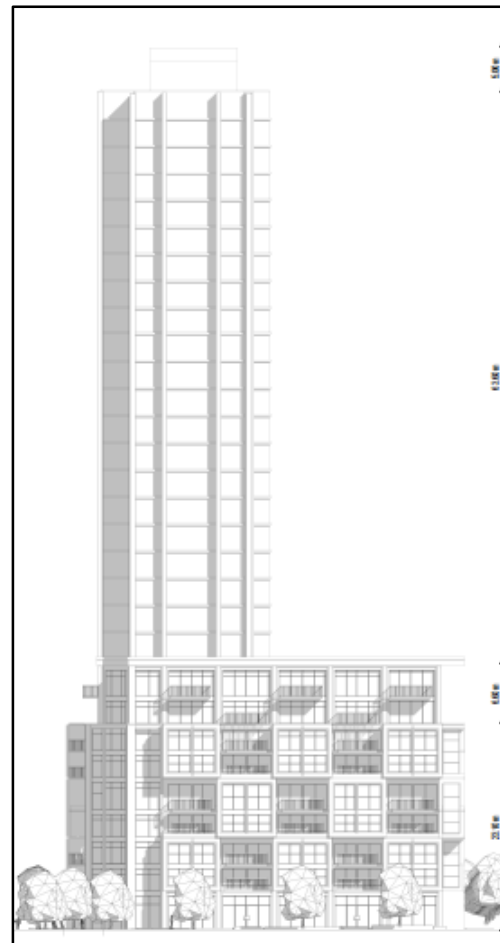
Concept Plan, Elevations and Renderings



Concept Plan



North Elevation



West Elevation



Applicant's Rendering

2. Site Description

Site Information

The property is located within the Downtown Cooksville Neighbourhood Area and within a Protected Major Transit Station Area of the City, on the northwest corner of Agnes Street and Cook Street. The built form in this area is a mix of low and high rise residential uses. The site is comprised of four residential lots, currently occupied by two detached dwellings (east half) and two vacant lots (west half).



Aerial Photo of 65-71 Agnes Street

Property Size and Use

Frontages:	
Cook Street	50.5 m (165.7 ft.)
Agnes Street	71.0 m (232.9 ft.)
Gross Lot Area:	3607.0 m ² (0.9 ac.)
Existing Uses:	Two detached dwellings



Image of existing conditions facing west

Site History

- June 20, 2007 - Zoning By-law 0225-2007 came into force. The subject lands were zoned **D-1** (Development). **D-1** permits legally existing uses within existing buildings on the land.
- November 14, 2012 – Mississauga Official Plan came into force. The subject lands are designated Residential High Density in the Downtown Cooksville Character Area.

3. Site Context

Surrounding Land Uses

There are three detached dwellings north of the subject lands. To the east are 27, three storey townhomes and a vacant parcel which is to be developed for a 28 storey apartment. To the south are detached dwellings, some of which are used for commercial businesses. To the west is a nine storey apartment.

The surrounding land uses are:

North: detached dwellings
East: townhomes and a future apartment
South: detached dwellings
West: apartment

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.



Aerial Photo of 65-71 Agnes Street

Demographics

Based on the 2016 census, the existing population of the Downtown Cooksville area is 9,310 with a median age of this area being 38 (compared to the City's median age of 40). 65% of the neighbourhood population are of working age (15 to 64 years of age), with 20% children (0-14 years) and 15% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 17,500 and 20,600 respectively. The average household size is 2 persons with 92% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 1,515 units (40%) owned and 2,290 units (60%) rented with a vacancy rate of approximately 0.8%* and 0.9%*. In addition, the number of jobs within this Character Area is 2,722. Total employment combined with the population results in a PPJ for Downtown Cooksville of 131 persons plus jobs per ha.

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

- H-OZ 21/003 W7 and SP 20/52 W7 – 85-95 Dundas Street West and 98 Agnes Street – applications in process for an 18 storey apartment with ground floor commercial uses.
- SP 21-102 – 45 Agnes Street – application in process for a 28 storey apartment with ground floor commercial uses.
- OZ/OPA 22-18 – 25 and 33 Hillcrest Avenue, 3136, 3154 and 3168 Hurontario Street - applications in process for 5 apartments, 34, 39, 43, 43 and 46 storeys with commercial and community uses.
- OZ/OPA 21-9 – 189 Dundas Street – application in process for 3 apartments, 18, 20 and 32 storeys in height.

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

Community and Transportation Services

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

Sgt. David Yakichuk Park (P-263) is located within 198 m (649.6 ft.) of the subject property, zoned **OS1** and contains a playground. It meets the 400 m (1,312.3 ft.) walking distance requirement to a City owned playground, without any major pedestrian barriers from the development site to the park that will service the future residents.

The site is approximately 650 m (2,132.5 ft.) from the Cooksville GO station, which provides two-way peak train service and two-way off-peak bus service to downtown Toronto. The site is also located along a future Light Rail Transit (HLRT) line on Hurontario Street, with a future LRT stop approximately 350 m (1,148.3 ft.) from the subject land. The following major MiWay bus routes service the site:

- Route 2 – Hurontario
- Route 103 – Hurontario Express
- Route 28 – Confederation
- Route 1 – Dundas

- Route 101 – Dundas Express
- Route 101A – Dundas Express

4. Summary of Applicable Policies, Regulations and Proposed Amendments

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been

included. The table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p>	<p>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>

Policy Document	Legislative Authority/Applicability	Key Policies
	The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)	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)
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	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>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>
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>

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 and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

Existing Designation

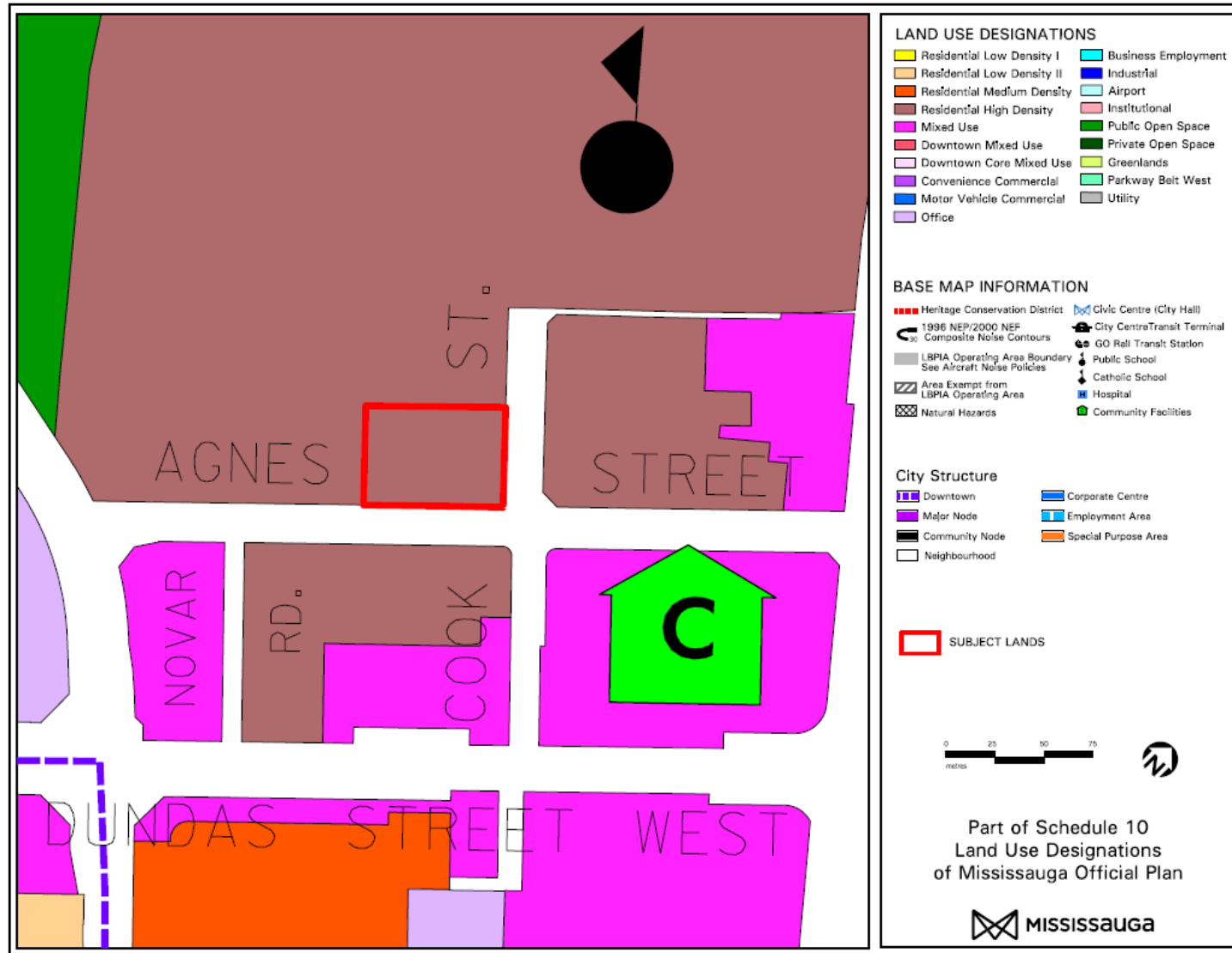
The lands are located within the Downtown Cooksville Character Area and are designated **Residential High Density**. The **Residential High Density** designation permits apartment uses.

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

Proposed Designation

The applicant is proposing to amend the **Residential High Density** designation by adding a Special Site policy to permit a maximum building height of 29 storeys and a Floor Space Index of 6.47. The applicant will need to demonstrate consistency with the intent of MOP and shall have regard for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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



Excerpt of the Downtown Cooksville Character Area

Relevant Mississauga Official Plan Policies

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

	General Intent
Chapter 5 Direct Growth	<p>Most of Mississauga's future growth will be directed to Intensification Areas Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Sections 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> <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>A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas. (5.5.7)</p>
Chapter 7 Complete Communities	<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	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1)</p>

	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>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 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>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>Built form will relate to and be integrated with the street line, with minimal building setbacks where spatial enclosure and street related activity is desired. (Section 9.2.1.28)</p> <p>Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape. (Section 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. (Sections 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. (Section 9.2.1.37)</p> <p>Private open space and/or amenity areas will be required for all development. (Section 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. (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>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. (Sections 9.5.1.1 and 2)</p>

	<p>General Intent</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. (Section 9.5.1.3)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimate conditions are mitigated. (Section 9.5.1.9)</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>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>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>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> <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; c) weather protection elements; d) screening of parking areas; e) bicycle parking; f) public art; and g) street furniture. (S.9.5.2.5)</p>
Chapter 11 General Land Use Designations	<p>Lands designated Residential High Density will permit an apartment dwelling. (S.11.2.5)</p>
Chapter 12 Downtown	<p>Proponents of development applications within the Downtown may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio. (S.12.1.1.1)</p> <p>Lands immediately adjacent to, or within the Downtown, should provide both a transition between the higher density and height of development within the Downtown and lower density and height of development in the surrounding area. (S.12.1.1.4)</p> <p>Notwithstanding the Residential High Density policies of this Plan, the maximum building height for lands designated Residential High Density will not exceed 25 storeys. (S. 12.1.2.2)</p>
Chapter 19 Implementation	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;

	General Intent
	<ul style="list-style-type: none"> • that a municipal comprehensive review of the land use designation or a five year review is not required; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)

Mississauga Zoning By-law

Existing Zoning

The subject property is currently zoned **D-1** (Development), which permits legally existing uses within existing buildings on the land.

Proposed Zoning

The applicant is proposing to rezone the property **RA4 – Exception** (Apartments - Exception) to permit a 29 storey rental apartment building consisting of 379 dwellings with a Floor Space Index of

6.47.

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



Excerpt of Zoning Map 22

Proposed Zoning Regulations

Zone Regulations	RA4 Zone Regulations	Proposed Amended RA4 Zone Regulations
Maximum Floor Space Index (FSI)	1.8	6.47
Maximum Height	56.0 m (183.7 ft.) and 18 storeys	93.8 m (307.7 ft.) and 29 storeys
Minimum Front yard	<p>For that portion of the dwelling with a height:</p> <p>less than or equal to 13.0 m (42.7 ft.):</p> <p>7.5 m (24.6 ft.)</p> <p>Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p> <p>8.5 m (27.9 ft.)</p> <p>Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):</p> <p>9.5 m (31.2 ft.)</p> <p>Greater than 26.0 m (85.3 ft.):</p> <p>10.5 m (34.4 ft.)</p>	<p>For that portion of the dwelling with a height:</p> <p>less than or equal to 13.0 m (42.7 ft.):</p> <p>4.3 m (14.1 ft.)</p> <p>Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p> <p>4.3 m (14.1 ft.)</p> <p>Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):</p> <p>6.3 m (20.7 ft.)</p> <p>Greater than 26.0 m (85.3 ft.):</p> <p>6.3 m (20.7 ft.)</p>
Minimum Exterior Side yard	For that portion of the dwelling with a height :	For that portion of the dwelling with a height :

Zone Regulations	RA4 Zone Regulations	Proposed Amended RA4 Zone Regulations
	<p>less than or equal to 13.0 m (42.7 ft.):</p> <p>7.5 m (24.6 ft.)</p> <p>Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p> <p>8.5 m (27.9 ft.)</p> <p>Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):</p> <p>9.5 m (31.2 ft.)</p> <p>Greater than 26.0 m (85.3 ft.):</p> <p>10.5 m (34.4 ft.)</p>	<p>less than or equal to 13.0 m (42.7 ft.):</p> <p>3.8 m (12.5 ft.)</p> <p>Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p> <p>3.8 m (12.5 ft.)</p> <p>Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):</p> <p>3.8 m (23.0 ft.)</p> <p>Greater than 26.0 m (85.3 ft.):</p> <p>7.0 m (23.0 ft.)</p>
Minimum Interior Side Yard	<p>For that portion of the dwelling with a height:</p> <p>less than or equal to 13.0 m (42.7 ft.):</p> <p>4.5 m (14.8 ft.)</p> <p>Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p>	<p>For that portion of the dwelling with a height:</p> <p>less than or equal to 13.0 m (42.7 ft.):</p> <p>2.8 m (9.2 ft.)</p> <p>Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p>

Zone Regulations	RA4 Zone Regulations	Proposed Amended RA4 Zone Regulations
	6.0 m (19.7 ft.) Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.): 7.5 m (24.6 ft.) Greater than 26.0 m (85.3 ft.): 9.0 m (29.5 ft.)	2.8 m (9.2 ft.) Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.): 2.8 m (9.2 ft.) Greater than 26.0 m (85.3 ft.): 5.8 m (19.0 ft.)

Zone Regulations	RA4 Zone Regulations	Proposed Amended RA4 Zone Regulations
Minimum Rear Yard	For that portion of the dwelling with a height : less than or equal to 13.0 m (42.7 ft.): 7.5 m (24.6 ft.) Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.): 10.0 m (32.8 ft.) Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.): 12.5 m (41.0 ft.) Greater than 26.0 m (85.3 ft.): 15.0 m (49.2 ft.)	For that portion of the dwelling with a height : less than or equal to 13.0 m (42.7 ft.): 4.3 m (14.1 ft.) Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.): 7.3 m (27.9 ft.) Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.): 17.8 m (58.4 ft.) Greater than 26.0 m (85.3 ft.): 17.8 m (58.4 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 (3.2 ft.)	1.8 m (5.9 ft.)
Minimum setback from a parking structure completely below finished grade,	3.0 m (9.8 ft.)	0.0 m (0.0 ft.)

Zone Regulations	RA4 Zone Regulations	Proposed Amended RA4 Zone Regulations
inclusive of external access stairwells, to any lot line		
Minimum Amenity Area	5.6m ² (60.3 ft ²) per dwelling unit	3.2 m ² (34.4 ft ²) per dwelling unit
Minimum number of Parking Spaces	Visitor – 0.20 per dwelling unit (61 spaces)	Visitor – 0.18 per dwelling unit (57 spaces)

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.

This project is for rental housing and, therefore, is exempt from the requirement of providing a Housing Report to address Affordable Housing.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
34 Kindergarten to Grade 6	Cashmere Ave. Public School	Queen Elizabeth Sr. Public School	TL Kennedy Secondary School
6 Grade 7 to Grade 8			
5 Grade 9 to Grade 12	Enrolment: 312 Capacity: 461 Portables: 0	Enrolment: 300 Capacity: 262 Portables: 2	Enrolment: 785 Capacity: 1476 Portables: 0

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
7 Kindergarten to Grade 8	Father Daniel Zanon Elementary School	Father Michael Goetz Catholic Secondary School
8 Grade 9 to Grade 12	Enrolment: 275 Capacity: 470 Portables: 0	Enrolment: 1079 Capacity: 1530 Portables: 0

6. Community Questions and Comments

A pre-application community meeting was held by Ward 7 Councillor, Dipika Damerla on April 27, 2022. One resident was in attendance at the meeting. No written comments or verbal concerns were noted at the community meeting.

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (October 17, 2022)	<p>There is no landfill site within the vicinity of the subject property.</p> <p>The proposed development is demonstrating a strong contribution towards the rental housing target through the provision of much needed purpose-built rental units. It is also appreciated that the applicant has demonstrated a strong contribution towards the density target by proposing apartment units and that the anticipated unit mix includes larger family-sized two and three bedroom units. The applicant is encouraged to explore opportunities to include more of these larger units where feasible.</p> <p>The applicant is encouraged to provide units at prices that are affordable to low or moderate income households and are consistent with the definition of affordable housing outlined in the Glossary section of the Peel 2051 Regional Official Plan and the Provincial Policy Statement to contribute to the affordability target. Information is needed on pricing and affordability period (i.e., 25 years or more). It is anticipated that units identified to address moderate income needs will be predominantly provided by the private sector. Partnerships between the applicant, the Region of Peel, the City of Mississauga, and/or the non-profit sector could be explored to provide units that are affordable to low income households. As part of the applicant's contribution to the Peel-wide new housing unit target for affordability, the applicant may consider a contribution of units to the Region and/or a non-profit housing provider to be used for affordable housing. Regional staff would be interested in working with applicant to establish terms of such a contribution involving the Region of Peel and/or connecting the applicant with a non-profit housing provider.</p> <p>The applicant is encouraged to explore the opportunity of co-locating a licensed childcare centre as part of this development, if feasible.. Regional staff can meet with applicants to clarify housing objectives and policies as needed. We look forward to working with applicants to review opportunities to contribute to Peel-wide new housing unit targets and identify options (including partnerships) that are most relevant to the proposed development.</p> <p>Through ROPA 27, the Region of Peel has implemented the Healthy Development Framework, a collection of Regional and local, context-specific tools that assess the health promoting potential of development applications. All tools in the HDF incorporate evidence-based health standards to assess the interconnected Core Elements of healthy design: density, service proximity, land use mix, street connectivity, streetscape characteristics and efficient parking. A key policy of ROPA 27 is to inform decision-makers, in this case Mississauga Council, of the health promoting potential of planning applications. As such, the Region and the City Mississauga are working collaboratively to ensure health is considered as part of the review of development applications, and where warranted, communicated to local Council. In order to achieve closer alignment with the vision of a pedestrian friendly mixed-use community, there is an opportunity to integrate design features that facilitate pedestrian circulation, connectivity and minimize impact on the environment.</p>

Agency / Comment Date	Comments
	<p>Transportation Demand Management/Active Transportation has a vital role in the design of urban environments and its influence on travel choices. Some of the outcomes that STSI aims to achieve by integrating TDM/AT and development to provide more attractive streetscapes that are inclusive and inviting for everyone: motorists, pedestrians, and cyclists; and promotes a healthy and active lifestyle.</p> <p>Water servicing and sanitary servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site.</p> <p>An existing 150 mm (59.1 in.) diameter water main is located on Cook St. An existing 400 mm (157.8 in.) diameter water main is located on Agnes St. An existing 250 mm (98.4 in.) diameter sanitary sewer is located on Cook St and Agnes Street respectively.</p> <p>This proposal will 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. We recommend a system looped to municipal water including a secondary domestic water supply where possible.</p> <p>A satisfactory Functional Servicing Report is required. We have received the FSR dated 2022-05-09 and prepared by MTE Consultants Inc/K.R. Ramsewak P.Eng The report is incomplete. The consultant is required to complete and submit the Multi-Use Demand table for the Region to fulfil our modelling requirements and determine the proposals impact to the existing system. The table shall be accompanied by the Supporting graphs for the hydrant flow tests and shall be stamped and signed by the Professional Consulting Engineer. For the design flow calculations, please use your site specific estimated population or the most current Ontario Building Code Occupant Load determination. For the design flow calculations, please consider the following PPU's, which are found in the Region of Peel 2020 DC Background Study: Large Apartments (larger than 69.7 m²/750 sq. ft.) 3.0; Small Apartments (equal to or less than 69.7 m² (750 sq.ft.) 1.6. Please revise calculations utilizing the above listed PPU's, which are found in the Region of Peel 2020 DC Background Study. Please complete and include hydrant flow test. Please refer to the Regions Functional Servicing Report Criteria within the Functional Servicing and Stormwater Management Report document found on-line.</p> <p>The Region of Peel may be party to a Development Agreement depending on Modelling results. If determined an Agreement is required, an Execution Fee of \$2,200 is required to be submitted to the Region by the applicant as per the Regions most recent Fees By-law.</p> <p>The applicant is required to provide to the Region with copies of the consolidated current PINs. Further comments/requirements will be provided once the PINs are reviewed by a Regional Law Clerk.</p>
Peel District School Board (November 22, 2022)	The developer shall agree to erect and maintain signs at the entrances to the development which shall advise prospective purchasers that due to present school facilities, some of the children from the development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy.

Agency / Comment Date	Comments
	<p>The Peel District School Board requires that the following clause be placed in any agreement of purchase and sale and entered into with respect to any lots 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 Board."</p>
Dufferin-Peel Catholic District School Board (September 26, 2022)	<p>Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the 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>That the applicant shall agree in the Development and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots: (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.", and (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>
City Community Services Department – Park Planning Section (November 29, 2022)	<p>The Parks Plan 2022 identifies a 5.7 hectare (14.1 acre) parkland deficiency in this character area to meet the 12% Parkland Provision Standard. Furthermore, 2019 Parks and Forestry Master Plan Recommendation #34, states that City owned playgrounds are to be provided within 400m (1312.3 ft.) of residential areas in identified intensification zones without any major pedestrian barriers.</p> <p>An upgraded streetscape along Cook Street is recommended to provide enhanced pedestrian connection from Agnes Street to TL Kennedy Secondary School site.</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>
City Community Services Department – Arborist Private Property (November 11, 2022)	<p>The Applicant is advised that Tree Removal Permission is required as per the Private Tree Protection By-law 21-22 to remove one(1) or more trees 15cm DBH or greater per lot per calendar year. The City of Mississauga Forestry Dept. does not accept electronic tree permit application submissions. If applicable the Applicant is to submit a completed Tree Removal Application, Arborist Report, Site Plan and Base Fee to the Forestry Dept. for the proposed tree removal. The Tree</p>

Agency / Comment Date	Comments
<p>City Community Services Department – Streetscape (November 11, 2022)</p> <p>City Community Services Department – Heritage (October 10, 2022)</p>	<p>Removal application will be reviewed in conjunction with the Site Plan application. 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 Permit will be issued once clearance is provided by Planning and Building indicating the drawings are approved, securities provided and the protective hoarding is installed, inspected and approved by a Planning and Building representative. Further information is available at: www.mississauga.ca/portal/residents/parks-private-trees-properties or by calling 311.</p> <p>Streetscape Plans for frontages on Cook Street and Agnes St are required. Plans are to be prepared at a max. 1:200 scale and include all above and below ground utilities, sidewalks and driveway locations, vegetation, easements, proposed lot lines, road and boulevard width. Cross-sections and elevations should be provided where applicable. Plans must show planting locations and a plant list. The plans are to be prepared by a certified landscape architect. The developer will be responsible for the cost and construction of the streetscape corridor and the boulevard works and shall enter into the appropriate agreements with the City outlining these works which will be detailed through comments by the Community Services, Transportation and Works, and Planning and Building Departments.</p> <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 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. Ministry letter outstanding.</p>

<p>City Transportation and Works Department – Municipal Parking (October 19, 2022)</p>	<p>Staff recommended rates are those within the City's Zoning By-law 0117-2022; these newly updated rates have been carefully researched, and are tailored to Mississauga's context, reflecting the City's existing parking needs. Through the findings from the Parking Regulations Study (PRS), staff did not propose any changes to the existing visitor parking requirements. Staff have concerns with the visitor parking rate at 0.15 parking spaces per unit.</p> <p>Staff request the applicant provide clarifications, specific details and commitment as to how the Transportation Demand Management (TDM) measures will be provided and implemented on-site.</p> <p>The proposed visitor parking rates are lower than the newly in-effect Zoning By-law 0117-2022, and are not supportive of the Parking Regulations Study recommendations. Additionally, the parking justification submitted for the visitor parking is not satisfactory. Should the Applicant wish to pursue a reduction in visitor parking spaces, the submission of a satisfactory Parking Utilization Study (PUS) is required. The consultant should confirm the survey methodology with staff prior to conducting parking surveys. Details can be reviewed in the City's Parking Terms of Reference for parking justification requirements. The Applicant may also wish to consider reallocating 19 residential unit parking spaces that are in surplus for the residential use to the visitor parking complement.</p>
<p>City Transportation and Works Department (December 5, 2022)</p>	<p>Technical reports have been submitted and are under reviewed to ensure that engineering matters related to noise, grading, servicing, storm water management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation to the application, as follows:</p> <p><u>Stormwater Compliance</u></p> <p>A Functional Servicing and Stormwater Management Report prepared by MTE Consultants, dated April 29th, 2022, 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, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to construct a private storm sewer to service the development lands, with a connection to the City of Mississauga's infrastructure, as well as on-site stormwater management controls for the post development discharge.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> - demonstrate the feasibility of the proposed storm sewer; - demonstrate that the 5mm water balance through Low Impact Development (LID) will be achieved; and, - demonstrate that there will be no impact on the existing drainage system including how groundwater will be managed on site.

Environmental Compliance

A Phase One Environmental Site Assessment (ESA) report, dated April 2021, and a Phase II ESA report, dated September 2021, were submitted in support of the proposed development. Based on the ESA reports, no further investigation is required at the site at this time. The following documents are to be submitted for further review:

- A letter of reliance for the Phase One ESA and the Phase II ESA reports;
- A written document, prepared by a Professional Engineer and includes a plan to decommission the wells or proof of decommissioning; and,
- A Temporary Discharge to Storm Sewer Commitment Letter; and a letter certified by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the proposed use.

Traffic Compliance

A traffic impact study (TIS), prepared by UrbanTrans Engineering Solution Inc. dated April 28, 2022 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.

The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:

- Provide an updated Traffic Impact Study addressing all staff comments;
- Provide additional turning movement diagrams to evaluate the internal site circulation and access point; and,
- Address any traffic concerns from the Community related to the proposed development.

Noise

A Noise Feasibility Study prepared by RWDI dated May 5th, 2022, was received for review. The study evaluates the potential impact of environmental noise to and from the development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic sources. Noise mitigation will be required in the form of upgraded building components and air conditioning in units. A revised noise study is required as part of the next submission, to address staff comments.

Engineering Plans/Drawings and Other Engineering Matters

The applicant has submitted a number of technical plans and drawings (i.e. grading and servicing plans), which are to be revised as part of subsequent submissions, in accordance with City standards.

Agency / Comment Date	Comments
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Alectra Utilities - Greater Toronto Airport Authority - City Community Services Department - Arborist City Property - City Community Services Department - Arborist Private Property - Canada Post Corporation - Enbridge - Fire Department - Landscape Architect, Community Services - Public Art Coordinator - Mi Way Transit - City Transit Infrastructure
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Bell Canada - Legal Services - Canadian Pacific Railway - Metrolinx - Light Rail Transit Office

Development Requirements

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

8. Community Benefits Charge

Schedule 17 of Bill 197, *COVID-19 Economic Recovery Act*, 2020, amended the *Planning Act*. The Section 37 Height/Density Bonus provisions are replaced with the Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Section 37 of the *Planning Act* now allows municipalities to impose a CBC on land to fund costs related to growth. Funds collected under CBC will be to fund projects City-wide and Council will be requested at budget

time each year to spend or allocate CBC funds to specific projects in accordance with the CBC Strategy and Corporate Policy.

In response to this legislative change, Council passed the City's new CBC By-law on June 22, 2022, which will be administered by the Corporate Services Department, Finance Division. The by-law specifies to which types of development and redevelopment the charge applies, the amount of the charge, exemptions and timing of charge payment. The CBC is 4% of the value of the land. A land appraisal is required in order to determine the applicable CBC in each case.

As the subject proposal is more than 5 storeys and does contain 10 or more residential units in total, the CBC is applicable and will be payable at the time of first building permit.

9. 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 Mississauga Official Plan maintained by this project?
- Is the proposed development compatible with the existing and planned character of the area given the proposed massing, building height, and lotting fabric?
- Are the proposed zoning by-law exception standards appropriate?

Upon satisfying the requirements of various City departments and external agencies, the Planning and Building Department

will bring forward a recommendation report to a future Planning and Development Committee meeting. It is at this meeting that the members of the Committee will make a decision on the applications.

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