

Recommendation Report Detailed Planning Analysis

Owner: 4Q Commercial WP Inc.

1580-1650 Dundas Street East

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1. Community Comments

Comments from the community and public meetings were generally directed towards tenure of units, built form, traffic, and land use compatibility. Below is a summary and response to the specific comments heard.

Comment

What type of units are being proposed?

Response

The applicant has indicated that the proposed development will include both condominium/market ownership and purpose built rental units. At this time the split between ownership and rental units has not been determined. The applicant has confirmed that they will replace the existing 68 rental units in the new development.

The applications were submitted subsequent to the City's Inclusionary Zoning By-law enacted on August 10, 2022. City regulations stipulate that the applications could be exempt from the City's inclusionary zoning policies provided a site plan application is filed within 2 years of the date that the application was deemed complete. The applicant, has indicated a willingness to discuss strategies and opportunities to support the provision of housing choices.

Comment

The buildings are too tall, the development is too dense and the buildings do not reflect the existing character of the area. There should be more townhouses on the site.

Response

The Province has directed municipalities to accommodate greater heights and densities on sites, such as the subject property, which are located within a Major Transit Station Area. The City has requested additional information and modifications in order to ensure the proposed development is compatible with surrounding areas and that negative impacts are appropriately addressed. Subsequent sections of this report discuss this issue in greater detail.

Comment

The proposed development in conjunction with other sites will increase traffic, including the interaction between truck traffic and pedestrians and personal vehicles.

Response

A Traffic Impact Study, prepared by Lea Consulting, has been submitted in support of the application. The Transportation and Works Department advises that based on the information provided to date, they are not satisfied with the study and require further clarification on the information provided.

Comment

Concern was raised that the proposed residential uses are not compatible with surrounding industrial uses.

Response

A Land Use Compatibility Study (Air Quality and Vibration), prepared by RWDI Consulting and a Noise Impact Study prepared by Aercoustics Engineering Ltd. were submitted in

support of the application. The City retained Arcadis Canada Inc. to Peer Review the Land Use Compatibility study, and City staff reviewed the Noise Impact Study. Based on the reviews additional information is required in order to confirm land use compatibility.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were circulated to all City departments and commenting agencies on October 19, 2022. The applicant has not submitted revised drawings and studies. The summary of comments attached as Appendix 1 in the Information Report remain applicable.

3. *Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)*

The *Provincial Policy Statement (PPS)* and the *Growth Plan for the Greater Golden Horseshoe (Growth Plan)* provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

4. Consistency with PPS

The Public Meeting Report dated June 2, 2023 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including but not limited to:

Section 1.1.1 of the PPS states that a number of factors sustain healthy communities, including: an appropriate affordable and market based range and mix of residential types, and promoting the integration of land use planning, growth management, transit supportive development, intensification and infrastructure planning.

Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.

Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and

redevelopment where this can be accommodated, taking into account existing building stock.

Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

Section 1.2.6.1 of the PPS states that major facilities (which includes manufacturing) and sensitive land uses (which includes residences) shall be planned to avoid or minimize adverse effects from odour, noise and other contaminants.

Section 1.2.6.2 of the PPS states where avoidance is not possible, planning authorities shall protect the long-term viability of existing manufacturing uses that are vulnerable to encroachment.

Section 4.6 of the PPS states that the official plan is the most important vehicle for implementing the PPS. Comprehensive, integrated and long-term planning is best achieved through official plans.

The proposed redevelopment of the subject site appears to be focused on those PPS policies associated with accommodating an affordable and market based range of housing, the efficient use of land and infrastructure, and promoting intensification.

However, the proposed development as currently configured and based on the existing information provided to the date of

writing of this report, is not considered to be consistent given the application has not demonstrated that:

- the proposed residential uses are compatible with surrounding manufacturing and industrial uses; and
- all development standards are appropriate for the site.

5. Conformity with Growth Plan

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing.

The Public Meeting Report dated June 2, 2023 (Appendix 1) provides an overview of relevant policies found in the Growth Plan. Policies relevant to the applications include (but are not limited to), the following (policies are paraphrased):

- Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; location with existing or planned transit, with a priority on higher order transit; and areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 a and c)
- Municipalities will develop a strategy to achieve minimum intensification targets which will identify the appropriate type and scale of development. (Growth Plan 2.2.2.3 b)

- All major transit station areas will be planned to be transit supportive and development will be supported, where appropriate, by alternative development standards. (Growth Plan 2.2.4.9 c)
- The development of sensitive land uses will, in accordance with provincial guidelines, avoid or if avoidance is not possible, minimize and mitigate adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment. (Growth Plan 2.2.5.8)
- Outside of employment areas, development criteria should be established to ensure that the redevelopment of any employment lands will retain space for a similar number of jobs to be accommodated on site. (Growth Plan 2.2.5.14)
- 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)

The proposed development addresses certain portions of the Growth Plan direction pertaining to accommodating intensification within the built-up area and sites in proximity to transit as well as increasing housing supply. However, conformity with the Growth Plan has not yet been demonstrated as land use compatibility, and the extent to which alternative development standards should be implemented require further information and/or the proposal requires some modifications.

Proposed Provincial Planning Statement

On April 6, 2023 the Ministry of Municipal Affairs and Housing (MMAH) posted on the Environmental Registry of Ontario a document entitled Proposed Provincial Planning Statement. The purpose of the document is to integrate policies from *A Place To Grow: Growth Plan for the Greater Golden Horseshoe* and the *Provincial Policy Statement* to support the achievement of housing objectives and meeting the target to construct 1.5 million new homes by 2031. The final document has not yet been released.

City staff have reviewed the draft legislation and reported to Council on May 3, 2023. Click on the following link and select Agenda Item 10.2 to review the report. [Council - May 03, 2023 \(escribemeetings.com\)](https://www.escribemeetings.com). As the subject applications have been appealed to the Ontario Land Tribunal, should the Proposed Provincial Planning Statement come into effect before the OLT decision, staff will have to review their recommendations in-light of the final policies as well as direction which the Province may provide through transition regulations.

6. Region of Peel Official Plan

As summarized in the public meeting report dated June 2, 2023 (Appendix 1) the proposed development does not require an amendment to the Region of Peel Official Plan.

The new Region of Peel Official Plan, approved in November 2022, identifies the subject lands as being within a Strategic Growth Area and a Major Transit Station Area (MTSA). These

areas have the potential to achieve higher densities and compact mixed-use development oriented to higher order transit as well as enhancing the Region's attractiveness for new employment opportunities. Not all stations or sites will achieve the same mixed or intensity of development (new ROP 5.6.19).

The subject lands are no longer part of an Employment Area; however, they are located immediately adjacent to one. The new Regional Official Plan includes policies that require applications to avoid potential adverse effects to major facilities (5.6.19.18 i).

The proposed development achieves the broad direction in the Region of Peel Official Plan pertaining to achieving higher density compact development oriented to higher order transit. However, Region of Peel comments on the application identified a number of outstanding issues that require further information, including but not limited to land use compatibility, environmental contamination, functional servicing reports, waste collection (see Appendix 1 for further comments).

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies to permit the proposed development consisting of 3,027 residential units within three blocks of townhouses, seven buildings with a maximum heights between 12 and 18 storeys and three buildings with a maximum heights between 29 and 41 storeys.

Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has 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 been provided by the applicant?***

Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP, including those found in Section 19.5.1 against this proposed development application. Although not current policy, the Dundas Connects Master Plan and implementing official plan amendments represents the City's most current thinking about development in the area. As such, the proposed development has also been considered along with these documents.



Extensive comments have been provided to the applicant from various departments and agencies which the applicant is expected to address. The following is a summary analysis of certain key issues with the proposed development.

Land Use Compatibility

A Land Use Compatibility Study (Air Quality & Vibration), prepared by RWDI was submitted in support of the application. The City retained Arcadis Canada Inc. to undertake a Peer Review of this study. In a letter dated June 27, 2023, Arcadis provided their findings which recommended additional information be reviewed (e.g. Tonolli Canada should be contacted for a copy of their Emission Summary and Dispersion Models and Acoustic Assessment Reports, site visits should be undertaken, etc.).

In addition, City staff have reviewed the Noise Study prepared by Aeroustics Engineering and concluded that additional information should be provided (e.g. details regarding outdoor living areas) and revisions to the analysis are required (e.g. test and confirm the proposed development as a Class 1 area, determine if outdoor living areas on rooftops are feasible, etc.). The Region of Peel has also requested an Air Quality Study due to proximity to a Class III industrial facility. Land use compatibility must be confirmed before the City can consider approval of the proposed redevelopment.

Environmental Contamination

A Phase One Environmental Site Assessment (ESA), dated March 15, 2021 and a Phase Two ESA, dated

November 30, 2021, both prepared by Pinchin Ltd. were submitted in support of the proposed development. The reports identified soil and groundwater impacts on the property and additional investigation is required to delineate the contamination. The Phase Two ESA indicated that the applicant intends to address the identified impacts through remediation to be completed as part of redevelopment activities and/or the completion of a Risk Assessment in the proposed parkland area.

The Region advised that the Ministry of the Environment has registered on title that the subject property was used for the disposal of industrial waste. Appropriate approvals from the Ministry must be obtained in order to proceed with the plan of subdivision. In addition, the Region has requested a number of issues pertaining to the Environmental Site Assessment be addressed including but not limited to, further investigation to confirm the vertical and horizontal delineation of contamination, and potential for soil and/or groundwater contamination within the Mattawa Avenue right-of-way.

Transportation and Works staff has indicated that 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. Additional information is also required, as summarized in the Information Report attached as Appendix 1, including: a reliance letter, delineation program and/or remedial action plan, written documentation pertaining to decommissioning wells and suitability of fill materials on site, a Storm Sewer Use acknowledgement form, and letter certified by

a Qualified Person stating that the land to be dedicated to the City is environmentally suitable for the proposed use.

Compliance with environmental regulations pertaining to contamination should be satisfactorily addressed (e.g. an acceptable remedial action plan) before the City can consider approval of the proposed redevelopment.

Land Use – Residential

The proposed development will include 3,027 new residential units located predominately within apartment buildings, but also including townhouses along the eastern border of the site. Residential uses are considered appropriate for the site as:

- the lands are no longer part of an employment area identified in the Region of Peel Official Plan and it is appropriate to consider a wider range of uses on the site;
- the lands are located within a Major Transit Station Area and high density residential uses will support higher order transit proposed for Dundas Street;
- the Dundas Connects Master Plan recommended permitting residential uses on former employment lands, subject to demonstrating land use compatibility;
- Mississauga Official Plan Amendment No. 141 (currently under appeal) included the subject lands within the Dixie-Dundas Community Node which is intended to develop into a diverse community including residential uses;

- Mississauga Official Plan Amendment No. 143 (currently at the Region for approval) redesignated the site to **Mixed Use Limited** which permits residential and other sensitive land uses, subject to a number of conditions (e.g. compatibility)

An important issue pertaining to proposed residential uses, apart from compatibility and contamination, is the built form, which is discussed later in this section.

Land Use – Commercial / Community Space

The proposed development will include 2 506 m² (26,947 ft²) of ground floor commercial space facing Dundas Street East as well as at the northeast corner of Mattawa Avenue and the future Blundell Road extension. In addition, there is 449 m² (4,833 ft²) of ground floor community space (specific uses to be determined) proposed on the future Blundell Road extension across from the future park.

MOP states that development applications within Intensification Areas proposing a change in the 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 comprehensive review (policy 5.3.3.5 and 5.5.6).

Additional information, on the number of current and predicted jobs in the future was requested but not provided by the applicant. Staff note, however, that:

- the existing space in the Dunwynn Centre is not exclusively dedicated to employment given the existence of second floor residential live/work apartments;

- many of the commercial uses are space extensive and are unlikely to generate significant employment density (e.g. self storage, bingo hall, martial arts and fitness studios);
- the subject site is separated from the majority of the community node by the Little Etobicoke Creek, which reduces the visibility and synergy with the remainder of the Community Node that is likely necessary to support extensive employment uses on the site; and
- the existing commercial uses reflect historic strip commercial development that are typically found along the border of employment areas. These developments were often intended to accommodate larger format commercial uses and associated auto dependent trips as well as uses serving local industry. The proposed commercial uses along Dundas Street East are more in-line with the DCMP vision for street-related retail uses that support a pedestrian environment.

While the proposed commercial space is sufficient, the applicant is encouraged to consider additional space as it may help further activate portions of the site and provide additional employment opportunities. Additional information and discussion is required regarding the community space identified across from the future public park (e.g. what are proposed uses and ownership of space).

Land Use – Public Park

City staff support the applicant's proposal for a public park at the southwest corner of the property. The park block is to be free and clear of all easements and encumbrances for the

purpose of calculating parkland dedication credits. The proposed park will address City requirements of maintaining an 800 m walking distance to a City owned playground and provides additional recreational services for future residents of the development.

The City requires additional information associated with bringing the proposed lands up to a basic park condition, which will be reviewed as part of an engineering submission process. This will include, but not limited to identifying, sanitary, storm and/or utility easements and/or stormwater management facilities in order to confirm any easements do not encumber the public park.

In addition, the Phase 2 Environmental Site Assessment concluded that remediation is required, through redevelopment and/or completion of a Risk Assessment for the proposed parkland area. Additional information and discussions are required regarding the appropriate environmental condition of parkland to be conveyed to the City.

Land Use - Hazard Lands

The proposed development is located adjacent the Little Etobicoke Creek and City owned lands (i.e. Pallet Green), which are identified as a Significant Natural Area in the Natural Heritage System. An Environmental Impact Study prepared by GEI Consultants, dated July 2022, has been reviewed by staff and requires revisions to address outstanding issues pertaining to natural features, associated buffers, wildlife habitat and tree protection within the area.

The Toronto Regional Conservation Authority (TRCA) have identified a number of issues associated with the proximity of the proposed development to the Little Etobicoke Creek, including: confirming top of slope, removal of development within erosion access allowance, need for updated plans, and a geotechnical slope stability report. The Information Report, attached as Appendix 1, provides greater details on TRCA comments. The above issues must be addressed before the City can consider approval of the proposed redevelopment.

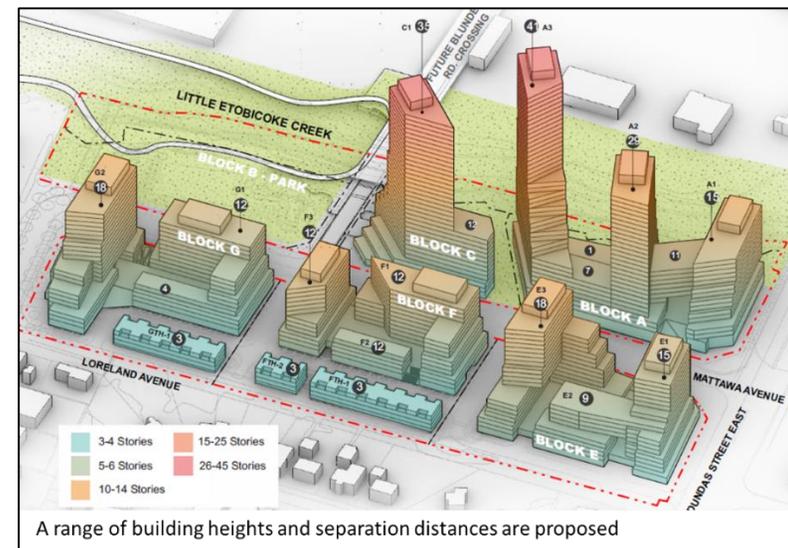
Consideration should also be given to accommodating a publicly accessible green space to the east of the hazard lands and outside the associated buffer area that connects the Dundas Street frontage to the proposed public park.

Built Form – Height

The DCMP identified the subject lands as being within the Dixie Dundas Community Node and having a minimum and maximum height of 2 to 12 storeys. These heights were incorporated into Mississauga Official Plan Amendment No. 144 (currently at the Region of Peel for approval).

The proposed development includes three blocks of townhouses, seven buildings with maximum heights between 12 and 18 storeys and three buildings with maximum height between 29 and 41 storeys. The proposed heights exceed the 12 storey maximum height specified in the DCMP and implementing official plan amendment. Some additional height may be considered appropriate subject to demonstrating acceptable impacts, given:

- the property is substantial in size at 7.4 ha (18.2 ac.) with a property depth of ranging from 390 m (1,280 ft.) to 417 m (1,368 ft.). Given the relatively large parcel size there is potentially some flexibility in accommodating additional height without adverse impact on neighbouring uses.
- employment uses to the south are less sensitive to impacts associated with height.
- on May 12, 2023 the Minister of Municipal Affairs and Housing wrote the City and stated that the City's MTSA policies currently under review by Peel Region should be revised to remove the maximum building height restrictions.

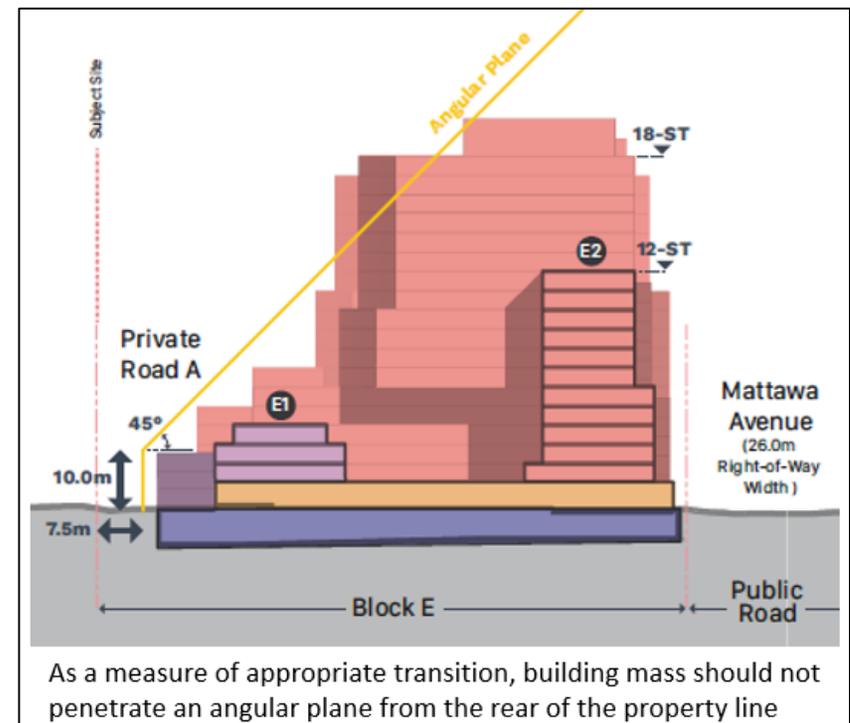


A number of issues primarily identified by the Urban Design section require further analysis or revisions. Additional height may be supportable if these issues are satisfactorily addressed. These include:

- Dundas Street frontage: Proposed building heights fronting Dundas Street East are 15 storeys. The angular plane criteria for the Dundas frontage included in the DCMP should be applied in order to achieve appropriate scale and to ensure that the sun access criteria on Dundas Street is achieved. This criteria requires identifying a new property line that reflects the BRT widening, measuring a vertical height equivalent to 80% of ultimate the right-of-way and then applying a 45 degree angular plane.
- Transition to Coram Crescent neighbourhood: The proposed three storey townhouses adjacent to the east property line generally represent an appropriate built form as a transition between existing low density residential and the proposed taller buildings. However, a portion of the taller buildings, located to the west of these buildings exceed the 45 degree angular plane which is used as a measure of appropriate transition.
- Built Form Shadow Impacts: The applicant has to confirm whether green roof areas are intended as amenity areas, and, if so, they should be evaluated according to the City's sun access criteria. In addition, the shadow impacts on the existing low rise residential developments on Coram Crescent could affect their ability to harness solar energy and reduce sun access to their backyards/private outdoor

amenity areas. Mitigation measures, including a reduction in building heights should be required in order to address the City's sun access criteria.

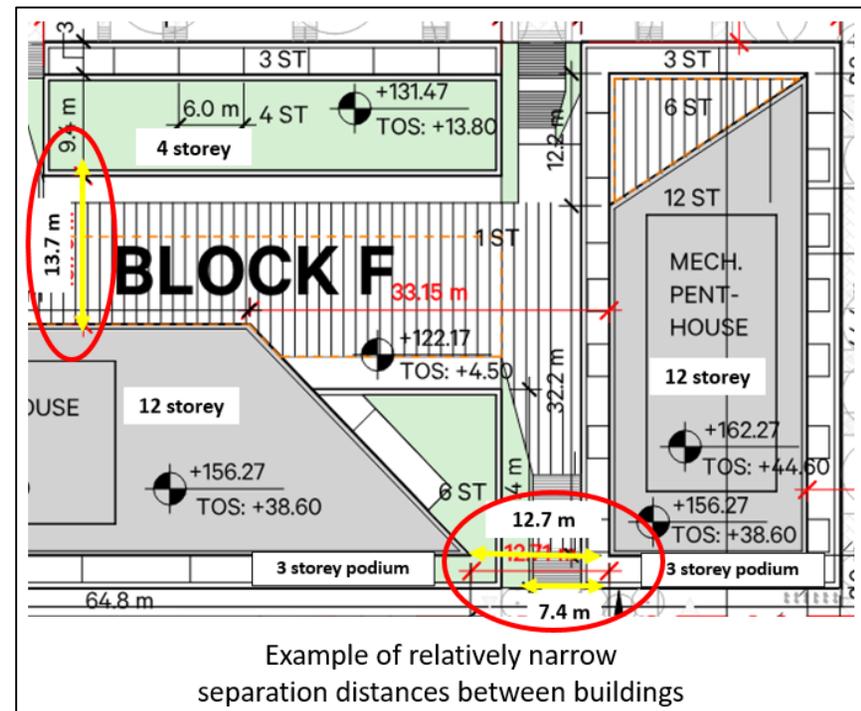
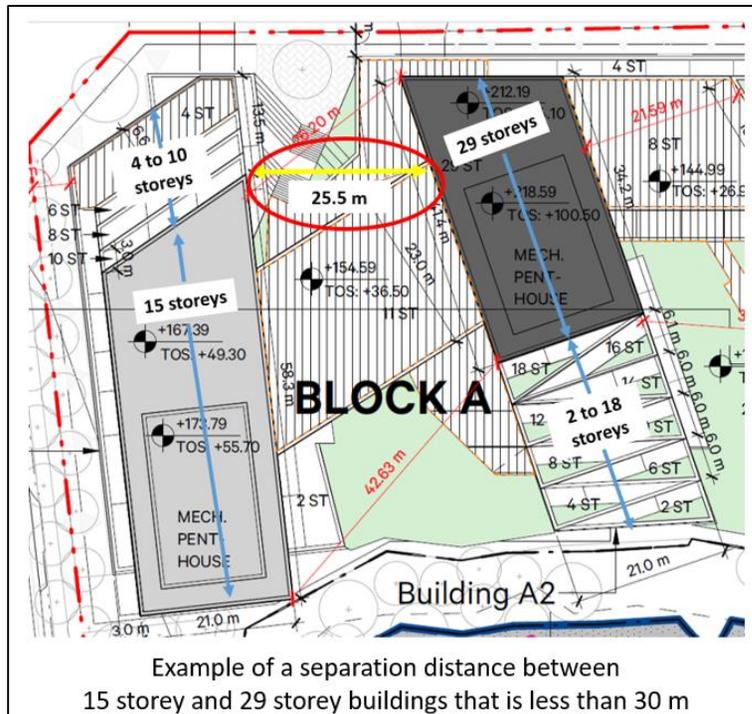
- Townhouse Block Design: The townhouse block lengths should be revised in order to achieve useable landscaped outdoor amenity spaces between the townhouse blocks. One of the landscaped amenity space could form the eastern terminus of an east/west view corridor that extends westwards to reinforce the views to the creek.



Built Form - Separation Distances

The DCMP recommends a minimum separation distance of 30 m (98.4 ft.) between buildings that are more than 12 storeys in height. The three towers that have a maximum height ranging between 29 and 41 storeys (located on the west side of Mattawa Avenue) do not always achieve this distance. In addition, appropriate separation distances are not always achieved between other proposed building types for the proposed development

The design should be revised or justification provided to the satisfaction of the City that support any reduced separation distances. Increased distances will improve issues such as privacy and overlook, access to skyviews and sun access where there are outdoor amenity areas located within the building separation space.



Built Form - Dundas Street BRT Right-Of-Way

Metrolinx has advised that the frontage along Dundas Street East does not match that of the 30 percent BRT design plan for this area. In addition, the proposed cross section along Dundas Street does not match the grading / servicing plan. The proposed development should conform to the DCMP proposed setback from the Dundas Street East property line in order to accommodate a spill out zone on private property with at least one row of trees (unencumbered by underground parking structure) and a patio / outdoor seating area.

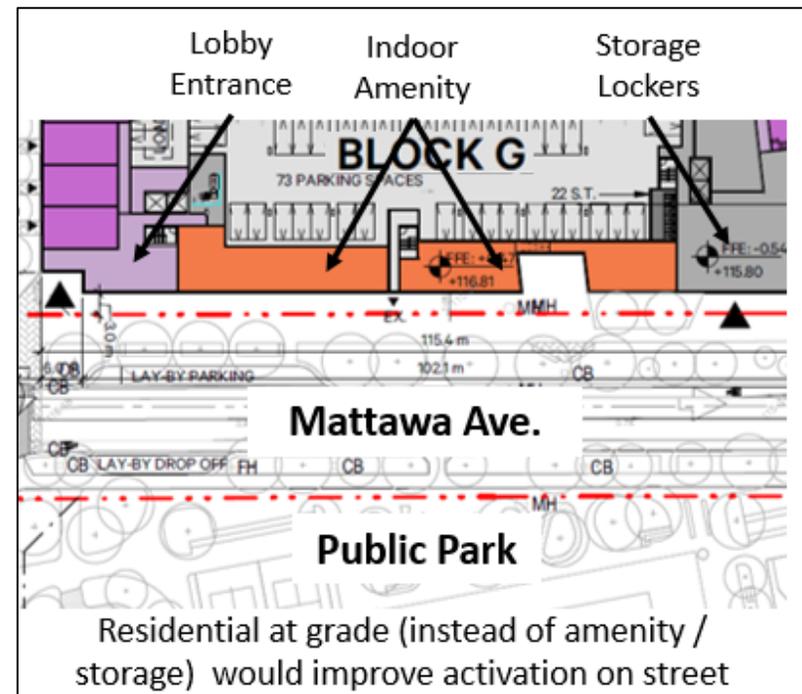
The City requires the proposed plans accurately reflect the expanded Dundas Street right-of-way necessary to accommodate the proposed BRT and the components of the public boulevard. Building setbacks are necessary to accommodate the elements that promote pedestrian activity to support a mixed use transit oriented street.

Built Form - Setbacks, Landscaping, Ground Floor Design & Amenity Space

Revisions are required to the plans to, amongst other things, increase setbacks and buffers in order to improve compatibility. Additional residential or commercial uses should be provided along municipal street frontages, instead of indoor amenity space, in order to better activate the street.

Ground floor areas would benefit from a more efficient layout that would allow for deeper, flexible ground floor retail/commercial units that are easily convertible to

accommodate large, medium or small size businesses in order to promote the vibrancy of Dundas Street that results from a combination of factors including a diversity of business types and sizes. Additional information regarding the form and function of the private laneways is required in order to confirm appropriate widths. More detailed statistics (e.g. size) are required for amenity areas and any impacts from proposed buildings on these areas. Connections from the street to the proposed courtyards should be improved.



Parking

The applicant's Transportation Impact Study and draft zoning by-law parking rates propose a total of 2,447 parking spaces for the entire development to accommodate residents, visitors, and commercial/community uses. Current Mississauga Zoning By-law requirements for the subject site are higher and would require 3,433 spaces, representing a 29% deficiency. The deficiency is likely greater as the applicant based the parking requirements assuming the entire development were rental apartment units as opposed to a mix of rental apartment and condominium units.

Staff have reviewed the parking justification for the proposed parking regulations and have determined that it is not satisfactory as the study does not satisfy the requirements of the City's Parking Terms of Reference and additional information on the distribution of unit types. The proposed reduced parking rates are not supportive of the Parking Regulations Study and recommendations as outlined in the existing City of Mississauga Zoning By-law 0225-2007, as amended, for Parking Precinct 3 (By-law 0117-2022), June 8, 2022). For these reasons, staff do not support the proposed parking rates in this instance.

Services and Infrastructure

Additional information is required in order to determine if the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that additional information is required in order to confirm the appropriateness of the development including:

- additional information is required for the Functional Servicing report and Hydrogeological report.
- there are a number of issues with the Waste Management Plan which should be addressed before any approvals in order to ensure waste collection can be implemented on the site.

The Transportation and Works Department indicated that additional information is required to confirm appropriateness of development, including:

- Additional technical information is necessary to demonstrate the feasibility of the proposed storm sewer system, demonstrate an appropriate water balance will be achieved through Low Impact Design, and demonstrate there will be no impact on the existing drainage system including how groundwater will be managed on-site.
- An updated Traffic Impact Study is required that addresses staff and peer review comments, turning movement diagrams, review of all access points to ensure efficient operation, future property lines address land dedications for daylight triangles and road widenings for ultimate right-of-ways for Mattawa Avenue (26 m / 85.3 ft.) and Dundas Street East (42 m / 137.8 ft.), satisfactory plans for future road network (further discussion is required on proposed

private roads), and information on interim conditions and responses to traffic concerns raised by the community.

Additional Outstanding Issues & Information Required To Assess the Proposal

Department and agency comments provided to the applicant identified a number of issues and additional information requested, including but not limited to the following:

- A revised Noise Impact Study
- Utility Plans for Mattawa Avenue and future extension of Blundell Road
- Details on the easement agreement along the eastern limit of the subject property
- Additional information related to proposed District Energy and proposed Energy Transfer Stations including maintenance access requirements and serviceability
- Additional information on the location of proposed exhaust vents / airshafts
- Revisions to drawings and engineering plans in accordance with City Standards
- A revised tree inventory / preservation plan
- Confirmation that entrances to buildings meet the Fire Prevention Office requirements for acceptable distances from an access route or street
- Confirmation from Alectra that the plan of subdivision is appropriate as they did not provide comments on the first circulation
- Updated Quantitative wind study and mitigation plan

- Revised sun/shadow study
- Strategy to accommodate affordable housing
- An environmental easement for operational emissions to be registered on title is required by Metrolinx
- A development agreement/subdivision agreement is required that incorporates all the relevant conditions and clauses requested by departments and agencies
- Subject to resolution of the OLT hearing, official plan, and zoning by-law amendments are required

8. Bonus Zoning

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

9. "H" Holding Provision

Should this application be approved by the Ontario Land Tribunal in absence of certain technical studies, staff will request an "H" Holding Provision which can be lifted upon resolution of outstanding technical matters.

10. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

11. Draft Plan of Subdivision

The lands are the subject of a Draft Plan of Subdivision application. As outlined in this report, a number of issues and studies were identified that are required to confirm the appropriate limits of the proposed roads and blocks of land (e.g. limits of the Dundas Street right-of-way, limits of the Natural Hazard Area, right-of-way information package confirming appropriate widths and utilities, etc.). In addition, commenting agencies and departments have identified conditions to be included in a subdivision agreement. Should this application be approved by the Ontario Land Tribunal the City will prepare Conditions of Draft Plan Approval.

12. Conclusions

In conclusion, City staff has evaluated the applications to permit a mixed use development including 3,027 residential units, ground floor commercial, a public park and open space against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

Provincial, Regional and City policies support intensification on the site given its location within a Major Transit Station Area and the Dixie/Dundas Community Node.

The proposed development, however, has a number of issues that must be resolved before staff can support the application, including:

- Additional information is required to confirm compatibility issues as identified in the City's Peer Review;
- Additional information and/or modification to the built form are required to ensure the development meets City standards;
- Additional justification and/or modifications to the proposed parking standards are provided;
- Technical studies to ensure that all outstanding issues have been addressed, including but not limited to: confirming the functional servicing and traffic impact studies are

acceptable, the northern property line reflects the BRT right-of-way requirements, onsite contamination has been addressed, and the limits of the Little Etobicoke Creek ravine are properly determined.