

## **Detailed Information and Preliminary Planning Analysis**

**Owner: 574199 Ontario Inc.**

**2570 and 2590 Argyle Road**

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## 1. Site History

- 1967 – Two existing 12 storey apartment buildings constructed.
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **RA4-18** (Apartments) which permits apartment dwellings and **G1** (Greenlands) which permits conservation, stormwater management facilities, flood control and/or erosion management, trails and passive recreation activity.
- November 14, 2012 – Mississauga Official Plan (MOP) came into force. The subject lands are designated Residential High Density and Greenlands in the Cooksville Neighbourhood Character Area.

## 2. Site and Neighbourhood Context

### Site Information

The property is located within the Cooksville Neighbourhood Character Area, on the west side of Argyle Road, south of Dundas Street West. The site is currently occupied by two 12 storey rental apartment buildings with surface parking and minimal landscaped area. There are no shared outdoor amenity areas located on site.



Image of existing conditions facing west

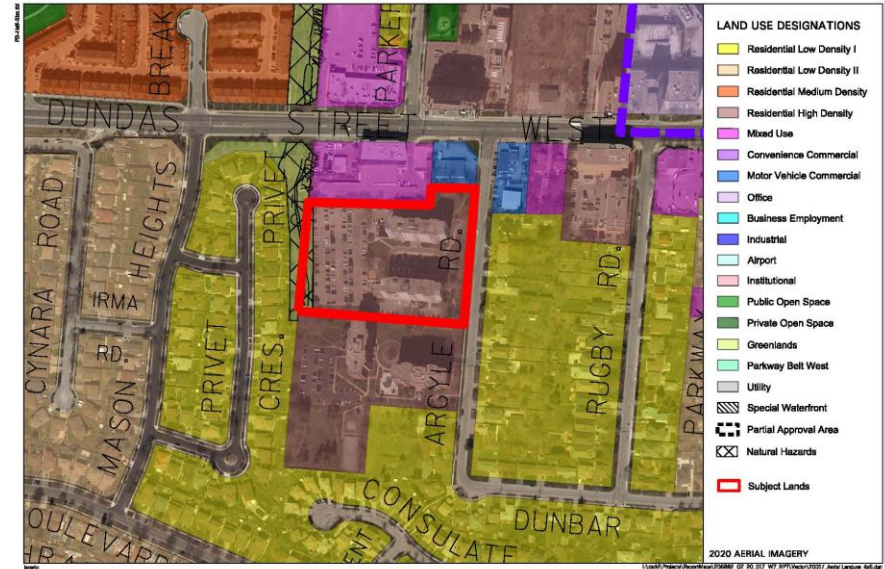
Property Size and Use	
Frontages:	142.56 m (467.71 ft.)
Depth:	173.9 m (570.5 ft.)
Gross Lot Area:	2.15 ha (5.3 ac.)
Existing Uses:	Two 12 storey rental apartment buildings

## Surrounding Land Uses

The surrounding area is characterized by a mix of residential, and commercial uses. The immediate surrounding area located to the east and west is largely comprised of detached homes. The property located directly south of the subject lands consists of two 13 storey condominium apartment buildings. A four storey office building and one storey parking structure is located directly north of the site. An automobile sales centre and an automobile repair shop are located directly east and west of the office building. A 13 storey condominium apartment building with ground floor commercial and Parkerhill Centre Plaza are located on the north side of Dundas Street West, within a five minute walk from the subject lands. The plaza is comprised of retail and office uses including a grocery store, restaurant, convenience store, pharmacy and walk-in clinic. A 10 storey office building and 13 storey apartment building are located on the north side of Dundas Street West and an 11 storey apartment building is located on the south side of Dundas Street West, east of the subject lands.

The surrounding land uses are:

- North: Four storey office building and one storey parking structure, automobile sales centre, automobile repair shop, Parkerhill Centre plaza, condominium apartment building
- East: Detached homes, automobile sales centre, apartment buildings, office buildings
- South: Detached homes
- West: Detached homes



Aerial Photo of 2570 and 2590 Argyle Road

## The Neighbourhood Context

The site is located on the west side of Argyle Road, south of Dundas Street West within the Cooksville Neighbourhood Character Area. The surrounding area contains detached homes, apartments and office buildings. The subject lands are located in close proximity to Dundas Street West, which provides a range of uses including dental, medical office, restaurant and grocery establishments. The immediate area was largely developed during the 1960s and 1970s.

## Demographics

The property is located in an area that is undergoing steady growth. Based on the 2016 census, the existing population of the Cooksville Neighbourhood (West) area is 15,240 with a median age of 43 (compared to the City's median age of 40). Sixty-eight percent of the neighbourhood population are of working age (15 to 64 years of age), with 15% children (0-14 years) and 17% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 16,200 and 16,300 respectively. The average household size is 3 persons with 20% of people living in apartment buildings that are five storeys or more. The mix of housing tenure for the area is 3,975 units (73%) owned and 1,505 units (27%) rented with a vacancy rate of approximately 0.8%\* and 0.9%\*. In addition, the number of jobs within the Character Area is 1,076. Total employment combined with the population results in a PPJ for Cooksville Neighbourhood (West) of 41 persons plus jobs per ha (16.6 persons plus jobs per ac.).

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

## Other Development Applications

The following development applications were recently approved or are currently being processed by the City in the immediate vicinity of the subject property:

- OZ 14/006 – 2560 and 2564 Confederation Parkway – application approved for 4 live-work townhome units
- OZ 18/017 – 2515, 2522 and 2532 Argyle Road – the proposal consists of 112 back to back stacked townhomes on a private road – application refused by Council and appealed to the Local Planning Appeal Tribunal (LPAT)
- OZ 19/007 – 2476 and 2482 Confederation Parkway – application in process for 4 semi-detached homes
- OZ 19/017 – 85 - 95 Dundas Street West and 98 Agnes Street – application in process for an 18 storey residential building with ground floor commercial uses
- SPM 19/135 – 150 Paisley Boulevard West – application in process for a 10 storey rental apartment building containing 82 units with a 3 storey parking garage.

## Community and Transportation Services

This application will have minimal impact on existing services in the community. The site is located 417 metres (1,368 ft.) southeast of Brickyard Park which contains a playground, baseball diamond, soccer field, spray pad, toboggan hill and washroom facilities. Parkerhill Park contains a playground and is located 284 metres (932 ft.) north of the subject property. The site is also located 700 m (0.43 mi.) northwest of Floradale Park which contains a playground and splash pad. The property is located 900 metres (0.55 mi.) from Cooksville Library. Additional comments from Community Services regarding City parks and facilities can be reviewed within Section 8 of this Appendix.

On June 20, 2018, the Dundas Connects Master Plan was

endorsed by Council, which studied the feasibility of locating higher order transit along the Dundas Street corridor. The Plan proposes enhancement of the pedestrian space along Dundas Street with wider sidewalks, landscaping, street furniture, and providing for other desirable streetscape elements such as patios and retail spill out space. It also recommends creating a complete street for all users with pedestrian space that is vibrant, safe and accessible and has continuous and consistent planting. A mix of uses and transit supportive intensification is encouraged to support higher order transit on the Dundas Street Corridor. The intensification of this site would contribute to this objective. Since Dundas Connects provides no detailed assessment specifically for the Cooksville Neighbourhood Character Area, the policies of Mississauga Official Plan continue to provide direction for assessment of applications for increased density.

In addition, the subject property is within a proposed Major Transit Station Area (MTSA) which will be serviced by a Bus Rapid Transit (BRT) station located at Dundas Street West and Confederation Parkway, approximately 450 metres from the subject lands.

The following major MiWay bus routes currently service the site:

- Route 1 – Dundas
- Route 101 – Dundas Express
- Route 4 – Sherway Gardens. The closest bus stop is located at Confederation Parkway and Paisley Boulevard West. The route provides connection to Sherway Gardens, Queensway Health Centre, Dixie

Outlet Mall and Westdale Mall via Dundas Street West, North Service Road and Queensway East .

### 3. Project Details

The applications are to permit a new 15 storey rental apartment building. The two existing 12 storey rental apartment buildings will remain.

Development Proposal		
Applications submitted:	Received: October 9, 2020 Deemed complete: October 28, 2020	
Developer/ Owner:	574199 Ontario Inc.	
Applicant:	Bousfields Inc.	
Number of units:	250	
Existing Gross Floor Area:	21,189.60 m <sup>2</sup> (228,082 ft <sup>2</sup> )	
Proposed Additional Gross Floor Area:	19,454.27 m <sup>2</sup> (209,404 ft <sup>2</sup> )	
Height:	46.0 m and 15 storeys	
Lot Coverage:	25%	
Floor Space Index:	1.89	
Landscaped Area:	42 %	
Anticipated Population:	548* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	578	503
visitor spaces	113	101
total	691	604
Green Initiatives:	<ul style="list-style-type: none"> <li>• Green roof</li> <li>• Rainwater harvesting tank</li> </ul>	

**Supporting Studies and Plans**

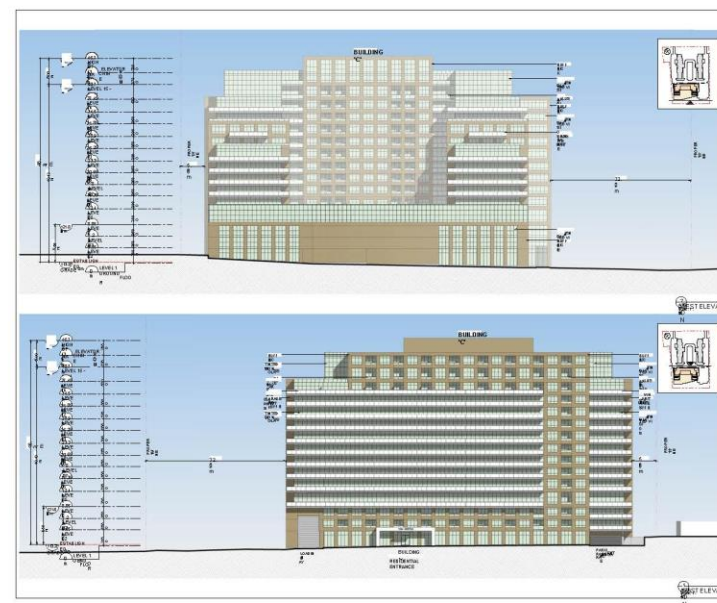
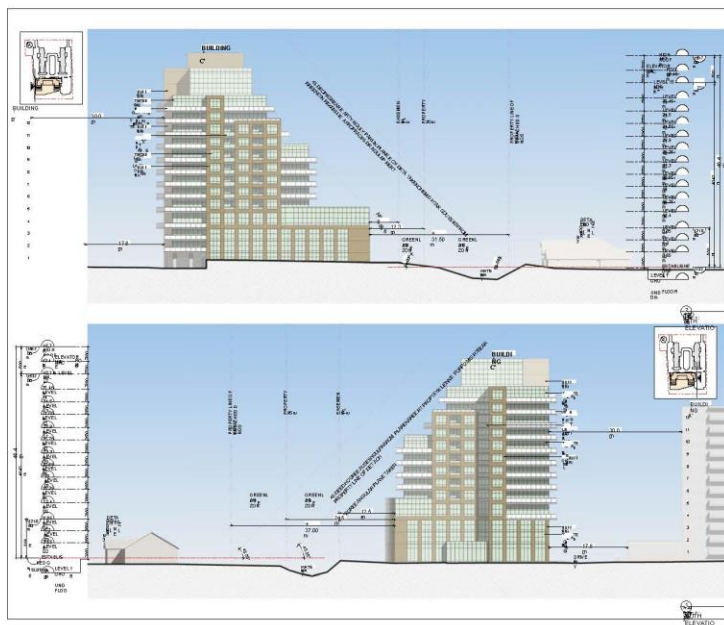
The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- Context Plan
- Survey
- Concept Site Plan
- Floor Plans
- Building Elevations
- Coloured Perspectives
- Preliminary Site Servicing and Grading Plans
- Post Development Drainage Plan
- Landscape Plan
- Tree Preservation Plan
- Tree Removal Inventory
- Draft Official Plan Amendment
- Draft Zoning By-law
- Parcel Registers
- Planning and Urban Design Rationale
- Shadow Study
- Pedestrian Wind Study
- Preliminary Environmental Noise Report
- Urban Transportation Considerations Report
- Phase I Environmental Assessment
- Functional Servicing and Preliminary Stormwater Management Report
- Hydrogeological Assessment Report
- Geotechnical Investigation and Engineering Design Report
- Stage 1-2 Archaeological Property Assessment



The site plan illustrates the layout of the R4-18 Apartment Zone, which includes two main residential buildings, A and B, each with 12 stories. Building A is located on the left side of the site, and Building B is on the right. Both buildings have a 1st floor and a 12th floor. The site also features a central parking area with 100 spaces, a 100-space parking area to the left of Building A, and a 100-space parking area to the right of Building B. The site is bounded by the C3 Commercial Zone to the north, the C5 Commercial Zone to the east, the G1 Greenlands Zone to the south, and the R4-18 Apartment Zone to the west. The site is also adjacent to the Argyle Road and the R4-18 Apartment Zone. The plan includes various details such as building footprints, parking spaces, and surrounding infrastructure.

## Site Plan







04 - AROYLE STREET VIEW PERSPECTIVE

**Applicant's Rendering**

#### 4. Land Use Policies, Regulations & Amendments

##### Mississauga Official Plan

###### Existing Designation

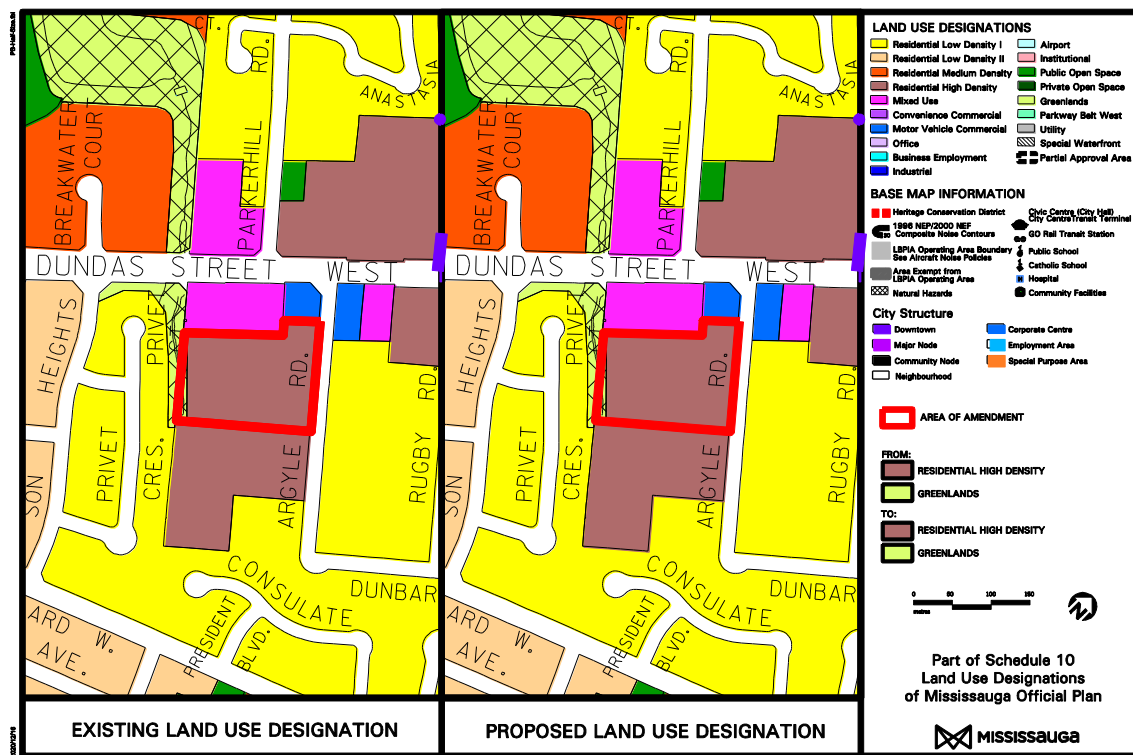
The site is designated **Residential High Density** and **Greenlands**. The **Residential High Density** designation permits apartment dwellings. The **Greenlands** designation permits conservation, stormwater management facilities, flood control and/or erosion management, passive recreation activity and parkland.

###### Proposed Designation

The applicant is proposing to maintain the **Residential High Density** and **Greenlands** designations but increase the permitted Floor Space Index (FSI) to 1.89, whereas currently a maximum of 1.5 is permitted.

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

###### Excerpt of Cooksville Neighbourhood Character Area



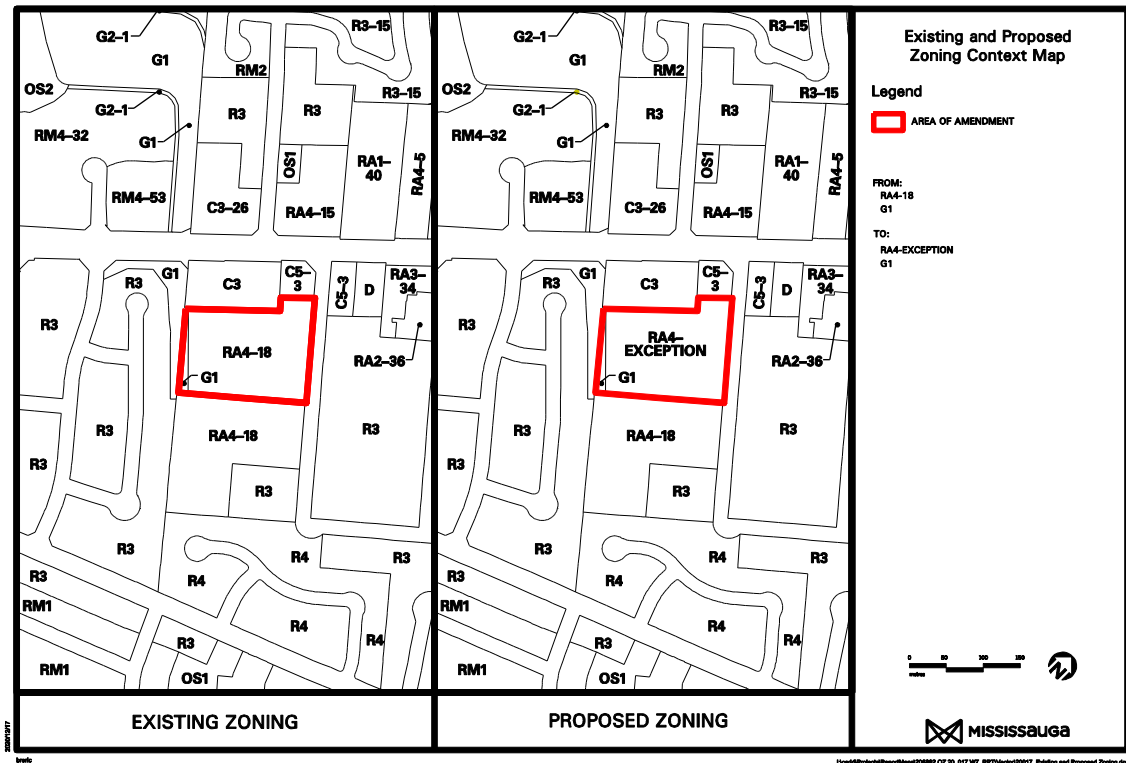
**Mississauga Zoning By-law****Existing Zoning**

**RA4-18** (Apartments), which permits apartment dwellings with a maximum FSI of 1.5 and a maximum height of 13 storeys.

**G1** (Greenlands), which permits conservation, stormwater management facilities, flood control and/or erosion management, trails and passive recreation activity.

**Proposed Zoning**

The proposed zone is **RA4-Exception** (Apartments) to permit the proposal with exceptions for FSI, height and parking and parking aisle standards. The **G1** (Greenlands) zone will remain.



**Proposed Zoning Regulations**

<b>Zone Regulations</b>	<b>RA4-18 Zone Regulations</b>	<b>Proposed RA4-Exception Amended Zone Regulations</b>
Maximum <b>Floor Space Index (FSI)</b>	1.5	1.9
Maximum <b>height</b>	13 storeys	46.0 m and 15 storeys
Maximum <b>gross floor area - apartment zone</b> per <b>storey</b> for each <b>storey</b> above 12 <b>storeys</b>	1,000 m <sup>2</sup> (10,763.9 ft <sup>2</sup> )	1,420 m <sup>2</sup> (15,284.7 ft <sup>2</sup> )
Maximum projection of a <b>balcony</b> located above the <b>first storey</b> measured from the outermost face or faces of the <b>building</b> from which the <b>balcony</b> projects	1.0 m (3.2 ft.)	1.8 m (5.9 ft.)
Minimum setback from a <b>parking structure</b> above or partially above finished grade to any <b>lot line</b>	7.5 m (24.6 ft.)	4.5 m (14.7 ft.)
Minimum Off-Street Parking Regulations – Rental <b>Apartment</b>	1.00 space per studio 1.18 spaces per 1 bedroom 1.36 spaces per 2 bedroom 1.50 spaces per 3 bedroom 0.20 visitor spaces per unit	1.0 space per unit 0.20 visitor spaces per unit
<b>Parking spaces</b> with a parking angle exceeding 15°, except those designated for persons with disabilities shall have an unobstructed rectangular area, exclusive of any <b>aisle</b> or <b>driveway</b>	minimum width of 2.6 m (8.5 ft.) minimum length of 5.2 m (17 ft.)	1 <b>parking space</b> permitted minimum width of 2.5 m (8.2 ft.) minimum length of 5.2 m (17 ft.)
The minimum <b>aisle</b> width	7.0 m (23 ft.)	47 <b>parking spaces</b> with a minimum <b>aisle</b> width of 6.7 m (22 ft.)
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
<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> <p>Natural features and areas shall be protected for the long term. (PPS 2.1.1)</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 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>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)</p>



Policy Document	Legislative Authority/Applicability	Key Policies
		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)
<b>Greenbelt Plan</b>	<p>Mississauga is not located within the Greenbelt Area and therefore the <i>Greenbelt Act</i>, 2005 does not apply in Mississauga. However, the Greenbelt Plan does recognize natural heritage systems contained within the Greenbelt are connected to systems beyond the Greenbelt, including the Credit River.</p> <p>The portion of the lands which forms part of the Credit River and associated valleylands is captured within the <b>Urban River Valleys</b> designation of the Greenbelt Plan.</p> <p>Until such time as the portion of the lands within the Urban River Valleys designation come into the City's ownership, the policies of the Greenbelt Plan do not apply.</p>	Only publicly owned lands are subject to the policies of the Urban River Valley designation. Any privately owned lands within the boundary of the Urban River Valley area are not subject to the policies of this designation. (Greenbelt Plan 6.2.1)
<b>Parkway Belt West Plan (PBWP)</b>	<p>The policies of MOP generally conform with the PBWP. Lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition.</p> <p>The portions of the lands that contain the valleylands associated with the Credit River are designated <b>Public Open Space</b> and <b>Buffer Area</b> in the PBWP.</p>	The Parkway Belt West Plan does not apply to this site.
<b>Region of Peel Official Plan (ROP)</b>	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	<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> <p>The majority of relevant policies are found in Section 5 The Urban System</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>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>including but not limited to the following:</p> <p>Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plan that: support the Urban System objectives and policies, support pedestrian-friendly and transit supportive urban development, provide transit-supportive opportunities for redevelopment, intensification and mixed land use, and support Crime Prevention Through Environmental Design Principles (ROP 5.3.2.6)</p> <p>Direct a significant portion of growth to the built-up areas through intensification (ROP 5.5.2.2)</p> <p>General intensification objectives include achieving compact and efficient forms, optimize existing infrastructure, intensify underutilized lands, reduce dependence on the automobile, achieve a diverse and compatible mix of land uses (ROP 5.5.3.1.1 to 5.5.3.1.8)</p> <p>Intensification is to be facilitated and accommodated within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area (ROP 5.5.3.2.2, 5.5.3.2.3)</p> <p>Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of affordable housing affordable to all households, including low and moderate income household (ROP 5.8.2.3)</p> <p>Support the initiatives of the area municipalities in the construction and retention of rental housing (ROP 5.8.2.5)</p> <p>Encourage community agencies and landowners of suitably sized sites to develop affordable housing (ROP 5.8.3.2.12)</p> <p>Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit services (ROP 5.9.5.2.10)</p> <p>Encourage area municipalities to promote land uses which foster and support the use of active transportation (ROP 5.9.10.2.4)</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 proposed Major Transit Station Area (MTSA).

The lands are located within the Cooksville Neighbourhood Character Area and are designated **Residential High Density** and **Greenlands**. The **Residential High Density** designation permits apartment dwellings. The **Greenlands** designation permits conservation, stormwater management facilities, flood

control and/or erosion management, passive recreation activity and parkland.

The applicant is proposing to maintain the **Residential High Density** and **Greenlands** designations but increase the permitted Floor Space Index (FSI) to 1.89, whereas currently a maximum of 1.5 is permitted. 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
<b>Chapter 4 Vision</b>	Section 4.4 (3) Section 4.4 (6) Section 4.5	Mississauga will preserve the character, cultural heritage and livability of our communities.  Mississauga will plan for a wide range of housing, jobs and community infrastructure resources so that they are available to meet the daily needs of the community through all stages of life.  Mississauga Official Plan policies implement the guiding principles.
<b>Chapter 5 Direct Growth</b>	Section 5.1.4 Section 5.1.6 Section 5.1.9 Section 5.3.5 Section 5.3.5.1 Section 5.3.5.3 Section 5.3.5.5 Section 5.3.5.6	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.  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.  Mississauga will protect and conserve the character of stable residential neighbourhoods.

	Specific Policies	General Intent
		<p>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p> <p>Intensification within neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.</p>
<b>Chapter 6 Value The Environment</b>	Section 6.3.1 Section 6.3.2 Section 6.3.8	<p>Mississauga will give priority to actions that protect, enhance, restore and expand the Green System for the benefit of existing and future generations.</p> <p>The City will promote the Green System to public and private stakeholders as being integral to protecting the city's natural heritage features, particularly its role in providing ecological linkages and ecosystem services.</p> <p>Buffers shall be determined on a site specific basis as part of an Environmental Impact Study or other similar study, to the satisfaction of the City and appropriate conservation authority.</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 Section 7.2.8 Section 7.2.9	<p>The official plan supports the creation of complete communities that meet the day-to-day needs of people through all stages of their life, offering a wide assortment of housing options and employment opportunities as well as numerous commercial and social venues. The provision of suitable housing is important to ensure that youth, older adults and immigrants thrive.</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.</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> <li>c. The production of housing for those with special needs, such as housing for the elderly and shelters.</li> </ul> <p>Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged.</p>

	Specific Policies	General Intent
		The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Downtown, Major Nodes and Community Nodes.
<b>Chapter 8 Create a Multi-Modal City</b>	Section 8.4.3	Consideration will be given to reducing off-street parking requirements for development to reflect levels of vehicle ownership and usage and encouraging the use of transit.
<b>Chapter 9 Build A Desirable Urban Form</b>	Section 9.1 Section 9.1.1 Section 9.1.3 Section 9.3.5.6 Section 9.4.1 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.2.7	<p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties.</p> <p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</p> <p>Residential developments of a significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.</p> <p>Site and building design will improve connections and accessibility for transit users and promote pedestrians and cycling transportation modes. Mississauga will consider the convenience, comfort and safety of pedestrians and cyclists through urban design.</p> <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area. Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. 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.</p> <p>Site development should respect and maintain the existing grades on-site.</p>
<b>Chapter 10 Foster a Strong Economy</b>	Section 10.4.3	Retail uses may be permitted within Neighbourhoods to provide retail uses convenient to the local residents. Character Area policies or local area plans will identify appropriate locations and types of uses.
<b>Chapter 11 General Land Use Designations</b>	Section 11.2.5.6	Lands designated Residential High Density will permit the following use: <ul style="list-style-type: none"> <li>a. apartment dwelling.</li> </ul>
<b>Chapter 16 Neighbourhoods</b>	Section 16.1.1.2 Section 16.6.1.3	<p>Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:</p> <ul style="list-style-type: none"> <li>a. an appropriate transition in heights that respects the surrounding context will be achieved;</li> <li>b. the development proposal enhances the existing or planned development;</li> <li>c. the City Structure hierarchy is maintained; and</li> <li>d. the development proposal is consistent with the policies of this Plan.</li> </ul>



	Specific Policies	General Intent
		For lands designated Residential High Density a maximum building height of eight storeys is permitted unless otherwise specified in the Urban Design policies of this Plan.
<b>Chapter 19 Implementation</b>	Section 19.5.1	<p>City Council will consider applications for site specific amendments to this Plan within the context of the policies and criteria set out throughout this Plan. The proponent of an official plan amendment will be required to submit satisfactory reports to demonstrate the rationale for the amendment; including, among other matters:</p> <ul style="list-style-type: none"> <li>a) that the proposed redesignation would not adversely impact or destabilize the following: <ul style="list-style-type: none"> <li>• the achievement of the overall intent, goals, objectives, and policies of this Plan; and</li> <li>• the development or functioning of the remaining lands that have the same designation, or neighbouring lands; and</li> </ul> </li> <li>b) that a municipal comprehensive review of land use designations or a five year review is not required;</li> <li>c) that the lands are suitable for the proposed use, and a planning rationale with reference to the policies of this Plan, other applicable policies, and sound planning principles is provided, setting out the merits of the proposed amendment in comparison with the existing designation;</li> <li>d) land use compatibility with the existing and future uses of surrounding lands; and</li> <li>e) the adequacy of engineering services, community infrastructure and multi-modal transportation systems to support the proposed application.</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.

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. As this proposal is for rental housing, the requirement for affordable housing is not applicable.

**6. School Accommodation**

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>30 Kindergarten to Grade 6 7 Grade 7 to Grade 8 6 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Floradale Public School</p> <p>Enrolment: 647 Capacity: 711 Portables: 0</p> <p>Queen Elizabeth Senior Public School</p> <p>Enrolment: 333 Capacity: 262 Portables: 4</p> <p>Port Credit Secondary School</p> <p>Enrolment: 1,253 Capacity: 1,203 Portables: 1</p>	<p>Student Yield:</p> <p>5 Kindergarten to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>St. Catherine of Siena Elementary School</p> <p>Enrolment: 550 Capacity: 668 Portables: 0</p> <p>St. Martin Secondary School</p> <p>Enrolment: 1,110 Capacity: 1,026 Portables: 0</p>

## 7. Community Comments

A virtual community meeting was held by Ward 7 Councillor, Dipika Damerla on November 24, 2020.

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

- Additional residential development is happening in close proximity to the site, traffic in the area is already too congested, and the proposal will make it worse, especially along Dundas Street West, Argyle Road and Mason Heights
- The increased number of dwelling units will have an adverse impact on neighbourhood traffic safety and on-street parking
- The proposed setback to the west property line and the orientation of the building will increase the amount of overlook and create privacy concerns
- The site will be overdeveloped and the increased population will adversely impact the surrounding parkland amenities and negatively impact classroom sizes, which are currently oversubscribed
- The proposed roof top amenity space will cause increased noise pollution, and the above grade parking structure and residential tower will create additional light and air pollution
- The proposed height is inappropriate, as it exceeds the heights of existing buildings within the immediate vicinity, and does not provide appropriate transition to the existing detached dwellings to the west of the site
- The proposed development is too dense and will adversely impact existing views and create shadow impacts
- The proposal does not provide adequate greenspace on site and will negatively impact the Greenlands located adjacent to the west property line
- The proposed development will negatively impact the wildlife habitats of Mary Fix Creek and may displace existing rodent populations, causing issues for existing residents
- Due to its proximity to Mary Fix Creek the development may cause flooding issues
- The proposed development would negatively impact the land value of surrounding properties
- Rental apartment buildings are less desirable than condominium buildings, as they provide housing for transient tenants

## 8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (December 2, 2020)	<p>Municipal sanitary sewers consist of a 250 mm (9.8 in.) sewer located on Argyle Road. Municipal water infrastructure consists of a 300 mm (11.8 in.) water main located on Argyle Road</p> <p>A satisfactory Functional Servicing Report must be submitted to determine the adequacy of the existing services on site. The report dated August 12, 2020 is complete and will be sent for modeling</p> <p>Regional Site Servicing approvals are required prior to the local municipality issuing building permits</p> <p>A Waste Management Plan must be completed to confirm a satisfactory waste collection access route on site.</p>
Dufferin-Peel Catholic District School Board (November 4, 2020) and the Peel District School Board (December 8, 2020)	<p>The Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.</p>
City Community Services Department – Park Planning Section (November 16, 2020)	<p>The subject site is located adjacent to an unnamed park zoned "G1" (Greenbelt). The site is also located 417 m (1,368 ft.) from Brickyard Park, which contains a lit baseball diamond, natural ice rink, parking lot, accessible community play site, lit soccer field, spray pad, toboggan hill and permanent washroom facilities. The proposed development is also located 284 m (932 ft.) from Parkerhill Park, which contains a play site.</p> <p>An Environmental Impact Statement (EIS) has been requested to determine any additional protection required for lands adjacent to Mary Fix Creek.</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 Bylaws.</p>
Credit Valley Conservation Authority (December 19, 2020)	<p>The site is traversed by Mary Fix Creek and contains natural features and natural hazards associated with the watercourse, including the valleyland, slope/erosion hazards, and floodplain hazards.</p> <p>The CVC recommends that all lands beyond the approved limit of development including all applicable buffers/setback areas are placed into public ownership for long term protection and maintenance.</p>
City Transportation and Works Department (December 23, 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>



Agency / Comment Date	Comments
	<p><b>Stormwater</b>  A Functional Servicing Report (FSR) prepared by C.F. Crozier &amp; Associates Inc., dated August 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 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 a new internal storm sewer to service the development lands, to connect to the existing outlet to Mary Fix Creek; as well as on-site stormwater management controls for the post-development discharge. Approval of the proposed plan is also required from Credit Valley Conservation.</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;</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> <li>• Demonstrate that there will be no upstream or downstream impact on Mary Fix Creek nor will there be any impact on the long-term slope stability of the valley slope located along Mary Fix Creek; and</li> <li>• Demonstrate that there will be no impact from Mary Fix Creek on the development during storm events.</li> </ul> <p><b>Traffic</b>  A Traffic Impact Study (TIS), prepared by BA Consulting Group and dated September 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. The Traffic Impact Study is to be updated as follows:</p> <ul style="list-style-type: none"> <li>• Provide an updated Traffic Impact Study addressing all staff comments;</li> <li>• Conduct a signal warrant analysis for the two intersections of: Dundas Street West &amp; Argyle Road, and Confederation Parkway &amp; Dunbar Road;</li> <li>• Include comparison for trip generation and impact to the road network between 12-storey apartment and 15-storey apartment; and</li> <li>• Address any traffic concerns from the Community related to the proposed development.</li> </ul> <p><b>Environmental Compliance</b>  Phase I Environmental Site Assessment (ESA) (project 10-2434), dated November 22, 2010, prepared by TRY Environmental Services Inc. has been received. The report was prepared more than 10 years ago.</p> <p>The applicant is required to submit further documents prior to recommendation report:</p> <ul style="list-style-type: none"> <li>• Phase One ESA update along with a reliance letter</li> <li>• Clarification regarding land dedication</li> <li>• The Temporary Discharge to Storm Sewer Commitment Letter</li> </ul> <p><b>Noise</b>  A Preliminary Environmental Noise Report prepared Jade Acoustics Inc., dated May 26, 2020, was submitted for review. The Noise Study evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic and existing stationary sources from the surrounding area. Further information is required to assess the impacts of noise levels from both the road and existing sources on this development.</p>

Agency / Comment Date	Comments
	<b>Engineering Plans/Drawings</b> 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: <ul style="list-style-type: none"> <li>- Forestry, Community Services Department</li> <li>- Heritage Planning, Community Services Department</li> <li>- Culture Planning, Community Services Department</li> <li>- Fire Prevention</li> <li>- Alectra</li> <li>- Canada Post</li> <li>- Rogers Cable</li> <li>- Greater Toronto Airports Authority</li> <li>- Trillium Health Partners</li> </ul>

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 land use, massing, density, setbacks and building configuration?
- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic and parking impacts?
- Provision of a satisfactory Functional Servicing Report to determine if there is capacity and resolution of all servicing and utility issues

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.

## 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.

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## Development Requirements