

Detailed Information and Preliminary Planning Analysis

Owner: Gold Star Plaza Ltd.

60 Dundas Street East

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1. Proposed Development

The applicant proposes to redevelop the property with three apartment buildings with heights of 16 storeys (Tower A), 27 storeys (Tower B) and 29 storeys (Tower C), with a 14 storey podium connecting Buildings B and C. The buildings would contain 1,009 dwelling units, with 1 138 m² (12,249.3 ft²) of retail space at ground level and 836 m² (8,998.6 ft²) of commercial and flex space on the 2nd floor. The proposal also includes 1,026.8 m² (11,052.4 ft²) of parkland to be conveyed to the City. The applicant has not confirmed the tenure of the proposed development. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal	
Applications submitted:	Received: July 13, 2022 Deemed complete: August 16, 2022 Revised: December 23, 2022
Developer/ Owner:	Gold Star Plaza Ltd.
Applicant:	Bousfields Inc.
Number of units: Unit breakdown:	1,009 units Studio – 103 (10.2%) 1 Bedroom – 592 (58.7%) 2 Bedroom – 295 (29.2%) Townhouse – 15 (1.5%) Penthouse – 4 (0.4%)
Existing Gross Floor Area	2 673 m ² (28,772 ft ²) – commercial
Proposed Gross Floor Area:	62 149 m ² (668,966 ft ²) – total 60 175 m ² (647,718 ft ²) – residential

Development Proposal		
	1 974 m ² (21,248 ft ²) – commercial	
Height:	Tower A – 16 storeys / 58.7 m (192.6 ft) Tower B – 27 storeys / 95.1 m (312 ft.) Tower C - 29 storeys / 101.7 m (333.7 ft.)	
Lot Coverage:	36.8 %	
Floor Space Index:	6.05	
Amenity Area/unit	8.9 m ² (95.8 ft ²) / dwelling unit	
Anticipated Population:	2,421* *Average household sizes for all units (by type) based on the 2016 Census	
Parking: resident spaces	Required (Precinct 1) 807 (0.8 resident spaces /unit)	Provided 733 (~0.7 resident spaces /unit)
visitor and non-residential spaces (combined)	202 (spaces / unit based on visitor rate*)	128 (~0.12 spaces/unit)
Total	1009*	861
Green Initiatives:	<ul style="list-style-type: none"> • Environmentally innovative construction practices • Bicycle Parking • Enhanced pedestrian spaces • Public Park • Storm water management and retention • Permeable paving • Native species planting • Green roof 	
	<ul style="list-style-type: none"> • *mix of non-residential uses is unknown and therefore required non-residential parking could not be determined. Visitor rate used as required. 	

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>:

- Archeological Assessment
- Architectural Plans
- Area Context Plan
- Civil Engineering Drawings
- Draft Official Plan and Zoning By-law Amendments
- Environmental Impact Study and Addendum
- Existing and Proposed Utility Plans
- Floodplain Study
- Functional Servicing & Stormwater Management Report
- Green Development Standards Cover Letter
- Housing Issues Report
- Hydrogeological Review Report
- Landscape Plan
- Lighting Plan and Report
- Noise and Vibration Impact Study
- Parcel Register
- Pedestrian Wind Study
- Phase I & II Environmental Site Assessment
- Planning and Urban Design Rationale
- Preliminary Assessment - Long-Term Stable Slope Crest

- Preliminary Geotechnical Report
- Prospective Drawings
- Scoped Environmental Impact Study
- Shadow Study Report
- Slope Stability and Erosion Risk Assessment
- Solid Waste Management Plan
- Transportation Study
- Tree Inventory and Preservation Plan Report
- Tree Preservation Plan
- Urban Design Study
- Waste Management Plan

The application has not been reviewed by the Urban Design Advisory Panel. The Urban Design Advisory Panel is an advisory body and makes recommendations to staff for consideration.

Application Status

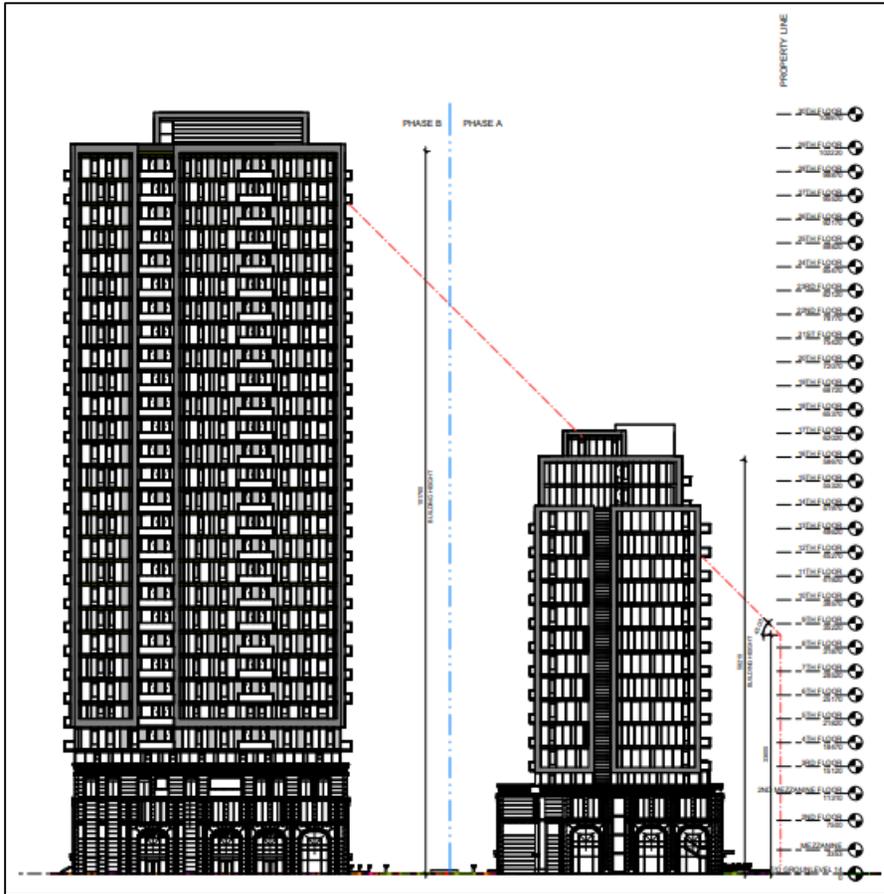
Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the applications.

A community meeting has not yet been held for the proposed development.

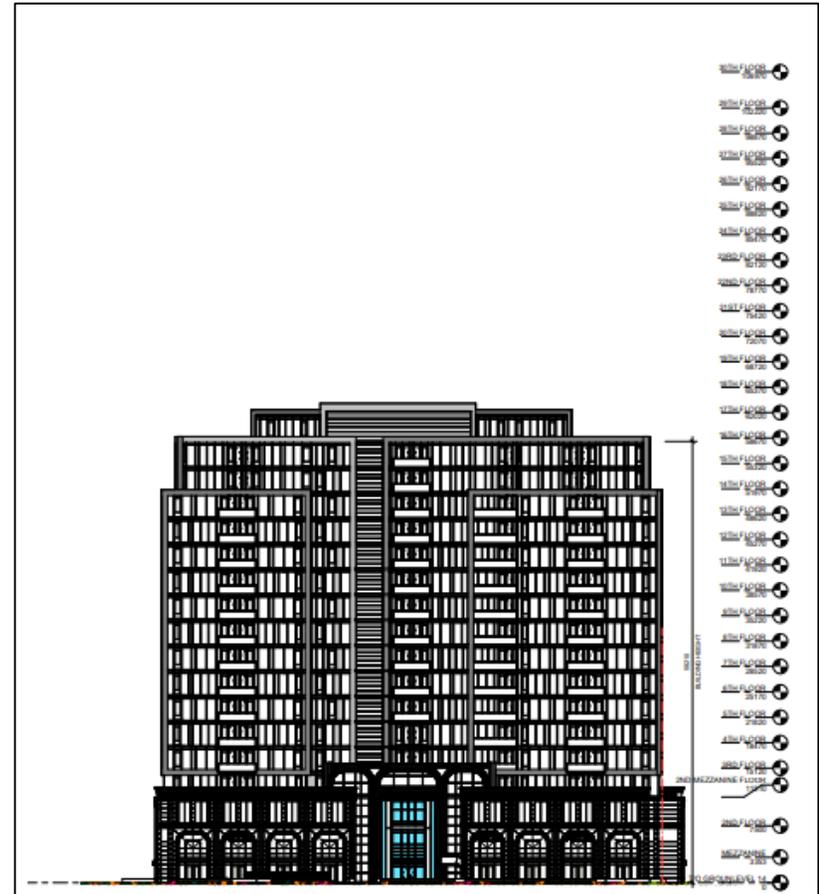
Concept Plan, Elevations and Renderings



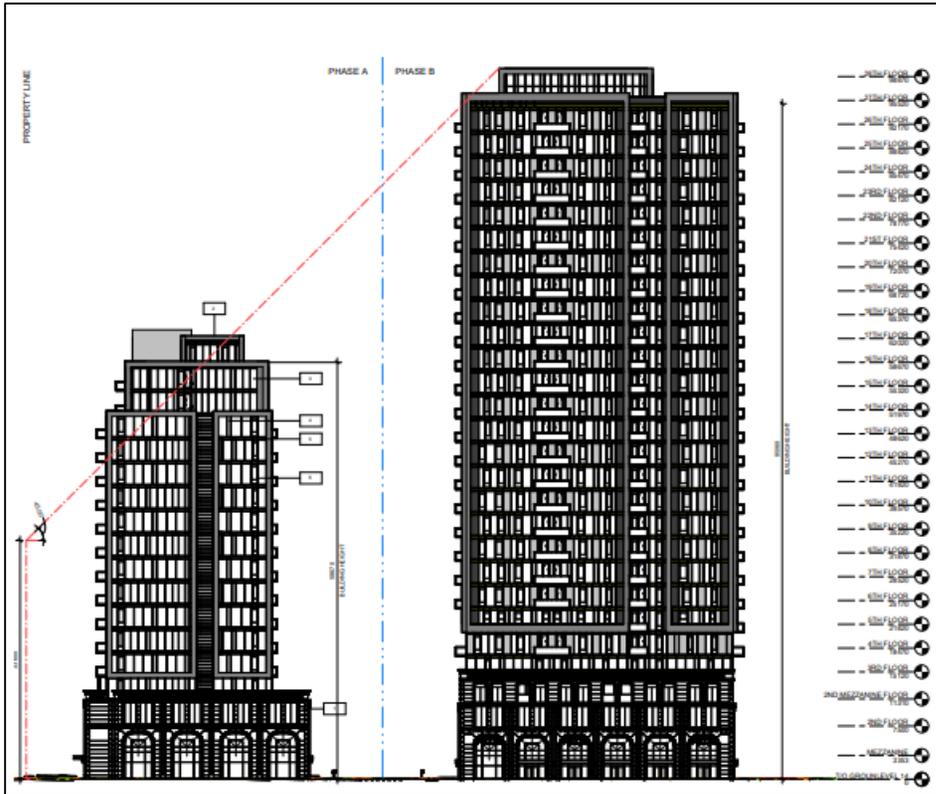
Concept Plan



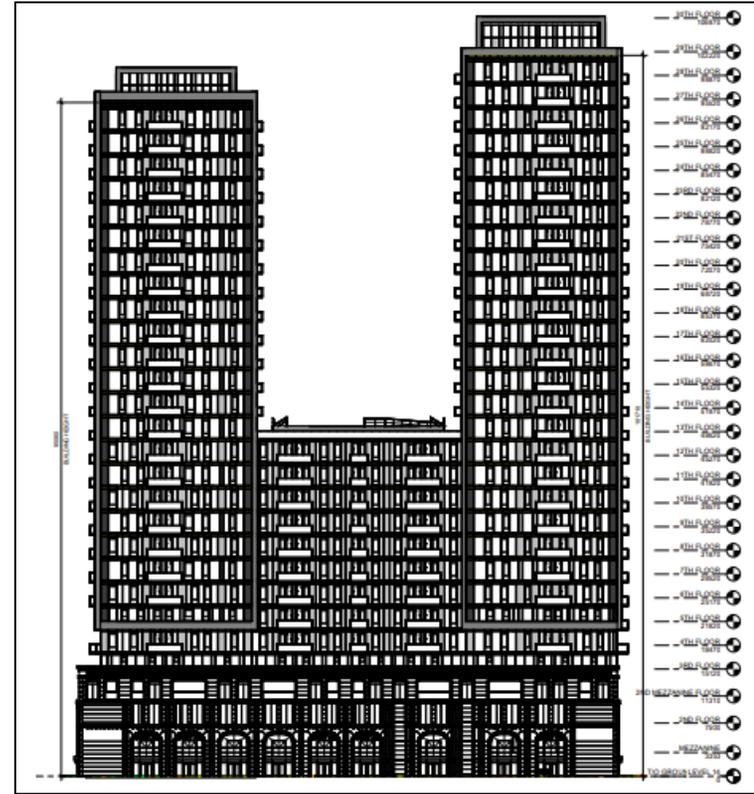
East Elevation



North Elevation



West Elevation



South Elevation



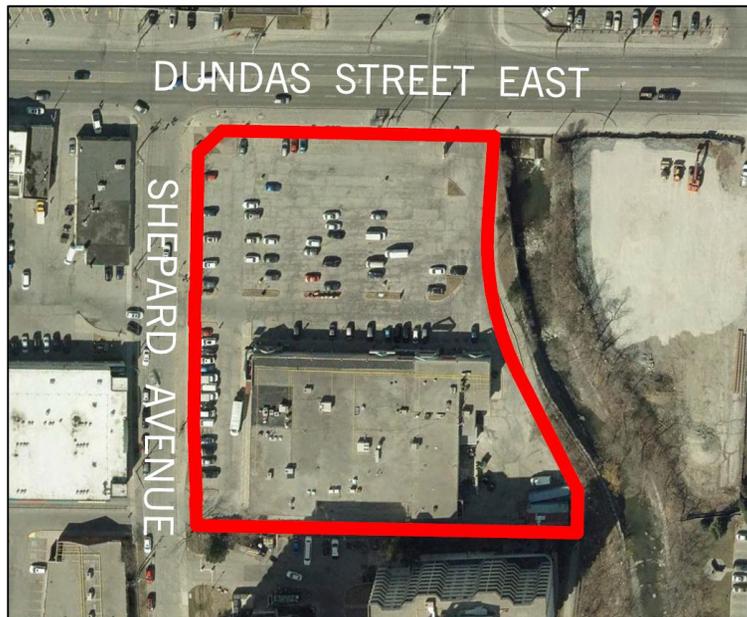
Applicant's Rendering

2. Site Description

Site Information

The property is located at the southeast corner of Dundas Street East and Shepard Avenue, within the Downtown Cooksville Character Area, which is within the City’s Urban Growth Centre. The built form in this area is a mix of low-rise commercial buildings and high-rise residential apartments. The site is currently occupied by a one storey commercial plaza and surface parking area.

Property Size and Use	
Frontages:	
Dundas St East	79 m (259.2 ft.)
Shepard Ave	115 m (377.3 ft.)
Gross Lot Area:	1.1 ha (2.7 ac.)
Existing Uses:	One storey retail commercial plaza and surface parking lot



Aerial Photo of 60 Dundas St East

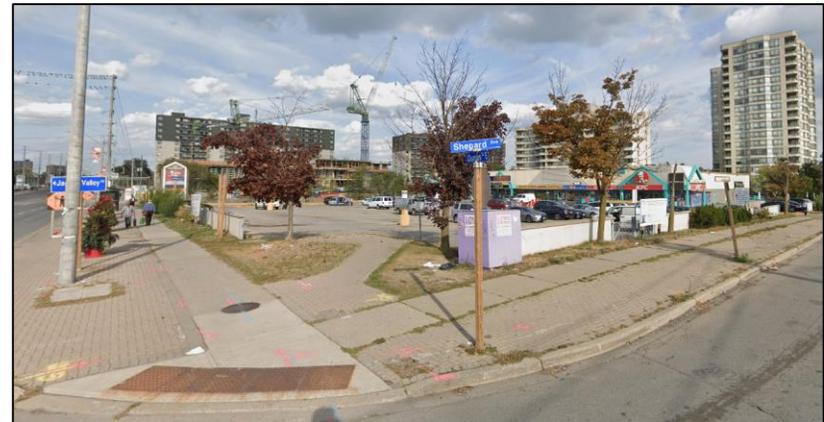


Image of existing conditions facing southeast

Site History

- June 20, 2018 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **C4** (Mainstreet Commercial)
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. The subject lands are designated **Mixed Use** in the Downtown Cooksville Character Area.

3. Site Context

Surrounding Land Uses

North of the subject lands (across Dundas Street East) is a two storey commercial building containing multiple retail, service commercial and office uses and a standalone Bell utility building. To the east is Cooksville Creek and a multi-use trail. South of the site are 10 and 12 storey apartment buildings. To the west are one and two storey commercial buildings containing multiple retail, service commercial and office uses.

The surrounding land uses are:

- North: Dundas Street East, commercial buildings, and a Bell utility building
 East: Cooksville Creek and a City owned multi-use trail
 South: Apartment buildings
 West: Shepard Avenue and commercial buildings

Neighbourhood Context

The subject property is located in the former Township of Cooksville, which is an area that has evolved over centuries and was eventually amalgamated with the other former townships to form the Town of Mississauga in 1968.

Downtown Cooksville is centered upon the intersection of Hurontario Street and Dundas Street, which is located one block west of the subject property. The surrounding area contains free-standing commercial buildings and commercial plazas containing a mix of retail, service commercial and office uses along Dundas Street and Hurontario Street. Residential uses are also prominent in the area, with a variety of residential building types, including a number of apartment buildings ranging in height from 7 to 28 storeys.



Aerial Photo of 60 Dundas Street East

Demographics

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

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

Other Development Applications

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

- SP 19-130 W7 – 86-90 Dundas Street East – application in process for a 17 storey apartment building with ground floor commercial uses.
- OZ/OPA 22-17 W7 – 65 Agnes Street – application under appeal for a 29 storey apartment building.
- OZ 21-004 W7 – 3016, 3020, 3026 and 3032 Kirwin Avenue and 3031 Little John Lane – application in process for an eight storey apartment building.
- OZ/OPA 21-8 W7 – 3085 Hurontario Street – application in process for four apartment buildings, 9, 30, 33, and 35 storeys, with ground floor commercial uses.
- OZ/OPA 22-24 W7 – 3115 Hurontario Street – application in process for a 35 storey apartment building with commercial and community uses.
- OZ/OPA 22-19 W7 – 25 and 33 Hillcrest Avenue, 3136, 3154 and 3168 Hurontario Street – application under appeal for 5 apartments, 34, 39, 43, 43 and 46 storeys with commercial and community uses.

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

Community and Transportation Services

The site is approximately 1.0 km (0.6 miles) from the Cooksville GO Station, which provides two-way peak train service and two-way off-peak bus service to downtown Toronto. The site is also located along a future Light Rail Transit (HLRT) line on Hurontario Street, with a future LRT stop approximately 150 m (492.1 ft.) from the subject land. The following major MiWay bus routes service the site:

- Route 101 and 101A – Dundas Express
- Route 1 and 1C – Dundas
- Route 4 – Sherway Gardens
- Route 103 – Hurontario Express
- Route 2 – Hurontario

The surrounding area also benefits from existing bicycle infrastructure, including the Cooksville Creek multi-use trail, and the Camilla Road / Kirwin Avenue bike lane.

4. Summary of Applicable Policies, Regulations and Proposed Amendments

The *Planning Act* requires that Mississauga Official Plan (MOP) 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	Analysis
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p> <p>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 provide for an appropriate range and mix of</p>	<p>The subject site and development proposal represent an opportunity to intensify and increase the range of housing in the area.</p> <p>However, given it's proximity to the Cooksville Creek (natural feature), a portion of the subject land is located within a natural hazard area (floodplain) as identified in MOP, and located within the regulatory floodplain and erosion hazard as identified by Credit Valley Conservation (CVC).</p> <p>In support of the proposal, the applicants submitted a Floodplain Study (dated February 2022) and an Environmental Impact Study (dated</p>

Policy Document	Legislative Authority/Applicability	Key Policies	Analysis
		<p>housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>Natural features and areas shall be protected for the long term. (PPS 2.1.1)</p> <p>Development shall generally be directed, in accordance with guidance developed by the Province, to areas outside of hazardous lands adjacent to river, stream and small inland lake systems. (PPS 3.1.1 b)</p> <p>Development and site alteration shall not be permitted within areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosions hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard. (PPS 3.1.2 c)</p> <p><i>Hazardous Lands:</i> Property or lands that could be unsafe for development due to naturally occurring processes. Along the shorelines of the Great Lakes – St Lawrence River System, this means the land, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along the shorelines of large, inland lakes, this means the land, including that covered by water, between a defined offshore distance</p>	<p>February 2022). Both studies have been reviewed by the Credit Valley Conservation and the City and it has been determined that they have not been completed to the satisfaction of said reviewers. Additional technical information is required prior determining the appropriateness of development adjacent to the Cooksville Creek and its associated natural hazard land.</p> <p>At the time of writing this report, the applicant has not demonstrated that the natural features have been protected for the long term, or that development has been directed to areas outside of hazardous lands.</p> <p>As a result, the proposed development is not consistent with policies of the Provincial Policy Statement</p>

Policy Document	Legislative Authority/Applicability	Key Policies	Analysis
		<p>or depth and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits. (PPS 6)</p>	
<p><i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i></p>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities. (Growth Plan 1.2)</p> <p>Forecasted growth to the horizon of this Plan will be allocated within settlement areas where growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (Growth Plan 2.2.1.2 c)</p> <p>Forecasted growth to the horizon of this Plan will be allocated based on development being generally directed away from hazardous lands (Growth Plan 2.2.1.2.e)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a</p>	<p>The proposed development is accommodating intensification within the built-up area and in proximity to planned transit, as well as increasing the housing supply. However, the proposed development does not provide for an appropriate built form as it relates to its scale and impact on the surrounding area.</p> <p>Additionally, the applicant has not provided sufficient information to delineate the developable area from the hazard lands associated with the Cooksville Creek and, therefore, it has not been demonstrated what portions of the subject property are appropriate for redevelopment.</p>

Policy Document	Legislative Authority/Applicability	Key Policies	Analysis
		<p>more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas which:</p> <ul style="list-style-type: none"> - identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas (Growth Plan 2.2.2.3 b) - encourage intensification generally throughout the delineated built-up area (Growth Plan 2.2.2.3 c). <p>The boundaries for major transit station areas on priority transit corridors will be delineated by upper- and single-tier municipalities, in consultation with lower-tier municipalities (Growth Plan 2.2.4.2).</p> <p>Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail transit (Growth Plan 2.2.4.3).</p> <p>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to</p>	

Policy Document	Legislative Authority/Applicability	Key Policies	Analysis
		<p>identify new systems in a manner that is consistent with the PPS (Growth Plan 4.2.2.6).</p> <p>In planning to achieve the minimum intensification and density targets in their plans, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high quality public realm and compact built form (Growth Plan 5.2.5.6).</p>	
<p>Region of Peel Official Plan (ROP)</p>	<p>These applications were submitted prior to the Region of Peel's new Official Plan coming into effect on November 4, 2022. The previous ROP, which was approved by the Ministry of Municipal Affairs and Housing on October 22, 1996, will be used to evaluate the proposal.</p> <p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the application meets the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix</p>	<p>The Region of Peel has confirmed that, the proposed development does not require an amendment to the Region of Peel Official Plan.</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 Regional Core Greenlands.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p>	<p>In November 2022, the new Peel 2051 Region of Peel Official Plan (RPOP) came into force. In keeping with the Growth Plan, RPOP identified Major Transit Station Areas (MTSAs) in the Region and developed polices and applied minimum density targets to said areas. The subject property is located within a Primary Major Station Area, which requires a minimum density target of 300 people and jobs per hectare.</p> <p>The Downtown Cooksville MTSA will exceed the minimum density targets as required by the Province within the Major Transit Station Area, based on existing developments, approved applications and proposed applications. While staff are generally supportive of residential intensification on this property, the degree to which the intensification is proposed is not necessary to meet the provincial Growth Plan density targets in this area of the City.</p>

Appendix 1, Page 17
File: OZ/OPA 22-16 W7
Date: 2023/10/04

Policy Document	Legislative Authority/Applicability	Key Policies	Analysis
			<p>As previously mentioned, a portion of the subject land is located within a natural hazard area (floodplain) as identified in MOP, and located within the regulatory floodplain and erosion hazard as identified by Credit Valley Conservation (CVC).</p> <p>The applicant has not addressed the erosion hazard as per the comments from the City and CVC.</p>

5. Mississauga Official Plan

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

Existing Designation

The lands are located within the Downtown Cooksville Character Area and are designated **Mixed Use** with a **Natural Hazard** overlay. The **Mixed Use** designation permits various commercial, business and office uses as well as residential uses, when in conjunction with other permitted uses. The **Natural Hazard** overlay indicates property or lands that could be unsafe for development due to naturally occurring processes. Along river and stream systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits.

The subject property is located within the Dundas (HLRT-5) Major Transit Station Area (MTSA).

In August 2022, the City adopted OPAs 143 and 144, which introduced MTSA policies relating to land use, urban design, and maximum heights. At the time of writing this report, the

OPA 143 has been appealed to the OLT by a number of landowners and OPA 144 is with the Region pending approval.

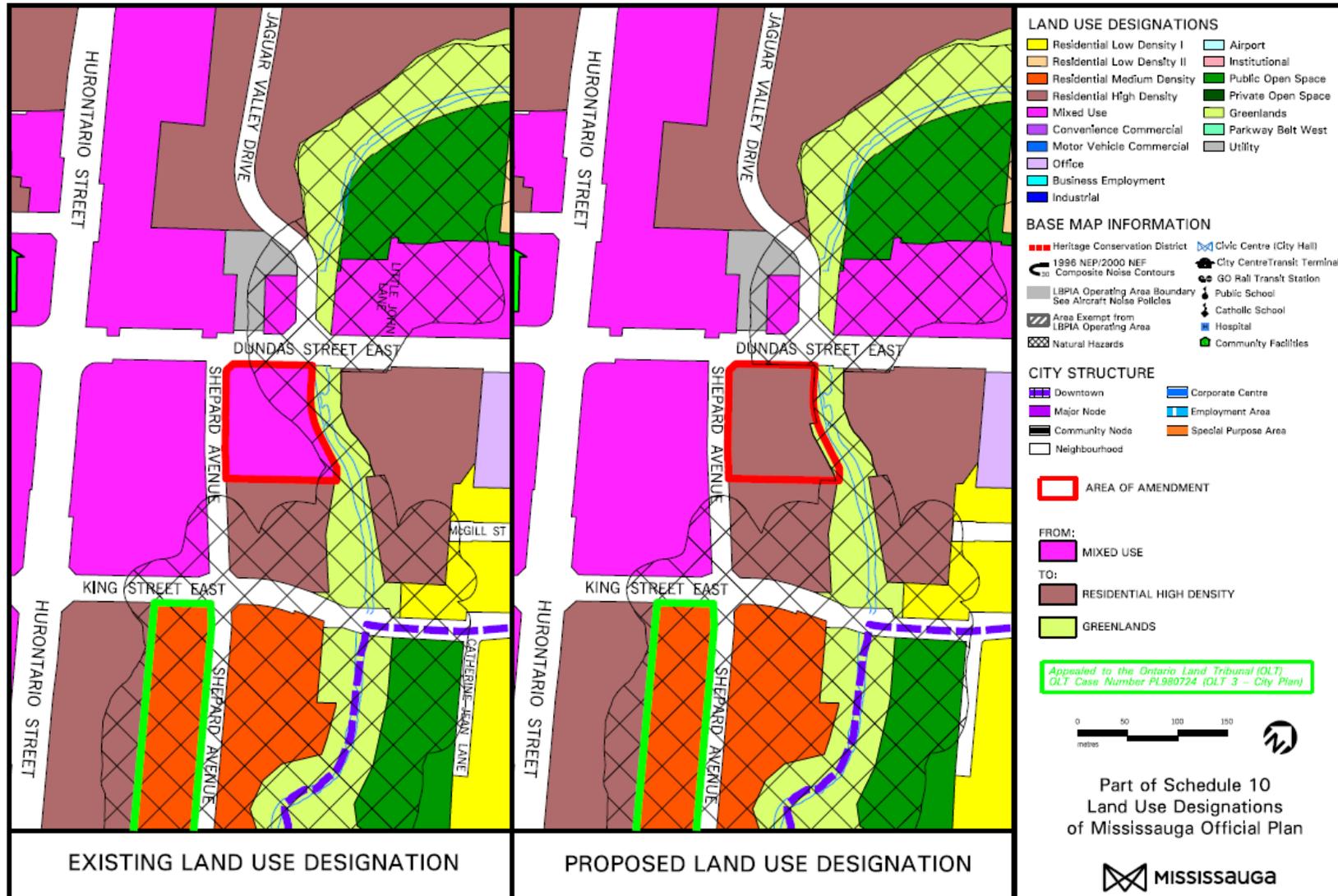
Further, the City adopted OPAs 145 and 146, which introduce new policies on community infrastructure, parks, urban design roads, pedestrian connections, and MTSA policies relating to height, densities and uses for Downtown Fairview, Cooksville and Hospital Character Areas. At the time of writing this report, OPA 145 has been appealed to the OLT by a number of landowners and OPA 146 is with the Region pending approval.

The subject property is located within Downtown Cooksville, which is designated an Intensification Area and located along Dundas Street which is identified as an Intensification Corridor in MOP.

Proposed Designation

The applicant is proposing to change the **Mixed Use** designation to **Residential High Density** and **Greenlands** designations with a Special Site policy to permit maximum heights of 29 storeys, and a Floor Space Index of 6.05. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

Planning Staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP including those found in Section 19.5 against this application.



Excerpt of Downtown Cooksville Character Area

Relevant Mississauga Official Plan Policies

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

	General Intent
Chapter 5 Direct Growth	<p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (S.5.1.6)</p> <p>The Green System as shown on Schedule 1a, is composed of the Natural System, which includes lands within the Natural Heritage System; lands subject to Natural Hazards; and Parks and Open Spaces. (S.5.2)</p> <p>Mississauga will establish strategies that protect, enhance and expand the Green System. (S.5.2.1)</p> <p>The Downtown is an Intensification Area. (S.5.3.1.3)</p> <p>The Downtown will achieve a minimum gross density of 200 residents and jobs combined per hectare. The City will strive to achieve a gross density of between 300 to 400 residents and jobs combined per hectare. (S.5.3.1.4)</p> <p>The Downtown will achieve an average population to employment ratio of 1:1, measured as an average across the entire Downtown. (S.5.3.1.6)</p> <p>The Downtown will develop as a major regional centre and the primary location for mixed use development. The Downtown will contain the greatest concentration of activities and variety of uses. (S.5.3.1.9)</p> <p>Development in the Downtown will be in a form and density that achieves a high quality urban environment. (S.5.3.1.11)</p> <p>The Downtown will be developed to support and encourage active transportation as a mode of transportation. (S.5.3.1.13)</p> <p>Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses oriented towards the Corridor. (S.5.4.3)</p> <p>Hurontario Street and Dundas Street have been identified as Intensification Corridors. These are Intensification Areas. Additional Intensification Corridors may be identified in the future. (S.5.4.11)</p> <p>Not all segments of Intensification Corridors are appropriate for intensification. Planning studies for Intensification Corridors will identify appropriate locations for intensification and the appropriate densities, land uses and building heights. (S.5.4.12)</p> <p>A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas. (S.5.5.7)</p> <p>Where there is a conflict between the Intensification Area policies and policies regarding the Natural Heritage System and heritage</p>

	General Intent
	resources, the policies of the Natural Heritage System and heritage resources will take precedence. (S.5.5.11)
Chapter 6 Value The Environment	<p>The Green System in Mississauga, consisting of the Natural Heritage System, the Urban Forest, Natural Hazard Lands and Parks and Open Spaces, contributes to a valuable natural environment in the city. (S. 6.1)</p> <p>Mississauga will protect life and property from natural and human made hazards and ensure land use compatibility. (S.6.1.1 c and S.6.1.1 e)</p> <p>Mississauga will consider the potential impacts of climate change that may increase the risk associated with natural hazard lands. (S.6.1.12)</p> <p>Natural Hazard Lands are generally associated with valley and watercourse corridors. These areas are generally unsafe for development due to naturally occurring processes such as flooding and erosion. Watercourse corridors, including the physical hazards associated with these areas, are critical to the Natural Heritage System due to the ecological functions, including linkage function that they provide. (S.6.3)</p> <p>Mississauga will give priority to actions that protect, enhance, restore and expand the Green System for the benefit of existing and future generations. (S.6.3.1)</p> <p>The City will promote the Green System to public and private stakeholders as being integral to protecting the city's natural heritage features, particularly its role in providing ecological linkages and ecosystem services. (S.6.3.2)</p> <p>The City will work with the conservation authorities to encourage restoration, enhancement, stewardship and management of lands identified by conservation authorities as part of their natural heritage systems. (S.6.3.4)</p> <p>Buffers are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands and will be provided to perform maintenance of slope stability and reduction of erosion on valley slopes. (S.6.3.7)</p> <p>Buffers will be determined on a site specific basis as part of an Environmental Impact Study to the satisfaction of the City and conservation authority. (S.6.3.8)</p> <p>Lands identified as or meeting the criteria of a Significant Natural Area, as well as their associated buffers will be designated Greenlands and zoned to ensure their long term protection. (S.6.3.26)</p> <p>Development and site alteration as permitted in accordance with the Greenlands designation within or adjacent to a Significant Natural Area will not be permitted unless all reasonable alternatives have been considered and any negative impacts minimized. Any negative impact that cannot be avoided will be mitigated through restoration and enhancement to the greatest extent possible. This will be demonstrated through a study in accordance with the requirements of the Environmental Assessment Act. When not subject to the Environmental Assessment Act, an Environmental Impact Study will be required. (S.6.3.27)</p> <p>Development and site alteration on lands adjacent to a Provincially significant wetland, Provincially significant coastal wetland and habitat of endangered species and threatened species or other Significant Natural Area will require an Environmental Impact Study,</p>

	General Intent
	<p>demonstrating no negative impact to the natural heritage features or on their ecological function, to the satisfaction of the City and appropriate conservation authority. (S.6.3.29)</p> <p>Natural Hazard Lands are generally unsafe and development and site alteration will generally not be permitted due to the naturally occurring processes of erosion and flooding associated with river and stream corridors. Natural Hazard Lands and buffers will be designated Greenlands and zoned to protect life and property. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation. (Natural Hazard Lands)</p> <p>Natural Hazard Lands and buffers will be designated Greenlands and zoned to protect life and property. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation. (Natural Hazard Lands)</p> <p>Development and site alteration will not be permitted within erosion hazards associated with valleylands and watercourse features. In addition, development and site alteration must provide appropriate buffer to erosion hazards, as established to the satisfaction of the City and conservation authority. (S.6.3.47)</p> <p>Development and site alteration is generally prohibited on lands subject to flooding. (S.6.3.51)</p> <p>The construction of buildings or structures permitted in or adjacent to the flood plain will be protected to the elevation of the Regulatory Flood and will not impact upstream or downstream properties. Additional flood protection measures to be implemented relative to individual development applications will be determined by the City and the appropriate conservation authority. (S.6.3.53)</p> <p>Access for development adjacent to or within the flood plain will be subject to appropriate conservation authority policies and the policies of the City. (S.6.3.54)</p>
Chapter 7 Complete Communities	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (S.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. (S.7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ol style="list-style-type: none"> a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (S.7.2.2) <p>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. (S.7.2.3)</p>
Chapter 9 Build A Desirable Urban Form	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (S.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. (S.9.1.2)</p>

	General Intent
	<p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (S.9.1.5)</p> <p>The urban form of the city will ensure that the Green System is protected, enhanced and contributes to a high quality urban environment and quality of life. (S. 9.1.6)</p> <p>The city vision will be supported by site development that: a. respects the urban hierarchy; b. utilizes best sustainable practices; c. demonstrates context sensitivity, including the public realm; d. promotes universal accessibility and public safety; and e. employs design excellence. (S.9.1.10)</p> <p>A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces. (S.9.1.11)</p> <p>Mississauga may undertake or require studies that develop additional policies, guidelines and design control tools that may contain more specific urban form requirements. (S.9.1.14)</p> <p>A high quality, compact urban built form will be encouraged to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of Intensification Areas from surrounding areas. (S.9.2.1.4)</p> <p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas. (S.9.2.1.8)</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas. (Section 9.2.1.10)</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. (S.9.2.1.14)</p> <p>Tall buildings will address pedestrian scale through building articulation, massing and materials. (S.9.2.1.15)</p> <p>Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas. (S.9.2.1.16)</p> <p>Principal streets should have continuous building frontage that provide continuity of built form from one property to the next with minimal gaps between buildings. (S.9.2.1.17)</p> <p>Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. (S.9.2.1.21)</p> <p>Development will be designed to support and incorporate pedestrian and cycling connections.(S.9.2.1.22)</p> <p>Development will face the street and have active facades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections (S.9.2.1.23, 24 and 25)</p>

	General Intent
	<p>Built form will relate to and be integrated with the street line, with minimal building setbacks where spatial enclosure and street related activity is desired. (Section 9.2.1.28)</p> <p>Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape. (Section 9.2.1.29)</p> <p>Development should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk. (S.9.2.1.31 and 32)</p> <p>Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure natural surveillance from public areas. (S.9.2.1.37)</p> <p>Private open space and/or amenity areas will be required for all development. (S.9.3.5.5)</p> <p>Residential developments of a significant size, except freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users. (S.9.3.5.6)</p> <p>Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be considered. (S.9.3.5.7)</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: natural hazards, the size and distribution of building mass and height, front, side and rear yards, the orientation of buildings, structures, and landscapes on a property, views, the local vernacular and architectural character as represented by the rhythm, textures, and building materials, privacy and overlook, and function and use of buildings, structures and landscapes. (S.9.5.1.1 and 2)</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. (S.9.5.1.3)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (S.9.5.1.9)</p> <p>New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures that attractiveness of the thoroughfare. (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. (S.9.5.1.12)</p> <p>Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by: a) providing walkways that are connected to the public sidewalk, are well lit, attractive and safe; b) fronting walkways and sidewalks with doors and windows and having visible active uses inside; c) avoiding blank walls facing pedestrian areas; and d) providing opportunities for weather protection, including awnings and trees.(S.9.5.2.2)</p>

	General Intent
	<p>Development proponents will be required to ensure that pedestrian circulation and connections are accessible, comfortable, safe and integrated into the overall system of trails and walkways. (S.9.5.2.3)</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways. (S.9.5.2.4)</p> <p>Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by: a) street trees and landscaping, and relocating utilities, if required; b) lighting; c) weather protection elements; d) screening of parking areas; e) bicycle parking; f) public art; and g) street furniture. (S.9.5.2.5)</p> <p>Buildings will be pedestrian oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials. (S.9.5.3.7)</p> <p>Tall buildings will minimize undue physical and visual negative impact relating to: a) microclimatic conditions, including sun, shadow and wind; b) noise; c) views; d) skyview; and e) adjacent cultural heritage resources, open spaces, the public realm, community infrastructure and residences. (S.9.5.3.9)</p>
Chapter 11 General Land Use Designations	<p>Lands designated Greenlands are associated with natural hazards and/or natural areas where development is restricted. (S.11.2.3.1)</p> <p>Permitted uses on Greenlands include conservation related uses, including flood control and/or erosion management, passive recreational uses are also permitted. (S.11.2.3.2)</p> <p>Lands designated Residential High Density will permit an apartment dwelling. (S.11.2.5)</p> <p>Lands designated Mix Use permits commercial and residential uses. (S.11.2.6)</p>
Chapter 12 Downtown	<p>Proponents of development applications within the Downtown may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio. (S.12.1.1.1)</p> <p>Proposals for heights less than three storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:</p> <ol style="list-style-type: none"> a. an appropriate transition in heights that respects the surrounding context will be achieved; b. the development proposal enhances the existing or planned development; c. the City Structure hierarchy is maintained; and d. the development proposal is consistent with the policies of this Plan. (S.12.1.1.3) <p>Lands immediately adjacent to, or within the Downtown, should provide both a transition between the higher density and height of development within the Downtown and lower density and height of development in the surrounding area. (S.12.1.1.4)</p> <p>Notwithstanding the Residential High Density policies of this Plan, the maximum building height for lands designated Residential High Density will not exceed 25 storeys. (S. 12.1.2.2)</p>

	<p>General Intent</p> <p>The sections of Hurontario Street and Dundas Street within the Character Area should function as a focus for the Cooksville Neighbourhood, having a strong sense of place and main street character with active mixed use building frontages and highly pedestrianized nature. These street frontages should reinforce a distinctive, quality image with high standards in built form, landscaping and related pedestrian amenities. (S. 12.4.1.2)</p> <p>Development Fabric - Development fronting on the Hurontario Street and Dundas Street frontages should reinforce patterns and characteristics supportive of a main street role with highly animated pedestrian spaces. Development should address the following: a. commercial frontages should be broken up into smaller retail units and accessed directly from the public sidewalk with frequent access doorways; b. no parking should be provided between the buildings and street line; c. blank walls should be avoided along the street in favour of fenestration; d. service, loading and garbage storage areas should be accessed from rear lanes or abutting side streets; e. split level commercial frontages should be avoided; f. periodic building indentations should be provided as relief to long building walls and to provide opportunities for pedestrian spaces; g. storefront signage should respect the pedestrian scale and architectural character of development; h. pedestrian weather protection should be provided in the form of canopies and/or inset arcades; and i. the development and integration of rear yard parking lots to reduce the number of driveways along Hurontario Street and Dundas Street. (S. 12.4.1.6)</p> <p>Public Realm: The Design of the Public Boulevard - The following features should be encouraged to reduce the perceived visual width of the street and improve the level of pedestrian comfort, safety and convenience within the public boulevard: a. common paving materials and patterns, street furniture and signage; b. road crossings defined by special paving; c. intersection design to moderate speed of turning traffic in favour of pedestrian movements, i.e. avoid the construction of designated right turn lanes with islands; d. setting back of bus bays from intersection corners to allow sidewalks to project; e. curb edge parking; and f. provision of street trees, feature lighting and related pedestrian amenities. (S. 12.4.1.9)</p>
<p>Chapter 19 Implementation</p>	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • that a municipal comprehensive review of the land use designation or a five year review is not required; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (S.19.5.1)

The following is an analysis of the key policies and criteria:

Directing Growth

The subject site is located in the Downtown Cooksville Character Area and along the Dundas Street Intensification Corridor. In accordance with MOP, intensification along the corridor is encouraged, provided that it is appropriate and of a scale that does not adversely impact the adjacent area.

Provided the natural hazards area of the site has been adequately addressed and delineated, and the built form concerns have been resolved, staff consider the site appropriate for residential intensification and tall buildings.

Natural Hazard Lands

As previously noted, a portion of the land is located within a Natural Hazard lands overlay, which indicates a probability of flooding, erosion and other risks associated with proximity to a water course.

In support of the proposal, the applicants submitted a Floodplain Study (dated February 2022) and an Environmental Impact Study (dated February 2022). Both studies have been reviewed by the Credit Valley Conservation and the City and it has been determined that they have not been completed to the satisfaction of said reviewers. Additional information is required to be submitted and reviewed prior to determining the appropriateness of development adjacent to the Cooksville Creek and its associated natural hazard land.

As a result, it is premature to be considering the appropriateness of development on the property until such time that the developable area is delineated and the natural hazard lands are determined to the satisfaction of the City and CVC.

Sun Shadow Impact

In accordance with Chapter 9 (Build a Desirable Urban Form) of the MOP, tall buildings are required to: maximize sunlight on the public realm (S.9.2.1.14); demonstrate compatibility and integration with the public realm by ensuring adequate sunlight is maintained (S.9.5.1.9); and, minimize undue physical and visual negative impacts relating to microclimate conditions, including sun, shadow and wind (S.9.5.3.9).

Mississauga may undertake or require studies that develop additional policies, guidelines and design control tools that may contain more specific urban form requirements (S.9.1.14).

In order to demonstrate conformity with the intent of the above noted policies, Council adopted the Standards for Sun Shadow Studies, which provides direction on the acceptability of sun/shade on the subject land and on the surrounding context, including building facades, private and public outdoor amenity and open spaces, public parkland, sidewalks and other components of the public realm.

In support of the proposal, the applicant submitted a Shadow Study (dated December 2022).

Public Realm

With respect to the public realm, the objective is to maximize the use of these spaces during the shoulder seasons (i.e. spring and fall) by ensuring adequate sunlight is provided on sidewalks and other components of the public realm. For high density residential streets (Dundas Street), developments should be designed to allow for full sunlight on the opposite boulevard including the full width of the sidewalk on September 21 (fall equinox) as follows:

For a total of at least 5 hours that must include the 2 hour period between: 12:12 p.m. and 2:12 p.m. and an additional 2 hour period from either 9:12 a.m. to 11:12 p.m. or from 3:12 p.m. to 5:12 p.m.

With respect to the proposed development, shadows are cast on the sidewalk on the north side of Dundas Street East at 12:12 p.m., thus not meeting the City's criterion.

Public Open Spaces, Parks and Plazas

With respect to public open spaces, parks and plazas, developments should be designed to provide a sun access factor of at least 50% on September 21st.

The applicants are proposing a public park in the east side of the subject lands. The sun access factor is 36% on September 21st, thus not meeting the City's Criterion.

Communal Outdoor Amenity Area

With respect to communal outdoor amenity areas, proposed developments should allow for full sun at least half the time, or 50% sun coverage at all times of the year.

There are six outdoor amenity areas proposed within the development and two outdoor amenity areas located on a development under construction to the east of the Cooksville Creek, municipally known as 86-90 Dundas Street East (Emblem Developments).

On June 21st, four of the communal outdoor amenity areas on the subject lands do not meet the 50% sun coverage standard.

On March/September 21st, both outdoor amenity areas on the Emblem Development do not meet the 50% sun access factor. Further, four of the outdoor amenity areas on the subject land that do not meet the criterion.

On December 21st, one of the outdoor amenity areas on the Emblem Development and three of the outdoor amenity areas on the subject land do not meet the criterion.

Physical Impact / Scale

In accordance with Chapter 9 (Build a Desirable Urban Form) of MOP, appropriate height and built form transitions will be required between sites and their surrounding areas (S.9.2.10). Further, tall buildings will address pedestrian scale through building articulation, massing and materials (S.9.2.1.15), and

will be pedestrian oriented though the design and composition of their facades, including their scale, proportion, continuity, rhythms, texture, detailing and materials (S.9.5.3.7).

In accordance with Chapter 11 (Downtowns) of MOP, the maximum building height for lands designated **Residential High Density** shall not exceed 25 storeys (S.12.1.2.2).

In order to demonstrate conformity with the intent of the above noted policies for this area, Council adopted the Downtown Fairview, Cooksville and Hospital Built Form Standards, which provides direction and guidance for proposed development at the planning application stage. The standards contain angular plane criterion for Dundas Street East, which is a characterized "A2 Street". To meet the standard, new buildings sited on the lands are required to meet an angular plane from the 80% of the right of way width of 45 degrees.

In support of the proposal, the applicant submitted architectural drawings of all buildings illustrating the 45 degree standard. Tower A and Tower C do not meet the angular plane standard. In addition, Tower A has been oriented in a manner that does not maximize sunlight on the public realm nor does it address the pedestrian scale, as the broad side of the building is located along Dundas Street East.

In accordance with the built form standards, the maximum allowable floor plate sizes for buildings above 12 storeys is 750 m² (8,073 ft²). Towers A, B and C have floor plate sizes of 1,152.8 m² (12,408.6 ft²), 800.9 m² (8,620.4 ft²) and 807.4 m² (8,690.5 ft²), respectively, thus exceeding the standard. Further,

Towers B and C contain a 14 storey connecting link with a floor plate size of 566.5 m² (6,098.0 ft²) which further adds to the negative impact of the Towers.

In accordance with the built form standards, the minimum tower separation is 30.0 m (98.4 ft.). Based on the architectural drawings provided, the tower separation between Towers A and B, and Towers A and C are both 28.1 m (92.2 ft.), thus not meeting the standard.

Community Parkland

In accordance with Mississauga Official Plan, in addition to the parkland identified on Schedules 4: Parks and Open Spaces and 10: Land Use Designations, additional public parkland may be acquired through the processing of development applications or through purchase (S.6.3.73).

The applicants are proposing parkland dedication along the easterly boundary of the subject land. Comments from Community Services have indicated that hazard lands will not be acceptable for parkland dedication pursuant to Parkland Conveyance By-law 0137-2022. As a result, a satisfactory Environmental Impact Statement and Floodplain and Erosion study, outlining the limits of development associated with the natural hazard/nature features and associated buffers, are required to determine the limits of the proposed area for parkland dedication purposes.

Given that the above studies have not been completed to the satisfaction of the City and CVC, consideration of parkland dedication is premature at this time.

Services and Infrastructure

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure may not be adequate to support the proposed development.

The Region of Peel has advised that there is adequate water to service the site. However, there are sanitary sewer capacity issues at a specific portion of the infrastructure, which requires upgrades before the site can successfully connect. The Region has advised that if the proposal connects to a different manhole, the additional flows can be accommodated without upgrades. A revised Functional Servicing Report is required in this regard.

General Appropriateness

The surrounding area contains a mix of low and high-rise residential, retail commercial and office uses.

While some level of intensification may be appropriate on the subject lands, it is premature to consider such a proposal until such time that the requisite technical studies relating to the hazard lands and delineation of the developable area on site are completed to the satisfaction of the City and CVC. In addition, the dedication of parkland on the subject land is supported by City staff. However, the appropriateness of the

parkland dedication is premature pending the outcome of said technical studies.

Further, these applications are not consistent with the policies of MOP and the criteria used to evaluate the appropriateness of tall buildings.

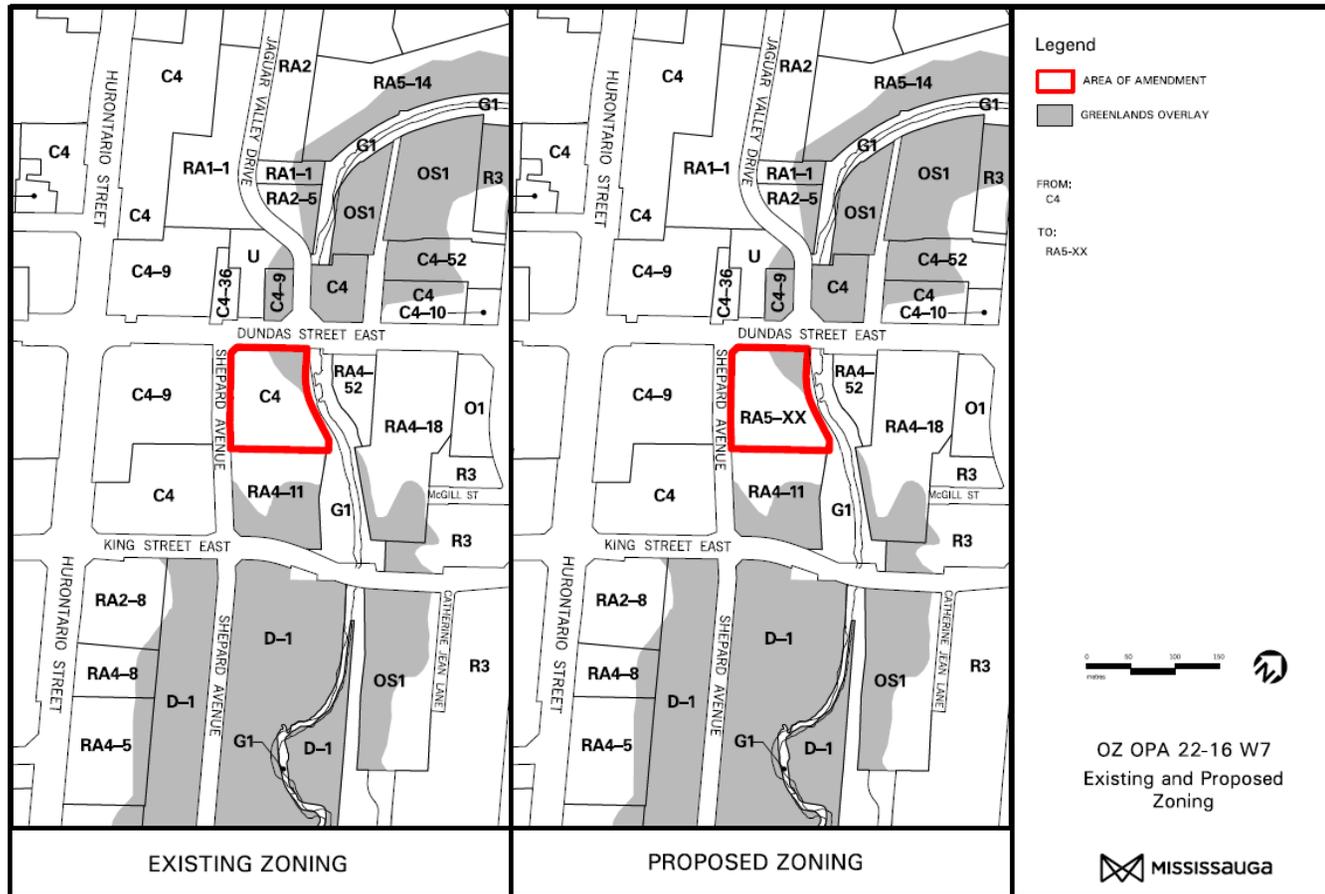
6. Mississauga Zoning By-law

Existing Zoning

The subject property is currently zoned **C4** (Mainstreet Commercial), which permits commercial and retail uses and dwelling units above the first storey of a commercial building.

Proposed Zoning

The applicant is proposing to rezone the property **RA5 – Exception** (Apartments – Exception) to permit a maximum 29 storey condominium apartment building with a Floor Space Index of 6.05.



Excerpt of Zoning Map 14

Proposed Zoning Regulations

Zone Regulations	Existing C4 Zone Regulations	RA5 Zone Regulations	Proposed Amended RA5 Exception Zone Regulations
Permitted Uses	Retail Store Restaurant Take-out restaurant Veterinary Clinic Animal Care Establishment Funeral Establishment Service Establishment Commercial School Financial Institution Medical Office Office Overnight Accommodation Recreational Establishment Entertainment Establishment Private Club University/College Parking Lot Apartment Dwelling unit located above the first storey of a commercial building	Apartment Long-Term Care Building Retirement Building	Office Retail Store Financial Institution Personal Service Establishment Restaurant Take-out Restaurant Townhouse Live-work Units Daycare Medical Office Recreational Establishment
Maximum Floor Space Index (FSI)	N/A	2.9	6.1
Maximum Gross Floor Area – Apartment Zone per storey for each storey above 12 storeys	N/A	1,000 m ² (10,763.9 ft ²)	2,167.5 m ² (23,330.8 ft ²)
Minimum Front and Exterior Side Yard			Front – 2.5 m (8.2 ft.) Exterior Side - 3.0 m (9.8 ft.)

Zone Regulations	Existing C4 Zone Regulations	RA5 Zone Regulations	Proposed Amended RA5 Exception Zone Regulations
For that portion of the dwelling with a height less than or equal to 13.0 m (42.7 ft.)	N/A	7.5 m (24.6 ft.)	Front – 2.5 m (8.2 ft.) Exterior Side – 3.0 m (9.8 ft.)
For that portion of the dwelling with a height greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.)	N/A	8.5 m (27.9 ft.)	Front – 5.5 m (18.0 ft.) Exterior Side – 3.4 m (11.2 ft.)
For that portion of the dwelling with a height greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.)	N/A	9.5 m (31.2 ft.)	Front – 5.5 m (18.0 ft.) Exterior Side – 6.1 m (20 ft.)
For that portion of the dwelling with a height greater than 26.0 m (85.3 ft.)	N/A	10.5 m (34.4 ft.)	Front – 5.5 m (18.0 ft.) Exterior Side – 6.1 m (20.0 ft.)
Minimum Interior Side and Rear Yard			
For that portion of the dwelling with a height less than or equal to 13.0 m (42.7 ft.)	N/A	Interior Side – 4.5 m (14.8 ft.) Rear – 7.5 m (24.6 ft.)	Interior Side – 4.3m (14.1 ft.) Rear – 7.5 m (24.6 ft.)
For that portion of the dwelling with a height greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m	N/A	Interior Side – 6.0 m (19.7 ft.) Rear – 10.0 m (32.8 ft.)	Interior Side – 3.8 m (12.5 ft.) Rear – 10.0 m (32.8 ft.)

Zone Regulations	Existing C4 Zone Regulations	RA5 Zone Regulations	Proposed Amended RA5 Exception Zone Regulations
<p>(65.6 ft.)</p> <p>For that portion of the dwelling with a height greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.)</p> <p>For that portion of the dwelling with a height greater than 26.0 m (85.3 ft.)</p>	<p>N/A</p> <p>N/A</p>	<p>Interior Side – 7.5 m (24.6 ft.) Rear – 12.5 m (41 ft.)</p> <p>Interior Side – 9.0 m (29.4 ft.) Rear – 15.0 m (49.2 ft.)</p>	<p>Interior Side – 4.3 m (14.1 ft.) Rear – 12.5 m (41 ft.)</p> <p>Interior Side – 4.3 m (14.1 ft.) Rear - 14.2 m (46.6 ft.)</p>
<p>Maximum Height</p>	<p>Sloped roof: 16.0 m (52.5 ft.) and 3 storeys Flat roof: 12.5 m (41 ft.) and 3 storeys</p>	<p>77.0 m (252.6 ft.) and 25 storeys</p>	<p>103.0 m (338.0 ft.) and 29 storeys</p>
<p>Encroachments and Projections</p> <p>Maximum encroachment of a balcony located above the first storey, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard</p> <p>Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects</p>	<p>N/A</p> <p>N/A</p>	<p>1.0 m (3.3 ft.)</p> <p>1.0 m (3.3 ft.)</p>	<p>1.7 m (5.6 ft.)</p> <p>1.7 m (5.6 ft.)</p>
<p>Minimum Landscaped Buffer and Amenity Area</p>			

Zone Regulations	Existing C4 Zone Regulations	RA5 Zone Regulations	Proposed Amended RA5 Exception Zone Regulations
<p>Minimum depth of landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone</p> <p>Minimum depth of landscaped buffer adjoining any other lot line</p>	<p>N/A</p> <p>4.5 m (14.8 ft.)</p>	<p>4.5 m (14.8 ft.)</p> <p>3.0 m (9.8 ft.)</p>	<p>3.0m (9.8 ft.)</p> <p>2.5m (8.2 ft.)</p>
<p>Parking, Loading, Servicing Area and Parking Structures</p> <p>Minimum parking spaces</p> <p>Minimum setback from a parking structure completed below finished grade, inclusive of external access stairwells to any lot line</p> <p>Minimum width of parking spaces</p>	<p>Rates vary depending on use</p> <p>N/A</p> <p>2.6 m (8.5 ft.)</p>	<p>Apartment</p> <p>0.8 Resident spaces/unit 0.2 Visitor spaces/unit to be shared with non-residential uses</p> <p>3.0 m (9.8 ft.)</p> <p>2.6 m (8.5 ft.)</p>	<p>Apartment</p> <p>0.7 Resident spaces/unit 0.10 Visitor spaces/unit to be shared with non-residential uses</p> <p>0.0 m (0.0 ft.) to front lot line (Dundas Street East)</p> <p>0.0 m (0.0 ft.) to exterior side lot line (Sheppard Avenue)</p> <p>0.0 m (0.0 ft.) to rear (south) lot line</p> <p>2.4 m (7.9 ft.)</p>

Zone Regulations	Existing C4 Zone Regulations	RA5 Zone Regulations	Proposed Amended RA5 Exception Zone Regulations
Definition of a First Storey	means the storey of a building, structure or part thereof, that has its floor closest to the established grade and its ceiling more than 1.8 m (5.9 ft.) above the established grade .	means the storey of a building, structure or part thereof, that has its floor closest to the established grade and its ceiling more than 1.8 m (5.9 ft.) above the established grade .	For the purposes of this exception, mezzanine levels shall not be considered as a storey
	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.		

Based on the current proposal and justification provided to date, the amendments that are not supported by staff at this time include the following:

Zone Category

In accordance with the supporting development material, the applicants are seeking to rezone the subject land from **C4** to **RA5-Exception**. Consideration of this zone change is premature until such time that the hazard and developable lands have been appropriately delineated to the satisfaction of the City and CVC. Any lands forming part of the hazard will be placed in a protective zoning and residential land use permissions will be prohibited. Given that additional technical information has not been provided to support the proposed zone change, staff do not support the amendment at this time.

Parking Space Dimensions

In accordance with Section 3.1.1.4.1, parking spaces with a parking angle exceeding 15°, except those designated for persons with disabilities, shall have an unobstructed rectangular area with a minimum width of 2.6 m (8.5 ft.) and a minimum length of 5.2 m (17.1 ft.), exclusive of any aisle or driveway, where the applicant is requesting a reduction in the minimum width to 2.4 m (7.9 ft.).

The intent of this provision is to ensure that motor vehicles can be appropriately accommodated in parking spaces. It should be noted that the applicant did not provide any justification for the requested relief. Staff have reviewed this request and do not support this amendment.

Required Number of Parking Spaces

In accordance with Table 3.1.2.1, a condominium apartment is required to provide 0.8 resident spaces / unit and 0.2 visitor spaces / unit. However, the visitor parking spaces can be shared with the parking spaces required for non-residential uses, provided the greater required parking spaces between visitor and non residential uses is provided. The intent of this provision is to ensure there is an adequate amount of parking for the occupants and visitors to the apartment.

In accordance with the supporting development material, the applicants are seeking to permit a reduction to the required number of parking spaces relating to the apartment, as follows:

- 0.7 resident spaces / unit; and,
- 0.10 shared visitor spaces / unit to be shared with non-residential uses;

City staff have reviewed this request and the justification provided and do not support the proposed reduction. Further justification in the form of a Parking Utilization Study is requested for further consideration of the reduced parking standards. To date, said information has not been provided by the applicant. As a result, staff do not support the requested relief.

Minimum setback of a Parking Structure

In accordance with Table 4.15.1.13.5, the minimum setback from a parking structure completely below finished grade,

inclusive of external access stairwells, to any lot line is 3.0 m (9.8 ft.), whereas the applicant is requesting a minimum setback of 0.0 m (0.0 ft.) to both Shepard Avenue and Dundas Street East. Further, a minimum setback of 0.0 m (0.0 ft.) is proposed to the southerly lot line.

The intent of this provision to ensure that parking structures are setback appropriately to lot lines to accommodate landscape buffers and ensure maintenance can occur on the structure within the limits of the private lands.

In accordance with the architectural drawings submitted, the proposed underground garage will be encroaching into the City's ultimate right of way along Dundas Street East, which is not supported by staff. In addition, a minimum setback of 0.7 m (2.3 ft.) is required to accommodate appropriate shoring within the limits of the subject land. As a result, staff do not support the setback from either road frontage.

With respect to the rear lot line, the requested underground setback limits the ability to provide appropriate landscape treatment along the common property line due to the limited soil volume in that area. As a result, staff do not support the requested relief.

Additional Zoning Amendments

Based on the applicant's architectural drawings, it would appear that additional relief is required to the base **RA5** zone despite the applicant not requesting relief in the submitted amending zoning by-law. As a result, the proposed built form would be

required to comply with zoning requirements not being sought for relief.

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.

A Housing Report was submitted in support of the proposal. However, the report did not indicate that any housing options contemplated in the City's Housing Report Terms of Reference were proposed to be provided in the development. Additional information is required in this regard.

7. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
95 Kindergarten to Grade 6	Clifton Public School	Camila Road Senior Public School	Cawthra Park Secondary School
26 Grade 7 to Grade 8	Enrolment: 312	Enrolment: 585	Enrolment: 1299
14 Grade 9 to Grade 12	Capacity: 468	Capacity: 655	Capacity: 1044
	Portables: 0	Portables: 4	Portables: 5

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
21 Kindergarten to Grade 8	St Catherine of Siena Elementary School	St Martin Catholic Secondary School
17 Grade 9 to Grade 12	Enrolment: 436	Enrolment: 1071
	Capacity: 668	Capacity: 1026
	Portables: 0	Portables: 0

8. Community Questions and Comments

No community meetings were held and no written comments were received by the Planning and Building Department.

9. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (August 24, 2023)	<p>Updated Waste Management Plan: The Region has requested an updated Waste Management Plan, which we has not yet received.</p> <p>Servicing Requirement (Wastewater): There are capacity issues at a specific sewer portion, to which the applicant intends to connect. Upgrades to this portion will be necessary before the site can successfully connect, but the applicant has been advised to submit a revised FSR to connect to a different manhole, which may be able to accommodate flows without upgrades. Additionally, a hydrant flow test and a single use demand table are yet to be received. In this respect, Regional staff request that the applicant provide an updated FSR with proposed connections to the recommended sewer.</p>
Credit Valley Conservation Authority (September 7, 2023)	<p>The subject property is located adjacent to Cooksville Creek and as such, is located within the Regulatory Floodplain and erosion hazard associated with Cooksville Creek. Based on this, the property is subject to Ontario Regulation 160/06 and a permit for development is required from CVC.</p> <p>The proposal is for a rezoning to include three separate multi unit residential towers ranging from 29 to 36 storeys. Since the subject property is located within the Regulatory Floodplain of Cooksville Creek, CVC staff have concerns with rezoning the hazardous lands for a high density residential use. Typically, hazardous lands are delineated and zoned in a restrictive category (i.e.Greenbelt). Throughout the submission process, CVC and City staff met with the applicant to discuss the feasibility of development on this site, including the submission of a Floodplain Study by Crozier (February 2022), an approved Terms of Reference by Crozier (May 2022), and a Floodplain Memo Update by Crozier (January 2023). It is understood that there may be some opportunity via different approaches and solutions to resolve some of the flooding issues on the site, however, until the requisite technical studies are completed to the satisfaction of the City and CVC, rezoning the site to a residential use is premature.</p> <p>The current submission also includes various plans, including grading and floodproofing, and a Slope Stability and Erosion Risk Assessment by Grounded Engineering (August 2022). CVC staff have not reviewed this additional information but will provide future comments once the Flood Study is revised to provide comprehensive analysis and solutions consistent with the approved Terms of Reference by Crozier (May 2022). Note that floodproofing via grading as a sole means to address the flood hazard is not an acceptable solution to support a change in use and alternative solutions should be explored that address the hazard in a comprehensive manner, confirm no offsite impacts, and are acceptable to the City from a design, safety and feasibility perspective.</p> <p>As such, CVC staff continue to have concerns with the proposal and we unable to clear our interests related to natural hazards at this time.</p>
Peel District School Board (August 8, 2023)	<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 Peel District Board's Transportation Policy.</p> <p>The Peel District School Board requires that the following clause be placed in any agreement of purchase and sale and entered into with respect to any lots on this plan, within a period of five years from the date of registration of the development agreement:</p> <p>(a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all</p>

Agency / Comment Date	Comments
	<p>anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."</p> <p>(b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Board."</p>
<p>Dufferin-Peel Catholic District School Board and the Peel District School Board (July 20, 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>City Community Services Department – Park Planning Section (August 23, 2023)</p>	<p>The proposed development site is located on south of Dundas Street East and east of Hurontario Street in the Urban Growth Centre, Downtown Cooksville Character Area, with a parkland deficit of 5.7 ha (14.1 ac). This site also does not meet the provision of 400 m (1,312.3 ft.) walking distance to a City owned playgrounds within growth areas, unimpeded by major pedestrian barriers. This site is also within conservation authority regulated area and adjacent to City owned lands classified as Significant Natural Area in the Natural Heritage System.</p> <p>A satisfactory Environmental Impact Statement and CVC Flood Study, outlining limits of development associated with natural hazard/natural features and associated buffers, are required to determine limits of proposed area for parkland dedication purpose. Furthermore, it is noted, any private amenity space and hazard lands will not be suitable for parkland dedication in keeping with Parkland Conveyance By-Law 0137-2022</p>
<p>City Community Services – Heritage Planner (January 20, 2023)</p>	<p>The property has archaeological potential due to its proximity to a present or past watercourse or known archaeological resource. The proponent shall carry out an archaeological assessment of the subject property and mitigate, through preservation or resource removal and documenting, adverse impacts to any significant archaeological resources found. No grading or other soil disturbances shall take place on the subject property prior to the approval authority and the Ministry of Tourism, Culture and Sport confirming that all archaeological resource concerns have met licensing and resource conservation requirements. Letters to this effect from said Ministry corresponding to each archaeological assessment report and activity are required to be submitted to the Culture Division for review. Ministry letter outstanding.</p>
<p>CPS Housing (November 4, 2022)</p>	<p>Mississauga's Inclusionary Zoning (IZ) By-law was enacted on August 10, 2022, and came into effect on August 11, 2022 initiating the IZ transition period. MTSAs were identified in the Regional Official Plan and approved by the Minister of Municipal Affairs and Housing on November 4, 2022. The City's IZ transition period concluded as of January 1, 2023 at which time IZ came into full force and effect for all applicable development applications.</p> <p>Pursuant to the exemption provision outlined in Article 2.1.34.1(6)(2) of Mississauga Zoning By-law 0225-2007, during the transition period a proposal is exempt from IZ if a rezoning application is submitted in full, in accordance with the DARC checklist, prior to January 1, 2023 AND a subsequent complete site plan application is filed within 2 years of the date the rezoning application was deemed complete.</p>

Agency / Comment Date	Comments
	<p>The rezoning application associated with this proposal, (OZ/OPA 22-16 W7) was submitted in full on July 20, 2022 and deemed complete on August 16, 2022. Provided a complete site plan application is filed by August 16, 2024, this proposed development has an exemption from inclusionary Zoning (IZ). Should the complete site plan application not be submitted by the deadline, IZ will apply as follows:</p> <ul style="list-style-type: none"> - The subject lands fall within IZ Area 1. The property is subject to Inclusionary Zoning. - A Building Permit cannot be issued for the development on the subject lands if the IZ requirements are not satisfied as they form part of the City's zoning by-law and therefore constitute applicable law. In order to satisfy the IZ requirements, for the purposes of Building Permit issuance, an IZ legal agreement must be enacted and registered on title. - The current set aside rate is 4%, which is set to increase each subsequent year. The set aside rate applicable will be the set-aside rate in effect in the year the IZ legal agreement is entered into. - In the event that the rezoning application is approved, a condition will be added to the site-specific zoning to indicate that an exemption may apply, subject to Article 2.1.34.1(6)(2) of Mississauga Zoning By-law 0225-2007. The City will determine the final exemption status at the time of the complete site plan application filing. - In the event that the applicant maintains their exemption from IZ, the City encourages the provision of a range of housing options in this development, including affordable home ownership options or rental housing.
<p>City Transportation and Works – Municipal Parking (February 6, 2023)</p>	<p>The proposed reduced parking rates are not supportive of the Parking Regulations Study recommendations as outlined in the existing City of Mississauga Zoning By-Law 0225-2007, as amended, for Parking Precinct 1 (By-law 0117-2022, June 8, 2022). Additionally, the parking justification submitted by the Applicant is not satisfactory as the required Parking Utilization Study was not undertaken or provided for Staff review. For these reasons Staff do not support the proposed parking rates in this instance. Should the Applicant wish to pursue a reduction in parking spaces, the submission of a satisfactory Parking Utilization Study (PUS) is required. The consultant should confirm the survey methodology with staff prior to conducting parking surveys. Details can be reviewed in the City's Parking Terms of Reference for parking justification requirements. Staff request the Applicant provide clarifications, specific details and commitments as to how the Transportation Demand Management (TDM) measures will be provided and implemented on-site, and how such measures will reduce parking demand on-site.</p>
<p>City Transportation and Works Department (August 29, 2023)</p>	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project and in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions to confirm the feasibility of the development proposal from an engineering standpoint. Should the application be approved by the Ontario Land Tribunal (OLT), the owner will be required to provide additional technical details and revisions to drawings and studies. It should be noted that the extent of any proposed municipal infrastructure (i.e. servicing and/or public boulevard/road works) will be required to be addressed through an "H" Holding Zone Removal application (or OLT decision).</p>

Agency / Comment Date	Comments
	<p><u>Stormwater</u></p> <p>The Functional Servicing and Stormwater Management Report indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge is required.</p> <p>The applicant has not yet demonstrated a satisfactory development concept. The subject site is within the Cooksville Creek floodplain, limiting the developable area of the site. Further technical information is required to demonstrate a site-specific flood mitigation strategy to allow for the safe development of the site.</p> <p><u>Traffic</u></p> <p>A Traffic Impact Study (TIS) and a Traffic and Parking Brief, prepared by R.J. Burnside & Associates dated March 2022 and December 2022, respectively, were submitted in support of the proposed development. Both submissions were reviewed and audited by Transportation and Works staff. Based on the information provided to date, staff require additional analysis and clarification on the information provided.</p> <p>The study concluded that the proposed development is anticipated to generate approximately 323 (114 in, 209 out), 387 (216 in, 171 out) two-way site trips for the weekday AM and PM peak hours in 2028, respectively.</p> <p>The following information is required to confirm feasibility of the proposal:</p> <ul style="list-style-type: none"> • Provide an updated Traffic Impact Study addressing all staff comments; • Review the driveway accesses to ensure the adjacent roads and the internal driveway can operate efficiently; • Provide the future property line due for the required land dedications; • Address any traffic concerns from the Community related to the proposed development. <p><u>Environmental Compliance</u></p> <p>A Phase One Environmental Site Assessment (ESA), dated August 2, 2022, and a Phase Two ESA, dated December 6, 2022 both prepared by Grounded Engineering Inc., were submitted in support of the proposed development. The Phase Two ESA identified soil contamination on the property; therefore, the following is to be submitted for review:</p> <ul style="list-style-type: none"> • A letter of reliance for the Phase One and Two ESA reports; • A delineation program and/or remedial action plan to address the identified contamination; • A completed Storm Sewer Use By-law Acknowledgement form;

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> • A written document prepared by a Professional Engineer that includes a plan to decommission the wells or proof of decommissioning; • A written documentation prepared by a Qualified Person (as defined in Section 5 of Ontario Regulation 153/04, as amended) stating the geotechnical and environmental suitability of the fill materials located on-site; and, • A letter certified by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the proposed use. <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><u>Noise</u></p> <p>A Noise and Vibration Impact Study prepared by RWDI, dated December 12, 2022 was received for review. The study evaluates the potential impact of environmental noise to and from the development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic noise and stationary sources such as HVAC related equipment in the roof-top mechanical penthouse as well as various exhaust fans. Noise mitigation will be required in the form of upgraded building components as well as noise warning clauses included in the development agreement. Vibrations from the LRT is not expected to be a concern. A revised noise study is required as part of the next submission to address staff comments.</p> <p><u>Engineering Plans/Drawings</u></p> <p>The applicant has submitted a number of technical plans and drawings that need to be revised. Should this application be approved by the OLT the required plans and drawings need to be revised/resubmitted to ensure compliance with City Standards.</p>
City Fire Department (January 26, 2023)	<p>When addresses for the buildings are confirmed, it is anticipated that Towers B and C will get Shepard Avenue addresses.</p> <p>Fire has reviewed the rezoning application from an emergency response perspective and has no concerns; emergency response time to the site is acceptable.</p>
Trillium Health Partners (November 28, 2022)	<p>At this stage THP has no comment on the proposed development, but requests the applicant continue to clarify in its Planning Justification Report how the proposal responds to and aligns with the updated policies of Official Plan Amendment (OPA) 145 passed by City Council in August 2022 as the proposed development continues to evolve.</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>

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> - Alectra Utilities - Bell Canada - Canada Post - City Community Services Department - Arborist Private Property - City Community Services Department - Arborist Public Property - Conseil Scolaire Viamonde - Greater Toronto Airport Authority - Enbridge Gas Inc. - Public Art Coordinator - Rogers Communications
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - City Legal Services - GO Transit Metrolinx - Light Rail Transit Office

Development Requirements

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

10. Community Benefits Charge (CBC)

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.

11. “H” Holding Provision

Several technical details remain outstanding to confirm the feasibility of the development proposal. Should the application be approved by the OLT, the outstanding technical feasibility matters need to be satisfactorily addressed, and the remaining engineering items required to facilitate the implementation of the zoning by-law must be addressed further through an H Holding Provision, which can be lifted upon:

- Execution of a satisfactory Development Agreement with appropriate clauses and Municipal Infrastructure Schedules
- Provision for a daylight triangle at the intersection of Dundas Street East and Shepard Avenue, to the satisfaction of the City of Mississauga
- Provision for a road allowance widening towards the ultimate 42.0 metre (137.8 ft.) right-of-way of Dundas Street East, as identified in the Official Plan
- Receipt of updated reports, including a Functional Servicing and Stormwater Management Report, Traffic Impact Study, and Noise and Vibration Report

- Receipt of revised drawings including grading plans, servicing plans, cross-sections, and architectural drawings showing any required noise barriers
- Updated Hydrogeological Report
- Receipt of a Record of Site Condition
- Receipt of satisfactory environmental studies and documents, including a reliance letter for the Phase One and Phase Two ESA, Remedial Action Plan, a Storm Sewer Use By-law Acknowledgement form, a letter certified by a Qualified Person stating that land to be dedicated to the City is environmentally suitable for the proposed use, and a written document prepared by a Professional Engineer that includes a plan to decommission the wells or proof of decommissioning
- Receipt of a satisfactory Floodplain and Erosion Study and Environmental Impact Study to the satisfaction of the City and CVC

12. 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.

While the applicant has worked with City departments to address some site plan related issues through review of the concept plan, further revisions will be needed to address matters such as flood mitigation, building articulation, massing, and transportation matters. Through the site plan process, further refinements are anticipated.

13. Conclusions

In conclusion, City staff has evaluated the applications to permit three apartment buildings with heights of 16, 27 and 29 storeys respectively, with 1,138 m² (12,249.3 ft²) of ground floor commercial and 836 m² (8,998.6 ft²) of commercial and flex space on the 2nd floor against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

Based on review of the applicable Provincial, Regional and Municipal policies, the redevelopment of the site for tall buildings supports general intensification policies and supports transit investment. However, given it's proximity to the Cooksville Creek (natural feature), a portion of the subject land is located within a natural hazard area (floodplain) as identified in MOP, and located within the regulatory floodplain and erosion hazard as identified by the CVC.

Prior to considering the redevelopment of the lands for tall buildings, the delineation of the developable area on the land needs to occur to the satisfaction of the City and CVC. As of the writing of this report, there are outstanding technical studies that have not been submitted and staff are unable to make a determination on the appropriateness of development in the absence of knowing the developable area. As a result, support for the development applications is premature at this time.

Once the developable area has been delineated, and provided conformity with the built form and urban design policies of MOP

are achieved, tall buildings are appropriate in this location of the City.

However, the development as currently proposed, is not acceptable from a planning standpoint and should not be approved for the following reasons:

- The City and CVC is not satisfied that the developable areas have been appropriately delineated with respect to the floodplain and erosion hazards lands identified on the lands.
- There are a number of technical studies and issues that have not been properly addressed (e.g. Traffic Impact Study, Windy Study, Functional Servicing Report, Sun Shadow study) which may ultimately impact the development.
- Insufficient information has been provided to confirm adequate sanitary servicing capacity is available to service the proposed development.
- The applicant has not justified how the current proposal conforms to the aforementioned MOP criteria for tall buildings relating to sun shadow impact, scale and transition.
- The applicant has not justified the appropriateness of the zone standards being proposed.