

Detailed Information and Preliminary Planning Analysis

Owner: Edenshaw Elizabeth Developments Limited

42-46 Park Street East and 23 Elizabeth Street North

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1. Site History

- September 24, 1981 - A Committee of Adjustment application, under file A 561/81, was approved for 42 Park Street East that legalized the detached and duplex dwelling uses on the one property.
- February 12, 2014 – the City adopted the Port Credit Local Area Plan which establishes the height permissions for the Community Node in the height schedule.

2. Site and Neighbourhood Context

Site Information

The property is located at the north-west corner of Park Street East and Elizabeth Street North in the Port Credit Community Node. The subject site represents an assembly of 4 properties. The property at 42 Park Street East contains a detached dwelling and a duplex dwelling (addressed 45 Park Street East). The properties at 44 and 46 Park Street East and 23 Elizabeth Street East each contain a detached dwelling. Park and Elizabeth Streets are both local roads that service the Community Node.

The site is located about 100 m (328.1 ft.) from the Port Credit GO Station platform entrance and about 250 m (820.2 ft.) from the future Hurontario LRT. The property is located within a *Major Transit Station Area* as identified in the Provincial Growth Plan.

The northern portion of the property is at a higher grade than the southern portion and the terrain generally slopes down toward Park Street East.

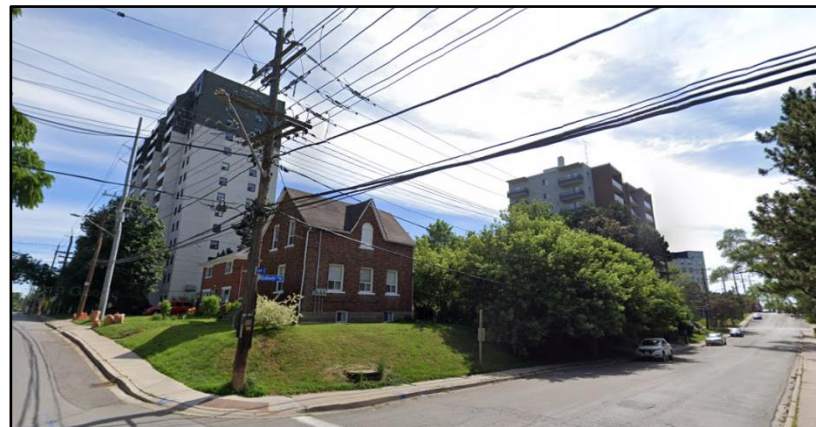


Image of existing condition facing north-west
(Source: Google Maps)

Property Size and Use	
Combined Frontages:	
Park Street	34 m (112 ft.)
Elizabeth Street	53 m (174 ft.)
Depth:	53 m (174 ft.)
Gross Lot Area:	0.17 ha (0.44 ac.)
Existing Uses:	detached dwellings and a duplex dwelling

Surrounding Land Uses

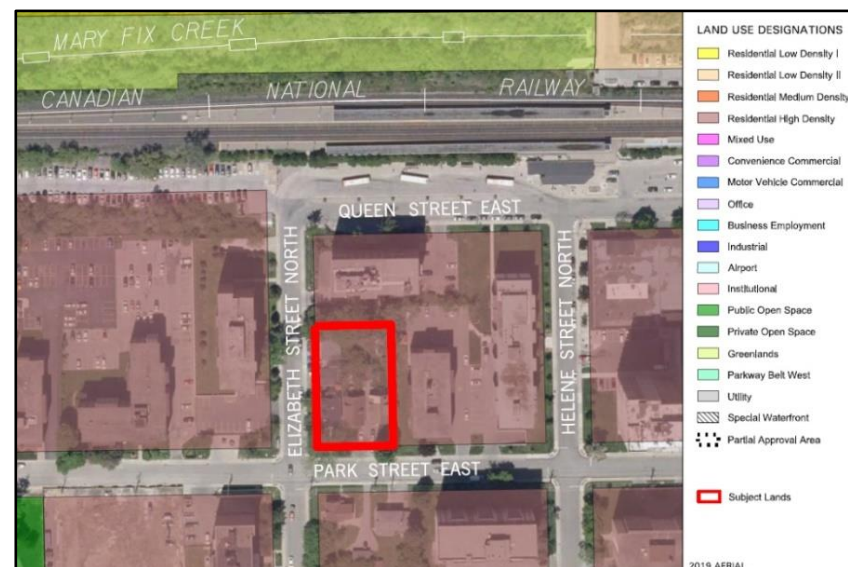
The property is located within the Central Residential Precinct of the Port Credit Local Area Plan. The surrounding area is characterized by a mix of apartment buildings ranging from 5 to 27 storeys, with some smaller buildings found throughout the precinct. There is a six storey apartment building to the immediate east of the site.

To the north of the subject property is an 11 storey apartment building. Further north is the railway and the Port Credit GO Station - MiWay bus drop off area. To the south of the property is a detached dwelling. Immediately to the east of the subject property is a 6 storey apartment building and to the west is a 13 storey apartment building with a surface parking lot.

Elizabeth Street runs north-south and connects the property to the Lakeshore Road corridor, which contains retail and commercial uses including stores and restaurants. Park Street runs east-west and connects to Hurontario Street.

The surrounding land uses are:

North: 11 storey apartment building
East: 6 storey apartment building
South: detached dwelling
West: 13 storey apartment building



The Neighbourhood Context

Historically, the property was part of the Port Credit Township, but is now considered part of the Port Credit Community Node. The surrounding neighbourhood contains a mix of residential and commercial uses with retail stores and restaurants located on Lakeshore Road East. The node contains a variety of residential building types, including a number of apartment buildings developed in the 1950s and 1960s.

In particular, the Central Residential Precinct contains a significant concentration of apartment buildings. Lots within the

precinct can be characterized as well maintained with mature trees and landscaped front yards.

South west of the site is the recently approved 15 storey apartment building (Tanu) project by Edenshaw Park Developments Limited at 21-29 Park Street which is under construction. This project, in addition to the 15 storey apartment building recently constructed at 6, 8 and 10 Ann Street by FRAM Building Group characterizes recent developments that have been occurring within the Central Residential Precinct.

Demographics

Based on the 2016 census, the existing population of the Port Credit Community Node Character Area is 5,420 people, with a median age of 50 (compared to the median age of 40 city wide). Of the total population, 8% are children (0-14) and 26% are senior (65 and over). The population forecast for 2031 is 7,700 people and for 2041 it is 9,600 people. The average household size is 2 person with 83% of people living in apartments that are 5 or more storeys. The mix of housing tenure for the Community Node is 755 units (26%) owned and 2,155 units (74%) rented, with a vacancy rate of approximately 0.8*.

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

Other Development Applications

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

- OZ 17/013 – 21-29 Park Street East – approval was obtained for a 15 storey apartment building (204 units) in June 2018.
- OZ 14/007 – 8 Ann Street, 77-81 High Street – approval was obtained for a 15 storey apartment building (68 units) and 2 semi-detached units in December 2015.
- OZ 19/008 – 22- 28 Ann Street – approval was obtained for a 22 storey apartment building (313 units) in February 2020.

It is also noted that beyond the Port Credit Community Node and to the west of the Credit River, the Local Planning Appeals Tribunal (LPAT) has approved an application on the former Imperial Oil lands (Brightwater) that will accommodate approximately 7000 people.

Community and Transportation Services

This area is well served by major City of Mississauga facilities such as the Port Credit Library, Port Credit Memorial Park, Port Credit Arena, the Lions Club of Credit Valley Outdoor Pool, all within a half kilometer radius of the site. At a larger distance, J.C. Saddington Park and J.J. Plaus Park provide additional park options within the Port Credit Community Node.

As mentioned, the site is within 100 m (328.1 ft.) of the Port Credit GO station, which provides two-way, all day service,

every 30 minutes. The following major MiWay bus routes currently service the site:

- Route 23 – Lakeshore Road East
- Route 19 – Hurontario Street

3. Project Details

The applications are to permit a 22 storey apartment building.

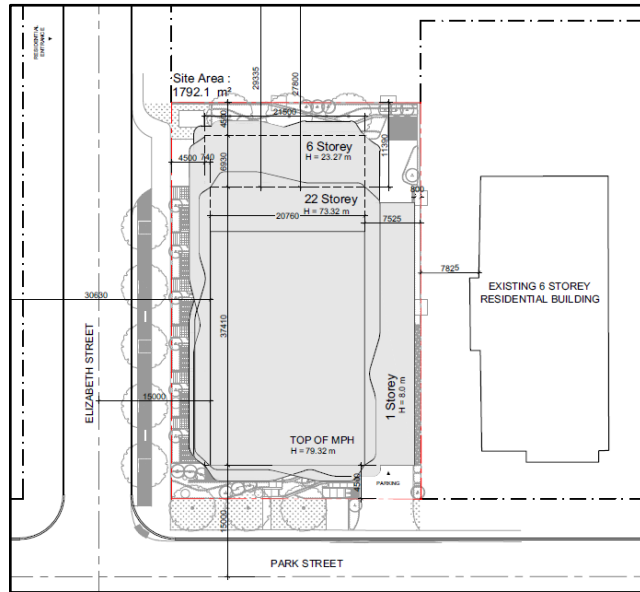
Development Proposal		
Applications submitted:	Received: June 3, 2020 Deemed complete: June 25, 2020	
Developer/ Owner:	Edenshaw Elizabeth Developments Ltd	
Applicant:	Sajecki Planning	
Number of units:	258 units	
Proposed Gross Floor Area:	16 062 m ² (172, 890 ft ²)	
Height:	22 storeys	
Floor Space Index:	8.96	
Landscaped Area:	305.8 m ² (3 291.6 ft ²)	
Anticipated Population:	565* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	336	173
visitor spaces	52	27
Total	388	200

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>:

- Planning Justification Report
- Concept Plan and Elevations
- Acoustic Study
- Sun/shadow Study
- Archaeological Assessment
- Draft Official Plan and Zoning By-law Amendments
- Functional Servicing Report
- Phase I & II Environmental Report
- Wind Study
- Grading and Servicing Plans

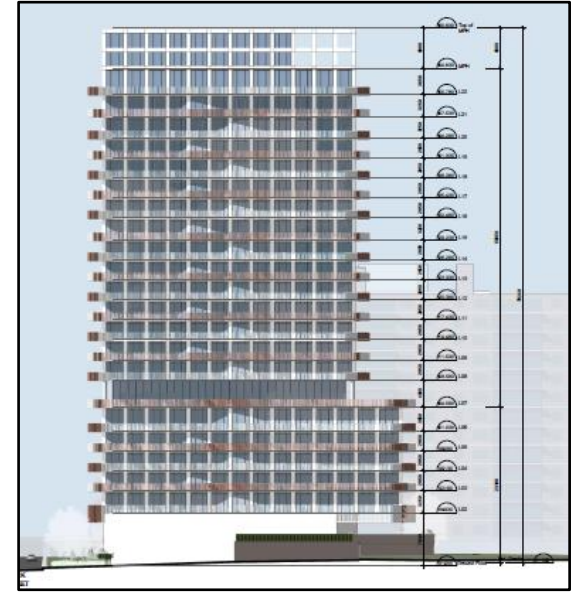
Concept Plan and Elevations



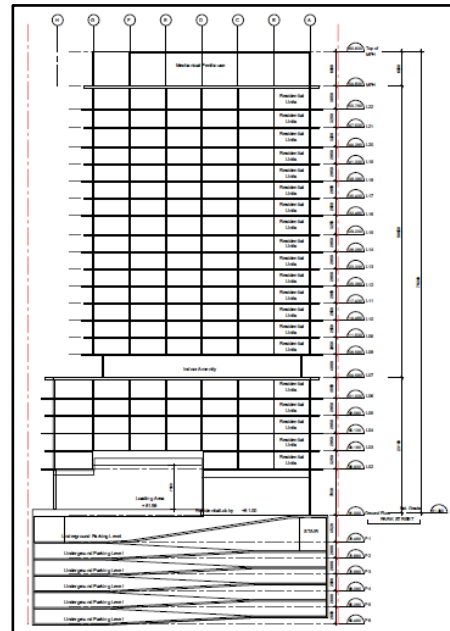
Concept Plan



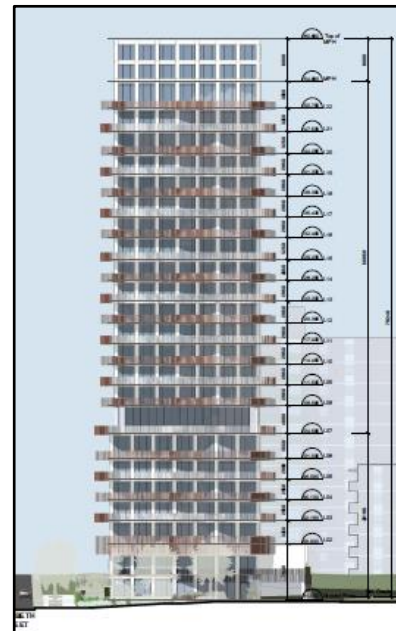
North Elevation



East Elevation



Section Elevation



South Elevation



North Elevation

Applicant's Rendering



Rendering of south facade



Rendering of western façade podium



Rendering of western façade

4. Land Use Policies, Regulations & Amendments

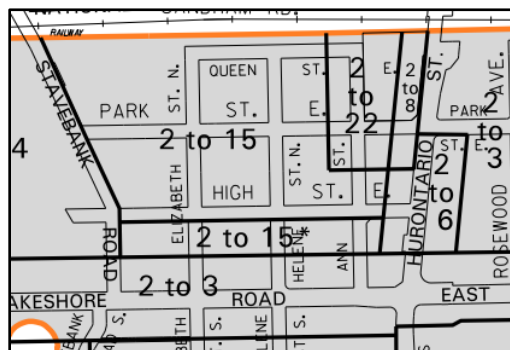
Mississauga Official Plan

Existing Designation

The site is designated **Residential High Density** within the Port Credit Community Node. The Site is also subject to the Port Credit Local Area Plan Height Schedule which prescribes a maximum height of 15 storeys.

Proposed Amendment

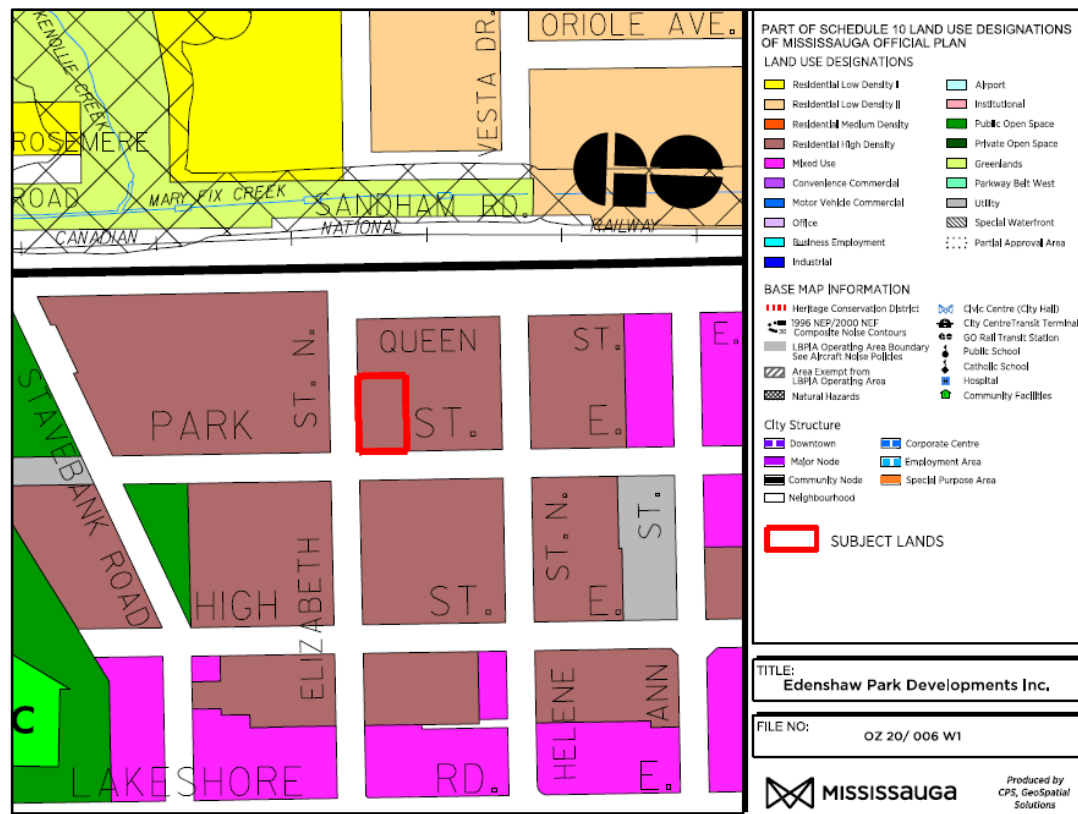
The proposal does not require a change to the land use designation. However, the Port Credit Local Area Plan Height Schedule is proposed to be amended to allow for a maximum height permission of 22 storeys.



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 Port Credit Local Area Plan



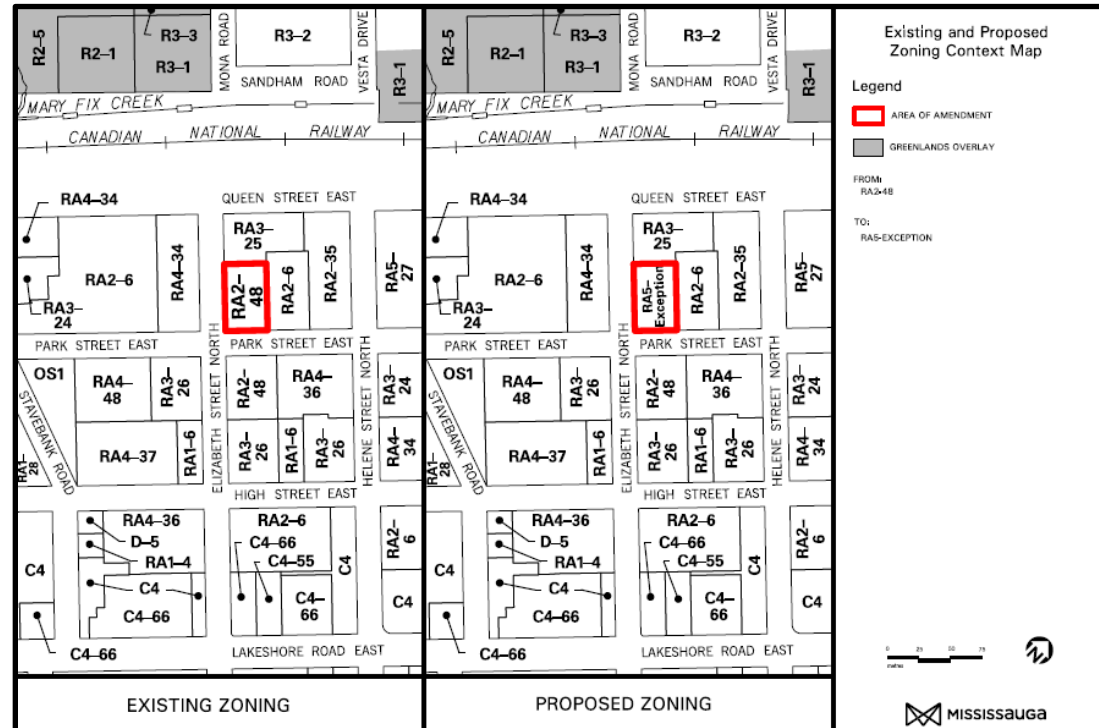
Mississauga Zoning By-law

Existing Zoning

The property is zoned **RA2-48** (Apartments) which permits the existing detached and duplex dwellings and accessory structures, in addition to the base zone permissions for an apartment building up to 8 storeys and an FSI range of 0.5 to 1.0.

Proposed Zoning

The applicant is proposing to rezone the lands to **RA5 - Exception** (Apartments) zone, in order to permit a 22 storey apartment building containing 258 units with an FSI of 8.96.



Proposed Zoning Regulations

Zone Regulations	RA5 Zone Regulations	Amended RA5 Zone Regulations
Maximum Floor Space Index (FSI)	1.9 – 2.9	8.96
Maximum Gross Floor Area – Apartment Zone for each storey above 12 storeys	1 000 m ² (10,763.9 ft ²)	1 000 m ² (10,763.9 ft ²)
Maximum Height	77 m (252.6 ft.) and 25 storeys	75 m (246.0 ft.) and 22 storeys
Minimum Exterior Side Yard	For portion of the dwelling that is greater than 26.0 m (279.9 ft.) in height: 10.5 m (34.4 ft.)	4.5 m (14.8 ft.)
Minimum Interior Side Yard	For portion of the dwelling that is 20.0 m (215.3 ft.) to 26.0 m (279.9 ft.) in height: 7.5 m (24.6 ft.) For portion of the dwelling that is greater than 26.0 m (279.9 ft.) in height: 9.0 m (29.5 ft.)	0.8 m (2.6 ft.) 7.5 m (24.6 ft.)
Minimum Interior Side Yard setback adjacent to any Apartment Zone	4.5 m (14.7 ft.)	0.8 m (2.6 ft.)
Minimum Rear Yard	For portion of the dwelling that is 20.0 m (215.3 ft.) to 26.0 m (279.9 ft.) in height: 12.5 m (41.0 ft.) For portion of the dwelling that is greater than 26.0 m (279.9 ft.) in height: 15.0 m (49.2 ft.)	4.5 m (14.8 ft.) 11.39 m (37.4 ft.)

Zone Regulations	RA5 Zone Regulations	Amended RA5 Zone Regulations
Maximum encroachment of a balcony located above the first storey into a required yard	1.0 m (3.3 ft.)	2.2 m (7.2 ft.)
Maximum encroachment of a balcony , porch, awning or landing located on the first storey into a required yard	1.8 m (5.9 ft.)	2.2 m (7.2 ft.)
Maximum projection of a balcony from the outermost façade of the building	1.0 m (3.3 ft.)	2.2 m (7.2 ft.)
Minimum Parking Spaces	1 resident space per studio unit 1.25 resident spaces per one bedroom unit 1.40 resident spaces per two bedroom unit 1.75 resident spaces per three bedroom unit 0.20 visitor spaces per unit 5.4 spaces per 100 m ² GFA – non residential	0.67 resident spaces per unit (174 in total) 0.1 visitor spaces and non-residential spaces per unit (26 in total)
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 with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been included. The table should be considered a general summary

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

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>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>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>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
Region of Peel Official Plan (ROP)	<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 with 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).

The lands are located within the Port Credit Community Node and are designated **Residential High Density**. The **Residential High Density** designation permits apartments. The property is subject to the policies of the **Port Credit Local**

Area Plan, which contains a Height Schedule. The Local Area Plan permits a maximum height of 15 storeys on the subject property.

The applicant is proposing to amend the Height Schedule of the **Port Credit Local Area Plan** to permit a maximum height of 22 storeys. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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
Chapter 5 Direct Growth	Section 5.1.9 Section 5.3.3.4. Section 5.3.3.7 Section 5.4.5 Section 5.5.4. Section 5.5.13.	<p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.</p> <p>Community Nodes will achieve a gross density of between 100 and 200 residents and jobs combined per hectare (2.47 ac).</p> <p>Character Area policies will establish how the density and population to employment targets will be achieved within Community Nodes.</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.</p> <p>Intensification Areas will be planned to reflect their role in the City Structure hierarchy.</p>

	Specific Policies	General Intent
		Major Transit Station Areas will be subject to a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies.
Chapter 9 Build A Desirable Urban Form	Section 9.2.1.8 Section 9.2.1.10 Section 9.2.1.11 Section 9.2.1.12 Section 9.2.1.13 Section 9.2.1.14 Section 9.2.1.31 Section 9.2.1.32	<p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas.</p> <p>Tall buildings will be sited and designed to enhance an area's skyline.</p> <p>Tall buildings will be sited to preserve, reinforce and define view corridors.</p> <p>Tall buildings will be appropriately spaced to provide privacy and permit light and sky views.</p> <p>In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.</p> <p>Buildings 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.</p> <p>Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.</p>
Chapter 11 General Land Use Designations		<p>In addition to the Uses Permitted in all Designations, lands designated Residential High Density will also permit the following uses:</p> <ul style="list-style-type: none"> • Apartment Building
Chapter 19 Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

Relevant Port Credit Local Area Plan Policies

	Specific Policies	General Intent
Chapter 5.0 Vision	Section 5.2	It is recognized that in the vicinity of the GO station and future Light Rail Transit station, additional height and density may be appropriate, however, the extent will be determined through further study.
Chapter 6.0 Direct Growth	Section 6.1 Section 6.1.1 Section 6.1.2 Section 6.1.6	<p>Intensification is to be consistent with the planned function as reflected by the city structure and urban hierarchy.</p> <p>With a gross density of 115 residents and jobs combined per hectare, Port Credit is within the targeted range for Community Nodes of between 100 and 200. As such, additional density is not required to meet the target, however, it is recognized that some infill and redevelopment will occur. This should focus on creating a more complete community and in particular employment opportunities.</p> <p>Increasing the gross density towards the upper limit of 200 residents and jobs combined per hectare is not sufficient planning justification on its own for approving amendments that permit additional height and density.</p> <p>The City will monitor the gross density and population to employment ratio in the Community Node and will assess its ability to accommodate further growth through the development approval process.</p> <p>Increases in employment opportunities are to be accommodated on lands designated mixed use, which can accommodate a range of establishments including: retail, restaurants, and offices.</p> <p>Intensification will address matters such as:</p> <ul style="list-style-type: none"> a. contribution to a complete community; b. providing employment opportunities; c. sensitivity to existing and planned context and contribution to the village mainstreet character; d. respecting heritage; and e. protecting views and access to the waterfront.
Chapter 10 Desirable Urban Form	Section 10.2.1.1 Section 10.2.1.2 Section 10.2.1.3 Section 10.2.2.1 Section 10.2.2.2 Section 10.2.2.3	<p>To ensure that the greatest height and density will be in close proximity to the GO station and future LRT transit stop at Hurontario Street and Park Street;</p> <p>The overall development of the Node will be at a scale that reflects its role in the urban hierarchy.</p> <p>Floor plate size for buildings over six storeys will decrease as building height increases, to address, among other matters:</p> <ul style="list-style-type: none"> a. overall massing (reduce “wall effect”); b. visual impact of buildings; c. protect skyviews; and d. limit shadow impact. <p>Buildings over six storeys will maintain distance separations that, amongst other matters, address the following:</p> <ul style="list-style-type: none"> a. existing distance separations between buildings;

	Specific Policies	General Intent
		<p>b. overcrowding of skyviews and skyline; c. protection of view corridors; and d. privacy and overlook of occupants.</p> <p>Building heights will generally decrease towards the east and west of the precinct, reflecting proximity of either the Credit River Valley or established residential neighbourhoods.</p> <p>Building heights on lots adjacent to the Mainstreet Precinct will demonstrate an appropriate transition.</p> <p>The Port Credit GO Station Southeast Area Master Plan will be used in the review of development applications on lands designated Mixed Use or Utility in the vicinity of the GO Station.</p>

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more – requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions – will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's

official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028 <https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

The current application does not include an affordable housing proposal at this time.

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>30 Kindergarten to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Riverside Public School</p> <p>Enrolment: 328 Capacity: 438 Portables: 0</p> <p>Port Credit Secondary School</p> <p>Enrolment: 1,253 Capacity: 1,203 Portables: 1</p>	<p>Student Yield:</p> <p>5 Junior Kindergarten to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>St. Luke Catholic Elementary</p> <p>Enrolment: 435 Capacity: 602 Portables: 0</p> <p>Iona Catholic School</p> <p>Enrolment: 672 Capacity: 723 Portables: 12</p>

7. Community Comments

At the time of this report being written, a community meeting had not been held. A meeting is scheduled for November 30, 2020. Since the application was deemed complete and notice was sent out to the surrounding community, staff have received some written comments from residents. The following points summarize the comments received to date:

- The proposed development is too high and does not integrate well with the surrounding properties
- The Official Plan permission of 15 storeys should be maintained
- The additional density will create traffic impacts
- The approval of a 22 storey building will destabilize the surrounding community and create a precedent

The comments included above and any additional comments received from the scheduled community meeting will be included and addressed in the subsequent recommendation report.

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (July 23, 2020)	<p>An existing 300 mm (11.8 in.) diameter water main and 250 mm (9.84 in.) diameter sanitary sewer is located on Park Street. An existing 300 mm (11.8 in) diameter water main and 250 mm (9.84 in.) diameter sanitary sewer is located on Elizabeth Street.</p> <p>The Region of Peel will provide Front-End collection of Garbage and Recyclable Materials.</p>
Dufferin-Peel Catholic District School Board (July 8, 2020)	Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located.
Peel District School Board (July 22, 2020)	The Board requires the inclusion of the following conditions in the Development Agreement as well as the Engineering Agreement: Prior to final approval, the City of Mississauga shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.
City Community Services Department – Park Planning Section (June 29, 2020)	<p>In the event that the application is approved, the Community Services Department - Park Planning note the following conditions.</p> <p>In comments dated June 29, 2020, Community Services indicated that the proposed development is located 392 m (1,286.1 ft.) from Harold E Kennedy park (P-110) which contains an outdoor pool, shelter, two unlit public tennis courts, a parking lot and an accessible community play site and is zoned OS1. The subject property is also located 123 m (403.5 ft.) from Vimy Park (P-111) which contains a cenotaph and is zoned OS1.</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 required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City's Policies and By-laws.</p>
City Transportation and Works Department (September 3, 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>Stormwater</p> <p>A Functional Servicing Report (FSR), prepared by WSP and dated April 29, 2020, was submitted in support of the proposed development. The purpose of the report 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</p>

Agency / Comment Date	Comments
	<p>from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to connect to the storm sewer pipe on Elizabeth Street to service the development lands, 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 that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site, and • demonstrate the feasibility of the proposed storm sewer and its capacity. <p>Traffic</p> <p>A traffic impact study (TIS), prepared by LEA Consulting Ltd. and dated May 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 are not satisfied with the study at this time and requesting further revisions to the report. Based on the Traffic Impact Study, the proposed service area access that fronts on Elizabeth Street does not meet the required sightline distance further revisions are required so that propose access can operate safely for both pedestrians and motor vehicles.</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; • Additional Turning Templates required for both access points and underground parking; • Address any traffic concerns from the Community related to the proposed development <p>Environmental Compliance</p> <p>Phase One ESA (20-088), dated May 8, 2020, prepared by Grounded Engineering Inc. has been received.</p> <p>The applicant is required to provide the following documents prior to a Recommendation Meeting:</p> <ul style="list-style-type: none"> • A signed and dated ESSQD form; • A reliance letter for the Phase One ESA (20-088), dated May 8, 2020, prepared by Grounded Engineering Inc. has been received; • An update to the Phase One ESA or a certification letter to identify and discuss lands to be dedicated to the City • A Discharge Dewatering Commitment Letter <p>Noise</p> <p>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, rail traffic and stationary sources from adjacent buildings and facilities. Noise mitigation will be required. The applicant is required to</p>

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	<p>update the report with additional information to further evaluate the feasibility of any proposed mitigation measures to address noise and in accordance with City and MOECC Standards.</p> <p>Engineering Plans/Drawings</p> <p>The applicant has submitted a number of technical plans/drawings (i.e. Grading and Servicing Plans), which need to be revised in accordance with City Standards and as part of subsequent submissions. It should be noted that an 'H' application and related Development Agreement will be required to capture any municipal infrastructure works.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Canada Post - Enbridge - Fire Prevention - Rogers - GTAA - Hydro One - Alectra
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Economic Development Office - Realty Services - Bell Canada - Trillium Health Partners

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 project?
- Is the proposal compatible with the character of the area

given the project's height, massing, density, setbacks and building configuration?

- Are the applicable built form guidelines in the Port Credit Built Form Guidelines addressed?
- Are the proposed zoning by-law exception standards appropriate?

Development Requirements

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

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.