

Recommendation Report Detailed Planning Analysis

Owner: KJC Properties Inc.

799, 801, 803 and 805 Dundas Street East

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1. Community Comments

Comments from the public were generally directed towards the height of the apartment building, increased traffic and the Haines Road access concerns, and the loss of the current retail and commercial space. Below is a summary and response to the specific comments heard.

Comment

The height of the proposed apartment building is excessive

Response

The proposed building is located on the Dundas Street East frontage. Dundas Street East is an Intensification Corridor with proposed higher order transit. The council endorsed Dundas Connects Master Plan contemplates 12 storeys in this location.

Comment

There will be an increase in traffic which will add to an already busy area.

Response

A Traffic Impact Study was submitted in support of the application which concludes that the estimated traffic generated by the proposed development will allow the intersection in the area to operate at acceptable levels of service with minimal impact to existing traffic conditions. See updated Transportation and Works Department comments below.

Comment

The access from Haines Road to Riley Court should not be reopened.

Response

This application does not contemplate the reopening of the access from Haines Road to Riley Court.

Comment

The redevelopment of the site will result in the loss of the long standing retail and commercial plaza that exists on the site today.

Response

The application proposes commercial and retail uses on the ground floor of the apartment building. The land owners are encouraged to engage in discussion with the existing tenants to see if any arrangements can be made to move into the new space.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were circulated to all City departments and commenting agencies on March 3, 2023. A second submission was made on July 11, 2023. A third partial submission was made on December 18, 2023. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

Comments updated December 5, 2023, state that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance have been satisfactorily addressed to confirm the feasibility of the project in accordance with City requirements.

Should the application be approved by Council, 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 will be required to be addressed through an 'H' Holding Provision.

Stormwater

The Functional Servicing and Stormwater Management Report, prepared by Husson dated June 2023, indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the impact on the receiving municipal storm drainage system, on-site stormwater management controls for the post-development discharge are required.

In general, the applicant has demonstrated a satisfactory stormwater servicing concept. There is an existing 1500 mm (60 in) diameter municipal storm sewer located within an easement on-site which will be realigned to accommodate site development. This sewer outlets to the existing 1650 mm (65 in) diameter municipal storm sewer located on Dundas St E. Water reuse onsite is being pursued via irrigation as a low

impact development design feature. An updated Functional Servicing and Stormwater Management Report is required to address staff comments, which can be provided as part of the detailed design of municipal infrastructure through a Holding Provision Removal application.

Traffic

Two traffic impact study (TIS) submissions were provided by Crozier Consulting Engineers in support of the proposed development. The final study, dated June 2023, complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 131 (71 in, 60 out) and 76 (21 in, 55 out) net two-way vehicle trips during the weekday A.M. and P.M. peak hour, in 2027 respectively. In addition, the development will provide a vehicular and pedestrian connection between Haines Road and Cedar Creek Lane.

With the estimated traffic generated by the proposed development, the study area intersections are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

Environmental Compliance

A Phase One Environmental Site Assessment (ESA), dated June 17, 2022, and a Phase Two ESA, dated August 31, 2022, both prepared by Haddad Geotechnical Inc., were submitted in

support of the proposed development. The reports indicate that no further environmental investigation is required.

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.

Noise

A Transportation Traffic Noise Assessment, dated May 24, 2023, was prepared by Gradient Wind. The report assessed impacts of road and rail traffic noise, as well as stationary noise impacts from the surrounding area.

Due to traffic from Dundas St E and the nearby CP rail line, noise levels will exceed MECP guidelines. Impacts from nearby stationary sources are deemed negligible in comparison to transportation noise. To meet MECP guidelines for indoor noise levels, warning clauses will be required in the development agreement along with STC rated glazing elements and exterior walls, as well as provisions for central air conditioning. Additionally, acoustical barriers will be required to meet MECP guidelines in outdoor living areas.

Prior to site plan approval and once the building mechanical design has been sufficiently advanced, impacts of the development on surrounding areas and itself will be assessed in a revised report.

Holding Provision Conditions

Should the application be approved by City Council, outstanding technical matters will need to be satisfactorily addressed to facilitate the implementation of the zoning by-law as part of an “H” Holding Provision Removal application, which can be lifted upon:

- Execution of a satisfactory Development Agreement with Municipal Infrastructure Schedules, including approval of the realigned municipal storm sewer and easement onsite
- Receipt of an updated Functional Servicing and Stormwater Management Report
- Receipt of satisfactory environmental studies and documents including a plan to decommission the wells or proof of decommissioning by a Professional Engineer, 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 or report prepared by a Qualified Person, stating that land to be dedicated

to the City is environmentally suitable for the proposed use

- Receipt of a Record of Site Condition and supporting documentation
- Provision for a daylight triangle at the intersection of Dundas Street East and Haines Road
- 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
- Provision for a Public Vehicular and Pedestrian Access Easement

School Accommodation

In comments, dated December 20, 2023, the Dufferin-Peel Catholic District School Board and the Peel District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition, as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities, need not be applied for this development application.

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

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

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

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

4. Consistency with PPS

The Public Meeting Report dated June 2, 2023 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

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

Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.

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

The subject site and proposal represents an opportunity to modestly intensify and increase the range of housing in the area. The proposed development represents an efficient land use pattern that avoids environmental health or safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS.

5. Conformity with Growth Plan

The Growth Plan was updated August 28, 2020, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- 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.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging intensification to generally achieve the desired urban structure.
- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale. The proposed development provides a well suited built form along Dundas Street East and appropriate transition to the existing lower density development to the north and east. The proposed development conforms to the Growth Plan as it is intensifying an underutilized site and utilizing existing municipal infrastructure.

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to these applications.

6. Region of Peel Official Plan

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

property is located within the Urban System of the Region of Peel. General Objectives in Section 5.6 and General Policies in Section 5.6.15 direct development and redevelopment to the Urban System to achieve pedestrian friendly and transit supportive development. Further, the site is identified as a Major Transit Station Area in the Regional Official Plan and the General Objective and Policies in Section 5.6.19

The proposed development conforms to the ROP as the property is within the Urban System and a Major Transit Station Area. The proposal achieves an intensified and compact built form that efficiently uses land, services and public infrastructure.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Applewood Neighbourhood Character Area, to permit a 12 storey condominium apartment building with non-residential uses on the ground floor and three blocks of three storey condominium townhouses at 799, 801, 803 and 805 Dundas Street East. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***

- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP, including those found in Section 19.5.1 against this proposed development application.

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

Directing Growth

The subject site is located in the Applewood Neighbourhood Character Area. Although Neighbourhoods are generally not appropriate areas for significant intensification, MOP acknowledges that Neighbourhoods will not remain static and that new development should be sensitive to the existing and planned character.

The subject site is designated **Mixed Use**, which permits a variety of commercial and retail uses such as a financial institution, retail store, motor vehicle rental, overnight

accommodation, restaurant and residential uses in conjunction with other permitted uses. The site is currently occupied by a one storey commercial plaza consisting of two multi-tenant buildings and one stand-alone restaurant use with an accessory drive-through. The site contains a significant amount of surface parking and existing accesses to the site are located at the northeast corner from Haines Road and at the mid-point of the frontage on Dundas Street East. The site is slightly higher than the elevation of the Dundas Street East right-of-way.

The site is located in the Cawthra Major Transit Station Area (MTSA).

The site is located on Dundas Street East, which is identified as an Intensification Corridor in Mississauga Official Plan (MOP) and is planned to accommodate bus rapid transit. Section 5.1.4 states that most of Mississauga's future growth will be directed to Intensification Areas. Further, Section 5.1.6 states that Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. The proposed development includes commercial uses on the ground floor of the condominium, as well as a mix of dwelling unit types, ranging from bachelor units to three and four bedroom townhome units.

The subject site is located within a Neighbourhood and Section 5.3 of MOP has a number of policies related to intensification within neighbourhoods. It is anticipated that residential intensification in neighbourhoods will occur through the redevelopment of existing commercial sites with mixed use developments (Section 5.3.5.2). Further, where higher densities

are proposed, they should be located along corridors and any loss of non-residential uses, should be maintained (Sections 5.3.5.3 and 5.3.5.4). MOP allows for the consideration of intensification within neighbourhoods as long as development is compatible in built form and scale to the surrounding neighbourhood and is sensitive to the existing neighbourhood form by providing appropriate transitions in use, built form, density and scale (Sections 5.3.5.5 and 5.3.5.6).

The proposed development has been designed with the 12 storey building fronting directly onto Dundas Street East with the townhouses to the rear that are similar to the scale and setbacks of the existing townhouses to the north. Based on the location of the property along Dundas Street East and the proposed design, staff are of the opinion that the subject site is appropriate for residential intensification and higher density uses.

Compatibility with the Neighbourhood

Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The site is located within the Applewood Neighbourhood Character Area. A range of uses are permitted, including residential, commercial, retail and institutional uses. The surrounding lands along the south side of Dundas Street East are designated **Mixed Use** and contains a variety of uses including commercial, retail and personal service uses. The lands along the north side of Dundas Street East are designated **Office, Open Space** and **Residential High**

Density. The lands to the immediate north of the property are designated **Residential Medium Density**.

The proposed amendment would result in the land use designation changing to the **Residential High Density** designation to permit stand alone residential dwellings and a variety of commercial and retail uses on the ground floor, and to increase the maximum building height to 12 storeys.

Mississauga Official Plan requires that infill and redevelopment within Neighbourhoods respect the existing and planned character and should enhance the corridor and provide appropriate transition to the neighbouring uses (Sections 9.1.3 and 9.1.5). Further, MOP states that taller buildings may be permitted if the municipal right-of-way exceeds 20 metres (65.6 ft.) in width and that tall buildings are to be located in proximity to existing or planned major transit station areas. Dundas Street East is planned for bus rapid transit and has a designated right-of-way of 45 metres (147.6 ft.) (Sections 9.2.1.9 and 9.2.1.10).

Section 16 of MOP has a number of objectives and policies to help shape the future development within established neighbourhoods. Applewood is recognized as a mature and well-established neighbourhood with a mix of detached semi-detached, townhouse and apartment dwellings, with the apartments being predominantly located along arterial and major roads. Dundas Street is also designated an Intensification Corridor where higher densities and a greater mix of uses are encouraged to support higher-order transit and to create a sense of place and create a complete, healthy community.

Dundas Street East is intended to accommodate increased height and density while providing a continuous street frontage with no parking located between the building and the street to encourage pedestrian activity (Sections 16.2.2.2, 16.2.2.3 and 16.2.2.4). The proposed 12 storey condominium component of the development is situated parallel to Dundas Street East with parking behind and underground. The ground floor has been designed with a continuous building face and to allow for ease of pedestrian access to the proposed retail and commercial spaces.

The proposed townhouses mimic the development pattern of the existing townhouses to the north creating a consistent rear yard condition and provide an appropriate transition to the proposed 12 storey condominium. The non-residential uses proposed on the ground floor will help to realize the pedestrian friendly design along Dundas Street East as envisioned in the Council endorsed Dundas Connects Master Plan.

Services and Infrastructure

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

The site is currently serviced by the following MiWay Transit routes:

- Route 1 – Dundas
- Route 101 – Dundas Express
- Route 101A – Dundas Express
- Route 51 - Tomken

The subject lands are serviced by an existing bus route (Route 1) operated by Mississauga Transit ('MiWay'). Route 1 (Dundas) has an existing bus stop in front of the subject lands, at the intersection of Dundas Street East and Haines Road. Route 1 has a service frequency of approximately 12 minutes and operates between Kipling Station and Laird Road.

Additional existing bus routes operate in the surrounding area. Collectively, the subject lands are located within a comfortable walking distance of various existing bus routes. Residents are able to easily access street-level transit services. As such, residents are able to easily transfer to a variety of routes, providing residents with easy, convenient access to various destinations and areas of Mississauga and beyond.

In addition to the above-noted existing transit services, the subject lands are directly in front of the planned Dundas Bus Rapid Transit ('BRT') network. Once complete, the Dundas BRT network will provide connectivity across Mississauga and beyond.

The property is also served by a number of recreational and commercial amenities. There are several greenspaces located within walking distance of the site, including Hawkins Glen Park, Cherry Hill Park, Cedarbrae Park and Applewood Heights Park. The Site is also located within a 500 metre (0.3 mile) radius of extensive retail areas along the Dundas Street corridor. This retail area includes a diversity of uses which support the day-to-day needs of residents.

For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

8. Revised Site Plan

The applicant has provided a revised site plan as follows:



9. Zoning

The proposed **RA3 - Exception** (Apartments - Exception) is appropriate to accommodate the proposed a 12 storey condominium apartment building with non-residential uses on the ground floor and three blocks of three storey condominium townhouses with an FSI of 3.0.

Below is an updated summary of the proposed site specific zoning provisions:

Proposed Zoning Regulations

Zone Regulations	Proposed Base Zone Regulations - RA3 (Apartments)	Proposed Amended - RA3 – Exception (Apartments)
Permitted Uses	Apartment Long-Term Care Building Retirement Building	Educational and Training Facility Financial Institution Recreational Establishment Restaurant Take-out restaurant Temporary Outdoor Patio Veterinary Clinic
Maximum Floor Space Index	1.0	3.0
Maximum Height	38.0 m (124.7 ft.) and 12 storeys	50.0 m (164.0 ft.) and 12 storeys

Zone Regulations	Proposed Base Zone Regulations - RA3 (Apartments)	Proposed Amended - RA3 – Exception (Apartments)
Minimum front and exterior side yards for that portion of the dwelling with a height greater than 26.0 m (85.3 ft.)	10.5 m (34.4 ft.)	Front yard: 3.0 m (9.8 ft.) Exterior side yard: 3.4 m (11.1 ft.)
Minimum depth of a landscape buffer measured from any other lot line	3.0 m (9.8 ft.)	2.0 m (6.5 ft.)
Minimum aisle width	7.0 m (22.9 ft.)	6.8 m (22.3 ft.)
Minimum separation distance for Restaurant or Take-Out Restaurant uses from Residential Zones	60.0 m (197 ft.)	Shall not apply
Minimum distance from	1.0 m (3.3 ft.)	Shall not apply

Zone Regulations	Proposed Base Zone Regulations - RA3 (Apartments)	Proposed Amended - RA3 – Exception (Apartments)
a temporary outdoor patio to an accessible parking space		
Centreline setbacks for a designated right-of-way width of 30.0 m	15.0 m (49.2 ft.) + the required yard setback	Shall not apply
Rooftop balcony shall be set back from all exterior edges of a building or structure	1.2 m (3.9 ft.)	0.0 m (0.0 ft.)
Required number of parking spaces	<p>Condominium apartment: 1.0 resident spaces per unit and 0.2 visitor spaces per unit</p> <p>Condominium Townhouse: 2.0 residential space per unit and 0.25 visitor spaces per unit</p>	<p>Condominium dwelling: 0.90 resident spaces per unit</p> <p>Condominium Townhouse: 2.0 visitor spaces per unit</p>

Zone Regulations	Proposed Base Zone Regulations - RA3 (Apartments)	Proposed Amended - RA3 – Exception (Apartments)
	<p>Financial Institution – 4.0 spaces per 100 m² (1,076.3 ft.²) GFA – non residential;</p> <p>Office – 2.8 spaces per 100 m² (1,076.3 ft.²) GFA – non residential;</p> <p>Medical Office – 4.5 spaces per 100 m² (1,076.3 ft.²) GFA – non residential;</p> <p>Service Establishment – 4.0 spaces per 100 m² (1,076.3 ft.²) GFA – non residential;</p> <p>Retail Store – 4.0 spaces per 100 m² (1,076.3 ft.²) GFA – non residential;</p> <p>Restaurant and Convenience Restaurant – 3.0 spaces per 100 square metres GFA for spaces greater than 100 square metres but less than 220 square metres; or 6.0 spaces over 220 square metres</p>	<p>Shared visitor and non-residential: shall be provided as the greater of 0.2 visitor spaces per residential apartment dwelling unit, 0.25 visitor spaces per condominium townhouse dwelling unit or 3.5 spaces per 100 m² (1,076.3 ft.²) non-residential GFA</p>

Zone Regulations	Proposed Base Zone Regulations - RA3 (Apartments)	Proposed Amended - RA3 – Exception (Apartments)
	<p>Take-Out Restaurant – 4.0 spaces per 100 m² (1,076.3 ft²) GFA – non residential;</p> <p>Other Non-Residential Uses Not Specified – 5.4 spaces per 100 m² (1,076.3 ft²) GFA – non residential</p>	
Required Number of Bicycle Parking Spaces for Non-Residential Uses	<p>Recreational establishment – 0.1 (Class A) spaces per 100 m² (1,076.3 ft²) GFA-non-residential;</p> <p>Recreational establishment – 0.1 (Class B) spaces per 100 m² (1,076.3 ft²) GFA-non-residential</p> <p>Financial institution – 0.1 (Class A) spaces per 100 m² (1,076.3 ft²) GFA-non-residential;</p> <p>Financial institution – 2.0 (Class B) spaces</p> <p>Restaurant – 0.15 (Class A) spaces per 100</p>	<p>0.15 Class A bicycle parking spaces per 100 m² (1,076.3 ft²) GFA-non- residential and 0.2 Class B bicycle parking spaces per 100 m² (1,076.3 ft²) GFA-non- residential</p>

Zone Regulations	Proposed Base Zone Regulations - RA3 (Apartments)	Proposed Amended - RA3 – Exception (Apartments)
	<p>m² (1,076.3 ft²) GFA-non-residential;</p> <p>Restaurant – 0.2 (Class B) spaces per 100 m² (1,076.3 ft²) GFA-non-residential;</p> <p>Take-Out Restaurant – 0.15 (Class A) spaces per 100 m² (1,076.3 ft²) GFA-non-residential;</p> <p>Take-Out Restaurant – 0.2 (Class B) spaces per 100 m² (1,076.3 ft²) GFA-non-residential;</p> <p>Retail Store – 0.15 (Class A) spaces per 100 m² (1,076.3 ft²) GFA-non-residential;</p> <p>Retail Store – 0.2 (Class B) spaces per 100 m² (1,076.3 ft²) GFA-non-residential;</p> <p>Service Establishment– 0.15 (Class A) spaces per 100 m² (1,076.3 ft²) GFA-non-residential;</p>	

Zone Regulations	Proposed Base Zone Regulations - RA3 (Apartments)	Proposed Amended - RA3 – Exception (Apartments)
	Service Establishment – 0.2 (Class B) spaces per 100 m ² (1,076.3 ft ²) GFA-non-residential	

10. Community Benefits Charge

Schedule 17 of Bill 197, COVID-19 Economic Recovery Act, 2020, amended the Planning Act. The Section 37 Height/Density Bonus provisions are replaced with the Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Section 37 of the Planning Act now allows municipalities to impose a CBC on land to fund costs related to growth. Funds collected under CBC will be to fund projects City-wide and Council will be requested at budget time each year to spend or allocate CBC funds to specific projects in accordance with the CBC Strategy and Corporate Policy. In response to this legislative change, Council passed the City's new CBC By-law on June 22, 2022, which will be administered by the Corporate Services Department, Finance Division. The By-law specifies to which types of development and redevelopment the charge applies, the amount of the charge, exemptions and timing of charge payment. The CBC is 4% of the value of the land. A land appraisal is required in order to determine the applicable CBC in each case. As the subject proposal is more than 5 storeys and does contain 10 or more

residential units in total, the CBC is applicable and will be payable at the time of first building permit.

11. "H" Holding Provision

Should the application be approved by City Council, outstanding technical matters will need to be satisfactorily addressed to facilitate the implementation of the zoning by-law as part of an "H" Holding Provision Removal application, which can be lifted upon:

- Execution of a satisfactory Development Agreement with Municipal Infrastructure Schedules, including approval of the realigned municipal storm sewer and easement onsite
- Receipt of an updated Functional Servicing and Stormwater Management Report
- Receipt of satisfactory environmental studies and all supporting documentation to satisfy requirements for lands being dedicated to the City
- Receipt of a Record of Site Condition and supporting documentation
- Provision for a daylight triangle at the intersection of Dundas Street East and Haines Road

- Provision for a road allowance widening towards the ultimate 42.0 metre right-of-way of Dundas Street East, as identified in the Official Plan
- Provision for a Public Vehicular and Pedestrian Access Easement
- Receipt of revised Architectural drawings
- Receipt of revised Sun/Shadow Study

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 many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as building setback and soil volume details, noise attenuation features, underground exhaust vent locations and transformer location.

13. Conclusion

In conclusion, City staff has evaluated the applications to permit a 12 storey condominium apartment building with non-residential uses on the ground floor and three blocks of three storey condominium townhouses at 799, 801, 803 and 805

Dundas Street East against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The application is seeking to intensify an underutilized parcel within the Applewood Neighbourhood Character Area in accordance with the **Residential High Rise** designation of MOP. The subject site is located along an Intensification Corridor and Higher Order Transit Corridor and the compact development is transit supportive. The proposal is compatible with adjacent uses and provides for a built form that supports a mix of housing types, tenures while providing an appropriate transition to the adjacent uses.

Staff are of the opinion that the applications are consistent with and conform to Provincial, Region and City planning instruments. Staff has no objection to the approval of these official plan and rezoning applications subject to the recommendations provided in the staff report.