

Supplementary Information

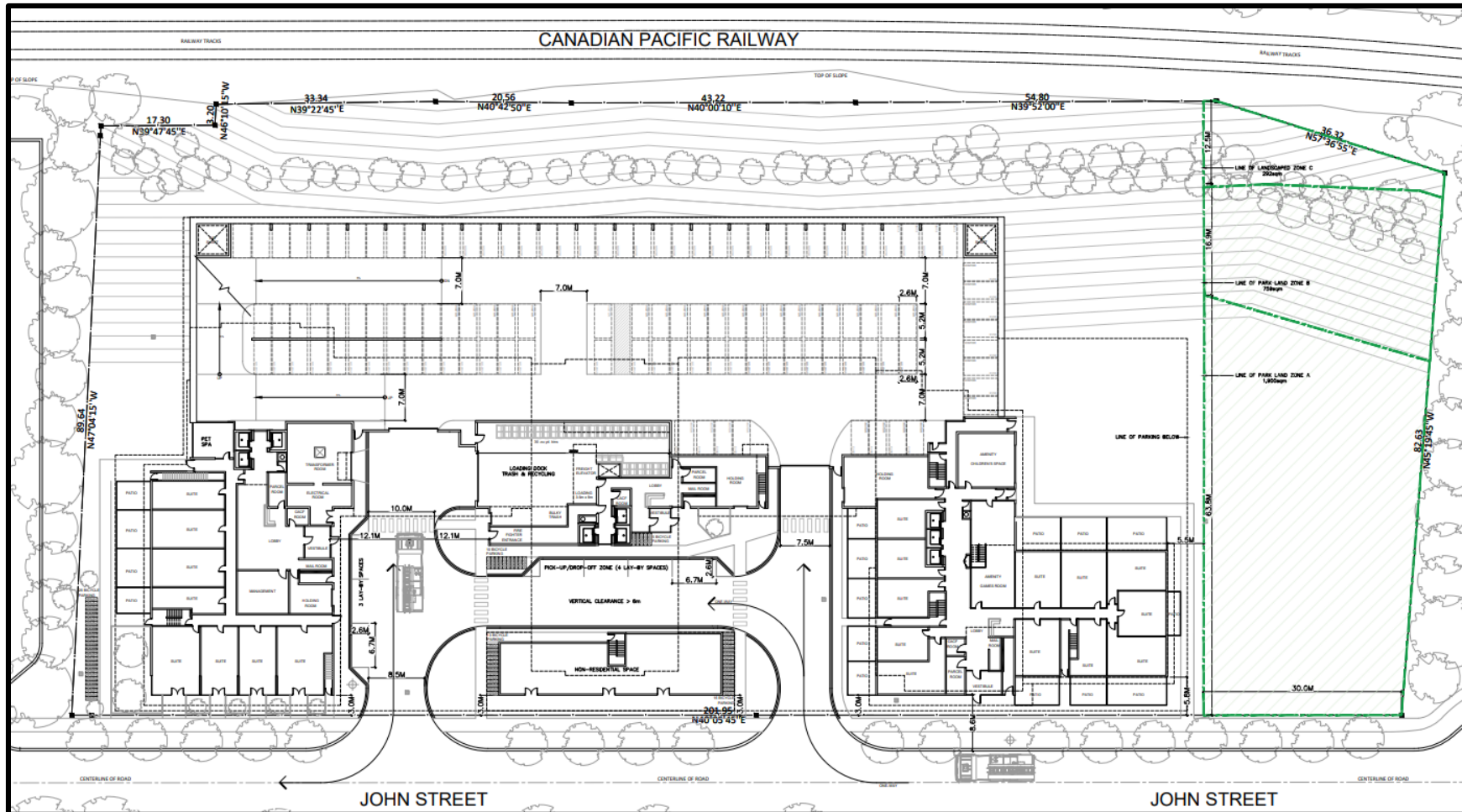
Owner: 13545130 Ontario Inc. (Bashar Ghreiwati)

69 and 117 John Street

Table of Contents

1.	Concept Plan, Elevations and Rendering	2
2.	Development Proposal Statistics	6
3.	Existing and Proposed Development Official Plan Map	7
4.	Existing and Proposed Development Zoning By-law Map	8
5.	Applicant Proposed Zoning Regulations.....	9
6.	Departmental and Agency Comments.....	15
7.	School Accommodation Summary	19

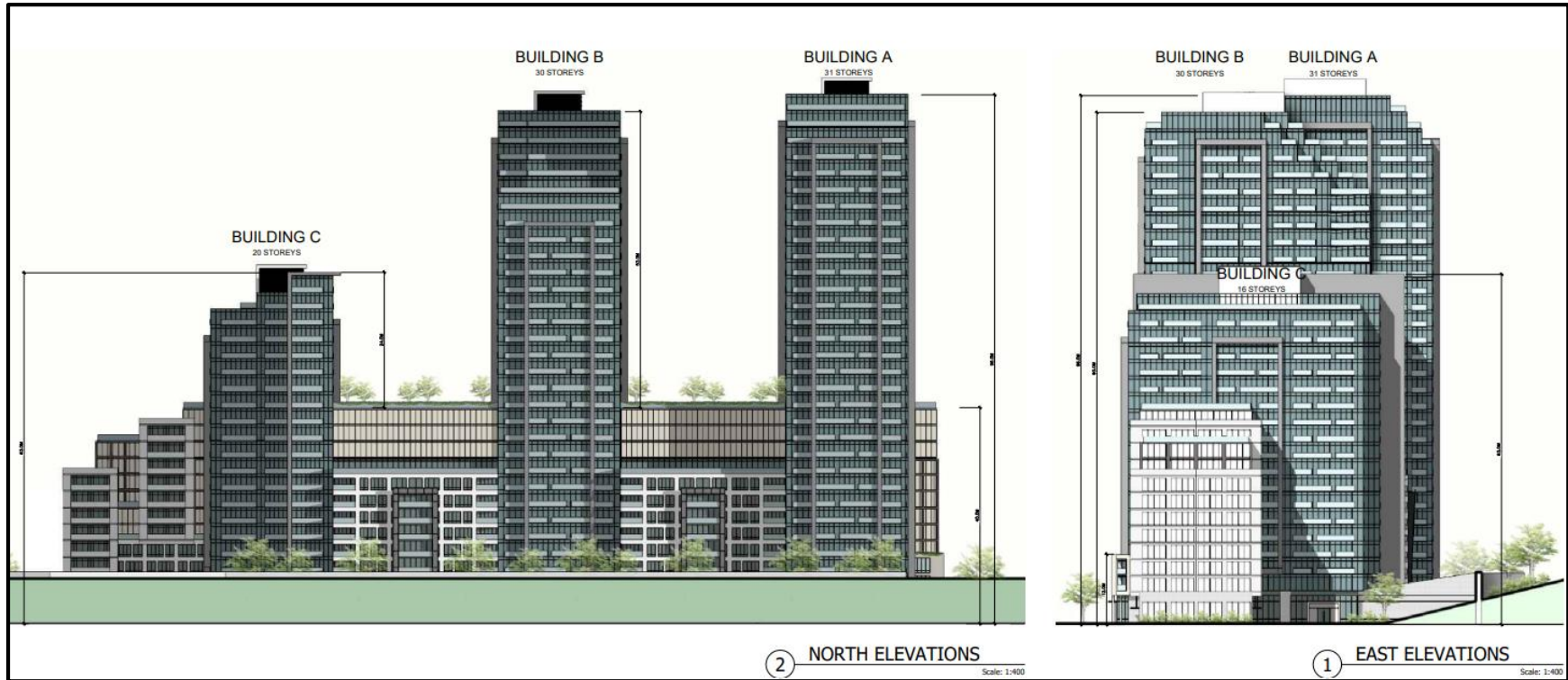
1. Concept Plan, Elevations and Rendering



Proposed Concept Plan



Proposed Elevations (South and West)



Proposed Elevations (North and East)

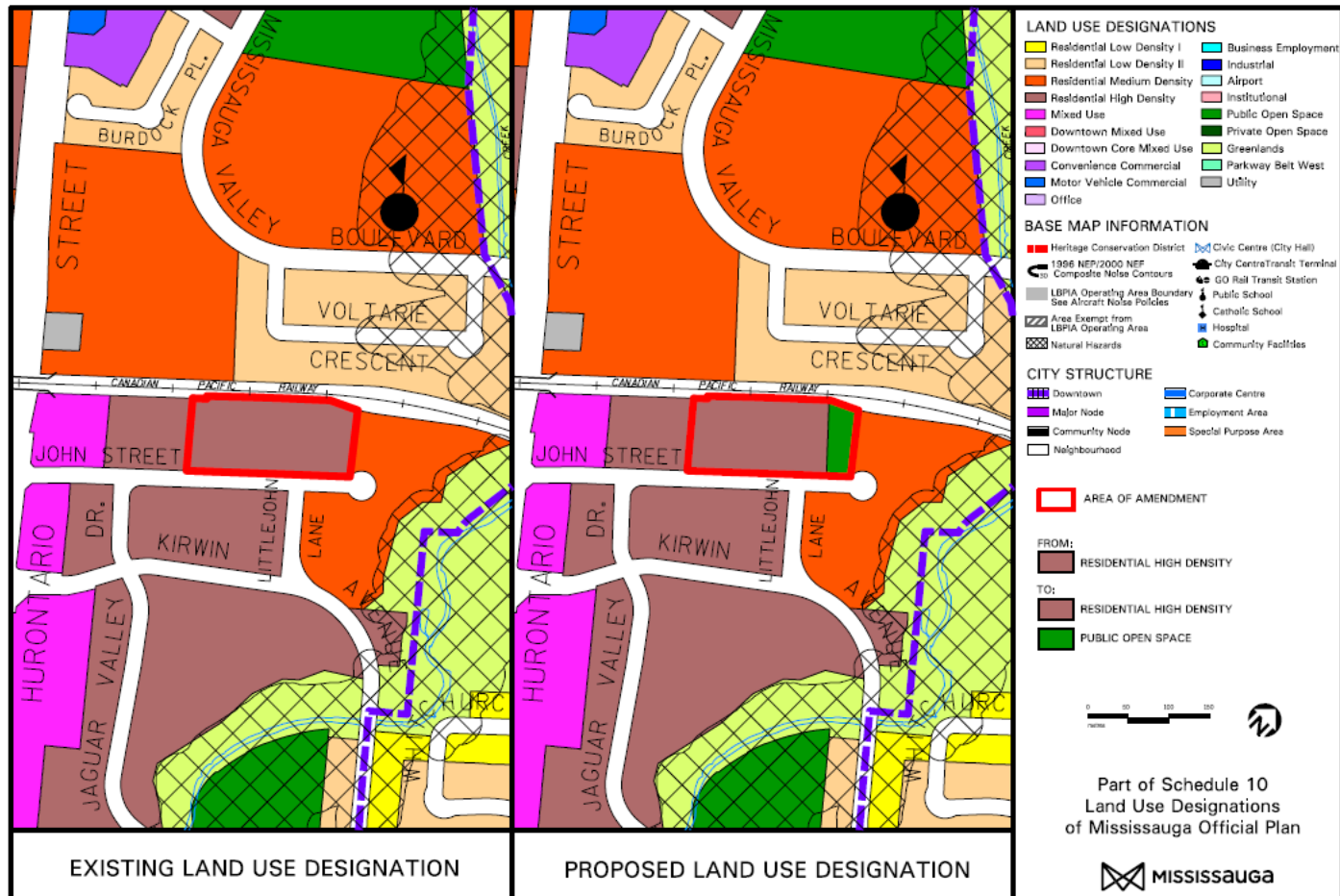


Proposed Rendering

2. Development Proposal Statistics

Applications submitted:	Received: December 17, 2024 Deemed complete: January 16, 2025 120 days from complete application: May 16, 2025	
Developer/ Owner:	13545130 Ontario Inc. (Bashar Ghreiwati)	
Applicant:	Glen Schnarr & Associates Inc.	
Total Number of Units:	1,342	
Unit Mix:	1 bedroom - 1,092 (81.4%) 2 bedroom – 191 (14.2%) 3 bedroom – 60 (4.4%)	
Height:	Building A – 31 storeys / 96.0 m (315.0 ft.), Building B – 30 storeys / 93.0 m (305.1 ft.), Building C – 20 storeys / 63.0 m (206.7 ft.)	
Floor Space Index	5.37	
Road Type:	Public	
Anticipated Population:	2,939* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required: None (MTSA)	Provided: 0.61 spaces/unit = 822 spaces
Green Initiatives:	Not specified	

3. Existing and Proposed Development Official Plan Map



Legend

- AREA OF AMENDMENT
- GREENLANDS OVERLAY

FROM:
RA4-25
RA4-30

TO:
RA5-XX
OS1

EXISTING ZONING

PROPOSED ZONING

OZ OPA 24-16 W7
Existing and Proposed Zoning

MISSISSAUGA

5. Applicant Proposed Zoning Regulations

Zone Regulations	Existing Zone Regulations – RA4-25 and H-RA4-30 (Apartments – Exception)	Proposed Base Zone Regulations – RA5 (Apartments)	Proposed Amended RA5 (Apartments) Exception Zone Regulations
Day Care Use	<p>The following provisions apply to a Day Care:</p> <p>3.1: Shall have frontage on a street</p> <p>3.4: Minimum setback of a parking area to an abutting lot in a Residential Zone – 4.5m (14.8 ft.)</p> <p>3.5: Minimum depth of a landscape buffer from a lot line to a street line – 4.5m (14.8 ft.)</p>	<p>The following provisions apply to a Day Care:</p> <p>3.1: Shall have frontage on a street</p> <p>3.4: Minimum setback of a parking area to an abutting lot in a Residential Zone – 4.5m (14.8 ft.)</p> <p>3.5: Minimum depth of a landscape buffer from a lot line to a street line – 4.5m (14.8 ft.)</p>	<p>Allow for a Day Care use as exception to specific regulations in the general provisions</p>
Rooftop Balcony	<p>A rooftop balcony shall be set back 1.2 m (3.9 ft.) from all exterior edges of a building or structure.</p> <p>Notwithstanding Article 2.1.30.1, a setback for a rooftop balcony may be 0.0 m (0 ft.) where:</p> <p>(1) the exterior edge of the building faces a street and the building is located in a non-residential zone;</p>	<p>A rooftop balcony shall be set back 1.2 m (3.9 ft.) from all exterior edges of a building or structure.</p> <p>Notwithstanding Article 2.1.30.1, a setback for a rooftop balcony may be 0.0 m (0 ft.) where:</p> <p>(1) the exterior edge of the building faces a street and the building is located in a non-residential zone;</p>	<p>Delete Provisions</p>

	(2) the exterior edge of the rooftop balcony does not abut a Residential Zone and the building is located in a non-residential zone.	(2) the exterior edge of the rooftop balcony does not abut a Residential Zone and the building is located in a non-residential zone.	
Required Number of Bicycle Parking Spaces for Residential Uses	Class A - 0.6 spaces per unit Class B – the greater of 0.05 spaces per unit or 6.0 spaces	Class A - 0.6 spaces per unit Class B – the greater of 0.05 spaces per unit or 6.0 spaces	Total Bicycle parking spaces to be provided for residential and non-residential uses: 877
Required Number of Bicycle Parking Spaces for Non-Residential Uses	Class A - 0.1 spaces per 100 m ² GFA – non-residential Class B - 0.1 spaces per 100 m ² (1,076.4 ft ²) GFA – non-residential Total Bicycle parking spaces to be provided for residential and non-residential uses: 885	Class A - 0.1 spaces per 100 m ² GFA – non-residential Class B - 0.1 spaces per 100 m ² (1,076.4 ft ²) GFA – non-residential Total Bicycle parking spaces to be provided for residential and non-residential uses: 885	
Apartment Zones – Additional Uses	Retail store, service establishment, financial institution, office and medical office - restricted	Retail store, service establishment, financial institution, office and medical office - restricted	Retail store, service establishment, financial institution, office, medical office – restricted, live/work units, day care, restaurant, take-out restaurant, recreational establishment, medical office, and veterinary clinic.
Apartment Zones – Additional Uses	Additional uses shall not be permitted above the first storey of an apartment building	Additional uses shall not be permitted above the first storey of an apartment building	Additional uses shall be permitted above the first storey in podium of Building B

Maximum Floor Space Index – Apartment Zone	2.9	2.9	5.4
Maximum Height	RA4-25 16 storeys H-RA4-30 56.0 m (183.7 ft.) and 18 storeys	77.0 m (252.6 ft.) and 25 storeys	101.0 m (331.4 ft.) and 31 storeys
Minimum Front and Exterior Side Yards For that portion of the dwelling with a height : Less than or equal to 13.0 m (42.7 ft.): Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.): Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):	RA4-25 3.5 m (11.5 ft.) to John Street RA4- 25 and H-RA4-30 7.5 m (24.6 ft.) 8.5 m (27.9 ft.) 9.5 m (31.2 ft.)	7.5 m (24.6 ft.) 8.5 m (27.9 ft.) 9.5 m (31.2 ft.)	0.9 m (3.0 ft.)
Minimum Rear Yard For that portion of the dwelling with a height : Less than or equal to 13.0 m (42.7 ft.):	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	30.0 m (98.4 ft.)

Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):	10.0 m (32.8 ft.)	10.0 m (32.8 ft.)	
Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):	12.5 m (41.0 ft.)	12.5 m (41.0 ft.)	
Where a rear lot line , or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof	4.5 m (14.8 ft.)	4.5 m (14.8 ft.)	
Maximum encroachment into a required yard of a porch , balcony located on the first storey , staircase, landing or awning, provided that each shall have a maximum width of 6.0m (19.6 ft.)	1.8 m (5.9 ft.)	1.8 m (5.9 ft.)	3.5 m (11.5 ft.)
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	1.0 m (3.3 ft.)	1.0 m (3.3 ft.)	3.0 m (9.8 ft.)
Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	3.0 m (9.8 ft.)	3.0 m (9.8 ft.)	0.5 m (1.6 ft.)
Minimum landscaped area	RA4-25: 24%	40%	30%

	H-RA4-30: 40%		
Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Apartment Zone	4.5 m (14.8 ft.)	4.5 m (14.8 ft.)	0.7 m (2.3 ft.)
Minimum depth of a landscape buffer along any other lot line	3.0 m (9.8 ft.)	3.0 m (9.8 ft.)	0.9 m (3.0 ft.)
Minimum amenity area to be provided outside at grade	55.0 m ² (592 ft ²)	55.0 m ² (592 ft ²)	A minimum amenity area can also be provided above grade.
Minimum percentage of total required amenity area to be provided in one contiguous area	50%	50%	25%
Landscaped Buffer: means a continuous, open, unobstructed width of land substantially parallel to and adjoining a lot line that is intended for the growth and maintenance of plant material including trees, shrubs and other landscape features such as retaining walls. The landscaped buffer may include signage and lighting and may be traversed by a driveway and/or walkway, the angle of which must be at least 60° but no greater than 120° measured from the applicable lot line .	✓	✓	Stairs, walkways, planters, utility equipment, and ventilation shafts are permitted to encroach into a required yard and landscaped buffer

Tandem Parking Spaces	Not permitted	Not permitted	Tandem parking spaces will be permitted
Maximum percentage of required resident parking spaces that may be tandem parking spaces	Not permitted	Not permitted	20%
	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.		

6. Departmental and Agency Comments

Agency / Comment Date	Comments
City Forestry Department (February 26, 2025)	<p>The applicant is advised that permission is required to injure and remove any tree. All trees not removed on the property will require protective hoarding to be installed.</p> <p>A completed Tree Removal Permit application is required.</p>
Region of Peel (February 26, 2025)	<p>The Functional Servicing Report that was submitted was modelled and deemed satisfactory.</p> <p>The Region has requested updates to the plan to address matters relating to waste management.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (January 31, 2025 and February 20, 2025)	<p>Neither school board raised objections to the proposed development and provided warning clauses to include within the required Development Agreement. Please see full comments Section 7.</p>
City Community Services Department – Park Planning Section (April 8, 2025)	<p>Community Services has no objection to a parkland dedication consisting of 1 900 m² (20,451.4 ft²) along the easterly portion of the property, but they have noted that there are areas proposed for parkland that will not be eligible for dedication due to the unsuitable terrain.</p>
City Transportation and Works Department (April 24, 2025)	<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 and Stormwater Management Report prepared by C.F. Crozier & Associates Inc., dated October 2024, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development's impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to construct a private storm sewer to service the development lands, with</p>

Agency / Comment Date	Comments
	<p>a connection to the City of Mississauga's storm infrastructure on John Street, 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"> • demonstrate the feasibility of the proposed storm sewer, including capacity and that the orifice-controlled outflow meet the City's allowable release rate; • demonstrate that the 5 mm (.2 in) water balance requirement will be achieved through Low Impact Development (LID) measures; and • demonstrate that there will be no impact on the existing drainage system including how groundwater will be managed on site <p><u>Traffic</u> A traffic impact study (TIS), prepared by C.F. Crozier & Associates Ltd. dated September 2024, 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 are not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> • Provide an updated Traffic Impact Study addressing all staff comments; • Provide turning movement diagrams to evaluate the internal site circulation and access points; • Review the easterly driveway access to ensure alignment with Little John Lane and the internal driveway can operate efficiently; • Address any traffic concerns from the Community related to the proposed development; and • Provide functional designs showing how the proposed road network improvements can be implemented. <p><u>Environmental Compliance</u> The Phase One Environmental Site Assessment (ESA), dated March 22, 2019, prepared by Chung & Vander Doelen Engineering Ltd., and the draft Phase Two ESA, dated November 27, 2023, prepared</p>

Agency / Comment Date	Comments
	<p>by Palmers were submitted in support of the proposed development. The reports identified localized soil impacts on the property and further environmental work is required to remediate the contamination. Therefore, the following documents are to be submitted for review:</p> <ul style="list-style-type: none"> • A Letter of Reliance for both Phase One and Two ESA reports; • A Remedial Action Plan to address the identified contamination; • A written document prepared by a Professional Engineer that includes a plan to decommission the wells or proof of decommissioning; 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 and Vibration</u></p> <p>A Noise Feasibility Study prepared by Valcoustics Canada Ltd., dated October 2, 2024, 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 and rail traffic. Noise mitigation will be required in the form of air conditioning requirements and upgraded building facade materials. A revised noise study is required as part of the next submission to address staff comments.</p> <p>A Railway Vibration Feasibility Study prepared by Valcoustics Canada Ltd., dated October 2, 2024, was received for review. The study evaluates the potential impact of environmental vibration to the development and recommends mitigation measure to reduce any negative impacts. The vibration source that may have an impact on this development is rail traffic. Vibration mitigation will be required in the form of footing isolation, acoustic isolation joints, increased setback, or a combination of these mitigation measures.</p> <p><u>Engineering Plans/Drawings</u></p> <p>The applicant has submitted a number of technical plans and drawings (i.e. grading and servicing</p>

Agency / Comment Date	Comments
	plans), which are to be revised as part of subsequent submissions, in accordance with City standards.
Metrolinx (February 19, 2025)	Metrolinx has indicated that the vibration control measures described in the submitted Railway Vibration Study will need to be implemented at the site plan approval stage.
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - City Planning Strategies – Housing, City of Mississauga - Fire and Emergency Services, City of Mississauga - Heritage Planning, City of Mississauga - Alectra Utilities - Canada Post - Enbridge - Greater Toronto Airport Authority - Canadian Pacific Railway - Rogers - Public Art Coordinator, Community Services, City of Mississauga - Trillium Health Partners
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - CS Viamonde - Hurontario LRT Office, City of Mississauga - Bell

7. School Accommodation Summary

The Peel District School Board

Student Yield	School Accommodation		
108 Kindergarten to Grade 5 24 Grade 6 to Grade 8 14 Grade 9 to Grade 12	Clifton Public School	Camilla Road Sr. Public School	T.L. Kennedy Secondary School
	Enrolment: 420 Capacity: 468 Portables: 0	Enrolment: 617 Capacity: 655 Portables: 3	Enrolment: 669 Capacity: 1,476 Portables: 0

The school board has provided clauses to be included in Development Agreement, alerting prospective purchasers that some of the children from the development may have to be accommodated in temporary facilities or bused to schools. The same clause must be included in any Agreements of Purchase and Sale.

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
1 Kindergarten to Grade 8 31 Grade 9 to Grade 12	Metropolitan Andrei Catholic Elementary School	Father Michael Goetz Catholic Secondary School
	Enrolment: 492 Capacity: 582 Portables: 8	Enrolment: 1,141 Capacity: 1,530 Portables: 0

The school board has provided clauses to be included in Development Agreement, alerting prospective purchasers that some of the children from the development may have to be accommodated in temporary facilities or bused to schools. The same clause must be included in any Agreements of Purchase and Sale.