

Detailed Information and Preliminary Planning Analysis

Owner: Queenscorp (Erin Mills) Inc.

4099 Erin Mills Parkway

Table of Contents

1. Proposed Development.....	2
2. Site Description.....	8
3. Site Context	9
4. Summary of Applicable Policies, Regulations and Proposed Amendments.....	12
5. School Accommodation	32
6. Community Questions and Comments.....	32
7. Development Issues	33
8. Community Benefits Charge	40
9. Next Steps	40

1. Proposed Development

The applicant proposes to develop five condominium apartment buildings of 11, 8, 7, 7 and 6 storeys with commercial uses at grade for two of the buildings and seven blocks of stacked townhouses. The proposed development contains 591 units within the condominium apartment buildings and 112 units within the stacked townhouses. 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: November 15, 2022 Deemed complete: December 8, 2022
Developer/ Owner:	Queenscorp (Erin Mills) Inc.
Applicant:	Glen Schnarr and Associates Inc.
Number of units:	703 units (total) 591 units (condominium apartment) 112 units (stacked townhouse)
Existing Gross Floor Area:	To be determined
Proposed Gross Floor Area:	59 024 m ² (635,329 ft ²)
Height:	A – 11 storeys / 33.6 m (110.2 ft.) B – 7 storeys / 21.2 m (69.6 ft.) C – 6 storeys / 21.2 m (69.6 ft.) D – 8 storeys / 26.0 m (85.3 ft.) E – 7 storeys / 21.9 m (71.9 ft.) Stacked townhouses – 4 storeys / 13.9 m (45.6 ft.)
Lot Coverage:	42.7%
Floor Space Index:	2.2 FSI
Landscaped Area:	38.6%

Development Proposal		
Road Type:	Private road	
Anticipated Population:	1,650** *Average household sizes for all units (by type) based on the 2016 Census **PPU values for Erin Mills Neighbourhood from the 2021 Census are not currently available	
Parking:	Required	Provided
Resident spaces	818 spaces	773 spaces
Retail and visitor spaces	146 spaces (with sharing)	141 spaces (with sharing)
Total	964 spaces	914 spaces
Green Initiatives:	<ul style="list-style-type: none"> • EV parking supply • Cycling infrastructure • Rainwater harvesting system (Full list provided on Active Development webpage) 	

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
- Context Plan
- Site Plan
- Statistics
- Survey
- Underground Parking Plans
- Floor Plans and Roof Plan
- Elevations and Sections

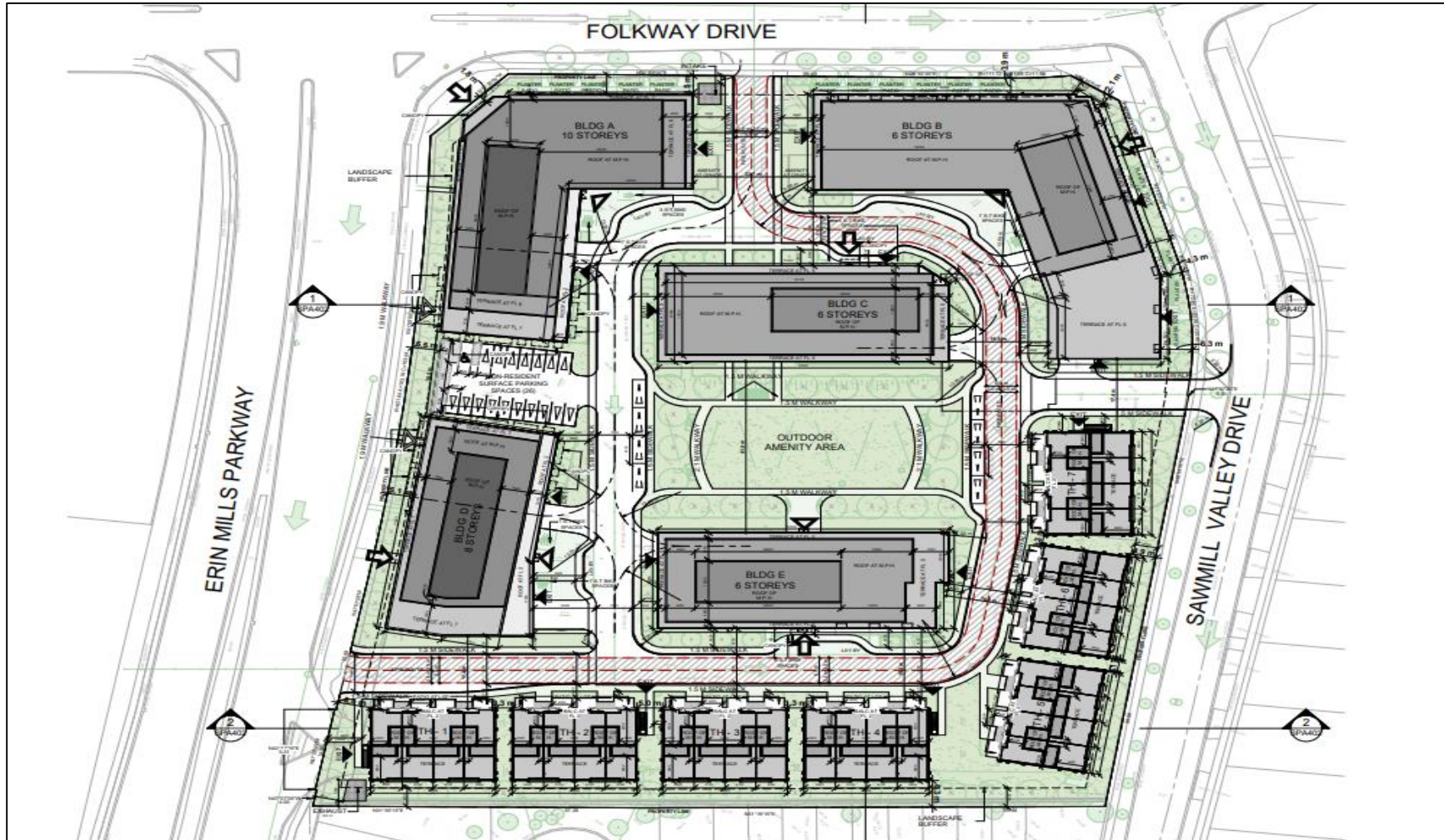
- Renderings
- Servicing, Grading, Erosion Sediment Control and Utility Plans
- Landscape Plan and Details
- Pre and Post Development Drainage Plans
- Tree Preservation Plan
- Arborist Report
- Draft Notice Sign
- Draft Official Plan and Zoning By-law Amendments
- Functional Servicing and Stormwater Management Report
- Geotechnical Investigation
- Housing Report
- Hydrogeological Assessment
- Low Impact Design Features
- Parcel Register
- Phase One Environmental Site Assessment
- Retail Market Impact Study
- Roadway Traffic Noise Feasibility Assessment
- Sun/Shadow Study
- Traffic Impact Study
- Urban Design Study
- Waste Management Plan
- Pedestrian Level Wind Study

A community meeting was held by Ward 8 Councillor, Matt Mahoney, on March 1, 2023. Community focus group meetings were also held in March and April 2023 by Ward 8 Councillor, Matt Mahoney. 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.

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.

Site Plan, Elevations, Section and Renderings



Site Plan



Elevations



Elevations and Section



Renderings

2. Site Description

Site Information

The property is located at the southeast corner of Erin Mills Parkway and Folkway Drive within the Erin Mills Neighbourhood Character Area. The site is currently occupied by a commercial building containing retail and service uses and surface parking.



Aerial photo of 4099 Erin Mills Parkway

Property Size and Use	
Frontages:	
Erin Mills Parkway	+/- 175.4 m (575.5 ft.)
Folkway Drive	+/- 127.0 m (416.7 ft.)
Sawmill Valley Drive	+/- 179.3 m (588.3 ft.)
Gross Lot Area:	2.6 ha (6.4 ac.)

Existing Uses:

Retail and service uses



Image of existing condition facing south from Folkway Drive

Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force which zoned the property **C2** (Neighbourhood Commercial)
- November 14, 2012 – Mississauga Official Plan came into force which designated the property **Mixed Use**
- January 14, 2021 – Committee of Adjustment approved a minor variance application to permit a take-out restaurant less than 60 m (196.9 ft.) from a Residential Zone under Zoning By-law 0225-2007
- November 15, 2022 – Submission of official plan amendment and rezoning applications to permit five condominium apartment buildings of 11, 8, 7, 7 and 6

storeys with commercial uses at grade for two of the buildings and seven blocks of stacked townhouses containing a total of 703 units

3. Site Context

Surrounding Land Uses

The surrounding area includes low-rise residential buildings including but not limited to detached dwellings and townhomes, parkland, a place of religious assembly known as the Solel Congregation of Mississauga, a Petro-Canada gas station and a retirement building known as Sunrise of Erin Mills. The broader surrounding area includes Highway 403, parkland, apartment buildings and South Common Centre.

The immediate surrounding land uses are:

North: Folkway Drive, parkland and detached dwellings
East: Sawmill Valley Drive and detached dwellings
South: Farrier Court and linked dwellings
West: Erin Mills Parkway, townhomes and parkland

Neighbourhood Context

The property is located in the Erin Mills Neighbourhood Character Area. The Erin Mills Neighbourhood Character Area primarily contains residential uses in the form of low-rise residential building types including detached dwellings, semi-detached dwellings and townhomes, with higher density uses

such as apartment buildings in select locations. Non-residential uses are generally located along Regional and City corridors including Erin Mills Parkway, Winston Churchill Boulevard and Burnhamthorpe Road West. South Common Centre is located approximately 600 m (1,969 ft) south of the property within the South Common Community Node Character Area.

The property is located along Erin Mills Parkway which is identified as a Corridor in Mississauga Official Plan. Existing uses in the surrounding area with frontage along Erin Mills Parkway are generally limited to South Common Centre, parkland, gas stations and Sunrise of Erin Mills.



Aerial photo of 4099 Erin Mills Parkway

Demographics

Based on the 2021 Census, the existing population of the Erin Mills Neighbourhood area is 38,320 with a median age of this area being 44 (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 14% children (0-14 years) and 21% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 42,790 and 42,720 respectively. The average household size is 3 persons with 7.2% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 11,330 units (86%) owned and 1,870 units (14%) rented with a vacancy rate of approximately 0.7%*. In addition, the number of jobs within this Character Area is 2,203. Total employment combined with the population results in a PPJ for Erin Mills Neighbourhood of 36 PPJ per ha.

*Please note that the vacancy rate does not come from the census. This information comes from CMHC which demarcates neighbourhood geographic areas. The Erin Mills Neighbourhood Character Area is located within the Churchill Meadows/Erin Mills neighbourhood geography. Please note that the vacancy rate published by CMHC is ONLY for apartments and is current as of October 2022.

Other Development Applications

There are no active development applications in the vicinity of the property.

Community and Transportation Services

The area is served by City facilities such as Trapper's Green Park. At a larger distance, Sawmill Creek Park and Folkway Park provide additional park options within the Erin Mills Neighbourhood.

Erin Mills Parkway is identified as a Transit Priority Corridor under Mississauga Official Plan. Transit priority measures such as queue jump lanes and transit signal priority are employed along Transit Priority Corridors. The following MiWay bus routes currently service the property:

- Route 29 – Park Royal-Homelands
- Route 48 – Erin Mills
- Route 110 – University Express

The property is also located approximately 1 km (3,280.8 ft.) south of Erin Mills Station for the Mississauga Transitway BRT and 1 km (3,280.8 ft.) north of the South Common Centre Transit Terminal.

A multi-use trail is planned along Erin Mills Parkway. Shared bicycle routes are also planned along Folkway Drive and Sawmill Valley Drive.

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 applications will be evaluated based on these policies in the subsequent Recommendation Report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
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>

Policy Document	Legislative Authority/Applicability	Key Policies
		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)
Region of Peel Official Plan (ROP)	The Region of Peel approved Mississauga Official Plan 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.	The ROP identifies the subject lands as being located within Peel's Urban System. 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.

Mississauga Official Plan

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

Existing Designation

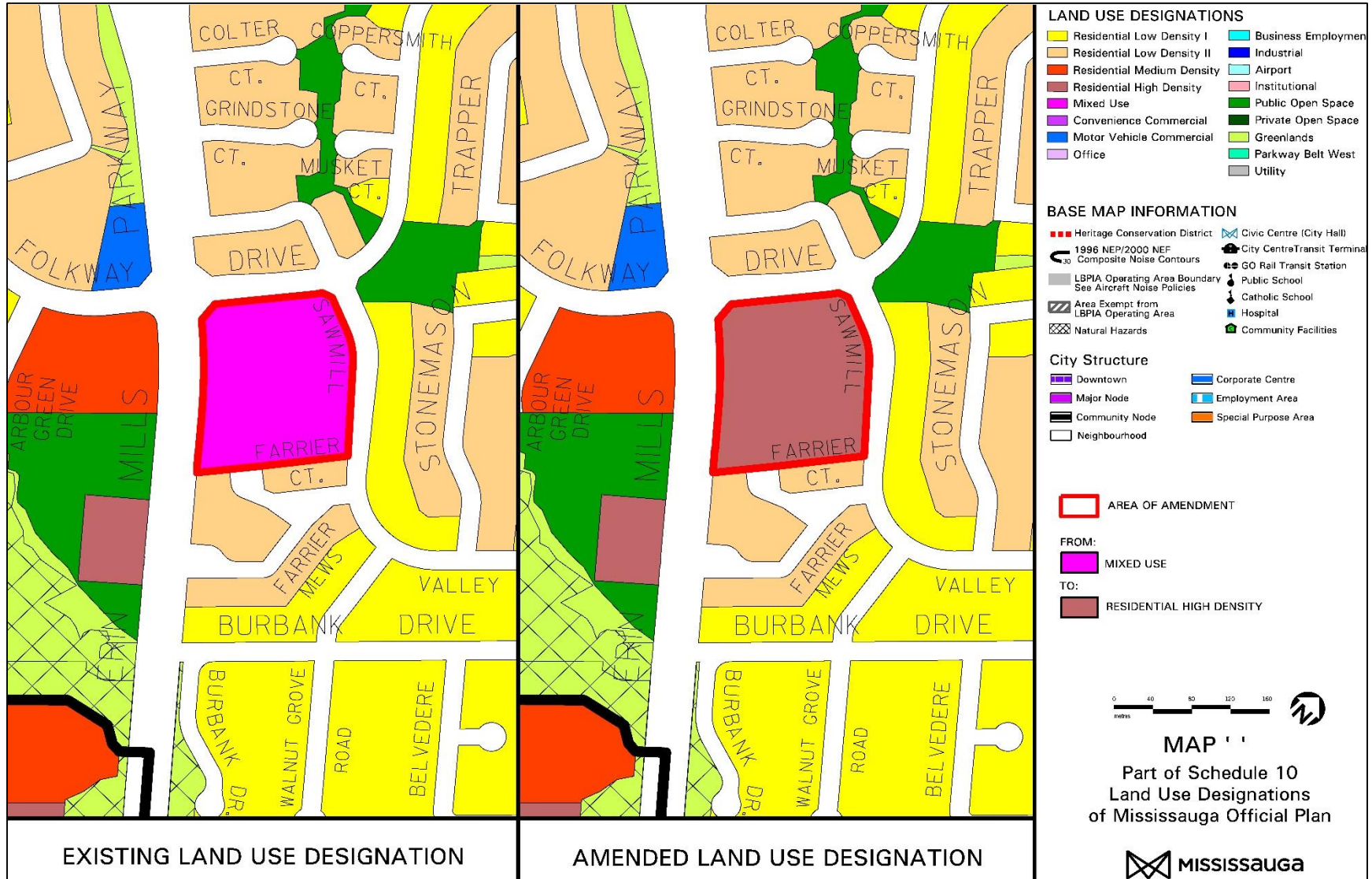
The lands are located within the Erin Mills Neighbourhood Character Area and are designated **Mixed Use**. The **Mixed Use** designation permits non-residential uses including a restaurant, retail store and secondary office, and residential uses in conjunction with non-residential uses.

The subject property is not located within a Major Transit Station Area (MTSA).

Proposed Designation

The applicant is proposing to change the designation to **Residential High Density** to permit the proposed condominium apartment buildings with commercial uses at grade and stacked townhouses. 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 applicant will also need to account for the property's planned function to provide a variety of retail, service and other uses to support the surrounding residents and businesses.

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



Excerpt of Erin Mills Neighbourhood Character Area

Relevant Mississauga Official Plan Policies

The following policies are applicable, and not exhaustive, 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>Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:</p> <ul style="list-style-type: none"> a. protect ecological functions, public health and safety; b. utilize existing and proposed services and infrastructure such as transit and community infrastructure; [...] (Section 5.1.3) <p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</p> <p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure. (Section 5.1.9)</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. (Section 5.3.5.1)</p> <p>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas. (Section 5.3.5.2)</p> <p>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres. (Section 5.3.5.3)</p> <p>Redevelopment of Mixed Use sites that result in a loss of commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained after redevelopment. (Section 5.3.5.4)</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan. (Section 5.3.5.5)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood. (Section 5.4.4)</p>

	<p>General Intent</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands. (Section 5.4.5)</p> <p>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 height requirements or until such time as alternative building heights are determined through planning studies. Except along Intensification Corridors and within Major Transit Station Areas, the minimum building height requirement will not apply to Employment Areas. (Section 5.4.8)</p> <p>Transit services infrastructure will utilize Corridors to connect Intensification Areas. (Section 5.4.9)</p>
Chapter 6 Value The Environment	<p>Mississauga will require development proposals to address the management of stormwater using stormwater best management practices. (Section 6.2.7)</p> <p>Mississauga will encourage the use of green technologies and design to assist in minimizing the impacts of development on the health of the environment. (Section 6.2.8)</p> <p>Parks should generally be accessible for residents within 800 metres of their dwelling and be located as centrally as possible within a residential area. (Section 6.3.68)</p> <p>Mississauga will require that development applications be supported by stormwater best management practices in accordance with relevant plans, studies, development standards and policies. Additional measures may be specified by the City based on known concerns related to storm sewer capacity, pollution prevention, flood risk and erosion, and protection of the city's Natural Heritage System, including its ecological function. Stormwater best management practices must be approved by the city, appropriate conservation authority and Provincial Government, where applicable. (Section 6.4.2.2)</p> <p>Residential development or development that includes outdoor living areas will not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed limits specified by the applicable Provincial Government environmental noise guideline. A detailed noise impact study will be required to demonstrate that every effort has been made to achieve the sound level limits specified by the applicable Provincial Government environmental noise guideline, for an outdoor living area (55 dBA or less). Only in cases where the required noise attenuation measures are not feasible for technical, economic, aesthetic or administrative reasons would excess noise above the limit (55 dBA) be acceptable, with a warning clause to prospective purchasers, consistent with the applicable Provincial Government environmental noise guideline. In these situations, any excess noise above the limit will not be acceptable if it exceeds 60 dBA. (Section 6.10.3.2)</p> <p>Development with a residential component such as dwellings, or any development which includes bedrooms, sleeping quarters, living rooms or reading rooms which will be subject to high levels of traffic noise, will only be permitted if it includes structural features which result in interior noise levels that comply with the indoor standards specified by the applicable Provincial Government environmental noise guideline. (Section 6.10.3.3)</p> <p>Where residential and other land uses sensitive to noise are proposed within 500 m of a freeway, 250 m of a provincial highway or 100 m from other roads, development proponents will be required to submit detailed noise studies delineating mitigative noise measures required to meet Provincial Government and Region of Peel noise guidelines. The recommendations of the approved reports are to be implemented as conditions of development. (Section 6.10.3.4)</p>

	General Intent
	A feasibility and/or detailed noise impact study prepared to analyze the impacts of road noise on a development are to incorporate the ultimate Annual Average Daily Traffic (AADT) for the road. (Section 6.10.3.6)
Chapter 7 Complete Communities	<p>The creation of complete communities and the implications for public health will be considered by Mississauga when making planning decisions. (Section 7.1.2)</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. (Section 7.1.3) <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2) <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p> <p>Community infrastructure will support the creation of complete communities. (Section 7.4.1)</p>
Chapter 8 Create a Multi- Modal City	<p>Mississauga will ensure that transportation corridors are identified and protected to meet current and projected needs for various travel modes. (Section 8.1.9)</p> <p>In reviewing development applications, Mississauga will require area wide or site specific transportation studies to identify the necessary transportation improvements to minimize conflicts between transportation and land use, and to ensure that development does not precede necessary road, transit, cycling and pedestrian improvements. Transportation studies will consider all modes of transportation including auto traffic, truck traffic, transit, walking and cycling. (Section 8.1.16)</p> <p>Mississauga will employ transit priority measures on priority corridors shown on Schedule 6: Long Term Transit Network, such as queue jump lanes and transit signal priority, along with express services, new intelligent transportation systems (ITS), fare integration, and service coordination with GO Transit and neighbouring transit systems. (Section 8.3.2.1)</p>

	General Intent
	<p>Off-street parking facilities for vehicles and other modes of travel, such as bicycles, will be provided in conjunction with new development [...] . (Section 8.4.1)</p> <p>Development within and adjacent to Neighbourhoods will mitigate parking impacts on the residential use. (Section 8.4.11)</p>
Chapter 9 Build A Desirable Urban Form	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1)</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3)</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (Section 9.1.5)</p> <p>Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes. (Section 9.1.9)</p> <p>New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities. (Section 9.1.15)</p> <p>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required. (Section 9.2.2)</p> <p>Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved. (Section 9.2.2.1)</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ol style="list-style-type: none"> Respect existing lotting patterns; Respect the continuity of front, rear and side yard setbacks; Respect the scale and character of the surrounding area; Minimize overshadowing and overlook on adjacent neighbours; Incorporate stormwater best management practices; Preserve mature high quality trees and ensure replacement of the tree canopy; and Be designed to respect the existing scale, massing, character and grades of the surrounding area. (Section 9.2.2.3) <p>Development on Corridors will be encouraged to:</p> <ol style="list-style-type: none"> Assemble small land parcels to create efficient development parcels; Face the street, except where predominate development patterns dictate otherwise; Not locate parking between the building and the street; Site buildings to frame the street; Support transit and active transportation modes;

	General Intent
	<p>h. Provide concept plans that show how the site can be developed with surrounding lands. (Section 9.2.2.6)</p> <p>Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage. (Section 9.3.1.7)</p> <p>The design of developments at intersections and along major streets should be of a highly attractive urban quality, recognizing that streets are important civic spaces and linkages. (Section 9.3.1.8)</p> <p>Residential developments of significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users. (Section 9.3.5.6)</p> <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area. (Section 9.5.1.1)</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:</p> <ul style="list-style-type: none"> a. Natural Heritage System; b. natural hazards (flooding and erosion); c. natural and cultural heritage features; d. street and block patterns; e. the size and configuration of properties along a street, including lot frontages and areas; f. continuity and enhancement of streetscapes; g. the size and distribution of building mass and height; h. front, side and rear yards; i. the orientation of buildings, structures and landscapes on a property; j. views, sunlight and wind conditions; k. the local vernacular and architectural character as represented by the rhythm, textures and building materials; l. privacy and overlook; and l. the function and use of buildings, structures and landscapes. (Section 9.5.1.2) <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>Developments adjacent to public parkland will complement the open space and minimize negative impacts. (Section 9.5.1.7)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (Section 9.5.1.9)</p> <p>New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare. (Section 9.5.1.11)</p>

	<p>General Intent</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:</p> <ul style="list-style-type: none"> 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. (Section 9.5.2.2) <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>Buildings must clearly address the street with principal doors and fenestrations facing the street in order to:</p> <ul style="list-style-type: none"> 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 buildings to the street; and c. ensure public safety. (Section 9.5.3.2) <p>An attractive and comfortable public realm will be created through the use of landscaping, the screening of unattractive views, protection from the elements, as well as the buffering of parking, loading and storage areas. (Section 9.5.4.2)</p> <p>Built form will relate to the width of the street right-of-way. (Section 9.5.4.5)</p> <p>Parking should be located underground, internal to the building or to the rear of buildings. (Section 9.5.5.1)</p> <p>Service, loading and garbage storage areas should be internal to the building or located at the rear of the building and screened from the public realm. (Section 9.5.5.7)</p>
<p>Chapter 10 Foster A Strong Economy</p>	<p>Retail uses may be permitted within Neighbourhoods to provide retail uses convenient to the local residents. Character Area policies or local area plans will identify appropriate locations and types of uses. (Section 10.4.3)</p> <p>Retail uses outside the Downtown, Major Nodes and Community Nodes will be directed to Corridors and Major Transit Station Areas or in locations as identified in Character Area policies. (Section 10.4.5)</p>
<p>Chapter 11 General Land Use Designations</p>	<p>Lands designated Residential High Density will permit the following use:</p> <ul style="list-style-type: none"> a. apartment dwelling; b. uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property; and c. uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities. (Section 11.2.5.6) <p>In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses:</p>

	<p>General Intent</p> <ul style="list-style-type: none"> a. financial institution [...] b. residential, in conjunction with other permitted uses c. restaurant d. retail store [...] (Section 11.2.6.1) <p>The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses. (Section 11.2.6.2)</p> <p>Developments that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation. (Section 11.2.6.3)</p> <p>Residential uses will be permitted in the same building with another permitted use but dwelling units will not be permitted on the ground floor. (Section 11.2.6.4)</p>
Chapter 16 Neighbourhoods	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements. (Section 16.1.1.1)</p> <p>Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:</p> <ul style="list-style-type: none"> a. an appropriate transition in heights that respects the surrounding context will be achieved; b. the development proposal enhances the existing or planned development; c. the City Structure hierarchy is maintained; and d. the development proposal is consistent with the policies of this Plan. (Section 16.1.1.2)
Chapter 19 Implementation	<p>To provide consistent application of planning and urban design principles, all development applications will address, among other matters:</p> <ul style="list-style-type: none"> a. the compatibility of the proposed development to existing or planned land uses and forms, including the transition in height, density, and built form; b. conformity with the policies in this Plan; c. the sustainability of the development to support public transit and to be oriented to pedestrians; d. in circumstances where medium and high density residential uses are in proximity to developments of a lower density, measures, such as increased setback; sensitive building location, transition and design; and landscaping, may be required to ensure compatibility with the lower density designations; e. the adequacy of engineering services; f. the adequacy of community infrastructure; g. the adequacy of the multi-modal transportation systems; h. the suitability of the site in terms of size and shape, to accommodate the necessary on site functions, parking, landscaping, and on site amenities; i. the relationship of the proposed development to the street environment and its contribution to an effective and attractive public realm; j. the impact of the height and form of development, in terms of overshadowing and amenity loss, on neighbouring residential and

	General Intent
	<p>park uses; k. site specific opportunities and constraints; l. sustainable design strategies; and m. urban form and public health. (Section 9.4.3)</p> <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> <ol style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; that a municipal comprehensive review of the land use designation or a five year review is not required; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; 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

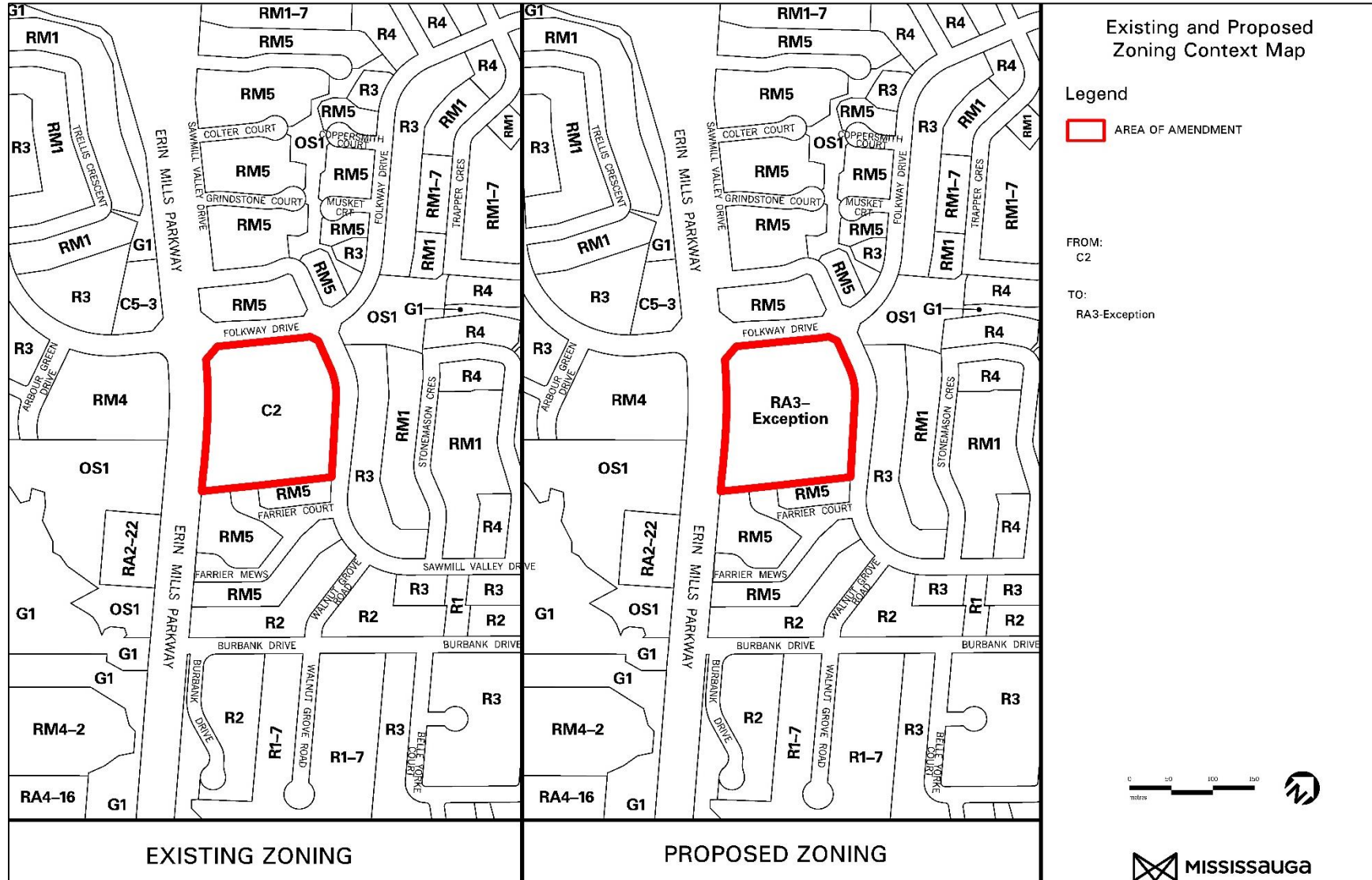
Existing Zoning

The property is currently zoned **C2** (Neighbourhood Commercial), which permits commercial uses including retail and service uses.

Proposed Zoning

The applicant is proposing to zone the property **RA3 – Exception** (Apartments – Exception) to permit five condominium apartment buildings of 11, 8, 7, 7 and 6 storeys with commercial uses at grade and seven blocks of stacked townhouses containing a total of 703 units.

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



Excerpt of Zoning Map 31

Proposed Zoning Regulations

Zone Regulations	Existing C2 Zone Regulations	RM9 Base Zone Regulations	RA3 Base Zone Regulations	Proposed RA3-Exception Zone Regulations
Permitted Uses	Commercial uses including a retail store, restaurant and service establishment	Stacked townhouse	Apartment, Long-term care building, Retirement building Additional accessory uses including a retail store, service establishment, financial institution, office, and medical office - restricted	Stacked townhouse, back to back townhouse and additional non-residential uses including but not limited to a daycare, garden centre, private club, science and technology facility, restaurant, take-out restaurant, commercial and private school and veterinary clinic
Maximum Floor Space Index (FSI)	-	-	1.0	2.3
Minimum Rear Yard For That Portion Of The Dwelling With A Height Less Than Or Equal To 13.0 m (42.7 ft.) For That Portion Of The Dwelling With A Height Greater Than 13.0 m (42.7 ft.) And Less Than 20.0 m (65.6 ft.)	6.0 m (19.7 ft.)	7.5 m (24.6 ft.)	7.5 m (24.6 ft.) 10.0 m (32.8 ft.)	6.3 m (20.7 ft.)

Zone Regulations	Existing C2 Zone Regulations	RM9 Base Zone Regulations	RA3 Base Zone Regulations	Proposed RA3-Exception Zone Regulations
<p>Minimum Front Yard and Exterior Side Yard</p> <p>For That Portion Of The Dwelling With A Height Less Than Or Equal To 13.0 m (42.7 ft.)</p> <p>For That Portion Of The Dwelling With A Height Greater Than 13.0 m (42.7 ft.) And Less Than 20.0 m (65.6 ft.)</p> <p>For That Portion Of The Dwelling With A Height Greater Than 20.0 m (65.6 ft.) And Less Than 26.0 m (85.3 ft.)</p> <p>For That Portion Of The Dwelling With A Height Greater Than 26.0 m (85.3 ft.)</p>	4.5 m (14.8 ft.)	7.5 m (24.6 ft.)	<p>7.5 m (24.6 ft.)</p> <p>8.5 m (27.9 ft.)</p> <p>9.5 m (31.2 ft.)</p> <p>10.5 m (34.4 ft.)</p>	<p>Erin Mills Parkway - 5.0 m (16.4 ft.)</p> <p>Folkway Drive - 3.9 m (12.8 ft.)</p> <p>Sawmill Valley Drive - 4.3 m (14.1 ft.)</p>
Maximum Height	4 storeys and 16.5 m (54.1 ft.) for flat roof / 20 m (65.6 ft.) for sloped roof	4 storeys and 17.0m (55.8 ft.) for sloped roof / 4 storeys and 13.0 m (42.7 ft.) for flat roof	12 storeys and 38 m (124.7 ft.)	<p>Apartment building A - 11 storeys / 33.6 m (110.2 ft.)</p> <p>Apartment building B - 7 storeys / 21.2 m (69.6 ft.)</p>

Zone Regulations	Existing C2 Zone Regulations	RM9 Base Zone Regulations	RA3 Base Zone Regulations	Proposed RA3-Exception Zone Regulations
				<p>Apartment building C - 6 storeys / 21.2 m (69.6 ft.)</p> <p>Apartment building D - 8 storeys / 26.0 m (85.3 ft.)</p> <p>Apartment building E - 7 storeys / 21.9 m (71.9 ft.)</p> <p>Stacked townhouses - 4 storeys / 14.0 m (45.9 ft.) for flat roof and 4 storeys / 17.0 m (55.8 ft.) for sloped roof</p>
Minimum Parking Spaces	5 spaces per 100 m ² (1,076.4 ft ²) (retail store) – 39 spaces	<p>1.5 resident spaces per unit – 168 spaces</p> <p>0.25 visitor spaces per unit – 28 spaces</p>	<p>1.1 resident spaces per unit (condominium apartment) – 650 spaces</p> <p>0.2 visitor spaces per unit (condominium apartment) – 118 spaces</p>	<p>1.1 resident spaces per unit (condominium apartment) – 650 spaces</p> <p>0.2 visitor spaces per unit (condominium apartment) – 118 spaces</p> <p>1.1 resident spaces per unit (stacked)</p>

Zone Regulations	Existing C2 Zone Regulations	RM9 Base Zone Regulations	RA3 Base Zone Regulations	Proposed RA3-Exception Zone Regulations
				townhouse) – 123 spaces 0.2 visitor spaces per unit (stacked townhouse) – 22 spaces 5 spaces per 100 m ² (1,076.4 ft ²) – 39 spaces A shared parking arrangement is being pursued for the visitor and retail parking spaces
Minimum Loading Spaces	1 space for non – residential uses containing 250 m ² (2,691 ft ²) to 2 350 m ² (25,295.2 ft ²) of gross floor area	-	1 space per apartment building	1 space per apartment building A shared loading arranged is being pursued for the residential and non-residential uses
Minimum Setback From A Parking Structure Above Or Partially Above Finished Grade To Any Lot Line	-	6.0 m (19.7 ft.)	7.5 m (24.6 ft.)	Deleted
Minimum Setback From A Parking Structure	-	3.0 m (9.8 ft.)	3.0 m (9.8 ft.)	0.5 m (1.6 ft.)

Zone Regulations	Existing C2 Zone Regulations	RM9 Base Zone Regulations	RA3 Base Zone Regulations	Proposed RA3-Exception Zone Regulations
Completely Below Finished Grade, Inclusive Of External Stairwells, To Any Lot Line				
Minimum Landscaped Area	-	40% of the lot area	40% of the lot area	35% of the lot area
Minimum Depth Of A Landscaped Buffer From A Lot Line That Is A Street Line and Abutting a Residential Zone	4.5 m (14. 8 ft.)	3.0 m (9.8 ft.)	4.5 m (14.8 ft.)	Folkway Drive – 3.5 m (11.5 ft.) Sawmill Valley Drive – 4.2 m (13.8 ft.) Erin Mills Parkway – 4.5 m (14.8 ft.) Rear Yard – 4.5 m (14.8 ft.)
Minimum Internal Setbacks	-		-	
From The Front Wall Of A Building To A Condominium Road , Sidewalk, Walkway Or Parking Space Not Located On A Driveway		4.5 m (14.8 ft.)		3.4 m (11.2 ft.)
From A Side Wall Of A Building To A Side Wall Of Another Building On The Same Lot		3.0 m (9.8 ft.)		2.3 m (7.5 ft.)

Zone Regulations	Existing C2 Zone Regulations	RM9 Base Zone Regulations	RA3 Base Zone Regulations	Proposed RA3-Exception Zone Regulations
Maximum Height Exemption	-	Calculation of maximum height shall be exclusive of structures for rooftop access, provided that the structure complies with the following: 3.0 m (9.8 ft.) maximum height , 20.0 m ² (215.3 ft ²) maximum floor area , and 3.0 m (9.8 ft.) minimum setback from edge of building	-	Calculation of maximum height shall be exclusive of structures for rooftop access, provided that the structure complies with the following: 6.0 m (19.7 ft.) maximum height , 20.0 m ² (215.3 ft ²) maximum floor area , and 1.5 m (4.9 ft.) minimum setback from edge of building or 0.0 m (0.0 ft.) from the edge of a side wall
Note: The provisions listed are based on information provided by the applicant, which are subject to revisions as the applications are further refined. In addition to the regulations listed, other variations, including technical variations, to the implementing by-law are proposed or may also apply, including changes that may take place before Council adoption of the by-law, should the applications be approved.				

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.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
63 Kindergarten to Grade 6	Sawmill Valley Public School	Erin Mills Middle School	Erindale Secondary School
20 Grade 7 to Grade 8	Enrolment: 374	Enrolment: 415	Enrolment: 930
15 Grade 9 to Grade 12	Capacity: 436	Capacity: 522	Capacity: 1,317
	Portables: 1	Portables: 0	Portables: 0

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
18 Kindergarten to Grade 8	St. Mark Elementary School	Loyola Catholic Secondary School
15 Grade 9 to Grade 12	Enrolment: 341	Enrolment: 1,033
	Capacity: 567	Capacity: 1,089
	Portables: 0	Portables: 0

6. Community Questions and Comments

A community meeting was held by Ward 8 Councillor, Matt Mahoney, on March 1, 2023. More than 400 people attended the community meeting and multiple written submissions have been received. Ward 8 Councillor, Matt Mahoney has also held multiple community focus group meetings in March and April 2023. The community focus group has also provided multiple written submissions regarding concerns with the proposed development.

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.

- The property is not an appropriate location for the proposed intensification
- The proposal deviates from the original Erin Mills Plan
- The proposed development will result in adverse impacts to existing road and signal operations including access from Sawmill Valley Drive
- The proposed density is excessive for the neighbourhood

- The proposed building heights and massing are excessive and will result in adverse impacts to adjacent properties such as overshadowing
- Existing infrastructure including sanitary, water, internet and electricity cannot support the proposed development and the neighbourhood
- The proposed development does not provide sufficient amenity areas for the residents
- The parking supply is not sufficient to support the proposed development
- The proposed development does not provide sufficient commercial gross floor area to maintain the planned function of the property as a walkable, neighbourhood commercial destination
- Emergency response times will not be adequate as a result of the proposed development
- The proposed development does not provide value to the neighbourhood
- Waste collection and storage will adversely impact adjacent properties
- There is not sufficient parkland to support the neighbourhood and the proposed development
- The proposed development does not provide affordable housing
- What measures will be taken to mitigate construction impacts on surrounding residents?
- Schools do not have the capacity to support the proposed development
- Will the proposed development be phased?
- Adequate public transit is not available to support the proposed and existing residents
- The proposed development will reduce the walkability of the neighbourhood
- The proposed development does not provide an appropriate unit mix of one, two and three bedroom units

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (January 2023)	An existing 300 mm (1 ft.) diameter water main is located on Erin Mills Parkway. An existing 1050 mm (3.4 ft.) diameter water main is located on Erin Mills Parkway. An existing 1500 mm (3.4 ft.) diameter water main is located on Erin Mills Parkway. An existing 300 mm (1 ft.) diameter water main is located on Folkway Drive. An existing 200 mm (0.7 ft.) diameter water main is located on Sawmill Valley Drive. An existing 50/100 mm (0.2/0.3 ft.) diameter water main is located on Farrier Court. Due

Agency / Comment Date	Comments
	<p>to the size and function of the 1050 mm (3.4 ft.) and 1500 mm (3.4 ft.) water mains on Erin Mills Parkway, connection will not be permitted.</p> <p>An existing 250 mm (0.8 ft.) diameter sanitary sewer is located on Sawmill Valley Drive. An existing 250 mm (0.8 ft.) diameter sanitary sewer is located on Farrier Court. An existing 2400 mm (7.9 ft.) diameter sanitary sewer is located on Erin Mills Parkway. Due to the size and function of the 2400 mm (7.9 ft.) diameter sanitary sewer on Erin Mills Parkway, connection will not be permitted.</p> <p>A satisfactory Functional Servicing Report is required. Completion and submission of a multi-use demand table to fulfil modelling requirements and determine the proposals impact to the existing system is required. The development requires a water system looped to municipal water, to provide a redundant water supply. Additional information is required regarding design flow calculations.</p> <p>Servicing of the property 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 property will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, development charges, legal costs and all other costs associated with the development.</p> <p>Confirmation that the City will permit shared servicing is required prior to approval. Prior to Regional site servicing connection approval, fire prevention approval from the City is required. Prior to the City issuing full building permit, Regional site servicing connection approvals are required. Any changes to the underground servicing will require review by Regional servicing connections.</p> <p>The Region will provide front-end collection of garbage and recyclable materials. Additional information is required to confirm the proposed development meets the Waste Collection Design Standards.</p> <p>Additional flows and new connections are not permitted to be made to Regional roads. All development flows are to be directed to the City's storm sewer system or watercourses, to the satisfaction of the Region and all relevant Departments and agencies. Alternatively, flows can be mitigated using low impact development technologies.</p> <p>No grading will be permitted within any Regional right-of-way to support adjacent developments.</p> <p>Modifications can be made to provide additional bicycle parking and access to support sustainable modes of commuting. For example, a 2 m (6.6 ft.) sidewalk can be provided along the frontage of high-density residential buildings. Modifications can also be made to promote public health in communities including considering age friendly design guidelines.</p>

Agency / Comment Date	Comments
	<p>Private servicing easements may be required prior to Regional site servicing connection approval.</p> <p>The applicant is encouraged to review opportunities to increase the proportion of two plus den and three-bedroom units, where feasible, while still making these larger units more affordable to larger moderate-income households. 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 the applicant to establish terms of such a contribution involving the Region and/or connecting the applicant with a non-profit housing provider. Regional staff would also be willing to discuss other potential options with the applicant and the City, such as off-site contributions or financial contributions through applicable housing initiatives, to support affordable housing. The applicant is encouraged to explore opportunities to incorporate purpose-built rental apartment units into this design, where possible.</p> <p>The Region is in support of the right-in/right-out access off of Erin Mills Parkway. Additional information has been requested regarding the Traffic Impact Study.</p> <p>The Region requests the gratuitous dedication of lands to meet the Regional Official Plan requirement for Erin Mills Parkway which has a right of way of 50.5 m (165.7 ft.), 25.25 m (82.8 ft.) from the centreline of the road allowance, within 245 m (803.8 ft.) of intersections to protect for the provision of but not limited to utilities, sidewalks, multiuse pathways and transit bay/shelters; The Region will require the gratuitous dedication of a 15 m (49.2 ft.) x 15 m (49.2 ft.) daylight triangle at the intersection of Erin Mills Parkway and Folkway Drive. The Region will require the gratuitous dedication of a 0.3 m (1 ft.) reserve along the frontage of Erin Mills Parkway behind the property line and daylight triangle, except at any approved access point. The applicant is required to gratuitously dedicate these lands to the Region, free and clear of all encumbrances. All costs associated with the transfer are the responsibility of the applicant. The applicant must provide the Region with the necessary title documents and reference plan(s) to confirm the Region's right-of-way. A draft reference plan will be required for review and approval.</p> <p>Landscaping, signs, fences, cranes, gateway features or any other encroachments are not permitted within the Region's easements and/or right of way limits. Cranes will not be permitted to swing over a Regional road unless a crane swing licence has been granted.</p>
Dufferin-Peel Catholic District School Board (December 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 proposed development is located. The City's school accommodation condition need not be applied.</p> <p>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:</p> <ol style="list-style-type: none"> 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

Agency / Comment Date	Comments
	<p>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</p> <p>b. That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board.</p>
<p>Peel District School Board (December 2022)</p>	<p>Prior to final approval, the City of Mississauga shall be advised that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the Peel District School Board for this plan.</p> <p>The Peel District School Board requires that the following clauses 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; and</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> <p>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 Board's Transportation Policy.</p>
<p>City Community Services Department – Park Planning Section (February 2023)</p>	<p>The property is located in the Erin Mills Neighbourhood Character Area and as established in the 2022 Parks Plan, the parkland provision standard of 1.2 ha (3.0 ac.) per 1000 people is achieved. The property is also located in close proximity to Trapper's Green (P-175), zoned Open Space (OS1). The City-owned park is within 25 m (75 ft.) of the development and is 0.8 ha (2.0 ac.) in size. Trapper's Green includes a neighbourhood play structure, open space, picnic area and trail network, which will serve the future residents on the property. Trapper's Green also connects to other surrounding City-owned parks and open space such as Coppersmith Grove (P-177), located within a walking distance of 150 m (450 ft.). Given the Erin Mills Neighbourhood Character Area meets the parkland provision standard and the proximity of the development to City-owned parkland, public parkland on this property is not required.</p> <p>Park Planning staff agrees that the property would benefit from the proposed centrally located private amenity space to serve daily recreational needs of future residents. A cash contribution for street tree plantings for public street frontages and 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 Policies and By-laws.</p>

Agency / Comment Date	Comments
<p>City Transportation and Works Department (February 2023)</p>	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the applications, as follows:</p> <p><u>Traffic</u></p> <p>A traffic impact study (TIS), prepared by BA Group dated September 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:</p> <ul style="list-style-type: none"> • Provide an updated Traffic Impact Study addressing all staff comments; • Provide turning movement diagrams to evaluate the internal site circulation and access points; • Review the driveway access to ensure adjacent municipal roads and the internal driveway can operate efficiently; and • Address any traffic concerns from the community related to the proposed development. <p><u>Stormwater</u></p> <p>A Functional Servicing Report (FSR), prepared by IBI Group dated August 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 property. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to construct a new internal storm sewer to service the development lands, with an outlet to the existing 600 mm (2 ft.) diameter storm sewer system located on Farrier Court, 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 demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site.</p> <p><u>Environmental Compliance</u></p> <p>A Phase One ESA report, prepared by Pinchin Ltd. dated February 2022, was submitted in support of the proposed development. The report indicates a further Environmental Site Assessment is required; therefore the following is to be submitted for further review:</p>

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> • A letter of reliance for the Phase I ESA report; • A Phase Two ESA prepared in accordance with O.Reg 153/04 (as amended); • A written document, prepared by a Qualified Person (QP) that includes a statement regarding the fill material located on-site is geotechnically and environmentally suitable, or will otherwise be or has been removed; • A written document, prepared by a Professional Engineer (P. Eng.) that includes a plan to decommission the wells or proof of decommissioning; • A written document, prepared by a P. Eng. that includes a plan to decommission the underground/aboveground storage tank (UST/AST) or proof of decommissioning; • As the land use is changing from a less sensitive to a more sensitive use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to enactment of the rezoning by-law. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of the Environment, Conservation and Parks; • If lands are to be dedicated to the City, a letter certified by a QP, stating that land to be dedicated to the City is environmentally suitable for the proposed use; and • A Temporary Discharge to Storm Sewer Commitment Letter. <p><u>Noise</u></p> <p>A Noise Report, prepared by Gradient Wind dated September 2022, was submitted for review. In order for a proper assessment to be made, the Noise Study needs to be revised to include the appropriate AADDT values that must be obtained for Erin Mills Parkway (from the Region of Peel) and for Folkway Drive and Sawmill Valley Drive (from the City of Mississauga).</p> <p><u>Engineering Plans/Drawings</u></p> <p>The applicant has also submitted a number of technical plans/drawings (i.e. grading and servicing plans) which need to be revised in accordance with City Standards and as part of subsequent resubmissions. All plans are to be revised to incorporate a pedestrian access easement requested for by our Traffic section.</p>
City Planning Strategies – Housing (February 2023)	<p>The applicant has not addressed any additional provisions to provide for the range of housing options as contemplated by the Housing Report Terms of Reference (ToR). The ToR outlines various options to ensure the proposed development provides a range of housing options. These include providing middle-income affordable ownership units, affordable rental units, off-site land contributions, or financial contributions to affordable middle income housing elsewhere. While it is appreciated that the anticipated unit mix includes larger family-sized two bedroom units, the applicant is encouraged to explore opportunities to include more two bedroom and three bedroom units. Information is also needed on pricing and affordability period (i.e., 25 years or more). The applicant is strongly encouraged to consider one of the above methods to contribute to the range and affordability of housing options within the proposed development.</p>
Parking (January 2023)	<p>The proposed parking reduction that is being requested by the applicant is a 5% parking space deficiency which equates to a total of 50 parking spaces reduced. With a parking deficiency under the 10% threshold, a satisfactory Parking Justification Letter (PJL) is required to be submitted.</p>

Agency / Comment Date	Comments
Arborist – Private Property (January 2023)	The applicant is advised that tree removal permission is required as per the Private Tree Protection By-law 21-22 to remove one or more trees 15 cm (0.5 ft.) or greater at diameter breast height per lot per calendar year. If applicable, the applicant is to submit a completed tree removal application, arborist report, site plan and fee for the proposed removals. The 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 or site plan approval.
Transit Infrastructure (January 2023)	<p>Convenient and accessible pedestrian linkages are to be provided between the existing sidewalk network and MiWay services/stops. Pedestrian walkway connections to the existing municipal sidewalk are necessary to ensure accessibility, reduce walking time and encourage transit use.</p> <p>There is an existing adjacent transit stop with a concrete bus pad and shelter located along Erin Mills Parkway at Folkway Drive. The function of this stop is to be maintained and shall remain in its current location. All appropriate drawings shall be amended to clearly depict the location of this bus stop/pad and shelter, and a note be added to the plan stating that the existing bus stop is to remain in its current location.</p> <p>All costs associated with the removal and reinstatement of existing transit shelters will be the responsibility of the proponent with the work being completed by MiWay's Shelter Contractor.</p>
Fire Prevention Plan Examination (December 2022)	<p>Fire has reviewed the proposed development from an emergency response perspective. Emergency response time to the site and the water supply available are acceptable, subject to hydrant flow testing.</p> <p>By-law 1036-81 is applicable to the proposed development. The by-law regulates the location of the fire access route with respect to exposure to, and distance from the structure. Additionally, it limits the unobstructed travel distance for a fire fighter from the edge of the fire route to the main entrance to every dwelling unit. Compliance will be assessed at the time of site plan approval. The site plan must be revised to illustrate fire hydrant locations and connections. Municipal addresses for each building must be provided.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Rogers Cable - Alectra Utilities - Public Art Coordinator
	<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 Office - Heritage Planner - Imperial Oil - Ministry of Transportation

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> - Sun-Canada Pipeline - Trillium Health Partners - Transit Reviewer - Legal Services - Enbridge Gas Inc. - Conseil Scolaire Viamonde - Arborist – City Property - Greater Toronto Airport Authority - Canada Post Corporation

Development Requirements

There are engineering matters that might 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 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 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:

- Is the proposed development compatible with the existing and planned character of the area given the proposed

massing, building height, and density?

- Does the proposed commercial gross floor area maintain the planned function of the property?
- Will the proposed development result in adverse impacts to road and signal operations?
- Have supporting technical studies adequately addressed concerns?
- Are zoning by-law standards, including parking supply, 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.