

## Detailed Information and Preliminary Planning Analysis

**Owner: CRW 1 LP and CRW 2 LP**

**2077-2105 Royal Windsor Drive**

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## 1. Proposed Development

The applicant proposes to develop the properties with four apartment buildings of 29, 27, 25 and 23 storeys containing 1,237 units with commercial uses and live/work units at grade and parkland. Private roads are currently proposed along the west, north and east property lines and bisecting the development. The private roads will provide access from Royal Windsor Drive to the development, the adjacent commercial building and the Clarkson GO station. Parkland is proposed along the north property line. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments). A draft plan of subdivision application may be required to create the blocks for the development, road network and parkland.

<b>Development Proposal (Phases 1 and 2)</b>	
Applications submitted:	Received: December 12, 2022 Deemed complete: February 7, 2023
Developer/ Owner:	CRW 1 LP and CRW 2 LP
Applicant:	Glen Schnarr and Associates Inc.
Number of Units:	1,237 units
Unit Breakdown:	1 Bedroom: 648 2 Bedroom: 482 3 Bedroom: 98 Live/Work: 9
Existing Gross Floor Area:	To Be Determined
Proposed Gross Floor Area:	89,276 m <sup>2</sup> (960,958.9 ft <sup>2</sup> )

<b>Development Proposal (Phases 1 and 2)</b>		
Height:	29 storeys / 91 m (298.6 ft.) 27 storeys / 85 m (278.9 ft.) 25 storeys / 79 m (259.2 ft.) 23 storeys / 73 m (239.5 ft.)	
Floor Space Index:	5.9 FSI (Gross FSI) 8.4 FSI (Net FSI)	
Landscaped Area:	24%	
Road Type:	Private road	
Anticipated Population:	2,730** *Average household sizes for all units (by type) City-wide based on the 2021 Census **PPU value for Southdown Employment Area is not available	
Parking: Resident Spaces	Required 1,113 (0.9 spaces/unit)	Provided 742 (0.6 spaces/per unit)
Visitor/Retail Spaces	247 (0.2 spaces per unit) (shared parking arrangement)	124 (0.1 spaces per unit) (shared parking arrangement)
Total	1,360	866
Green Initiatives:	<ul style="list-style-type: none"> <li>• Stormwater retention</li> <li>• EV parking</li> <li>• Exterior building design strategies</li> </ul> Refer to Green Development Standards Summary for full list	

### 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>:

- Air Quality Study
- Tree Inventory and Preservation Plan Report
- Elevations, Sections and Renderings
- Planning Justification Report
- Site Plan and Statistics
- Survey
- Streetscape Feasibility Study
- Floor Plans and Parking Plans
- Geotechnical Investigation
- Acoustic Study
- Transportation Impact and Parking Study
- Sun/Shadow Study
- Archaeological Assessment
- Draft Official Plan and Zoning By-law Amendments
- Functional Servicing and Stormwater Management Report
- Servicing Plans
- Phase I Environmental Site Assessment
- Wind Study
- Grading and Servicing Plans
- Green Development Standards Summary
- Housing Report
- Hydrogeological Assessment
- Landscape Plan
- Noise and Vibration Impact Study
- Phasing Plan
- Qualitative Wind Study
- Waste Management Report and Plan

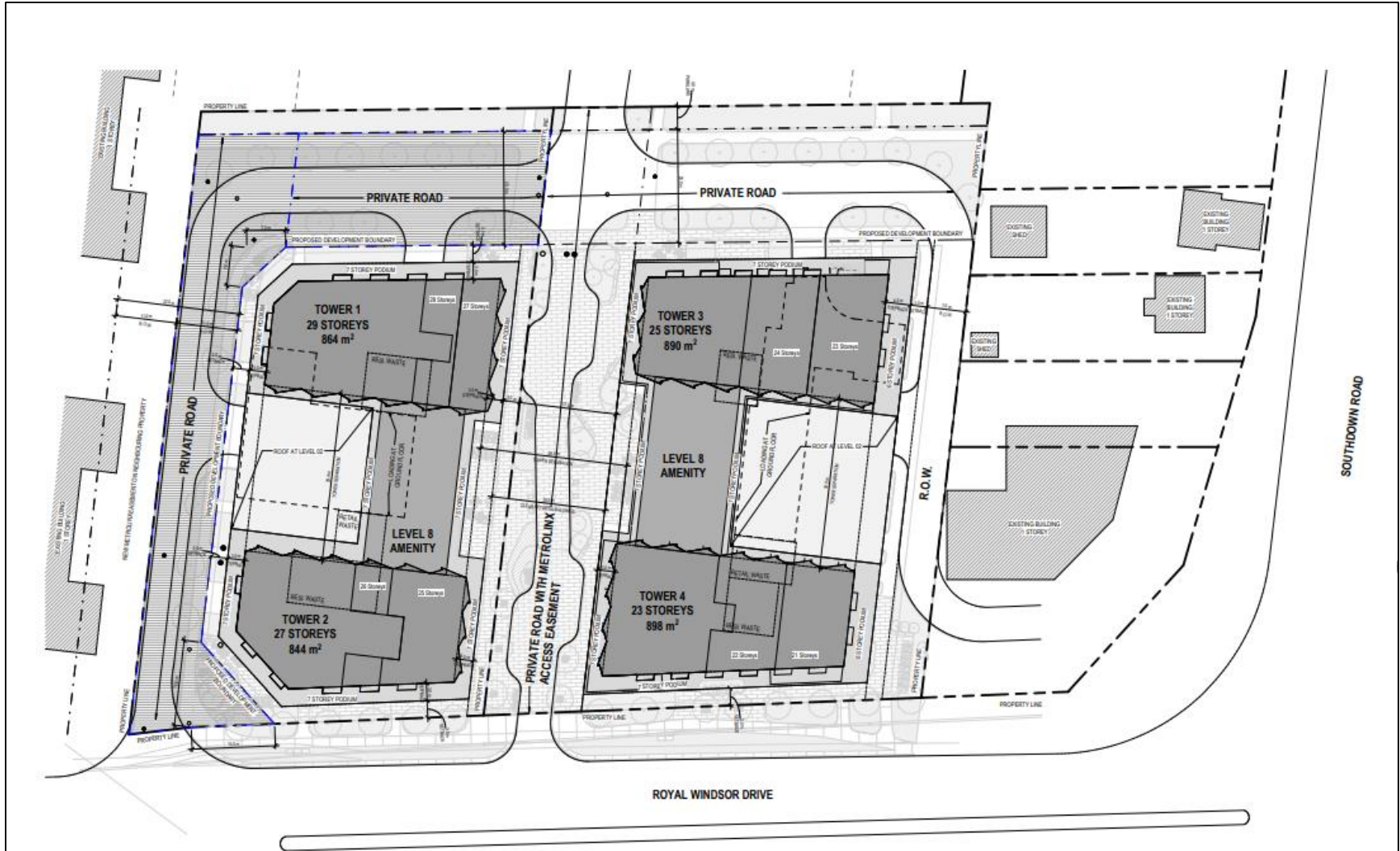
### **Application Status**

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.

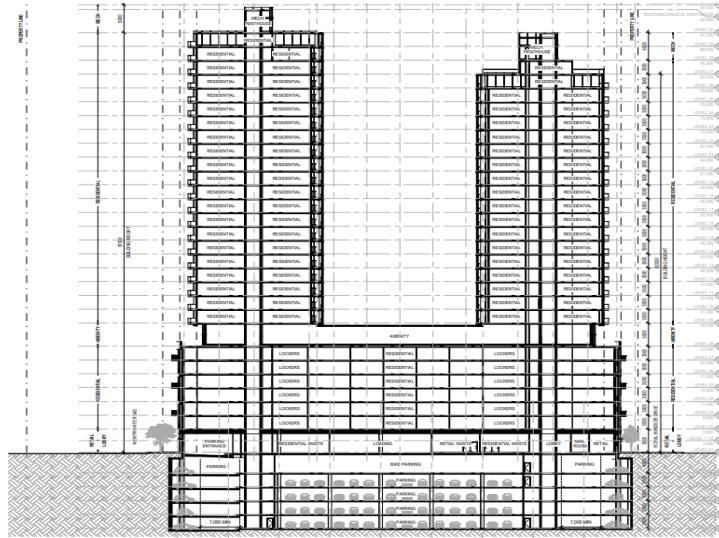
The Region of Peel Official Plan identifies select Major Transit Station Areas (MTSA), including the Clarkson GO MTSA, which can support the integration of employment areas with non-employment uses to develop mixed-use areas subject to a technical study being completed by the local municipality. The introduction of non-employment uses, including residential uses, within the Clarkson GO MTSA and Southdown Employment Area will occur through the completion of City Planning Strategies' Clarkson Transit Station Area Study.

A community meeting was held by Ward 2 Councillor, Alvin Tedjo, on April 26, 2023. 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.

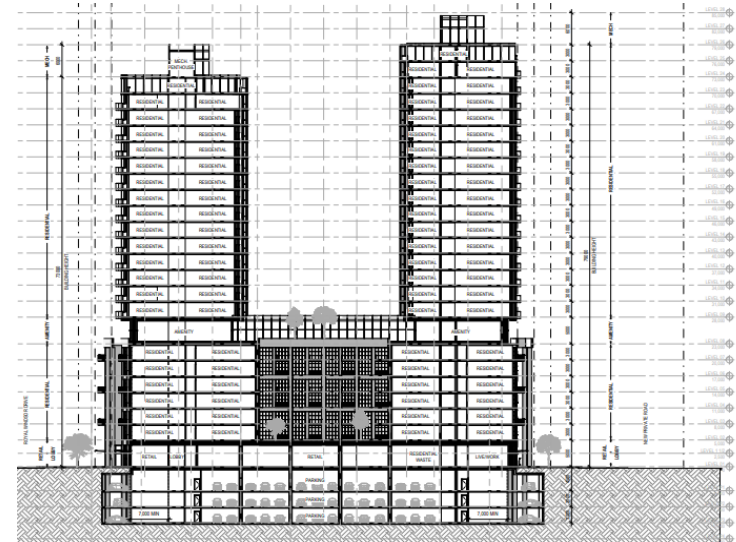
Site Plan, Elevations and Renderings



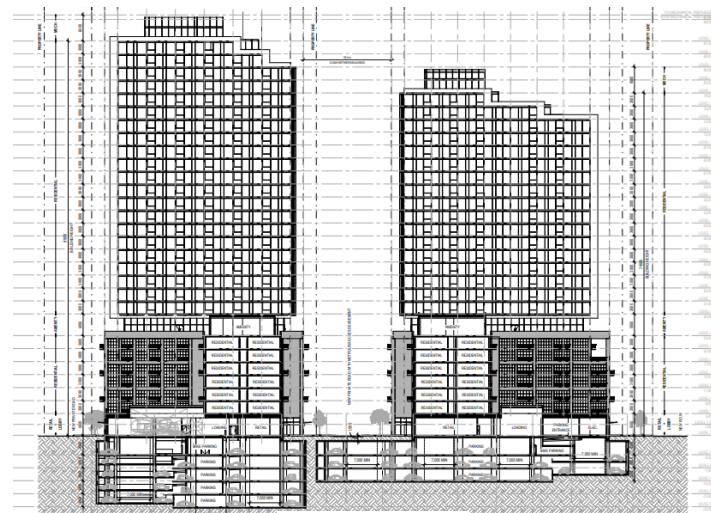
Site Plan



West Elevation



East Elevation



South Elevation

Elevations



Applicant's Rendering

## 2. Site Description

### Site Information

The properties are located on the north side of Royal Windsor Drive, west of Southdown Road within the Southdown Employment Area Character Area. The properties are currently occupied by four commercial buildings providing retail, service and entertainment uses including a take-out restaurant and a recreational establishment.



Aerial photo of 2077-2105 Royal Windsor Drive

Property Size and Use	
Frontage:	+/- 143 m (469.2 ft.)
Depth:	+/- 107 m (351.1 ft.)

Property Size and Use	
Gross Lot Area:	+/- 1.5 ha (3.7 ac.)
Existing Uses:	Retail, service and entertainment uses



Image of existing conditions facing north from Royal Windsor Drive

### Site History

- June 20, 2007 – Zoning By-law 0225-2007 comes into force which zones the properties **C3-46** (General Commercial – Exception)
- August 6, 2008 – Mississauga Council adopts Official Plan Amendment No. 63 which updates the Southdown Employment District policies

- December 9, 2009 – By-law 0396-2009 comes into force, which implements the zoning for the Southdown Employment District and zones the properties **C3-3** (General Commercial – Exception)
- November 14, 2012 – Mississauga Official Plan comes into force which designates the properties **Mixed Use**
- December 9, 2020 – Mississauga Council adopts Official Plan Amendment No. 117 which adds policies pertaining to the requirements for an air quality study and a City-initiated amendment for the introduction of sensitive uses within the Southdown Employment Area and Clarkson GO MTSA
- August 10, 2022 – Mississauga Council adopts Official Plan Amendments No. 142 to 144, which adds policies pertaining to MTSAs, including those pertaining to maximum building heights. Regional Council approval is required for these amendments to come into effect
- December 22, 2022 – Submission of official plan amendment and rezoning applications to permit four apartment buildings of 29, 27, 25 and 23 storeys containing 1,237 units with commercial uses and live/work units at grade and public parkland
- February 23, 2023 - Regional Council refers the City's MTSA Official Plan Amendments No. 142 to 144 back to Regional staff to confer further with the City and Province

### 3. Site Context

#### Surrounding Land Uses

The surrounding area includes commercial, industrial, transportation and residential uses including but not limited to

the Clarkson GO station, a TD Canada Trust office and a commercial centre containing retail and service uses including Canadian Tire and Metro.

The surrounding land uses are:

North: Clarkson GO station and surface parking  
 East: Commercial and residential buildings and Southdown Road  
 South: Royal Windsor Drive and commercial buildings  
 West: Industrial buildings

#### Neighbourhood Context

The Southdown Employment Area is an employment area primarily designated for industrial and business employment uses. Existing uses include manufacturing, wholesale, construction, transportation and warehousing. Notwithstanding a detached dwelling on Southdown Road, the Southdown Employment Area does not contain residential uses.

The Region of Peel has delineated the boundaries of the Clarkson GO MTSA within the Southdown Employment Area, Clarkson Village Community Node and Clarkson – Lorne Park Neighbourhood. The Clarkson GO MTSA is identified as an Intensification Area in Mississauga Official Plan. The Clarkson GO MTSA generally includes lands in close proximity to the Clarkson GO station and the intersection of Southdown Road and Royal Windsor Drive. Existing uses within the Clarkson GO MTSA include apartment buildings, townhomes, commercial buildings, industrial buildings and parkland.



The Clarkson Village Community Node is located east of the properties and Southdown Road, and is identified as an Intensification Area in Mississauga Official Plan. The Node contains a variety of residential building types including apartment buildings and townhouses with commercial uses primarily located on Lakeshore Road West. South of the properties is Royal Windsor Drive, which is identified as a Corridor in Mississauga Official Plan. The Corridor, west of Southdown Road, currently consists of commercial and industrial buildings and surface parking.



Aerial photo of 2077-2105 Royal Windsor Drive

## Demographics

The number of jobs within the Southdown Employment Area is 6,040. According to the 2021 Census, the Southdown Employment Area does not have a reported population.

## Other Development Applications

The following development applications are in process in the immediate vicinity of the properties:

- SP 20-1 W2 – 1035 Southdown Road – application in process for a 20 storey condominium apartment building
- SP 23-5 W2 – 980 Southdown Road – application in process for the replacement of a one storey commercial building with a new one-storey commercial building

## Community and Transportation Services

Twin Spruce Park is the closest park to the properties, located at the northeast corner of Southdown Road and Lakeshore Road West within the Clarkson Village Community Node. The properties are adjacent to the Clarkson GO station which provides two-way, all day service. The following MiWay bus routes currently service the properties:

- Route 13 – Glen Erin
- Route 14 – Lorne Park
- Route 14A – Lorne Park Industrial
- Route 23 – Lakeshore Road East

- Route 29 – Park Royal-Homelands
- Route 45 – Winston Churchill
- Route 45A – Winston Churchill-Speakman
- Route 110 – University Express

A multi-use trail is provided on the east side of Southdown Road. A cycle track/separated bike lane is planned along Royal Windsor Drive which connects to Southdown Road and the Clarkson Village Community Node.

#### 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
<b>Provincial Policy Statement (PPS)</b>	<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>On April 6, 2023 the Ministry of Municipal Affairs and Housing released the new Provincial Planning Statement for comment. The Provincial Planning Statement will replace both the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe. At the time of writing this report, the new Provincial Planning Statement is not in force and effect.</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 plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs. (PPS 1.3.2.1)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>Sites with contaminants in land or water shall be assessed and remediated. (PPS 3.2.2)</p>
<b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b>	<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</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</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>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>
<p><b>Region of Peel Official Plan (ROP)</b></p>	<p>With the approval from the Ministry of Municipal Affairs and Housing, the Region of Peel's new Official Plan came into effect on November 4, 2022 and will be used to evaluate the proposal.</p> <p>MOP is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System. The portions of the lands associated with the Credit River are considered Core Areas of the Greenlands System.</p> <p>General objectives of ROP, as outlined in Section 5.6, include:</p> <ul style="list-style-type: none"> <li>• achieving sustainable development;</li> <li>• establishing healthy complete communities;</li> <li>• achieving intensified and compact built form and a 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;</li> <li>• achieving an urban form and densities that are pedestrian-friendly and transit supportive;</li> <li>• promoting crime prevention and improvement in the quality of life;</li> <li>• protecting, restoring, and enhancing the natural environment;</li> <li>• allowing opportunities for residents to live in their own communities as they age;</li> <li>• preserving and protecting lands adjacent to highways, rail corridors, rail yards and major truck terminals for employment lands and infrastructure uses, where appropriate; and,</li> <li>• providing for a wide range of goods and services to meet the needs of those living and working in the Urban System.</li> </ul> <p>As part of a Regional municipal comprehensive review, a comprehensive evaluation of the regional Employment Area designation was conducted which identified the potential for select Major Transit Station Areas to support the integration of Employment Areas with non-employment uses to develop vibrant mixed-use areas and innovation hubs, subject to further technical study. The introduction of residential uses to the Clarkson GO Major Transit Station Area is subject to the completion of a planning study initiated by a local municipality that addresses specific criteria to the satisfaction of the Region of Peel. (ROP 5.8.36)</p> <p>Lands permitting residential uses identified in accordance with the requirements of Policy 5.8.36 to the satisfaction of the Region shall be removed from the Employment Area designation on Schedule E-4 without the requirement of an amendment to this Plan. (ROP 5.8.37)</p>

### Mississauga Official Plan

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. The City's MOP review is currently underway to ensure consistency with and conformity to changes in legislation and planning policy documents, including recent changes to the *Planning Act*, the 2020 PPS, the Growth Plan 2019 and Amendment No.1 (2020), and the ROP.

### Existing Designation

The properties are located within the Southdown Employment Area Character Area and are designated **Mixed Use**. The **Mixed Use** designation in the Southdown Employment Area permits commercial and industrial uses including business employment, service and retail uses. Residential uses are not permitted in the Southdown Employment Area.

The properties are located within the Clarkson GO MTSA as identified in the ROP.

On August 10, 2022, Mississauga Council adopted Official Plan Amendments No. 142 to 144, which added policies to MOP pertaining to MTSAs, including policies pertaining to maximum building heights. Regional Council approval is required for these amendments to come into effect.

On February 9, 2023, the Minister of Municipal Affairs and Housing (MMAH) submitted a letter to Regional Council

advising the proposed MTSA maximum height policies are contrary to the modifications MMAH made to the in-effect ROP.

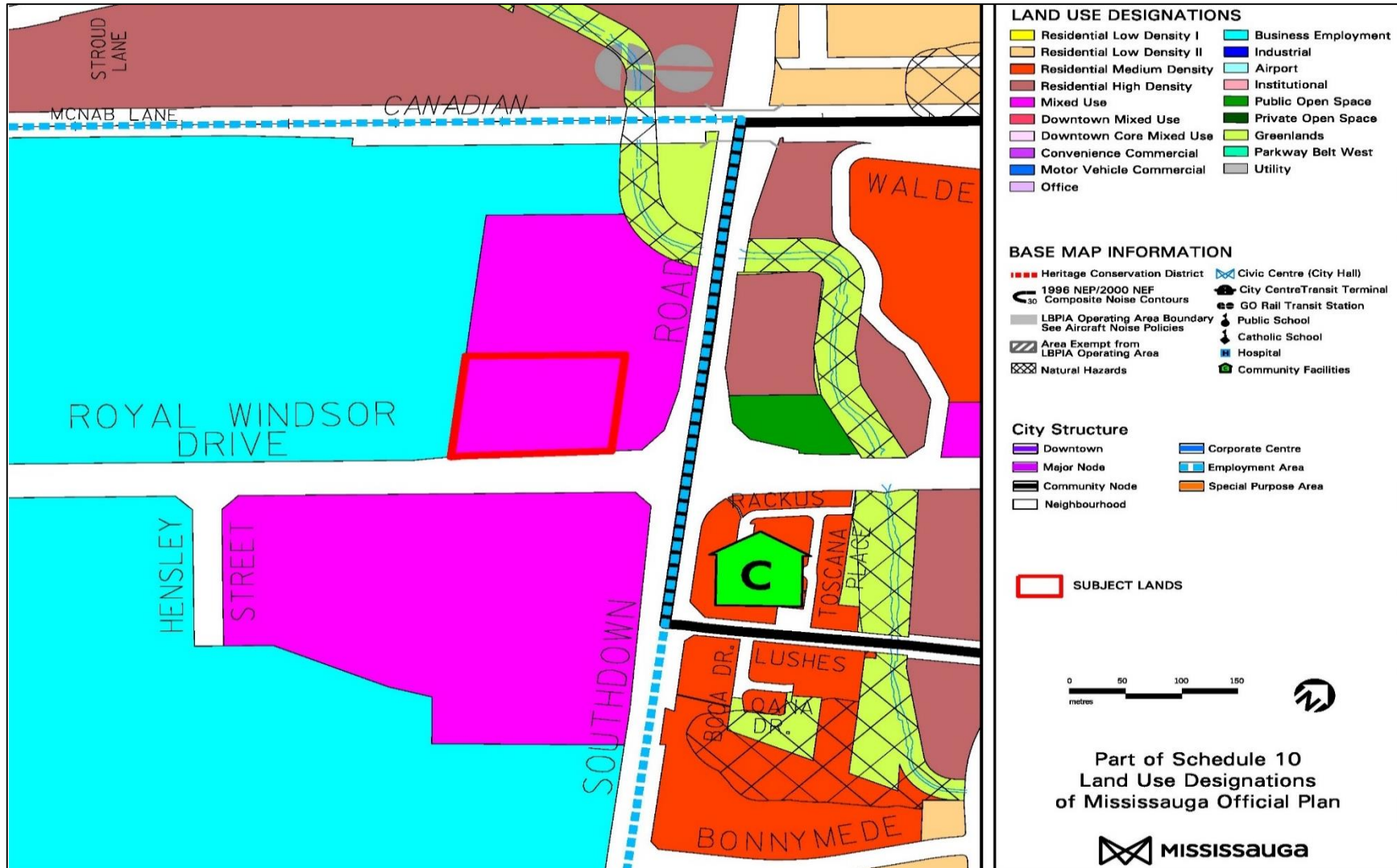
On February 23, 2023, Regional Council referred the City's MTSA Official Plan Amendments back to regional staff to discuss with the City and Province.

### Proposed Designation

The applicant is proposing to amend MOP to permit the proposed development including the proposed residential uses and the site-specific development standards. 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 land uses, context and character of the area.

The applications will be reviewed concurrently with City Planning Strategies' Clarkson Transit Station Area Study. The introduction of sensitive uses into the Southdown Employment Area, and the Clarkson GO MTSA including the properties, will occur through the completion of the Clarkson Transit Station Area Study. Compatibility with industrial uses within the Southdown Employment Area will be evaluated as part of the review of the applications for the properties and the completion of the Clarkson Transit Station Area Study.

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



Excerpt of Southdown Employment Area Character Area

### Relevant Mississauga Official Plan Policies

The following policies are applicable, but not exhaustive, in the review of these applications. In some cases the description of the general intent summarizes multiple policies.

	<b>General Intent</b>
<b>Chapter 5 Direct Growth</b>	<p>Most of Mississauga's future growth will be directed to Intensification Areas. (Section 5.1.4)</p> <p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p> <p>Mississauga will protect employment lands to allow for a diversity of employment uses. (Section 5.1.8)</p> <p>Mississauga will maintain an adequate supply of lands for a variety of employment uses to accommodate existing and future employment needs. (Section 5.3.6.1)</p> <p>Mississauga will maintain a sustainable, diversified employment base by providing opportunities for a range of economic activities. (Section 5.3.6.2)</p> <p>Conversion of lands within Employment Areas will only be permitted through a municipal comprehensive review. (Section 5.3.6.5)</p> <p>Where feasible and appropriate, development will be encouraged to be transit supportive and minimize surface parking. (Section 5.3.6.7)</p> <p>Additional development within Employment Areas will be permitted 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 5.3.6.10)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Employment Area. (Section 5.4.4)</p> <p>Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit. (Section 5.4.7)</p> <p>The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas. (Section 5.5.1)</p> <p>Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights. (Section 5.5.3)</p> <p>Development applications within Intensification Areas proposing a change to the designated land use, which results in a significant reduction in the number of residents or jobs that could be accommodated on the site, will not be permitted unless considered through a municipal</p>



	<p><b>General Intent</b></p> <p>comprehensive review. (Section 5.5.6)</p> <p>Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged. (Section 5.5.8)</p> <p>Development will be phased in accordance with the provision of community infrastructure and other infrastructure. (Section 5.5.12)</p> <p>Pedestrian movement and access from major transit routes will be a priority in Intensification Areas. (Section 5.5.14)</p> <p>Intensification Areas will be served by transportation Corridors containing transit and active transportation and may contain higher order transit facilities. (Section 5.5.15)</p> <p>Major Transit Station Areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas. (Section 5.5.16)</p>
<p><b>Chapter 6 Value The Environment</b></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>The minimum city wide parkland provision is 1.2 hectares per 1 000 population. (Section 6.3.69)</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. (Section 6.4.2.2)</p> <p>Appropriate techniques to mitigate odour and dust will be encouraged to be incorporated in development. (Section 6.5.4)</p> <p>When determining land use compatibility, regard will be given to odours, air particulates, noise and other contaminants, which may impact adjacent or nearby land uses and natural areas. Incompatible land uses such as sensitive land uses and those uses that are sources of noise, odour and dust will be separated and/or the nuisances will be mitigated, so they do not interfere with each other. (Section 6.5.5)</p> <p>In order to discourage the encroachment of sensitive land uses on existing industrial noise sources, a feasibility and/or detailed noise impact study will be submitted prior to approval of development in proximity to an existing industrial noise source. This will identify options for mitigation at the source and at the proposed development site. (Section 6.10.1.1)</p> <p>Where residential and other land uses sensitive to noise are proposed in close proximity to Provincial Highways, it may be necessary to mitigate noise impact, in part, by way of building and site design. A feasibility noise impact study will be submitted prior to approval in principle of such land uses located within 50 m of arterial and major collector rights-of-way and within 100 m of a Provincial Highway right-of-way, or as required by the City or Region. (Section 6.10.3.1)</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</p>

	<b>General Intent</b>
	<p>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>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)</p> <p>Where residential and other land uses sensitive to noise are proposed in close proximity to rail lines, it may be necessary to mitigate noise impact, in part by way of the building and site design. Residential development or any development that includes outdoor living areas will generally not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed the limits specified by the applicable Provincial Government environmental noise guideline. A feasibility and/or 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) [...]. (Section 6.10.4.1)</p> <p>Development with a residential component such as dwellings, or any development which includes bedrooms, sleeping quarters, living rooms, reading rooms and other noise sensitive uses which will be subject to high levels of railroad noise, will only be permitted if it includes structural features that result in interior noise levels that comply with the indoor standards specified by the applicable Provincial Government environmental noise guideline. (Section 6.10.4.3)</p>
<b>Chapter 7 Complete Communities</b>	<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> <ol style="list-style-type: none"> <li>a. the development of a range of housing choices in terms of type, tenure and price;</li> <li>b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and</li> <li>c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2)</li> </ol> <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>
<b>Chapter 9 Build A Desirable Urban Form</b>	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1)</p> <p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. (Section 9.1.2)</p>

	<b>General Intent</b>
	<p>Development within Employment Areas and Special Purpose Areas will promote good urban design that respects the function of the area. (Section 9.1.4)</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>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>Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas. (Section 9.2.1.4)</p> <p>Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances. (Section 9.2.1.6)</p> <p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas. (Section 9.2.1.8)</p> <p>Tall buildings will be appropriately spaced to provide privacy and permit light and sky views. (Section 9.2.1.13)</p> <p>In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm. (Section 9.2.1.14)</p> <p>Tall buildings will address pedestrian scale through building articulation, massing and materials. (Section 9.2.1.15)</p> <p>Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas. (Section 9.2.1.16)</p> <p>Existing large blocks will be reconfigured to incorporate a fine-grained block structure with public roads and on-street parking to support at grade uses. (Section 9.2.1.18)</p> <p>Development will provide open space, including squares and plazas appropriate to the size, location and type of the development. (Section 9.2.1.30)</p> <p>Streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed. (Section 9.2.1.36)</p> <p>Development proponents are encouraged to incorporate public art into their developments. Intensification Areas will be priority locations for the installation of public art. (Section 9.3.4.5)</p>

	<b>General Intent</b>
	<p>Private open space and/or amenity areas will be required for all development. (Section 9.3.5.5)</p> <p>Residential developments of significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users. (Section 9.3.5.6)</p> <p>Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be considered. (Section 9.3.5.7)</p> <p>A transit and active transportation supportive urban form will be required in Intensification Areas and in appropriate locations along Corridors and encouraged throughout the rest of the city. (Section 9.4.1.2)</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>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>Site development will be required to:</p> <ul style="list-style-type: none"> <li>a. incorporate stormwater best management practices;</li> <li>b. provide enhanced streetscape; [...] (Section 9.5.2.11)</li> </ul> <p>Development on a site may be phased provided that the location of buildings and services allow for future development. For projects that will be phased, applications shall be accompanied by a detailed phasing plan. (Section 9.5.2.14)</p> <p>Tall buildings will minimize undue physical and visual negative impact relating to:</p> <ul style="list-style-type: none"> <li>a. microclimatic conditions, including sun, shadow and wind; [...] (Section 9.5.3.9)</li> </ul> <p>Buildings should be designed to minimize the consumption of water and to utilize stormwater best management practices. (Section 9.5.3.15)</p> <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>Along Corridors where an urban character is appropriate, buildings should be located close to and aligned with the street to enclose the street. (Section 9.5.4.4)</p>

	<b>General Intent</b>
<b>Chapter 10            Foster A Strong            Economy</b>	<p>Mississauga will identify and protect lands for a diversity of employment uses to meet current and future needs. (Section 10.1.2)</p> <p>An adequate supply of lands providing locations for a variety of appropriate employment uses will be maintained to accommodate the City's growth forecasts. (Section 10.1.3)</p> <p>Transit supportive development with compact built form and minimal surface parking will be encouraged in Corporate Centres, Major Transit Station Areas and Corridors. (Section 10.1.8)</p> <p>Residential uses will be prohibited within Corporate Centres and Employment Areas. (Section 10.1.10)</p> <p>Mississauga will protect lands within Employment Areas for industrial uses. (Section 10.3.2)</p> <p>Development will minimize land use conflicts between industrial uses and sensitive land uses. (Section 10.3.3)</p> <p>Within Employment Areas, Mississauga will support the continued operation of existing industrial uses and discourage employment uses and sensitive land uses in the vicinity of existing industrial land uses that would:</p> <ol style="list-style-type: none"> <li>a. require industrial uses to significantly modify their operations;</li> <li>b. cause industrial uses to be in non-compliance with pertinent standards; and</li> <li>c. inhibit the development of designated industrial lands for the purposes permitted by this Plan (Section 10.3.4)</li> </ol>
<b>Chapter 11            General Land Use            Designations</b>	<p>In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses: [...]</p> <ol style="list-style-type: none"> <li>j. residential, in conjunction with other permitted uses;</li> <li>k. restaurant</li> <li>l. retail storey [...] (Section 11.2.6.1)</li> </ol> <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>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>
<b>Chapter 17            Employment            Areas</b>	<p>Notwithstanding the Mixed Use policies of this Plan, the following additional uses will be permitted only in the Dixie, Gateway, Mavis-Erindale, Northeast, Southdown and Western Business Park Character Areas:</p> <ol style="list-style-type: none"> <li>a. Business Employment Uses; and</li> <li>b. Motor Vehicle Commercial Uses. (Section 17.1.4.1)</li> </ol> <p>Notwithstanding the Mixed Use policies of this Plan, the following uses will not be permitted:</p> <ol style="list-style-type: none"> <li>a. Residential (Section 17.1.4.2)</li> </ol>

	<b>General Intent</b>
	The Mixed Use designation will not be permitted, except for lands designated Mixed Use at the time this Plan comes into effect. (Section 17.1.4.4)
<b>Chapter 19 Implementation</b>	<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"> <li>• 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;</li> <li>• That a municipal comprehensive review of the land use designation or a five year review is not required;</li> <li>• The lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>• There are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; and</li> <li>• 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)</li> </ul>

### Relevant Southdown Local Area Plan Policies

	<b>General Intent</b>
<b>Chapter 4.0 Planning Context</b>	<p>Southdown is a well established, stable Employment Area and is primarily designated for industrial uses. Of the approximately 670 hectares of land in Southdown, 380 hectares are designated Industrial, 180 hectares are designated Business Employment and 20 hectares are designated General Commercial.</p> <p>There are many types of business activities in Southdown. However, approximately 80% of the businesses are within the manufacturing and wholesaling trade sector. Other business sectors represented include construction, transportation and warehousing, and waste management and remediation services.</p> <p>The role of Southdown, to date, has been to provide a variety of employment opportunities. However, it is unique in that it abuts residential areas as well as the Lake Ontario Shoreline, resulting in both opportunities and constraints due to its location.</p>
<b>Chapter 6 Built Environment</b>	Existing development consists of low-rise buildings, multi-unit developments, office uses and industrial uses that require outdoor processing or storage, including two large land extensive users, Petro Canada and St. Lawrence Cement. Retail commercial uses are located at the northwest and southwest corners of Royal Windsor Drive and Southdown Road, including Clarkson Crossing Commercial Centre. Residential development borders the area on the north and east sides, along with industrial/commercial uses and vacant lands to the west, in the Town of Oakville. The Clarkson GO station is located at the CNR tracks and Southdown Road, supporting both the residential and employment communities.

	<b>General Intent</b>
<b>Chapter 7 Vision</b>	<p>The vision for Southdown is to continue to provide a place of employment (inclusive of current land uses) and to evolve in the long term, to embrace other employment uses such as a mix of manufacturing, research and development and offices. The vision contemplates a denser grid of streets and blocks, an improved public realm and land uses that recognize the distinct location, its proximity to neighbouring residential areas, and as an important gateway into the City of Mississauga.</p> <p>All development should ensure that there is minimal impact on adjacent residential lands.</p>
<b>Chapter 8 Urban Design Strategy</b>	<p>These principles establish priorities for community identity and guide site organization, built form and landscaping qualities, with an emphasis on development that is transit and pedestrian supportive.</p> <ul style="list-style-type: none"> <li>b. Create a permeable network of streets and blocks, among the introduction of new streets;</li> <li>c. Provide a pedestrian and cycling environment that allows safe and comfortable movement through the area while having regard for industrial operations;</li> <li>d. Encourage and facilitate transit trips among employment buildings, neighbouring residential areas, the Lake Ontario waterfront and other area amenities;</li> <li>e. Create community identity and character by promoting distinctive built form, a high quality public realm and landscaping that define the image of the community. This would include provision for significant gateways on Royal Windsor Drive and Lakeshore Road West through built form and/or landscape components. Enhance Southdown Road and Winston Churchill Boulevard as both visual and physical connections to Lake Ontario and the waterfront parks by means of streetscape, scenic views, focal points, view corridors and improve pedestrian and cycling access;</li> <li>h. Development will consider adjacent residential communities regarding scale and built form, and provide appropriate landscape buffers and interfaces between uses; and</li> <li>i. Development should consider sustainable building practices (i.e. green roofs and development performance standards), environmentally enhanced construction standards, energy efficiency and site development strategies to reduce stormwater run off, hard surface pavement and the heat island effect.</li> </ul>
<b>Chapter 9 Urban Design Policies</b>	<p>Streets, Blocks and Circulation:</p> <ul style="list-style-type: none"> <li>a. a streets and blocks network should be created to accommodate future industrial and/or business employment development, taking into consideration the needs of truck transport and related activities; [...] (Section 9.1)</li> </ul> <p>Site Organization:</p> <ul style="list-style-type: none"> <li>a. buildings should be oriented to have a strong relationship to the street with most of the required parking located at the rear or the sides of the building(s);</li> </ul> <p>Public Sidewalks, Bicycle Facility, and Private Walkways:</p> <ul style="list-style-type: none"> <li>a. Continuous sidewalks should be provided along all streets. Comfortable and barrier free walkways should be provided from buildings to public sidewalks and transit stops. In situations where there are no public sidewalks within the public street allowance, provide walkway connections to the public roadway. Walkways should be uninterrupted by parking or drive aisles and consist of paving materials other than asphalt; [...] (Section 9.4)</li> </ul>
<b>Chapter 10 Land Use</b>	<p>Sensitive Uses:</p> <ul style="list-style-type: none"> <li>a. When sensitive uses are contemplated for lands within the Southdown Employment Area Character Area and the Clarkson GO Major Transit Station Area (once delineated), an Air Quality Study completed in accordance with the City's Terms of Reference</li> </ul>

	<b>General Intent</b>
	is required; and b. The introduction of sensitive land uses within the Southdown Employment Area Character Area should occur through a City-initiated amendment to this plan. Development applications proposing sensitive land uses within the Clarkson GO Major Transit Station Area (once delineated) will be considered incomplete until an Air Quality Study is determined to be satisfactory to the City of Mississauga and/or other appropriate approval authorities. (Section 10.4)

**Mississauga Zoning By-law**

**Existing Zoning**

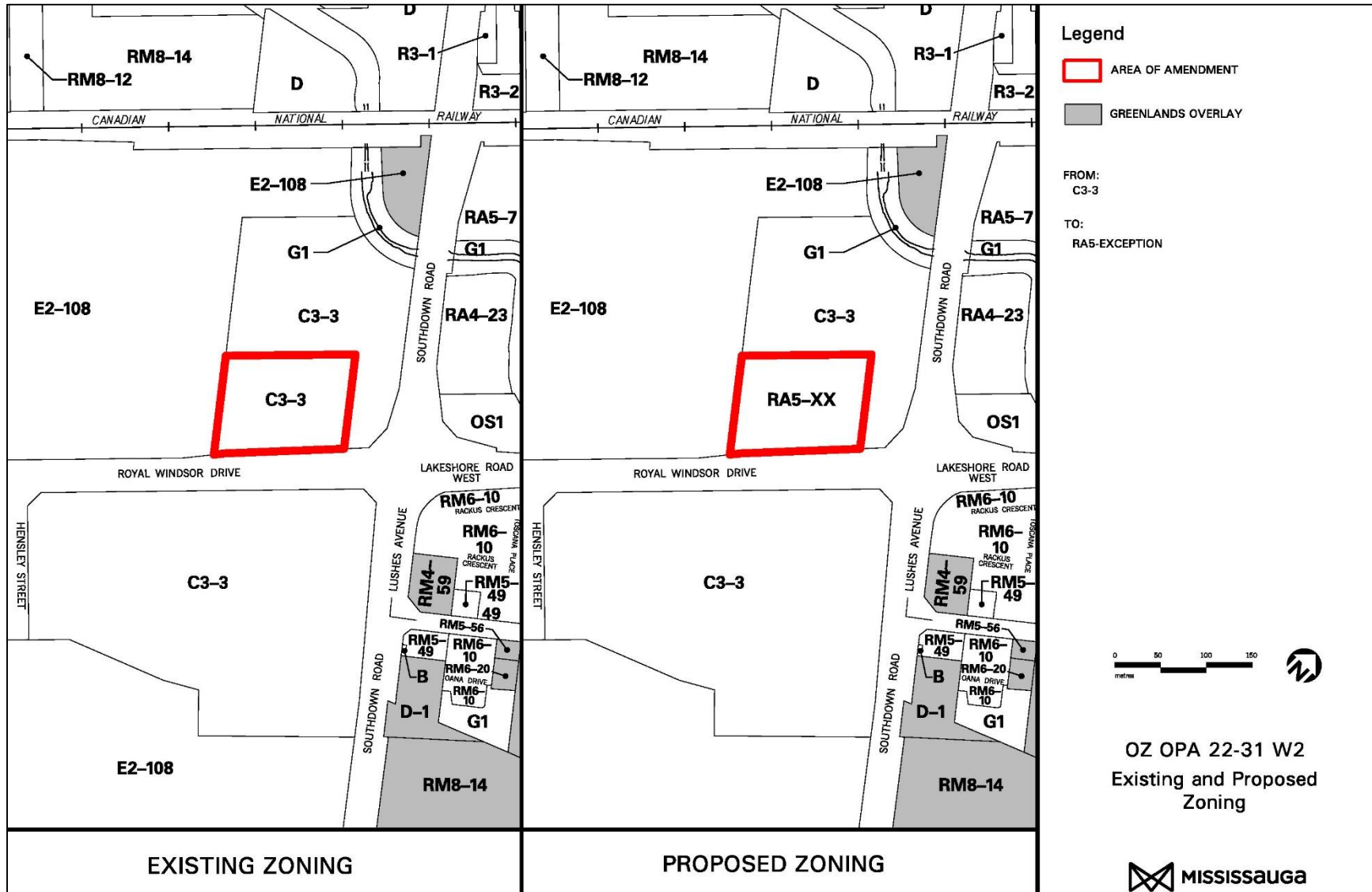
The properties are currently zoned **C3-3** (General Commercial – Exception), which permits retail, service, office and entertainment uses. Residential uses are not permitted.

**Proposed Zoning**

The applicant is proposing to zone the properties **RA5 – Exception** (Apartments – Exception) to permit the four apartment buildings of 29, 27, 25 and 23 storeys containing 1,237 units with commercial uses and live/work units at grade and parkland.

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 11

### Proposed Zoning Regulations

Zone Regulations	Existing C3 Base and C3-3 Exception Zone Regulations	Proposed RA5 Base Zone Regulations	Proposed RA5 Exception Zone Regulations
Permitted Uses	<b>Financial Institution, Office, Recreational Establishment,</b> and other non-residential uses	<b>Apartment, Long-Term Care Building, Retirement Building</b> and limited non-residential uses including <b>Retail Store, Financial Institution, Service Establishment, Office</b> and <b>Medical Office - Restricted</b>	<b>Apartment</b> and additional non-residential uses including <b>Recreational Establishment, Restaurant, Take-Out Restaurant</b> and <b>Outdoor Patio</b>
Maximum <b>Floor Space Index (FSI)</b>	-	2.9	6.0 (gross) 8.5 (net)
Maximum <b>Height</b>	20.0 m (65.6 ft.) and 4 <b>storeys</b> , where a <b>lot</b> abuts a Residential Zone ( <b>Sloped roof</b> ) 16.5 m (54.1 ft.) and 4 <b>storeys</b> , where a <b>lot</b> abuts a Residential Zone ( <b>Flat roof</b> )	77.0 m (252.6 ft.) and 25 <b>storeys</b>	91 m (298.6 ft.) and 29 <b>storeys</b>
<b>Minimum Front Yard</b>  For That Portion Of The Dwelling With A <b>Height</b> Less Than Or Equal To 13.0 m (42.7 ft.)  For That Portion Of The Dwelling With A <b>Height</b> Greater Than 13.0 m (42.7 ft.) And Less Than Or Equal To 20.0 m (65.6 ft.)  For That Portion Of The	4.5 m (14.8 ft.)	7.5 m (24.6 ft.)          8.5 m (27.9 ft.)	3.0 m (9.8 ft.) – For that portion of the building with a <b>height</b> less than or equal to 23.0 m (75.5 ft.) and 7 <b>storeys</b>          6.0 m (19.7 ft.) – For that portion of the building with a <b>height</b> greater than 23.0 m (75.5 ft.) and 7 <b>storeys</b>

Zone Regulations	Existing C3 Base and C3-3 Exception Zone Regulations	Proposed RA5 Base Zone Regulations	Proposed RA5 Exception Zone Regulations
Dwelling With A <b>Height</b> Greater Than 20.0 m (65.6 ft.) And Less Than Or Equal To 26.0 m (85.3 ft.)  For That Portion Of The Dwelling With A <b>Height</b> Greater Than 26.0 m (85.3 ft.)		9.5 m (31.2 ft.)  10.5 m (34.4 ft.)	
<b>Minimum Parking Spaces</b>	3 spaces per 100 m <sup>2</sup> (1,076.4 ft <sup>2</sup> ) ( <b>retail store</b> ) – 72 spaces	0.9 resident spaces per <b>dwelling unit (apartment)</b> – 1,113 spaces  0.2 visitor spaces per <b>dwelling unit (apartment)</b> – 247 spaces	0.6 resident spaces per <b>dwelling unit (apartment)</b> – 742 spaces  0.1 visitor/non-residential spaces per <b>dwelling unit (apartment)</b> – 124 spaces  A shared parking arrangement is being pursued for the visitor and retail <b>parking</b> spaces
<b>Minimum Setback From A Parking Structure</b> Completely Below Finished Grade, Inclusive Of External Access Stairwells, To Any <b>Lot Line</b>	-	3.0 m (9.8 ft.)	1.0 m (3.3 ft.)
<b>Minimum Landscaped Area</b>	-	40% of the <b>lot area</b>	23% of the <b>lot area</b> (gross) 32% of <b>lot area</b> (net)
<b>Minimum Amenity Area</b>	-	Greater of 5.6 m <sup>2</sup> (60.3 ft <sup>2</sup> ) per <b>dwelling unit</b> or 10% of the <b>lot area</b>	Greater of 5.4 m <sup>2</sup> (58.1 ft <sup>2</sup> ) per <b>dwelling unit</b> or 10% of the <b>lot area</b>
<b>Minimum Percentage Of Total</b>	-	50%	25%

Zone Regulations	Existing C3 Base and C3-3 Exception Zone Regulations	Proposed RA5 Base Zone Regulations	Proposed RA5 Exception Zone Regulations
Required <b>Amenity Area</b> To Be Provided In One Contiguous Area			
Minimum <b>Amenity Area</b> To Be Provided Outside At Grade	-	55.0 m <sup>2</sup> (592 ft <sup>2</sup> )	Minimum <b>amenity area</b> can be provided outside at grade or above grade
	<p>Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved. For the complete list of amendments, please refer to the applicant's draft zoning by-law amendment available at: <a href="https://www.mississauga.ca/services-and-programs/building-and-renovating/development-applications/active-development-applications/ward-2-development-applications/">https://www.mississauga.ca/services-and-programs/building-and-renovating/development-applications/active-development-applications/ward-2-development-applications/</a></p>		

### 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	
157 Kindergarten to Grade 8 22 Grade 9 to Grade 12	Hillside Public School	Clarkson Secondary School
	Enrolment: 561 Capacity: 675 Portables: 0	Enrolment: 688 Capacity: 1,392 Portables: 0

### The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
21 Kindergarten to Grade 8 18 Grade 9 to Grade 12	St. Louis Elementary School	Iona Catholic Secondary School
	Enrolment: 181 Capacity: 348 Portables: 0	Enrolment: 627 Capacity: 723 Portables: 5

## 6. Community Questions and Comments

A community meeting was held by Ward 2 Councillor, Alvin Tedjo, on April 26, 2023. Approximately 100 people attended the community meeting and multiple written submissions have been received. 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 proposed development will result in adverse impacts to existing road and intersection operations

- The proposed building heights and density are excessive
- The air quality in the area is not appropriate for residential uses
- The proposed development is not compatible with the surrounding industrial uses
- Community infrastructure, including parkland and schools, are not available to support the proposed development
- The existing uses, including Scooter’s Roller Palace, provide benefits to the immediate and broader communities
- The proposed development does not provide affordable housing

## 7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (March 2023)	<p>With the proposed introduction of residential uses on site within this employment area, there have been concerns with air quality impacts for the residential uses. Peel Public Health has been involved in reviewing the Air Quality Monitoring and Modelling study, along with the Human Health Risk Assessment for the lands impacted by this proposal. The Region is generally satisfied with the study, but further details will be required at the site plan stage regarding appropriate building design.</p> <p>For Phase 1 and 2 of the residential units, the Region will provide front-end collection of garbage and recyclable materials subject to Section 2.0, and 4.0 of the Waste Collection Design Standards Manual (WCDSM). Additional information is required to confirm waste collection can be accommodated.</p> <p>The Region has reviewed the Planning Justification Report (PJR) prepared by Glen Schnarr &amp; Associates dated December 2022. The properties are located in multiple key policy areas in the approved April 2022 ROP including a Strategic Growth Area on Schedule E-2, the Employment Area on Schedule E-4, and Clarkson GO "LWGO-2" Major Transit Station Area on Schedule E-5. While the lands within the MTSA are generally supported for employment growth to meet the minimum overall density of 150 ppj/ha, specific land uses are to be reviewed on a site-by-site basis. This properties continue to be protected for Employment Area land uses as defined by the ROP, and the potential introduction of residential uses may only be considered through the application of ROP policy 5.8.36, subject to the completion of a planning study initiated by a local municipality that addresses specific criteria to the satisfaction of the Region. The City has been advancing the Clarkson Transit Station Area Study, which includes an air quality component to assess potential impacts however a number of policy criteria are still under consideration through comprehensive planning and the full Clarkson Transit Station Area Study has not been completed. Therefore mixed residential uses cannot yet be supported. Should policy 5.8.36 be satisfied, the Region will be able to provide comments on the proposed development and PJR to ensure there is an appropriate density and mix of people and jobs (numbers should be provided in resubmissions) in line with the future MOP policies to be determined through the Clarkson Transit Station Area Study.</p>

Agency / Comment Date	Comments
	<p>The Region reserves commenting on the provision of housing (mix, tenure, affordability etc.) until it is determined whether it is appropriate for the lands to change from an Employment Area to mixed residential uses.</p> <p>An existing 400 mm (1.3 ft.) diameter water main is located on Royal Windsor Drive and this proposal requires connection to a minimum municipal watermain size of 300 mm (0.9 ft.) (Watermain Design Criteria 2.1). An existing 300 mm (0.9 ft.) diameter sanitary sewer is located on Royal Windsor Drive. Additional information is required regarding the municipal sanitary sewer within the municipal boulevard.</p> <p>Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, development charges, legal costs and all other costs associated with the development of this site. This proposal will require a secondary fire line for each phase 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>The Region has reviewed the functional servicing report. The consultant is required to complete and submit the Multi-Use Demand table for the Region to fulfil our modelling requirements and determine the proposal's impact to the existing system. The Report is incomplete and outstanding information/revisions will be provided to the consultant; a satisfactory Functional Servicing Report and multi-use demand table is required prior to OZ approval.</p> <p>The Region requires confirmation that the City will permit shared servicing prior to approval. Should residential uses be permitted, please confirm tenure of each phase of the development prior to approval.</p> <p>All servicing and grading drawings shall reflect the City's road widening requirements.</p>
<p>Dufferin-Peel Catholic District School Board (March 2023)</p>	<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>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"> <li>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</li> <li>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.</li> </ol>
<p>Peel District School Board (March 2023)</p>	<p>Please be advised that the Peel District School Board is aware of additional future growth within the area of this development. Although this particular development may not contribute to neighbourhood schools reaching capacity, the overall number of</p>

Agency / Comment Date	Comments
	<p>new developments may result in the need for additional school accommodations in the community. City of Mississauga Council Resolution 152-98 applies to this application, therefore prior to final approval, the City shall be advised by the Board that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the Board for this plan.</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>The 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> <ol style="list-style-type: none"> <li>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</li> <li>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.</li> </ol>
<p>City Community Services            Department – Park Planning            Section            (May 2023)</p>	<p>The 2022 Parks Plan currently does not include parkland provision requirements for this Character Area. However, given this proposal is for the introduction of residential uses, and that it will be part of the future Clarkson GO MTSA, the 2022 Parks Plan and the 2019 Future Directions Parks &amp; Forestry Master Plan requirement is for maintaining a walking distance requirement of 400 m (1,312 ft.) to a City-owned playground for strategic growth areas including MTSA's, unimpeded by major pedestrian barriers applies, including the provision of 1.2 ha (3.0 ac.) of parkland for 1000 people.</p> <p>Given this Character Area does not have any parkland provision, staff are recommending an unencumbered public park be incorporated as part of the proposed development to service the future residents of this development.</p> <p>Staff also note the properties are in very close proximity to Twin Spruce Park (P-139), zoned Open Space (<b>OS1</b>). The City-owned park is within 100 m (300 ft.) of the development proposal, however impeded by Southdown Road and is approximately 0.4 ha (0.9 ac.) in size. Twin Spruce Park includes open space and a small trail network.</p> <p>Furthermore, cash contributions for street tree plantings on public streets and cash-in-lieu for park or other public recreational purposes may be required pursuant to Section 42 of the <i>Planning Act</i> (R.S.O. 1990, c.P. 13, as amended) and in accordance with City Policies and By-laws upon confirmation of parkland dedication requirements.</p>
<p>City Planning Strategies -            Housing            (March 2023)</p>	<p>The applicant has not addressed any additional provisions to provide for the range of housing options as contemplated by the Housing Reports Terms of Reference (TOR). The Housing Reports TOR outlines various options to ensure the proposal 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. Housing agrees</p>



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	<p>with the Region's comments that 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 needed on pricing and affordability period (i.e., 25 years or more).</p>
<p>City Transportation and Works Department (May 2023)</p>	<p>Technical reports and drawings have been submitted and are under review 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>The subject site is in proximity to the Clarkson Go Station and is also within the boundaries of the Clarkson GO MTSA. The following comments will be subject to final approval of related plans, road networks and policies that may impact this proposal. City staff are working with the applicant to create public road connections, in accordance with the proposed master plan for the Clarkson Transit Station Area.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p><b><u>Traffic</u></b></p> <p>A traffic impact study (TIS), prepared by LEA Consulting Ltd. dated December 2022, was submitted in support of the proposed development. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions:</p> <ul style="list-style-type: none"> <li>• An updated TIS to address staff comments</li> <li>• Turning movement diagrams to evaluate the internal site circulation and access points</li> <li>• A review of all access points to ensure the adjacent municipal roads and the internal driveway can operate efficiently</li> <li>• Satisfactory plans for a future public road network in conformity with the Clarkson Transit Station Area Study</li> <li>• Plans to address interim conditions with details on neighboring properties, road connections and future access</li> <li>• A response matrix to address any traffic concerns from the community related to the proposed development.</li> </ul> <p><b><u>Stormwater</u></b></p> <p>A Functional Servicing and Stormwater Management Report, prepared by Lithos Group Inc. dated December 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 onsite 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's infrastructure on Royal Windsor Drive, as well as onsite stormwater management controls for the post-development discharge.</p>

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	<p>Based on the information reviewed, staff require the applicant to provide further technical information to demonstrate:</p> <ul style="list-style-type: none"> <li>• The feasibility of the proposed storm sewer</li> <li>• That the 5 mm (0.02 ft.) water balance will be achieved through proposed Low Impact Development measures</li> <li>• That the water quality measures will be met for stormwater discharge</li> <li>• That there will be no impact on the existing drainage system, including how groundwater will be managed on site</li> </ul> <p><b><u>Environmental Compliance</u></b></p> <p>A Phase One Environmental Site Assessment (ESA) report, prepared by GHD Limited dated December 2022, was submitted in support of the proposed development. The report indicates that a further investigation is required to assess the soil and groundwater conditions at the site.</p> <p>Based on the information reviewed to date, staff require the applicant to submit additional environmental reports and supporting documentation, including a Phase Two ESA.</p> <p>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.</p> <p><b><u>Noise</u></b></p> <p>A Noise Report, prepared by RWDI dated November 29, 2022, was submitted in support of the proposed development. 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 traffic from Southdown Road and Royal Windsor Drive, as well as existing, surrounding sites. Noise mitigation will be required and the applicant is proposing forced air ventilation systems in all units and acoustical walls for the outdoor living areas.</p> <p>Based on the information reviewed, staff require a revised study to be submitted to address staff comments. Further, the applicant has advised that some of the information provided has changed and will need to be updated.</p> <p><b><u>Engineering Plans/Drawings</u></b></p> <p>The applicant has 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 submissions.</p>
Parking (March 2023)	<p>Parking requires the applicant undertake a satisfactory Parking Utilization Study (PUS) with appropriate proxy sites in the City, per the City's Parking ToR, to justify the requested parking rates, as the parking reduction is greater than 10% from the existing Zoning By-law requirement for new Precinct 2 parking rates. Should the applicant wish to propose a shared parking arrangement between the non-residential uses of the subject site, a shared parking arrangement is applicable for the</p>

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	<p>calculation of required visitor/non-residential parking.</p> <p>Parking requests that the discrepancies in submitted drawings, reports and statistics be addressed to ensure consistency and that the correct parking needs are determined and verified.</p>
Arborist – Streetscape (March 2023)	Streetscape plans for frontage along Royal Windsor Drive are required. The owner 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.
Fire Prevention Plan Examination (March 2023)	Based on properties in close proximity to the proposed development, it is anticipated that an adequate water supply will be available. Final determination will have to be made through hydrant flow testing. Fire hydrant locations and coverage are required to comply with Mississauga By-law 1036-81. This includes both municipal and private hydrants. Compliance with this By-law will be assessed during the site plan review. Additional information is required regarding the proposed fire access routes.
Metrolinx – GO Transit (March 2023)	<p>Detailed review of the drainage plan will be completed at site plan review once the proponent submits the final stormwater management plan. Any proposed alterations to the existing drainage pattern affecting Metrolinx property must receive prior approval from Metrolinx.</p> <p>Metrolinx has updated their rail forecasting as of December 2022. The noise and vibration study must be updated to reflect the most current data from the Oakville Subdivision/Lakeshore West corridor. The proponent shall submit the study for review and satisfaction of Metrolinx. The proponent shall provide confirmation to Metrolinx, that the following warning clause will be inserted into all Development Agreements, Offers to Purchase, and Agreements of Purchase and Sale or Lease of each unit within 300 metres of the railway corridor:</p> <p style="padding-left: 40px;">“Metrolinx and its assigns and successors in interest has or have a right-of-way within 300 metres from the subject land. There may be alterations to or expansions of the rail or other transit facilities on such right-of-way in the future including the possibility that Metrolinx or any railway entering into an agreement with Metrolinx to use the right-of-way or their assigns or successors as aforesaid may expand or alter their operations, which expansion or alteration may affect the environment of the occupants in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual lots, blocks or units.”</p> <p>The proponent shall satisfy all Metrolinx rail safety requirements and the owner shall enter into an “Adjacent Development Agreement” with Metrolinx stipulating how applicable concerns will be addressed. The agreement will include an environmental easement for operational emissions, to be registered on title for all uses within 300 m (984.3 ft.) of the rail corridor and in favour of Metrolinx. The Adjacent Development Agreement will have to be executed with Metrolinx prior to Metrolinx providing clearance for site plan approval to the City.</p> <p>Metrolinx will review and confirm the construction agreements required (i.e., tiebacks and crane swing agreements) at site plan review.</p>

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	<p>Metrolinx recommends that the developer continues to work with the City to provide pedestrian realm improvements onto Royal Windsor. Additional safety measures should be introduced to improve the intersections of the development. Coordination is required to align with future plans for the Clarkson GO station access. Wayfinding should be considered to drive residents and guests towards safe paths.</p> <p>There is a perpetual easement registered under the title of the applicant's properties in favour of Metrolinx for the purpose of pedestrian and vehicular ingress, egress, station access (in the form of a driveway from Royal Windsor Drive). It is important to ensure that station access is safely and adequately enabled from Royal Windsor Drive, hence maintaining this vehicular and pedestrian access is a priority.</p> <p>Metrolinx does not support station lands being repurposed for a future park. Metrolinx would like further discussion with the City regarding the overall plans for the station area and further consultation with the City on the ongoing Clarkson GO MTSA study.</p>
<p>Canadian National Railway (CNR) (April 2023)</p>	<p>The owner shall engage a consultant to undertake an analysis of noise. Subject to the review of the noise report, CNR may consider other measures recommended by an approved noise consultant.</p> <p>The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300 m (984.3 ft.) of the railway right-of-way:</p> <p>“Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 m (984.3 ft.) from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way.”</p> <p>The owner shall, through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that any of the mitigation measures implemented are not to be tampered with or altered and further that the owner shall have sole responsibility for and shall maintain these measures to the satisfaction of CNR. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the railway and be substantiated by a drainage report to the satisfaction of the railway. The owner shall enter into an Agreement with CNR stipulating how CNR's concerns will be resolved and will pay CNR's reasonable costs in preparing and negotiating the agreement. The owner shall be required to grant CNR an environmental easement for operational noise and vibration emissions, registered against the subject properties in favour of CNR.</p>
<p>Transit Infrastructure (March 2023)</p>	<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. Please be advised that all costs associated with the removal and</p>

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Public Art Coordinator (March 2023)	<p>reinstatement of existing transit shelters will be the responsibility of the proponent.</p> <p>The properties is located within the Clarkson Cultural District and adjacent to the GO station, a priority zone for public art. The City of Mississauga strongly encourages the inclusion of public art in developments that are greater than 10,000 m<sup>2</sup> (107,639 ft<sup>2</sup>) in gross floor area, with the exception of non-profit organizations and social housing. Developers are encouraged to include public art as part of their development and/or contribute an agreed upon amount of their gross construction costs to the City's Public Art Reserve Fund for the inclusion of public art near the properties.</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"> <li>- Alectra Utilities</li> <li>- Rogers Cable</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- Arborist – City Property</li> <li>- Arborist – Private Property</li> <li>- Canada Post Corporation</li> <li>- CS Viamonde</li> <li>- Enbridge</li> <li>- Greater Toronto Airport Authority</li> <li>- Heritage Planner</li> <li>- Rogers Cable</li> <li>- Transit Reviewer</li> <li>- Trans-Northern Pipeline</li> <li>- Trillium Health Partners</li> </ul>

### Development Requirements

There are engineering matters including grading and servicing 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 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:

- Has the Clarkson Transit Station Area Study, including the Clarkson Air Quality Study, been completed in order to determine if residential uses will be permitted on the properties and to provide a master plan for the Clarkson GO MTSA?
- Is the proposed development compatible with the existing and planned character and function of the area including the Southdown Employment Area?
- Have outstanding technical matters been satisfactorily addressed?
- Are the proposed zoning by-law exception standards appropriate?

Upon the completion of the Clarkson Transit Station Area Study and 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.