

## Detailed Information and Preliminary Planning Analysis

**Owner: Kaneff Properties Limited**

**3575 Kaneff Crescent**

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## 1. Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **RA5-4** (Apartments). **RA5-4** permits an apartment, long-term care building and retirement building with a minimum and maximum floor space index of 1.0 and 1.5.
- November 14, 2012 – Mississauga Official Plan came into force. The subject lands are designated Residential High Density in the Downtown Fairview Character Area.

## 2. Site and Neighbourhood Context

### Site Information

The property is located within the Downtown Fairview Character Area and within the Urban Growth Centre of the City, on the south side of Kaneff Crescent, east of Obelisk Way and west of Mississauga Valley Boulevard. The built form in this area is predominantly 19-23 storey slab apartment buildings characterized as “towers in the park”, with buildings located on large parcels of lands spaced apart with generous landscaped/open space areas. The site is currently occupied by a surface parking lot that was constructed in conjunction with the property to the northeast containing a 22 storey apartment building. Both properties share the same municipal address. This surface parking lot exists within a plan of condominium with the lands to the northeast where the spots serve as individual units owned by Kaneff Properties Limited. It

is the intention of the applicant to remove the subject land from the plan of condominium and develop it independently for a rental apartment building.



Image of existing conditions facing east

Property Size and Use	
Frontages:	
Elm Drive East	47.8 m (156.9 ft.)
Mississauga Valley Boulevard	56.9 m (186.7 ft.)
Kaneff Crescent	49.1 m (161.2 ft.)
Obelisk Way	65.8m (215.8 ft.)
Depth:	65.8 m (215.8 ft.)
Gross Lot Area:	0.27 ha (0.68 ac.)
Existing Uses:	Surface parking lot with 43 parking spaces.

## Surrounding Land Uses

North of the subject land is a 22 storey rental apartment building with associated parking area. To the east is a 22 storey apartment building currently associated with the parking lot to be redeveloped. To the south is a 20 storey apartment building. To the west are a 19 and a 20 storey apartment buildings.

The surrounding land uses are:

North: Apartment Buildings  
East: Apartment Building and commercial plaza  
South: Apartment Buildings  
West: Apartment Buildings



Aerial Photo of 3575 Kaneff Crescent

## The Neighbourhood Context

The subject property is located in the Downtown Fairview Character Area. The surrounding area contains a number of 19-23 storey apartment buildings typical of the towers-in-the-park development fabric with generous setbacks to all property lines and large landscaped/open space areas.

The site is bounded on all four sides by public roads, Mississauga Valley Boulevard, Elm Drive East, Obelisk Way and Kaneff Crescent.

## Demographics

Based on the 2016 census, the existing population of the Downtown Fairview Character area is 16,680 with a median age of this area being 39 (compared to the City's median age of 40). 68% of the neighbourhood population are of working age (15 to 64 years of age), with 16% children (0-14 years) and 16% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 19,900 and 20,600 respectively. The average household size is 3 persons with 86% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 2,960 units (45%) owned and 3,655 units (55%) rented with a vacancy rate of approximately 0.9%\*. In addition, the number of jobs within this Character Area is 442. Total employment combined with the population results in a PPJ for Downtown Fairview of 173 persons plus jobs per hectare (427 persons plus jobs per hectare).

\*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 Northeast geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.

### Other Development Applications

A zoning by-law amendment was recently submitted on lands municipally known as 16 Elm Drive West to permit a 12 storey podium apartment building attached to the permitted 50 storey apartment building. In addition to the 522 dwelling units that are permitted, 102 additional dwellings units and ground floor commercial uses are proposed.

### Community and Transportation Services

This application will have minimal impact on existing services in the community.

The area is well served by community facilities such as Stonebrook Park, a future park at the southeast corner of Kariya Drive and Elm Drive West, Mississauga Valley Park and the Mississauga Valley YMCA Child Care Centre, all within a .7 km (.4 miles) radius of the subject land. The Mississauga Valley Community Centre is also approximately .95 km (.6 miles) from the subject land.

The site is approximately 1.5 km (.93 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 approximately 210 m (689 ft.) from a future Light Rail Transit (LRT) line on Hurontario Street,

with a future LRT stop on the north side of Elm Drive West approximately 300 m (984 ft.) from the subject land. The following major Miway bus routes service the site:

- Route 3 – Bloor
- Route 8 - Cawthra
- Route 19 – Hurontario
- Route 19A - Hurontario-Britannia
- Route 53 - Kennedy
- Route 103 – Hurontario Express

There is a primary on-road bicycling route on Hurontario Street.

## 3. Project Details

The applications are to permit a 29 storey apartment building consisting of 282 dwelling units. The required parking will be accommodated underground. Vehicular access to the site will be from Obelisk Way.

Development Proposal	
Applications submitted:	Received: June 18, 2020 Deemed complete: July 9, 2020
Developer/ Owner:	Kaneff Properties Limited
Applicant:	Glenn Schnarr & Associates Inc.
Number of units:	282 dwelling units
Proposed Gross Floor Area:	20,784 m <sup>2</sup> (223,719 ft <sup>2</sup> )
Height:	29 storeys / 90.4 m (296.4 ft.)
Floor Space Index:	7.6
Amenity Area:	5.8 m <sup>2</sup> (62.4 ft <sup>2</sup> ) / dwelling unit

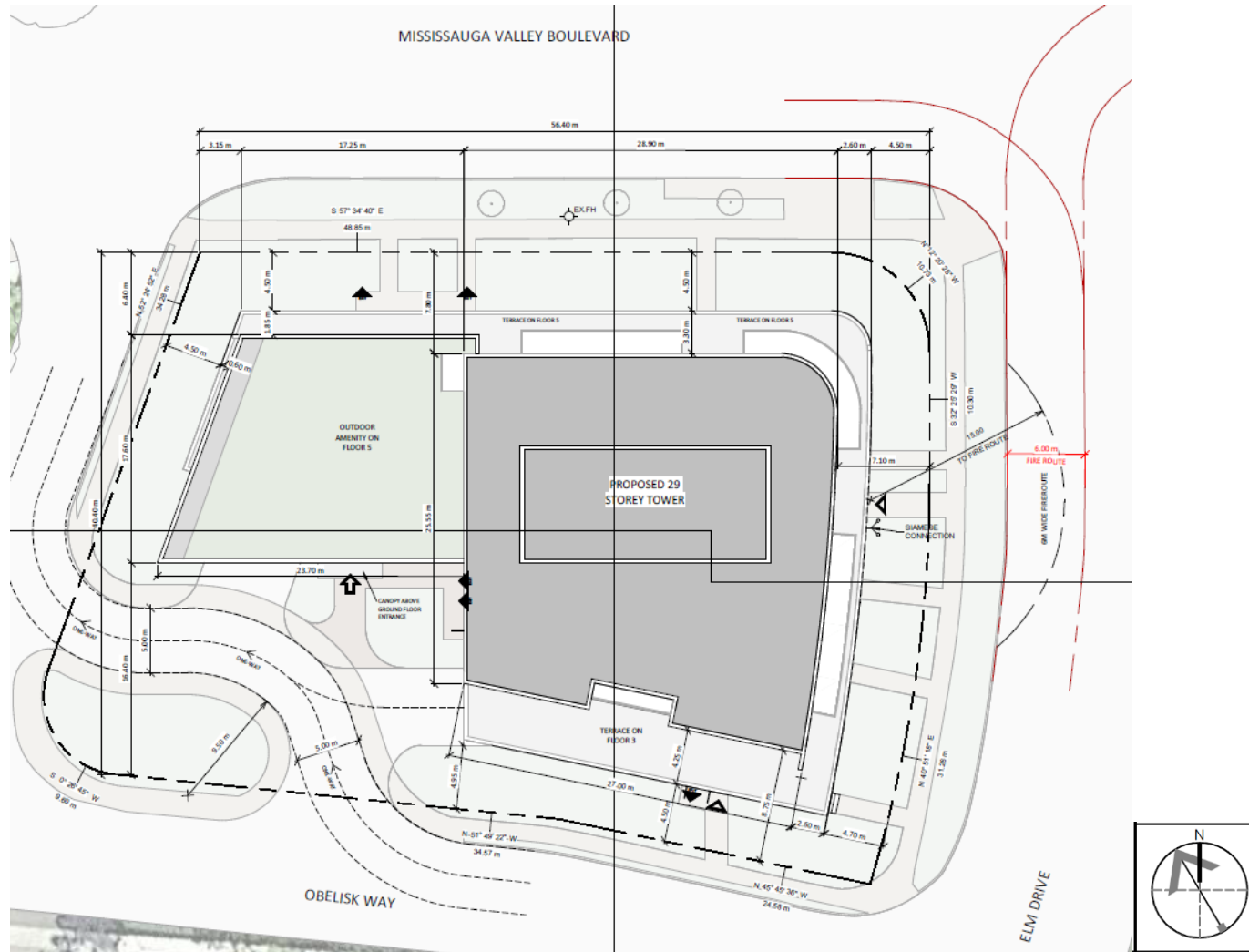
<b>Development Proposal</b>		
Anticipated Population:	678* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	351	130
visitor spaces	56	43
Total	407	173
Green Initiatives:	<ul style="list-style-type: none"> <li>• Stormwater Retention</li> <li>• Erosion and Sediment Control</li> <li>• Bicycle Storage</li> </ul>	

The application will be reviewed by the Urban Design Advisory Panel (UDAP). The Urban Design Advisory Panel is an advisory body and makes recommendations to staff for consideration. To date, the application has not been reviewed by the UDAP.

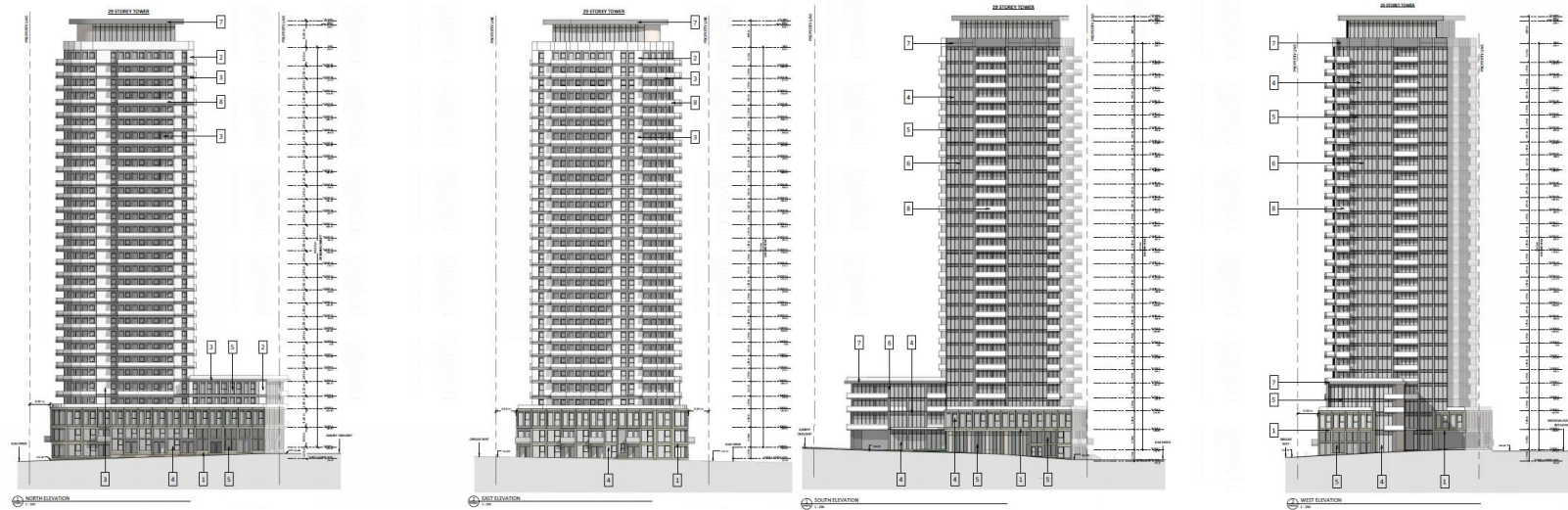
### Supporting Studies and Plans

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>:

- Architectural Drawings
- Civil Engineering Drawings
- Functional Servicing Report
- Landscape Plans
- Low Impact Design Features
- Noise Feasibility Study
- Phase 1 Environmental Site Assessment
- Planning Justification Report
- Pedestrian Level Wind Study
- Shadow Impact Study
- Stage 1 Archaeological Assessment
- Transportation Impact Study
- Tree Inventory and Preservation Plan



Concept Plan

**Elevations**





**Applicant's Rendering**



## 4. Land Use Policies, Regulations & Amendments

### Mississauga Official Plan

#### Existing Designation

The site is designated **Residential High Density**, which permits apartments to a maximum height of 25 storeys and an FSI of 1.5 – 2.0.

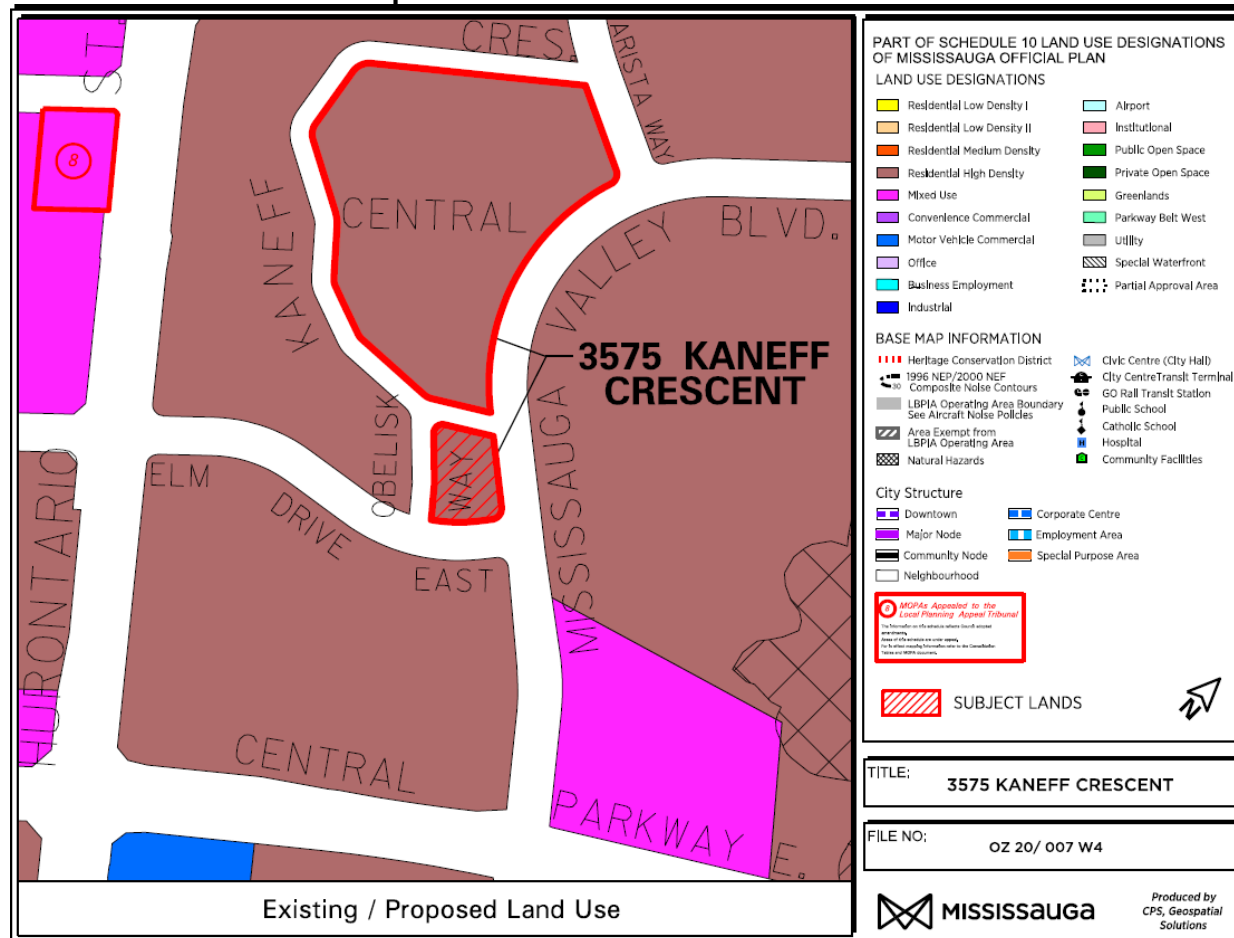
#### Proposed Designation

**Residential High Density – Special Site** to permit a maximum height of 29 storeys.

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

Note: Detailed information regarding relevant Official Plan policies are found in Section 5.

#### Excerpt of Downtown Fairview Character Area



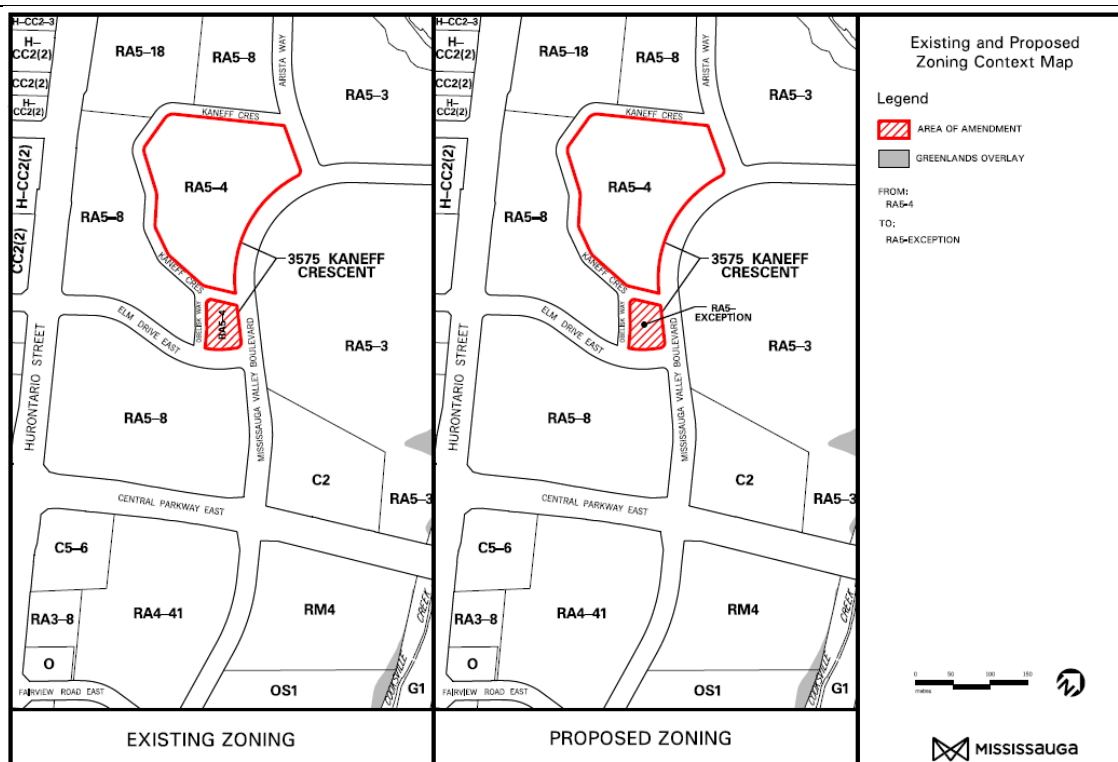
## Mississauga Zoning By-law

**Existing Zoning**

The site is currently zoned **RA5-4** (Apartments) which permits apartments, long-term care building and retirement building, with a maximum height of 25 storeys, and a minimum FSI of 1.0 and a maximum FSI of 1.5.

**Proposed Zoning**

A rezoning is proposed from **RA5-4** (Apartments) to **RA5-Exception** (Apartments), to permit a 29 storey and 90.4 m (296.4 ft.) residential apartment building with 282 dwelling units. Through the processing of the applications, staff may recommend a more appropriate zoning to reflect the proposed development in the Recommendation Report.



**Proposed Zoning Regulations**

<b>Zone Regulations</b>	<b>Zone Regulations</b>	<b>Proposed Zone Regulations</b>	<b>Amended Zone Regulations</b>
Maximum <b>Floor Space Index (FSI)</b>	1.5		7.6
Maximum <b>Height</b>	77.0 m (252.6 ft.) and 25 storeys		90.4 m (296.4 ft.) and 29 storeys
Minimum <b>Front Yard and Exterior Side Yard</b>	<p>For that portion of the dwelling with a <b>height:</b></p> <p>less than or equal to 13.0 m (42.7 ft.):</p> <p>7.5 m (24.6 ft.)</p> <p>Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p> <p>8.5 m (27.9 ft.)</p> <p>Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):</p> <p>9.5 m (31.2 ft.)</p> <p>For that portion of the dwelling with a height greater than 26.0 m (85.3 ft.):</p> <p>10.5 m (34.4 ft.)</p>		<p>4.5 m (14.7 ft.) to the podium</p> <p>7.8 m (25.6 ft.) to the tower</p>

<b>Zone Regulations</b>	<b>Zone Regulations</b>	<b>Proposed Zone Regulations</b>	<b>Amended Zone Regulations</b>
Maximum projection of a balcony located above the first storey measured from the outmost face or faces of the building from which the balcony projects	1.0 m (3.3 ft.)		1.5 m (4.9 ft.)
Minimum setback from a waste enclosure/loading area to a street line	10.0 m (32.8 ft.)	4.9 m (16.1 ft.) (measured from loading entrance to Obelisk Way property line)	
Minimum Landscaped Area	40%		36.8%
Minimum depth of a <b>landscaped buffer</b> abutting a <b>lot line</b> that is a <b>street line</b> and/or abutting lands with an Open Space, Greenlands and/or Residential Zone with the exception of an <b>Apartment Zone</b>	4.5 m (14.7 ft.)		3.0 m (9.8 ft.)
Minimum <b>amenity area</b> to be provided outside at grade:	55.0 m <sup>2</sup>		0 m
Minimum number of <b>Parking Spaces</b>	1.18 resident spaces per one-bedroom unit  1.36 resident spaces per two-bedroom unit  0.20 visitor spaces per unit	0.46 resident spaces per dwelling unit  0.15 visitor spaces per unit	
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.			

## 5. Summary of Applicable Policies

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform to the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been included. The table should be considered a general summary of the

intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
<b>Provincial Policy Statement (PPS)</b>	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
<b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform to this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
<b>Region of Peel Official Plan (ROP)</b>	<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 applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</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>

### Relevant Mississauga Official Plan Policies

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

The subject property is located within a Major Transit Station Area (MTSA) as identified in MOP due to its proximity to the future Light Rail Transit stop on Hurontario Street. The Region of Peel and the City are currently developing specific policies that will result in further refinements to the boundaries of MTSA's.

The lands are located within the Downtown Fairview Character

Area and are designated **Residential High Density**. The **Residential High Density** designation permits an apartment dwelling with a maximum building height of 25 storeys and an FSI of 1.0 – 1.5.

The applicant is proposing to amend the **Residential High Density** designation by adding a Special Site policy to permit a maximum building height of 29 storeys. The applicant will need to demonstrate consistency with the intent of MOP and shall have regard for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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

	Specific Policies	General Intent
<b>Chapter 5 Direct Growth</b>	Section 5.1.4 Section 5.1.6 Section 5.3.1.3 Section 5.3.1.4 Section 5.3.1.6 Section 5.3.1.9 Section 5.3.1.11 Section 5.3.1.13 Section 5.4.2 Section 5.4.3 Section 5.4.4 Section 5.4.8 Section 5.5.7 Section 5.5.8	<p>Most of Mississauga's future growth will be directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities. (S.5.1.4 and 5.1.6)</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>



	Specific Policies	General Intent
		<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>Where Corridors run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence. (S.5.4.2)</p> <p>Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses orientated towards the Corridor. (S.5.4.3)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area. (S.5.4.4)</p> <p>Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building heights or until such time as alternative building heights area determined through planning studies. (S.5.4.8)</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 areas will be permitted in all areas. (S.5.5.7)</p> <p>Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged. (S.5.5.8)</p>
<b>Chapter 7 Complete Communities</b>	Section 7.1.1 Section 7.1.3 Section 7.1.6 Section 7.2.1 Section 7.2.2	<p>Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga. (S.7.1.1)</p> <p>In order to create a complete community and develop a built environment supportive of public health, the City will:</p> <ul style="list-style-type: none"> <li>a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;</li> <li>b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;</li> <li>c. encourage environments that foster incidental and recreational activity; and</li> <li>d. encourage land use planning practices conducive to good public health. (S.7.1.3)</li> </ul> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing</p>

	Specific Policies	General Intent
		<p>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> <ul style="list-style-type: none"> <li>a. The development of a range of housing choices in terms of type, tenure and price:</li> <li>b. The production of a variety of affordable dwelling types for both the ownership and rental markets; and,</li> </ul> <p>The production of housing for those with special needs, such as housing for the elderly and shelters. (S.7.2.2)</p>
<b>Chapter 9 Build A Desirable Urban Form</b>	<p>Section 9.1.2</p> <p>Section 9.1.5</p> <p>Section 9.2.1.4</p> <p>Section 9.2.1.10</p> <p>Section 9.2.1.17</p> <p>Section 9.2.1.21</p> <p>Section 9.2.1.23</p> <p>Section 9.2.1.24</p> <p>Section 9.2.1.25</p> <p>Section 9.2.1.28</p> <p>Section 9.2.1.29</p> <p>Section 9.2.1.31</p> <p>Section 9.2.1.32</p> <p>Section 9.2.1.37</p> <p>Section 9.3.5.5</p> <p>Section 9.3.5.6</p> <p>Section 9.3.5.7</p> <p>Section 9.5.1.1</p> <p>Section 9.5.1.2</p> <p>Section 9.5.1.3</p> <p>Section 9.5.1.9</p> <p>Section 9.5.1.11</p> <p>Section 9.5.2.2</p> <p>Section 9.5.2.5</p> <p>Section 9.5.3.2</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> <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>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 form surrounding areas. (S.9.2.1.4)</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas. (S.9.2.1.10)</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 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 (9.2.1.23, 24 and 25).</p> <p>Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired. (S.9.2.1.28)</p> <p>Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape. (S.9.2.1.29)</p>

	Specific Policies	General Intent
		<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 that adequate privacy, sunlight and sky views are maintained and that microclimate conditions are mitigated. (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. (S.9.5.1.11)</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> <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; weather protection elements; d. screening of parking areas; e. bicycle parking; f. public art; and g. street furniture (S.9.5.2.5)</p>

	Specific Policies	General Intent
		Buildings must clearly address the street with principal doors and fenestrations facing the street in order to: a. ensure main building entrances and at grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk; b. provide strong pedestrian connections and landscape treatments that link the building to the street; and c. ensure public safety. (S.9.5.3.2)
<b>Chapter 11 General Land Use Designations</b>	Section 11.2.5	Lands designated Residential High Density will permit an apartment dwelling. (S.11.2.5)
<b>Chapter 12 Downtown</b>	Section 12.1.1.1 Section 12.1.1.4 Section 12.1.2.2	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)  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)  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)
<b>Chapter 19 Implementation</b>	Section 19.5.1	This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows: <ul style="list-style-type: none"> <li>the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> <li>the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.</li> </ul>

## 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. . This project is for rental housing and therefore is exempt from the requirement of providing a Housing Report to address Affordable Housing.

**6. School Accommodation**

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>24 Kindergarten to Grade 5 7 Grade 6 to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Thornwood Public School</p> <p>Enrolment: 540 Capacity: 579 Portables: 0</p> <p>The Valleys Senior public School</p> <p>Enrolment: 474 Capacity: 522 Portables: 0</p> <p>T.L. Kennedy Secondary School</p> <p>Enrolment: 841 Capacity: 1,275 Portables: 0</p>	<p>Student Yield:</p> <p>5 Junior kindergarten to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Canadian Martyrs Catholic School</p> <p>Enrolment: 472 Capacity: 619 Portables: 0</p> <p>John Cabot Secondary School</p> <p>Enrolment: 693 Capacity: 933 Portables: 0</p>

## 7. Community Comments

A community meeting held by Ward 4 Councillor John Kovac is scheduled for November 12, 2020.

The following comments made by the community so far as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date:

- The proposal will cause too much traffic in the area

## 8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (August 21, 2020)	<p>An existing 400 mm (15.75 in.) diameter water main is located on Elm Drive, an existing 400 mm (17.75 in.) diameter water main is located on Mississauga Valley Boulevard and an existing 300 mm diameter water main is located on Mississauga Valley Boulevard.</p> <p>An existing 600 mm (23.62 in.) diameter sanitary sewer is located on Elm Drive, an existing 600 mm (23.62 in.) diameter sanitary sewer is located on Obelisk Way and an existing 250 mm diameter sanitary sewer is located on Mississauga Valley Boulevard.</p> <p>The Region of Peel will provide front-end collection of garbage and recyclable materials subject to the requirements in Section 2.0 and 4.0 of the Waste Collection Design Standards Manual being met.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (July 27, 2020)	Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment, and, as such, the school accommodation condition as required by the 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 these development applications.
City Community Services Department – Park Planning Section (July 21, 2020)	<p>The subject site is located within 427 m (1,400 ft.) of Mississauga Valley Park (P-096) which contains 8 bocce courts, two picnic shelters, one comfort station, one lit fenced football field, one lit soccer field, two picnic areas, two lit tennis courts, two lit hard and softball baseball diamonds, a parking lot, a play site and a community centre. The park is zoned OS2 (Open Space – City Park) and abuts the Cooksville Creek zone G1 (Greenlands).</p> <p>Prior to the issuance of building permits, for each lot or block cash-in-lieu for park or other public recreational purposes is</p>

Agency / Comment Date	Comments
City Community Services Department – Arborist (March 23, 2020)	<p>required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with the City's policies and By-laws. The applicant is advised that Tree Removal Permission is required to injure or remove trees on private property depending on the size and number of trees and the location of the property. The applicant is to submit a Tree Removal application for the proposed injury and removal of trees on site. The Tree Removal application will be reviewed in conjunction with the site plan application.</p> <p>The approval of the Tree Permission application is required prior to the earliest of the Demolition Permit/the Erosion and Sediment Control Permit/Site Plan approval. The Tree Removal application is to be submitted to Urban Forestry, and will be issued when the drawings are approved, securities provided and the protective hoarding installed, inspected and approved by an Urban Forestry representative.</p> <p>Further information is available at: <a href="http://www.mississauga.ca/portal/residents/urbanforestry">www.mississauga.ca/portal/residents/urbanforestry</a> or by calling the department at (905) 615-3200 ext. 4100.</p>
City Fire Prevention (August 31, 2020)	The main entrance won't comply with the Ontario Building Code or by-law 1036-81 as the drive aisle does not meet the dimensional requirements of the Ontario Building Code or by-law 1036-81.
City Transportation and Works Department (October 14, 2020)	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p><u>Stormwater</u></p> <p>A Functional Servicing Report (FSR) and Stormwater Management Report, prepared by Urbantech and dated May 2020, were submitted in support of the proposed development. The purpose of the reports is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls. The applicant is proposing to construct an internal storm sewer to service the developed lands, with an outlet to the City's storm sewer on Elm Drive East, as well as on-site stormwater management controls for the post development discharge.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> <li>• Demonstrate the feasibility of the proposed storm sewer connection;</li> <li>• Demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site.</li> </ul>



Agency / Comment Date	Comments
	<p><u>Traffic</u></p> <p>A traffic impact study (TIS), prepared by Nextrans Consulting Engineers and dated May 20 2020, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff is not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> <li>• Provide an updated Traffic Impact Study addressing all staff comments;</li> <li>• Review the driveway access to ensure both municipal road and the internal driveway can operate efficiently;</li> <li>• Provide the future property lines due to the road allowance widening towards the ultimate 17 m (55.8 ft.) right-of-way of Obelisk Way and the ultimate 17 m (55.8 ft.) right-of-way of Kaneff Crescent as identified in the Official Plan;</li> <li>• Address any traffic concerns from the Community related to the proposed development.</li> </ul> <p><u>Environmental Compliance</u></p> <p>A Phase One Environmental Site Assessment (ESA) dated May 29, 2020 (revision for the report dated March 11, 2020) prepared by Soil Engineers Ltd was submitted in support of the proposed development. The results of the ESA indicate that further investigation is required.</p> <p>The applicant is required to submit the following documents prior to recommendation report:</p> <ul style="list-style-type: none"> <li>• Phase Two ESA;</li> <li>• Reliance letter for the Phase One ESA;</li> <li>• Clarification regarding the property use to clarify the need for a Record of Site Conditions;</li> <li>• Specific references for land dedication;</li> <li>• The Temporary Discharge to Storm Sewer Commitment Letter.</li> </ul> <p><u>Noise</u></p> <p>A Noise Feasibility Study prepared by HGC Engineering dated May 20, 2020 has been received for review. The Noise Study evaluates the potential impact 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 limits on the common outdoor living areas will be achieved with the minimum parapets included part of the building design, the details of which will be confirmed through the Site Plan process.</p>

Agency / Comment Date	Comments
	<u>Engineering Plans/Drawings</u>  The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which need to be revised as part of subsequent submissions, in accordance with City Standards.
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:  - City Community Services – Heritage - Alectra Utilities - Economic Development Office - Greater Toronto Airport Authority - Rogers Cable
	The following City Departments and external agencies were circulated the applications but provided no comments:  - Bell Canada - Canada Post - Trillium Hospital

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this proposal?
- Is the proposal compatible with the character of the area given the project's land use, massing, density, setbacks and building configuration?
- Are the proposed zoning by-law exception standards appropriate?

### Development Requirements

Matters including grading, engineering, servicing, stormwater management and streetscape upgrades 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.

## 9. Section 37 Community Benefits (Bonus Zoning)

Should these applications be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.