

REVISED

Planning and Development Committee

Date: March 29, 2021
Time: 6:00 PM
Location: Online Video Conference

Members

Mayor Bonnie Crombie	
Councillor Stephen Dasko	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Ron Starr	Ward 6 (Vice-Chair)
Councillor Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11 (Chair)
Councillor Carolyn Parrish	Ward 5 (ex-officio)
Councillor Pat Saito	Ward 9 (ex-officio)

Participate Virtually

Advance registration is required to participate in the virtual public meeting. Please email deputations.presentations@mississauga.ca no later than Friday, March 26, 2021 at 4:00 p.m. Any materials you wish to show the Committee during your presentation must be provided as an attachment to the email. Links to cloud services will not be accepted. You will be provided with directions on how to participate from Clerks' staff.

Participate by Telephone

Residents without access to the internet, via computer, smartphone or tablet, can participate and/or make comment in the meeting via telephone. To register, please call Angie Melo at 905-615-3200 ext. 5423 no later than Friday, March 26, 2021 at 4:00 p.m. You must provide your name, phone number, and application number if you wish to speak to the Committee. You will be provided with directions on how to participate from Clerks' staff.

Contact

Angie Melo, Legislative Coordinator,

Legislative Services 905-615-3200 ext. 5423 angie.melo@mississauga.ca

PUBLIC MEETING STATEMENT: In accordance with the Ontario Planning Act, if you do not make a verbal submission to the Committee or Council, or make a written submission prior to City Council making a decision on the proposal, you will not be entitled to appeal the decision of the City of Mississauga to the Local Planning and Appeal Tribunal (LPAT), and may not be added as a party to the hearing of an appeal before the LPAT.

Send written submissions or request notification of future meetings to: Mississauga City Council Att: Development Assistant c/o Planning and Building Department 6th Floor 300 City Centre Drive, Mississauga, ON, L5B 3C1

Or Email: application.info@mississauga.ca

1. **CALL TO ORDER**

2. **DECLARATION OF CONFLICT OF INTEREST**

3. **MINUTES OF PREVIOUS MEETING**

3.1. Planning and Development Committee Meeting Draft Minutes - March 8, 2021

4. **MATTERS TO BE CONSIDERED**

4.1. PUBLIC MEETING INFORMATION REPORT (WARD 9)

Official Plan Amendment and Rezoning applications to permit a 12 storey apartment building and 33 townhomes in addition to the existing 13 storey apartment building at the northeast corner of Aquitaine Avenue and Glen Erin Drive.

Address: 6719 Glen Erin Drive

Applicant: Blackrock Acquitaine Limited

File: OZ 20/019 W9

4.2. RECOMMENDATION REPORT (WARD 5)

Official Plan Amendment and Rezoning Applications to permit 18 and 24 storey apartment buildings connected by a six storey podium with ground floor retail and service commercial uses at the Southeast corner of Bristol Road East and Hurontario.

Address: 30 Bristol Road East (Riotrin)

Applicant: Riowalk Sandalwood Inc.

File: OZ 19/004 W5

4.3. INFORMATION REPORT (All Wards)

Proposed City Initiated Amendments to Zoning By-law 0225-2007

4.4. INFORMATION REPORT (WARD 11)

Meadowvale Village Heritage Conservation District Zoning By-law Amendments to Permit Permeable Driveways.

5. **ADJOURNMENT**

City of Mississauga

Corporate Report



Date: March 5, 2021 To: Chair and Members of Planning and Development Committee	Originator's file: OZ 20/019 W9
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: March 29, 2021

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 9)

Official Plan Amendment and Rezoning applications to permit a 12 storey apartment building and 33 townhomes in addition to the existing 13 storey apartment building 6719 Glen Erin Drive, northeast corner of Aquitaine Avenue and Glen Erin Drive
Owner: Blackrock Aquitaine Limited
Files: OZ 20/019 W9

Recommendation

That the report dated March 5, 2021, from the Commissioner of Planning and Building regarding the applications by Blackrock Aquitaine Limited to permit a 12 storey apartment building and 33 townhomes, under File OZ 20/019 W9, 6719 Glen Erin Drive, be received for information.

Background

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

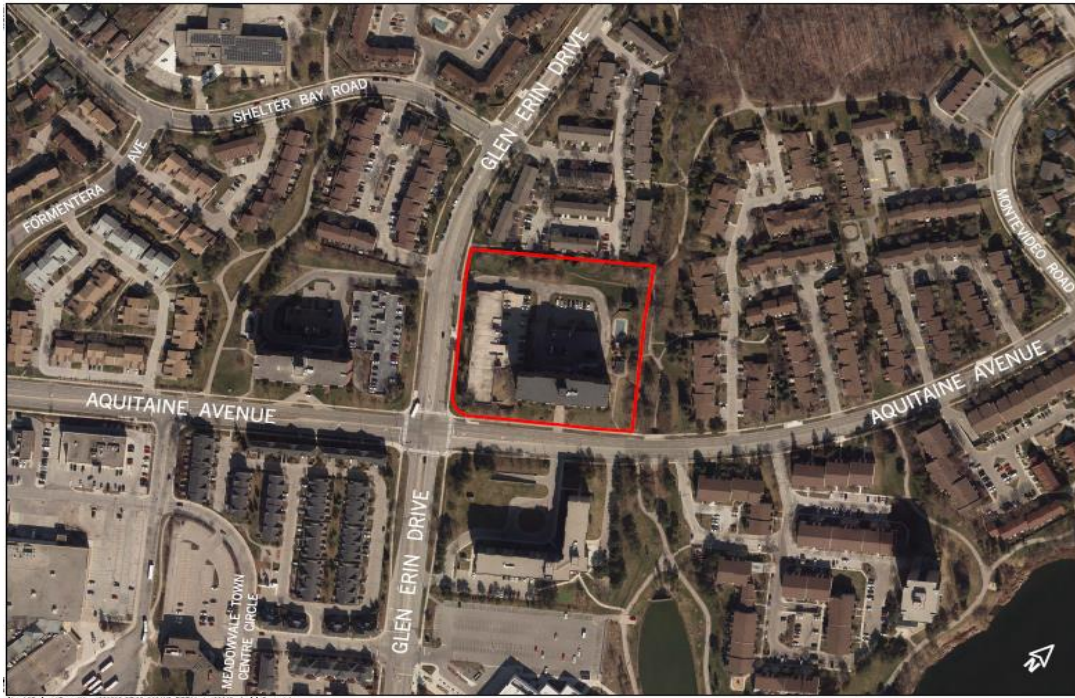
PROPOSAL

The official plan amendment and rezoning applications are required to permit a 12 storey apartment building with 184 units and 33 townhomes. The existing 13 storey apartment building with 179 units will be retained. The applicant is proposing to amend the official plan designation of **Residential High Density** to Special Site 2 to increase the permitted floor space index (FSI) to 1.98. The zoning by-law will also need to be amended from **RA4-45** (Apartments to **RA4-Exception** (Apartments) to implement this development proposal.

During the ongoing review of these applications, staff may recommend different land use designations and zoning categories to implement the proposal.

Comments

The property is located on the northeast corner of Aquitaine Avenue and Glen Erin Drive within the Meadowvale Neighbourhood Character Area. The site is currently occupied by a 13 storey apartment building and an above ground two storey parking structure.



Aerial image of 6719 Glen Erin Drive



Applicant's rendering of the proposed elevations fronting on Glen Erin Drive

LAND USE POLICIES AND REGULATIONS

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

Conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 4.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 7.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional technical information, review of reduced parking standards, ensuring compatibility of new buildings and community consultation and input.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Lorie Sterritt, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Blackrock Aquitaine Limited

6719 Glen Erin Drive

Table of Contents

1. Proposed Development.....	2
2. Site Description.....	6
3. Site Context	7
4. Summary of Applicable Policies, Regulations and Proposed Amendments.....	11
5. School Accommodation	22
6. Community Questions and Comments.....	22
7. Development Issues	23
8. Section 37 Community Benefits (Bonus Zoning)	26
9. Next Steps	26

1. Proposed Development

The applicant proposes to develop the property with a 12 storey apartment building with 184 units and 33 townhomes and retain the existing 13 storey apartment building. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal		
Applications submitted:	Received: October 27, 2020 Deemed complete: November 5, 2020	
Developer/ Owner:	Blackrock Aquitaine Limited	
Applicant:	Glen Schnarr & Associates	
Number of units:		
Existing Apartment	179 units	
Proposed Apartment	184 units	
Proposed Townhomes	33 units	
Total	396 units	
Existing Gross Floor Area:	16 305 m ² (175,505.6 ft ²)	
Proposed Gross Floor Area:	19 406 m ² (208 884.4 ft ²)	
Total Proposed Gross Floor Area:	35 711 m ² (384,390 ft ²)	
Height:	12 storeys and 38.5 m (126.3 ft)	
Floor Space Index:	1.98	
Anticipated Population:	562* *Average household sizes for all units (by type) based on the 2016 Census	
Parking Spaces:	Required	Provided
Existing Apartment	230	172
Proposed Apartment	229	153
Proposed Townhouses	46	47
Visitor Parking Spaces	81	59

Development Proposal		
Total	586	431
Green Initiatives:	<ul style="list-style-type: none"> • Partial green roof • Permeable paving • Bioswales 	

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
- Site Plan
- Plan of Survey
- Phasing Plan
- Floor Plans
- Site Section Plan
- Elevations
- Servicing and Grading Plan
- Removal and Utility Plans
- Planning Justification Report
- Parking Justification Study
- Urban Design Brief
- Shadow Study
- Acoustical Feasibility Study
- Tree Inventory and Preservation Plan
- Traffic Impact Study
- Functional Servicing & Stormwater Management Report
- Phase 1 Environmental Site Assessment

- List of Low Impact Design features
- Draft Official Plan Amendment
- Draft Zoning By-law

Application Status

Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the applications.

A virtual community meeting was held by Ward 9 Councillor, Pat Saito, on December 1, 2020. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the applications.

[illegible]

Site Plan



Applicant's Rendering

2. Site Description

Site Information

The property is located on the north side of Aquitaine Avenue, on the east side of Glen Erin Drive in the Meadowvale Neighbourhood Character Area. The subject lands are currently developed with a 13 storey residential apartment building with an above ground two storey parking garage.



Aerial Photo of 6719 Glen Erin Drive

Aquitaine Avenue	134.31 m (440.6 ft)
Depth:	112.12 m (367.78 ft)
Gross Lot Area:	1.81 ha (4.47 ac)
Existing Uses:	13 storey apartment building with an above ground parking structure



Photo from Glen Erin Drive facing east

Property Size and Use	
Frontages: Glen Erin Drive	134.36 m (446.23 ft)



Photo from Aquitaine Avenue facing north

Site History

- 1981 – Construction of a 13 storey, 174 unit residential apartment building.
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **RA4-45** (Apartments) which permits apartments, townhouses and back to back and stacked townhouses.
- January 2, 2008 – Applications for official plan amendment and rezoning, under File OZ 08/001 W9, were received. Proposal was originally for a 20 storey apartment building with 34 townhouses. The applications were subsequently revised for a 14 storey condominium apartment with 34 townhouses. The applications were cancelled, by the applicant, on July 12, 2010.

- November 14, 2012 – Mississauga Official Plan came into force except for those sites/policies which have been appealed. The subject lands are designated Residential High Density in the Meadowvale Neighbourhood.
- September 16, 2015 – Applications for official plan amendment and rezoning, under File OZ 14/002 W9, were approved for 93, 3 and 4 storey townhouses at an FSI of 1.34.
- October 27, 2020 – Applications for official plan amendment and rezoning, under File OZ 20/019 W9, were received from Blackrock Acquitaine Limited.

3. Site Context

Surrounding Land Uses

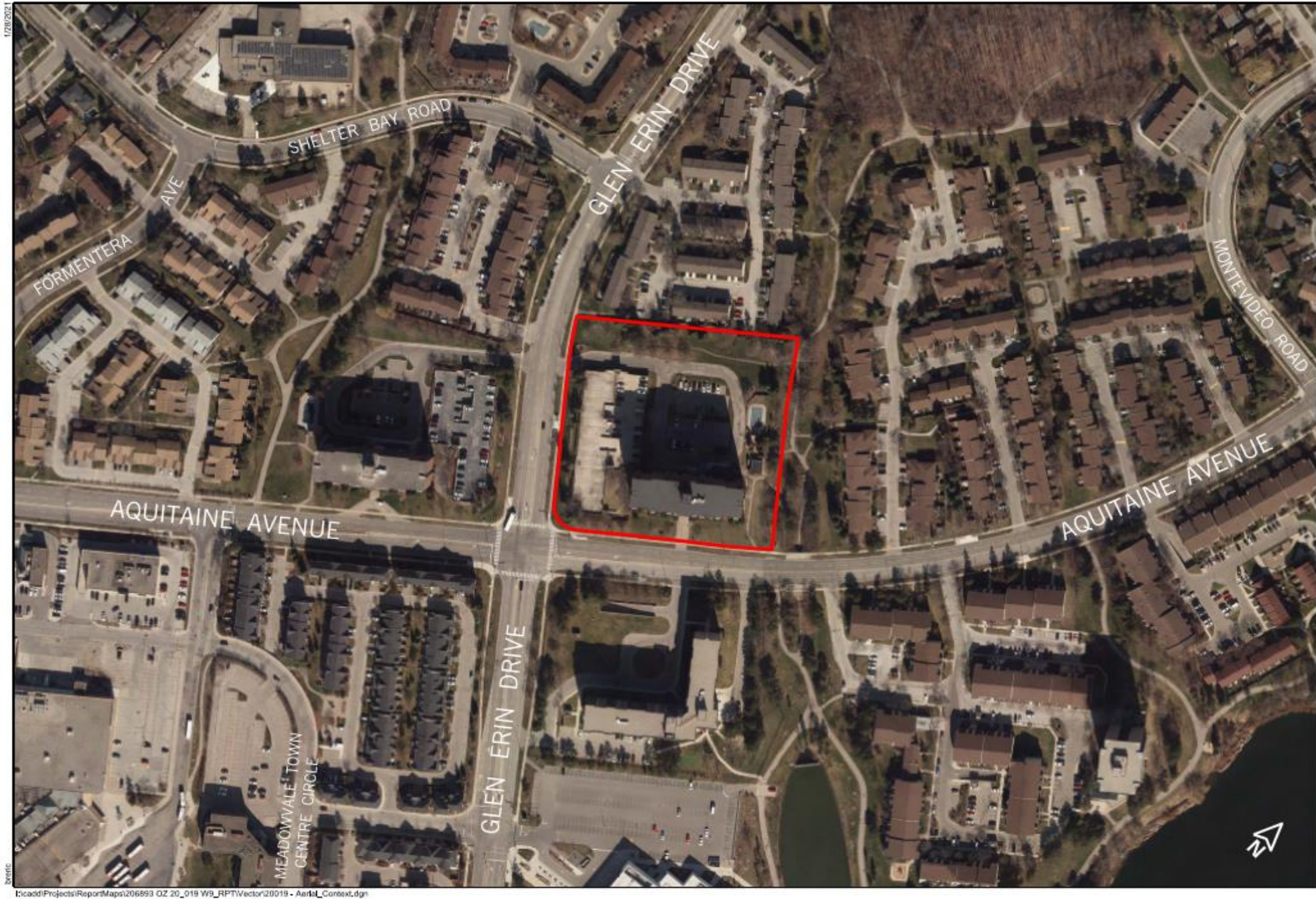
The immediate area consists of a mix of townhomes and apartment buildings. To the southeast of the property is the Lake Aquitaine Park. Directly north and east of the subject property there are 2 storey townhomes. To the south is an existing 9 storey apartment building and an 11 storey apartment building to the west.

The surrounding land uses are:

North:	2 storey townhomes
East:	2 storey townhomes
South:	9 storey apartment building
West:	11 storey apartment building

Neighbourhood Context

The subject property is located in the Meadowvale Neighbourhood Character Area. The immediate area of Glen Erin Drive, Aquitaine Avenue and Battleford Road contain numerous apartment buildings constructed in the early 1980s. Abutting these apartment sites are several townhome developments. The surrounding neighbourhood includes the Lake Aquitaine Park and Meadowvale Community Centre recreational facilities. Directly south along Glen Erin Drive is the Meadowvale Community Node, which includes commercial uses in the Meadowvale Town Centre plaza.



Aerial Photo of 6719 Glen Erin Drive

Demographics

Based on the 2016 census, the existing population of the Meadowvale Neighbourhood area is 36,865 with a median age of this area being 41 (compared to the City's median age of 40). 70% of the neighbourhood population are of working age (15 to 64 years of age), with 16% children (0-14 years) and 13% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 38,800 and 39,100 respectively. The average household size is 3 persons with 16% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 10,080 units (80%) owned and 2,580 units (20%) rented with a vacancy rate of approximately 0.7%*. In addition, the number of jobs within this Character Area is 1,180. Total employment combined with the population results in a PPJ for Meadowvale Neighbourhood of 50 persons plus jobs per ha.

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

Other Development Applications

There are no active development applications in the vicinity of the subject property.

Community and Transportation Services

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

This area is well served by major City of Mississauga facilities including the Meadowvale Community Centre and Library which is within a 7 minute walk and approximately 500 metres (1 640.4 ft). The subject site is adjacent to City owned lands identified as Lake Aquitaine Trail (P-130), which connects to the subject property and provides access to Lake Aquitaine Park (P-102), which is 14.25 hectares (35.22 acres) and includes a playground, picnic area, basketball court and trails. This park is a 6 minute walk, approximately 450 metres (1 476.3 ft.) from the subject property.

The site is serviced by the Meadowvale Town Centre, Major Transit Terminal which is an 8 minute walk, approximately 700 m (2 296.5 ft). In addition the Meadowvale Go Station is located approximately 1 km (0.62 miles) northeast of the site.

The following major MiWay bus routes currently service the site:

- Route 44, 48, 57 and 90 – Aquitaine Avenue
- Route 42 and 104 – Glen Erin Drive

4. 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

Regulations and Proposed Amendments

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>
Region of Peel Official Plan (ROP)	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>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>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>

Mississauga Official Plan

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).

Existing Designation

The lands are located within the Meadowvale Neighbourhood Character Area and are designated **Residential High Density**. The **Residential High Density** designation permits apartments with an FSI of 1.4.

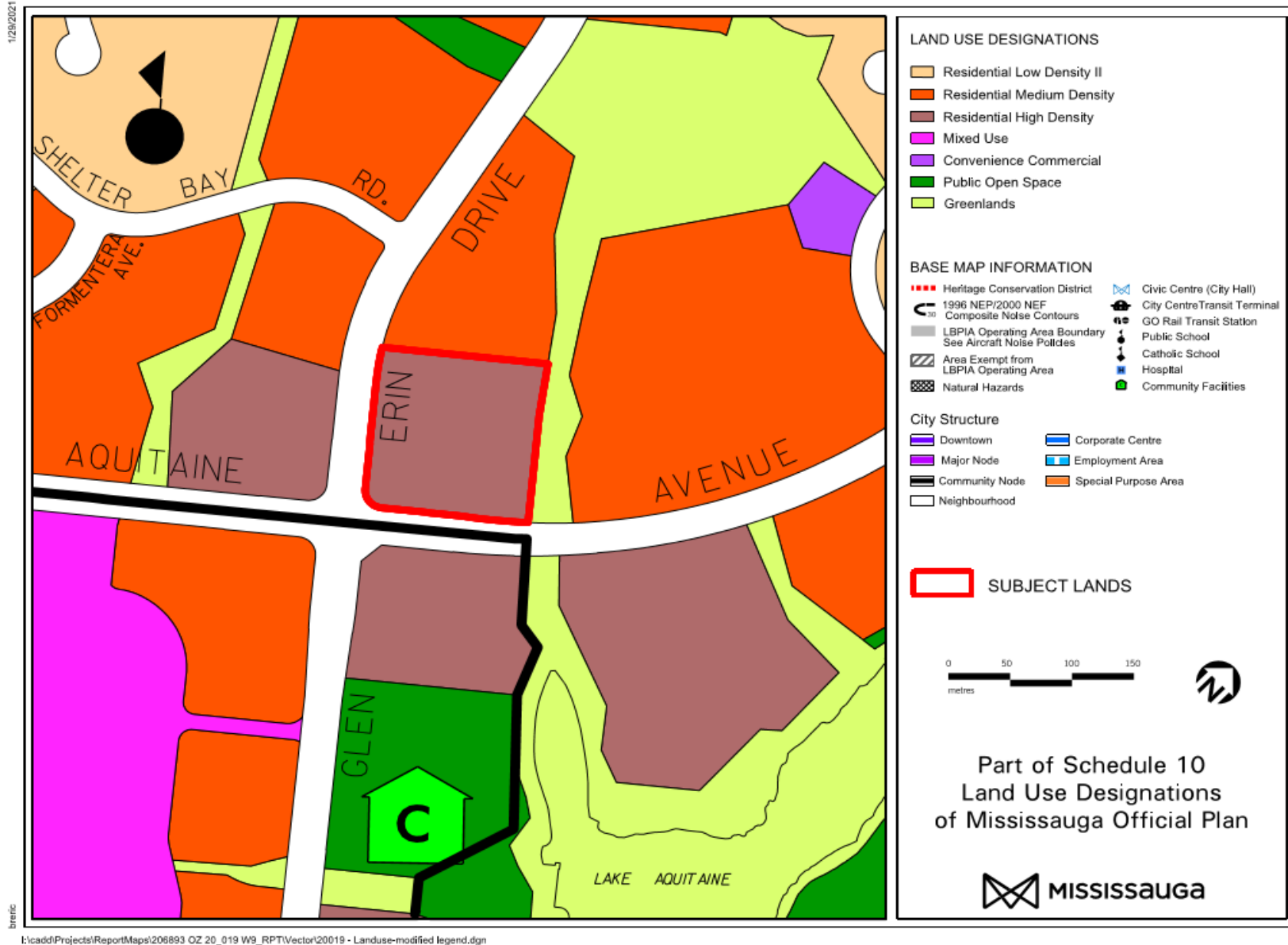
The subject property is not located within a Major Transit

Station Area. Area (MTSA).

Proposed Designation

The applicant is proposing to change the Special Site 2 designation of the **Residential High Density** to increase the FSI to 2.0 and to permit a 12 storey apartment building with 184 units and 33 three storey townhomes. 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.

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



Excerpt of Meadowvale Neighbourhood Character Area

Relevant Mississauga Official Plan Policies

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

	General Intent
Chapter 4 Vision	<p>Mississauga will preserve the character, cultural heritage and livability of our communities. (Section 4.4.3)</p> <p>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. (Section 4.4.6)</p> <p>Mississauga will support the creation of distinct, vibrant and complete communities by building beautifully designed and inspiring environments that contribute to a sense of community identity, cultural expression and inclusiveness. (Section 4.4.7)</p> <p>Mississauga Official Plan will implement the following guiding principles: Direct Growth, Value the Environment, Complete Communities, Create a Multi-Modal City, Build a Desirable Form, Foster a Strong Economy, and Promote Collaboration. (Section 4.5)</p>
Chapter 5 Direct Growth	<p>Mississauga will ensure that there is adequate land capacity to accommodate population and employment growth to 2031. (Section 5.1.2)</p> <p>Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner. (Section 5.1.3)</p> <p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</p> <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. (Section 5.1.9).</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. (Section 5.3.5.1)</p> <p>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas. (Section 5.3.5.2)</p> <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. (Section 5.3.5.3)</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. (Section 5.3.5.5)</p>

	General Intent
	Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6)
Chapter 6 Value The Environment	<p>Buffers are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands. Buffers will be determined on a site specific basis as part of an Environmental Impact Study to the satisfaction of the City and conservation authority. (Section 6.3.7 and Section 6.3.8)</p> <p>The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study. (Section 6.3.10)</p> <p>The Natural Heritage System will be protected, enhanced, restored and expanded by ensuring that development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions and placing those areas into public ownership. (Section 6.3.24.a & b)</p> <p>Lands identified as or meeting the criteria of a Significant Natural Area, as well as their associated buffers will be designated Greenlands and zoned to ensure their long term protection. (Section 6.3.26)</p>
Chapter 7 Complete Communities	<p>Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga. (Section 7.1.1)</p> <p>In order to create a complete community and develop a built environment supportive of public health, the City will: a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses. (Section 7.1.3 a)</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socio-economic characteristics and needs. (Section 7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ol style="list-style-type: none"> the development of a range of housing choices in terms of type, tenure and price; the production of a variety of affordable dwelling types for both the ownership and rental markets; and the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2) <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p>
Chapter 8 Create a Multi-Modal City	<p>Consideration will be given to reducing offstreet parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking, subject to, among other matters:</p> <ol style="list-style-type: none"> access to transit; level of transit service; traffic generation; and impact on the surrounding area. (Section 8.4.3)

	General Intent
	Transportation demand management (TDM) measures encourage people to take fewer and shorter vehicle trips to support transit and active transportation choices, enhance public health and reduce harmful environmental impacts. TDM is most effective when supported by complementary land use planning, good urban design and transit improvements. (Section 8.5)
Chapter 9 Build A Desirable Urban Form	<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. (Section 9.1.1)</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3)</p> <p>The city vision will be supported by site development that:</p> <ol style="list-style-type: none"> respects the urban hierarchy; utilizes best sustainable practices; demonstrates context sensitivity, including the public realm; promotes universal accessibility and public safety; and employs design excellence. (Section 9.1.10) <p>A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces. (Section 9.1.11)</p> <p>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required. (Section 9.2.2)</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ol style="list-style-type: none"> Respect existing lotting patterns; Respect the continuity of front, rear and side yard setbacks; Respect the scale and character of the surrounding area; Minimize overshadowing and overlook on adjacent neighbours; Incorporate stormwater best management practices; Preserve mature high quality trees and ensure replacement of the tree canopy; and Be designed to respect the existing scale, massing, character and grades of the surrounding area. (Section 9.2.2.3) <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. (Section 9.5.1.5)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (Section 9.5.1.9)</p>
Chapter 11 General Land Use Designations	<p>Lands designated Residential High Density will permit the following use:</p> <ol style="list-style-type: none"> apartment dwelling (11.2.5.6)
Chapter 16 Neighbourhoods	For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements. (Section 16.1.1.1)

	General Intent
	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: <ul style="list-style-type: none"> a. an appropriate transition in heights that respects the surrounding context will be achieved; b. the development proposal enhances the existing or planned development; c. the City Structure hierarchy is maintained; and d. the development proposal is consistent with the policies of this Plan. (Section 16.1.1.2)
Chapter 19 Implementation	This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows: <ul style="list-style-type: none"> • 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; • that a municipal comprehensive review of the land use designation or a five year review is not required; • 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. (Section 19.5.1)

Mississauga Zoning By-law

Existing Zoning

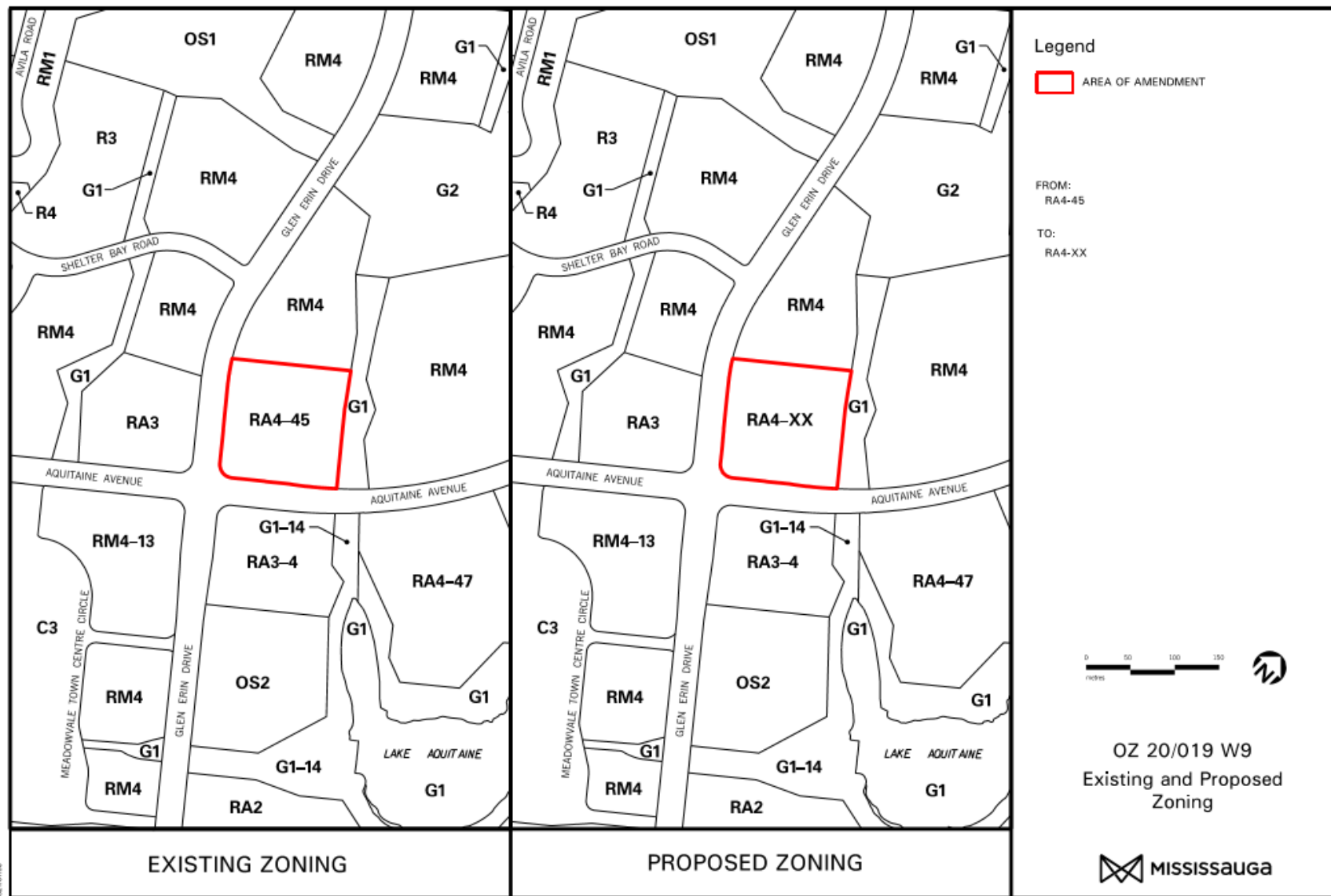
The subject property is currently zoned **RA4-45** (Apartments), which permits apartments, townhomes and back to back and stacked townhomes.

Proposed Zoning

The applicant is proposing to zone the property **RA4-Exception** (Apartments) to permit a 12 storey apartment

building and 33 three storey homes and retain the existing 13 storey apartment building with a total FSI of 2.0.

Through the processing of the applications staff may recommend a more appropriate zone category for the development in the Recommendation Report.



Excerpt of Zoning Map

Proposed Zoning Regulations

Zone Regulations	Proposed Base Zone Regulations	Proposed Amended Zone Regulations
Additional Uses	Apartments Long-Term Care Building Retirement Building	Townhouses Retail Store Medical Office
Maximum Floor Space Index (FSI)	1.8	2.0
Minimum exterior side yard for that portion of a dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	8.5 m (27.8 ft.)	3.5 m (11.5 ft.)
Minimum exterior side yard for that portion of a dwelling with a height greater than 20.0 m	10.5 m (34.4 ft.)	7.5 m (24.6 ft.)
Minimum above grade separation between buildings	15.0 m (49.2 ft.)	10.5 m (34.4 ft.)
Minimum number of resident parking spaces per apartment dwelling unit	1.00 space per studio unit 1.18 spaces per 1 bedroom unit 1.36 spaces per 2 bedroom unit 1.50 spaces per 3 bedroom unit	0.83
Minimum number of visitor parking spaces per apartment unit	0.20 spaces per unit	0.15 spaces per unit
Minimum number of resident parking spaces per townhouse dwelling unit	1.10 spaces per studio unit 1.10 per 1 bedroom unit 1.25 spaces per 2 bedroom unit 1.41 spaces per 3 bedroom unit 1.95 spaces per 4 bedroom unit	1.41 spaces per unit

Zone Regulations	Proposed Base Zone Regulations	Proposed Amended Zone Regulations
Minimum number of visitor parking spaces per townhouse unit	0.25 spaces per unit	0.15 spaces per unit
Minimum number of parking spaces required for a retail store	4.3 spaces per 100m ² of gross floor area	No additional parking to be provided
Minimum number of parking spaces required for a medical office	6.5 spaces per 100m ² of gross floor area or For the visitor component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the following: the greater of 0.15 visitor spaces per unit or Parking required for a retail store and medical office	No additional parking to be provided

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.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
	Shelter Bay Public School	Edenwood Middle School	Meadowvale Secondary School
23 Kindergarten to Grade 6	Enrolment:	Enrolment:	Enrolment:
5 Grade 7 to Grade 8	Capacity:	Capacity:	Capacity:
6 Grade 9 to Grade 12	Portables: 0	Portables: 2	Portables: 0

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
	St. Teresa of Avila Elementary School	Our Lady of Mount Carmel Secondary School
6 Kindergarten to Grade 8	Enrolment:	Enrolment:
5 Grade 9 to Grade 12	Capacity:	Capacity:
	Portables: 0	Portables: 1

6. Community Questions and Comments

A community meeting was held by Ward 9 Councillor Pat Saito

on December 1, 2020. Approximately 20 residents attended the meeting. In addition, seven written submissions have been received.

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.

- Concern with increased traffic and parking on roads and in adjacent developments
- Pedestrian safety due to traffic increase
- Reduced resident and visitor parking rates
- Concern with number of previous applications on the site
- Is there enough water, sewer and stormwater capacity?

- Concern with noise pollution from site
- What about capacity of the community centre, retail centres and schools?
- Will the units be affordable?
- If design and unit upgrades to the existing building/site are proposed
- Previous application was approved, why another?

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (January 5, 2020)	A Functional Service Report (FSR) was submitted and additional information has been requested including the multi-use demand table, information for the high-rise and townhomes with respect to fire demands and flows and hydrant flow test. Front end collection of garage and recyclable materials to both apartment units and townhome units will be provided and additional design details are required.
Dufferin-Peel Catholic District School Board and the Peel District School Board (December 8, 2020)	Both School Boards 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. Both School Boards require their standard warning clauses to be placed within the Development Agreement to advise that some of the children from the development may have to be accommodated in temporary facilities or bused to schools. 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.
City Community Services Department – Park Planning Section (December 8, 2020)	In comments dated December 2020, this Department notes that the subject site is adjacent to City owned lands identified as Lake Aquitaine Trail (P-130), which is zoned Open Space/Greenlands. This trail connection to the subject property provides access to Lake Aquitaine Park (P-102), zoned Open Space/Greenlands, which is 14.25 hectares (35.22 acres) of parkland. This neighbourhood park is within walking distance (100 metres) of the subject property and offers a variety of open space opportunities such as a community playground, picnic area, basketball courts and trails. Street tree contributions to cover the cost of planting street trees, up to 60mm caliper, will be required for every 10 metres of frontage on Gateway Boulevard in accordance with current City standards on Glen Erin Drive and Aquitaine Avenue.

Agency / Comment Date	Comments
	<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 Planning Act (R.S.O.1990, c.P. 13, as amended) and in accordance with the City's Policies and By-laws.</p> <p>Furthermore, should the application be approved, securities for hoarding, fencing, and clean up works for the adjacent Greenbelt/Park lands will be required and secured through the development review process.</p>
<p>City Transportation and Works Department (December 23, 2020)</p>	<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 A Functional Servicing Report prepared by Skira and Associates Ltd., dated August 18, 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. At this time, no on-site mitigation measures have been proposed, and therefore the applicant is to revise the submission accordingly.</p> <p>The applicant is proposing to construct a new internal storm sewer to service the development lands, with an outlet to the City's infrastructure.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • Propose on-site stormwater management to satisfy sub-watershed criteria; • Demonstrate the feasibility of the proposed storm sewer; and • Demonstrate that there will be no impact on the City's existing drainage system, including how groundwater will be managed on-site. <p>Traffic A Traffic Impact Study (TIS), prepared by Starwood Group Inc., dated August 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 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"> • An updated Traffic Impact Study addressing all staff comments; • Regarding the proposed one-way access on Aquitaine Avenue, please show methods to enforce the one-way operation;

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> • Provide a collision analysis of Aquitaine Avenue; • Address any traffic concerns from the Community related to the proposed development. A virtual community meeting was held on with the Ward Councillor on December 1, 2020; • Place a stop sign at the intersection of Glen Erin Drive and Site Access/Private Access; and • Provide confirmation from Fire and Emergency Services that the internal road is acceptable from an emergency response perspective. <p>Environmental Compliance</p> <p>A Phase One Environmental Site Assessment (ESA) dated June 12, 2020, prepared by DS Consultants Ltd., was submitted in support of the proposed development. The results of the ESA indicate that further investigation is required.</p> <p>The applicant is required to submit further documents prior to recommendation report:</p> <ul style="list-style-type: none"> • A reliance letter for the Phase One ESA • A Phase Two ESA along with a reliance letter • A Temporary Discharge to Storm Sewer Commitment Letter. <p>Noise</p> <p>A Noise Feasibility Study prepared HGC Engineering Ltd., dated August 18, 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 and mechanical equipment of the adjacent residential building. Further information is required to assess the impacts of noise levels from existing sources on this development.</p> <p>Engineering Plans/Drawings</p> <p>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.</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"> - Alectra Utilities - City of Mississauga, Fire - City of Mississauga, Transit - City of Mississauga, Public Art
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Rogers Cable - Canada Post Corporation - Enbridge Gas - Greater Toronto Airport Authority - Trillium Health Partners - Conseil Scolaire Viamonde

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> - Conseil Scolaire de District Catholique Centre-Sud - City of Mississauga, Heritage Planning and Indigenous Relations - City of Mississauga, Realty Services - City of Mississauga, Economic Development

Development Requirements

There are engineering matters including: grading, 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.

8. 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.

9. Next Steps

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

- Is the proposed development compatible with the existing and planned character of the area given the proposed

massing and building height?

- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic impacts?

Upon satisfying the requirements of various City departments and external agencies, the Planning and Building Department will bring forward a recommendation report to a future Planning and Development Committee meeting. It is at this meeting that the members of the Committee will make a decision on the applications.

City of Mississauga

Corporate Report



<p>Date: March 5, 2021</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's file: OZ 19/004 W5</p>
<p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Meeting date: March 29, 2021</p>

Subject

RECOMMENDATION REPORT (WARD 5) PUBLIC MEETING RECOMMENDATION REPORT
Official Plan Amendment and Rezoning Applications to permit 18 and 24 storey apartment buildings connected by a six storey podium with ground floor retail and service commercial uses
30 Bristol Road East, Southeast corner of Bristol Road East and Hurontario Street
Owner: Riowalk Sandalwood Inc.
File: OZ 19/004 W5

Recommendation

1. That the applications under File OZ 19/004 W5, Riowalk Sandalwood Inc., 30 Bristol Road East to amend Mississauga Official Plan to **Residential High Density**; to change the zoning to **H-RA5-56** (Apartments – Exception) to permit 18 and 24 storey apartment buildings connected by a six storey podium with ground floor retail and service commercial uses, be approved subject to the conditions referenced in the staff report dated March 5, 2021 from the Commissioner of Planning and Building.
2. That the applicant agrees to satisfy all the requirements of the City and any other external agency concerned with the development.
3. That the “H” holding symbol is to be removed from the **H-RA5-56** (Apartments – Exception) zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and the City Departments that matters, as outlined in the report dated March 5, 2021 from the Commissioner of Planning and Building, have been satisfactorily addressed.

4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.
5. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the height and FSI shall not increase.

Report Highlights

- The applications are to amend the policies of the official plan and change the zoning by-law to allow for two apartments with heights of 18 and 24 storeys
- The applicant has made minor revisions to the proposal to address issues raised at the Public Meeting and by staff, including reconfiguring the location of the towers to reduce shadow and wind impacts
- It has been concluded that the proposed development is supportable from a planning perspective
- Staff are satisfied with the changes to the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications be approved
- A "H" holding symbol is recommended to address outstanding technical requirements and to allow for a Section 37 Agreement

Background

A public meeting was held by the Planning and Development Committee on September 16, 2019, however due to a power outage at City Hall the meeting was rescheduled to October 15, 2019, at which time an Information Report (Item 4.6

https://www7.mississauga.ca/documents/committees/pdc/2019/2019_09_16_PDC_Agenda.pdf)

was received for information. Recommendation PDC-0074-2019 was then adopted by Council on October 23, 2019.

PDC-0074-2019

1. That the report dated August 23, 2019, from the Commissioner of Planning and Building regarding the applications by 151516 Canada Inc. (RioCan) to permit 16 and 25 storey residential apartment buildings connected by a 6 storey podium with retail and service commercial uses on the ground floor, under File OZ 19/004 W5, 60 Bristol Road East, be received for information.
2. That eight oral submissions be received.

There were some technical matters that needed to be resolved before the Planning and Building Department could make a recommendation on the applications. Given the amount of time since the public meeting, full notification was provided.

Comments

REVISED DEVELOPMENT PROPOSAL

The applicant has made some modifications to the proposed concept plan including:

- Adjusting the height of the towers to 18 and 24 storeys with a minimal reduction in the gross floor area and floor space index
- Reconfiguring the location of the towers on the site to reduce shadow and wind impacts
- Relocating the proposed outdoor amenity area in the southeast portion of the site to an indoor amenity area due to anticipated wind impacts

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on May 15, 2019. Thirty-six written submissions were received. Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on October 15, 2019. Eight members of the public spoke regarding the applications. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

No community meetings were held for the subject applications.

PLANNING ANALYSIS SUMMARY

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. The Province has also set out the *Growth Plan for the Greater Golden Horseshoe*, which is designed to promote economic growth, increase housing supply and build communities that are affordable and safe, among other items. The Growth Plan requires municipalities to manage growth within already existing built up areas to take advantage of existing services to achieve this mandate. In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and the Growth Plan.

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan. An official plan amendment is required to change the designation from **Mixed Use** to **Residential High Density**.

The proposed 18 and 24 storey apartment buildings, connected by a six storey podium with ground floor retail and service commercial uses is an appropriate form of intensification along the Hurontario Street Corridor. The intersection of Hurontario Street and Bristol Road East is a major transit stop for the Hurontario Light Rail Transit (LRT). The subject lands are located north of two existing 24 storey apartment buildings and the property directly across from the site is designated to permit a 20 storey building.

Strategic Plan

The applications are consistent with the Connect pillar of the Strategic Plan by contributing a choice of housing type to residents that supports the principle of building complete communities to accommodate growth.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

In summary, the proposed development has been designed to be compatible with the existing and planned character of the neighbourhood while providing an appropriate form of intensification. The addition of the apartments broadens the mix of residential uses within the neighbourhood and complements the existing commercial uses. The proposal has been designed to mitigate any adverse impacts to the community and is generally consistent with the existing and planned context. The proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved.

Prior to the passage of the implementing official plan amendment and zoning by-law by Council, the applicant will be required to execute a Section 37 agreement to the satisfaction of the City.

Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Lorie Sterritt, Development Planner

City of Mississauga

Corporate Report



Date: 2019/08/23

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's file:
OZ 19/004 W5

Meeting date:
2019/09/16

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 5)

Official Plan Amendment and Rezoning applications to permit 16 storey and 25 storey residential apartment buildings connected by a 6 storey podium with retail and service commercial uses on the ground floor

60 Bristol Road East, southeast corner of Hurontario Street and Bristol Road East

Owner: 151516 Canada Inc. (RioCan)

File: OZ 19/004 W5

Bill 139

Recommendation

That the report dated August 23, 2019, from the Commissioner of Planning and Building regarding the applications by 151516 Canada Inc. (RioCan) to permit 16 and 25 storey residential apartment buildings connected by a 6 storey podium with retail and service commercial uses on the ground floor, under File OZ 19/004 W5, 60 Bristol Road East, be received for information.

Background

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

PROPOSAL

RioCan is proposing to develop a portion of the existing plaza for two residential apartment buildings with ground floor retail and service commercial uses. The official plan needs to be amended from **Mixed Use** to **Residential High Density** and the zoning by-law amended from **C2-15** (Neighbourhood Commercial) to **RA5-Exception** to implement this proposal.

Comments

The property is located at the southeast corner of Hurontario Street and Bristol Road East within the Hurontario Neighbourhood Character Area. The site is part of a larger parcel that contains a neighbourhood commercial plaza. The development is proposed on a portion of the site that is currently vacant as a result of a fire on the property in October 2017. A Land Division application under file "B" 2/19 was approved on February 12, 2019 and the applicant is currently clearing conditions of the severance in order to sever the parcel from the plaza.



Aerial image of 60 Bristol Road East



Applicant's rendering of the proposed residential apartment building

LAND USE POLICIES AND REGULATIONS

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

The Provincial Policy Statement (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environmental and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and confirm with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt Plan* and the ROP.

Conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 5.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 8.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional technical information, review of reduced parking standards, evaluation of the proposed height

and density, ensuring compatibility of the new buildings with the surrounding neighbourhood, and assessing the comments received through community consultation.

Attachments

Appendix: Detailed Information and Preliminary Planning Analysis



Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Lorie Sterritt, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: 151516 Canada Inc. (RioCan)

66 Bristol Road East

Table of Contents

1. Site History	2
2. Site and Neighbourhood Context	2
3. Project Details.....	5
4. Land Use Policies, Regulations & Amendments.....	8
5. Summary of Applicable Policies	11
6. School Accommodation	19
7. Community Comments.....	20
8. Development Issues	20
9. Section 37 Community Benefits (Bonus Zoning)	22

1. Site History

- May 15, 1989 – Site Plan Application under file SP 88-128 W5 approved a retail plaza
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **C2-15** (Neighbourhood Commercial)
- November 14, 2012 – Mississauga Official Plan (MOP) came into force except for those site/policies which have been appealed. The subject lands are designated **Mixed Use** in the Hurontario Neighbourhood Character Area
- February 12, 2019 – Land Division application "B" 2/19 received approval to sever the northeast portion of the lot from the remainder of the property

2. Site and Neighbourhood Context

Site Information

The property is located at the southeast corner of Hurontario Street and Bristol Road East and is located within the Hurontario Neighbourhood Character Area.

The site is a one hectare (2.4 ac.) parcel of land located at the northwest corner of the plaza known as Sandalwood Square. The plaza was constructed in the late 1980's and provides service and restaurant uses including Value Village, McDonalds and The Beer Store.

It has frontage on both Hurontario Street and Bristol Road East. The area of the proposal, although vacant, used to have a multi-tenant commercial building which included a restaurant. Currently this site is part of the plaza but will be severed from the plaza once the conditions of the Land Division approval of the application under file "B" 2/19 are fulfilled.

Notwithstanding the intended land severance, the development parcel is proposing to share internal driveways and vehicular access points to Hurontario Street and Bristol Road East.



Image of the existing conditions facing east

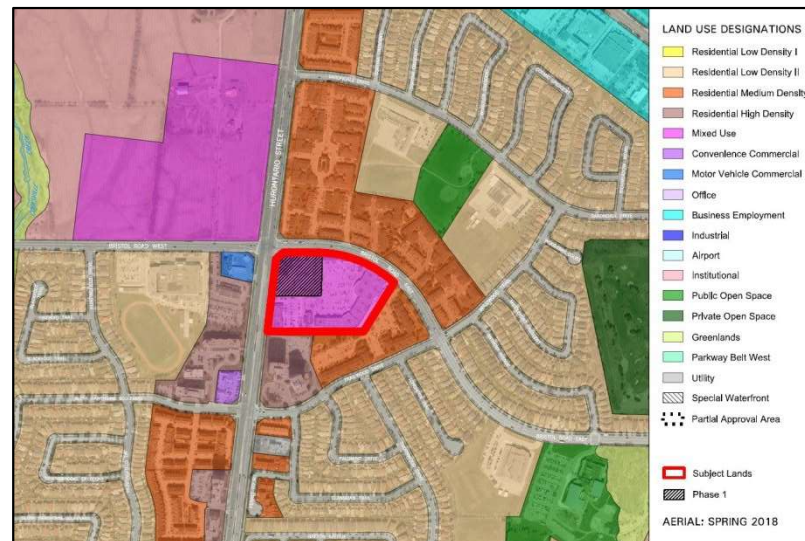
Property Size and Use	
Frontages:	
Hurontario Street	78.0 m (255.91 ft.)
Bristol Road East	79.9 m (262.14 ft.)
Depth:	79.9 m (262.14 ft.)
Gross Lot Area:	0.98 ha (2.4 ac.)
Existing Uses:	The site is currently vacant and was previously a retail building.

Surrounding Land Uses

Directly across Hurontario Street is a gas station, with the Britannia Farm property located further to the north and a church located further to the south. Across Bristol Road East are three storey townhomes. To the south of the plaza are two existing 24 storey apartment buildings.

The surrounding land uses are:

- North: Townhomes
- East: Commercial plaza containing a McDonalds and a Value Village
- South: Two apartment buildings, 24 storeys in height with 374 dwelling units
- West: Saviour of The World Chinese Catholic Church, gas station with a Rabba Store across Hurontario Street and to the northwest is the Britannia Farm



Aerial Photo of 60 Bristol Road East

The Neighbourhood Context

Land uses within the neighbourhood consist mainly of detached homes, townhomes, neighbourhood commercial uses, schools and parks. The immediate neighbourhood area was developed in the late 1980's and early 1990's. Approximately 1 km (0.6 miles) to the north is the Gateway employment district.

Demographics

Based on the 2016 census, the existing population of the Hurontario Neighbourhood is 51,255 with a median age of 40 (City's median age is 40). Approximately 72% of the neighbourhood's population are working age (15 to 64 years of age), 15% are children (0-14 years) and 12% are seniors

(65 years and over). By 2031 and 2041, the population for this area is forecasted to be 54,500 and 55,000 respectively. The average household size is three persons with 44% of people living in detached homes. The current mix of housing tenure for the node is 12,510 units (82%) owned and 2,780 units (18%) rented with a vacancy rate of approximately 0.9%. In addition, the number of jobs within this Character Area is 2,230. Total employment combined with the population results in a PPJ for the Hurontario Neighbourhood Character Area of 50 persons plus job per ha (20.24 ppj/ac.).

The Region of Peel is currently revising its growth forecast numbers to align with the 2017 Provincial Growth Plan. Preliminary population numbers for the Hurontario Neighbourhood for 2031 and 2041 are suggesting 55,000 and 57,000, respectively. The number of dwellings, based on the population forecast, would equate to 15,500 by year 2031 and 16,300 by year 2041.

Other Development Applications

There are no active development applications in the immediate vicinity of the subject property.

City Council approved an official plan amendment on May 9, 2018 to change the designation on a (12.9 ha. (32 ac.)) portion of the Britannia Farm property to Mixed Use. This designation will permit residential and commercial uses with a maximum height of 20 storeys. Although no development proposal has been submitted for this site, it has been estimated that approximately 2,400 dwellings could be accommodated on this site.

Approximately 1 km (0.6 miles) to the south is the Uptown Major Node, centred on the Eglinton Avenue and Hurontario Street intersection. There are a number of large residential development applications in process and others are anticipated.

Community and Transportation Services

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

A city park is located 740 m (2,428 ft.) to the north of the site along Barondale Drive. The Frank McKechnie Community Centre and Library is located 850 m (2,789 ft.) east of the subject property. On a larger scale, the Paramount Fine Food Centre, Paramount Fine Food Sportszone and the Mississauga Iceland Rinks are located 2.8 km (1.7 miles) to the east.

A future Light Rail Transit (LRT) stop is proposed at the intersection of Hurontario Street and Bristol Road. The LRT will provide transit connections along Hurontario Street providing connections through Mississauga, Brampton, as well as to Milton and the Lakeshore GO lines. The intersection at Bristol Road and Hurontario is identified as a Major Transit Station Area (MTSA).

The following major Miway bus routes currently service the site:

- Route 19 – Hurontario Street
- Route 103 – Hurontario Street
- Route 10 – Bristol-Britannia

- Route 502 – Brampton Zum

A bike lane is located along Bristol Road East and future bike lanes are proposed along Hurontario Street.

3. Project Details

The applications are to permit 16 and 25 storey residential apartment buildings connected by a six storey podium with retail and service commercial uses on the ground floor.

Development Proposal		
Applications submitted:	Received: April 12, 2019 Deemed complete: May 1, 2019	
Owner/Applicant:	151516 Canada Inc.	
Number of units:	470 units	
Proposed Gross Floor Area:		
Residential	37 769.0 m ² (406,555.4 ft ²)	
Commercial	1 103.7 m ² (11,880 ft ²)	
Height:	16 and 25 storeys	
Floor Space Index:	3.96	
Anticipated Population:	1,029.3 * *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Proposed
resident spaces	625	470
visitor spaces	94	70
commercial	59	0
Total	778	540

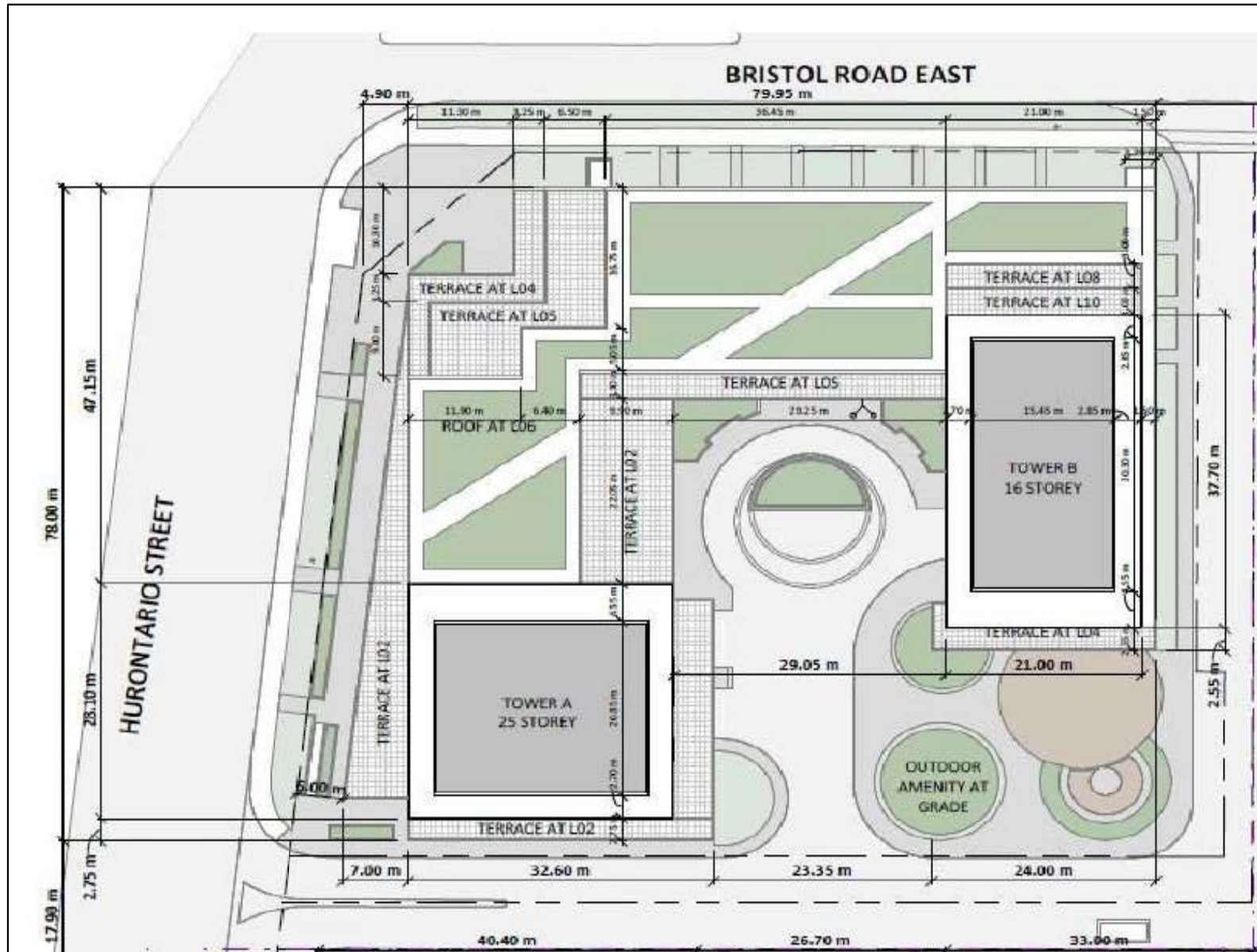
Development Proposal

Green Initiatives:	<ul style="list-style-type: none"> • Green roof where feasible • Stormwater use for irrigation • Permeable pavement where feasible
--------------------	---

Supporting Studies and Plans

The applicant has submitted the following information in support of the applications:

- Site Plan/Context Plan and Survey
- Architectural Plans and Elevations
- Grading and Servicing Plans
- Functional Servicing Report
- Planning Justification Report
- Shadow Study
- Transportation Impact Study including Parking Analysis
- Wind Study
- Acoustical Feasibility Study
- Water Connection Multi-Use Demand Table
- Easement and Restrictions Summary
- Phase I Environmental Report
- List of Low Impact Design Features for Site/Building
- Draft Official Plan and Zoning By-law Amendments
- Landscape Plans



Concept Plan



VIEW FROM HURONTARIO ST LOOKING NORTH-EAST



VIEW FROM CORNER OF HURONTARIO ST & BRISTOL RD EAST



VIEW FROM HURONTARIO ST LOOKING NORTH



VIEW FROM INTERNAL ROAD LOOKING WEST

Applicant's Rendering

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Existing Designation

The site is designated **Mixed Use** which permits commercial and residential uses. Mixed use designations are encouraged to contain a mixture of permitted uses, with residential uses discouraged from locating within a separate building or on the ground floor. Redevelopment of mixed use sites through infilling is encouraged. MOP policies restrict building heights to a maximum of four storeys in Neighbourhoods unless it can be demonstrated that proposals are compatible with the surrounding neighbourhood.

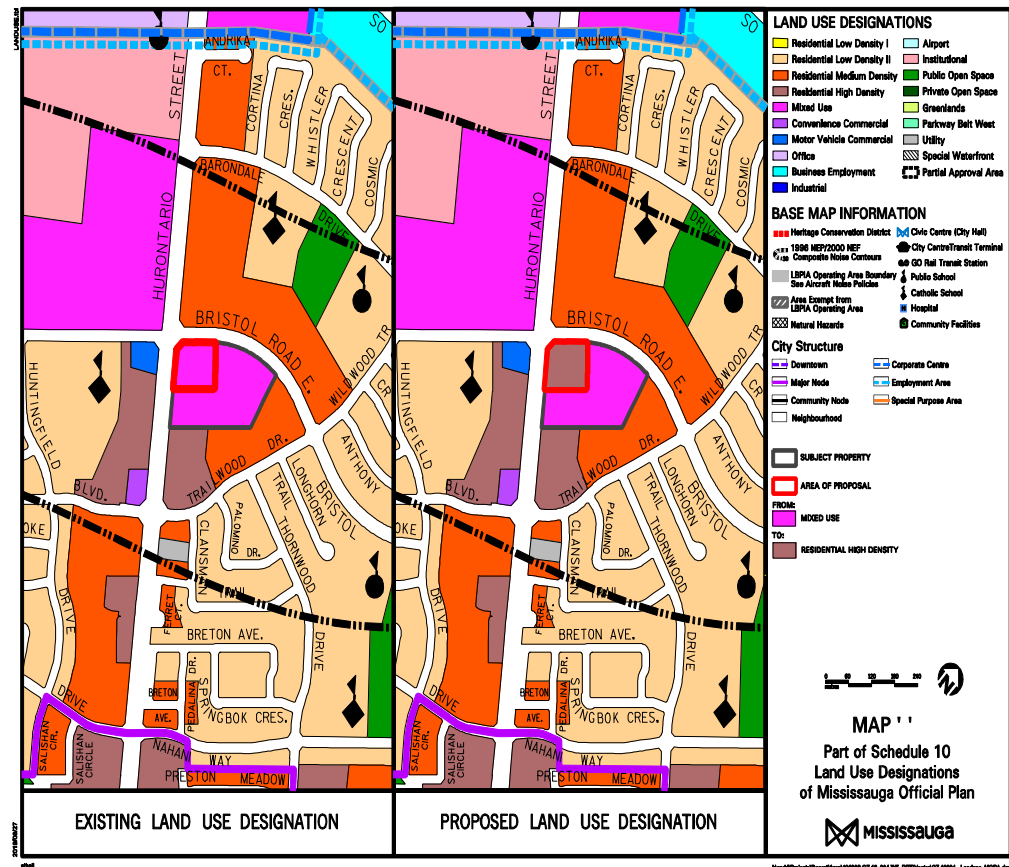
Proposed Designation

Residential High Density to permit 16 and 25 storey apartment buildings with commercial uses on the ground floor.

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 the other relevant Official Plan policies are found in Section 5.

Excerpt of Hurontario Neighbourhood Land Use



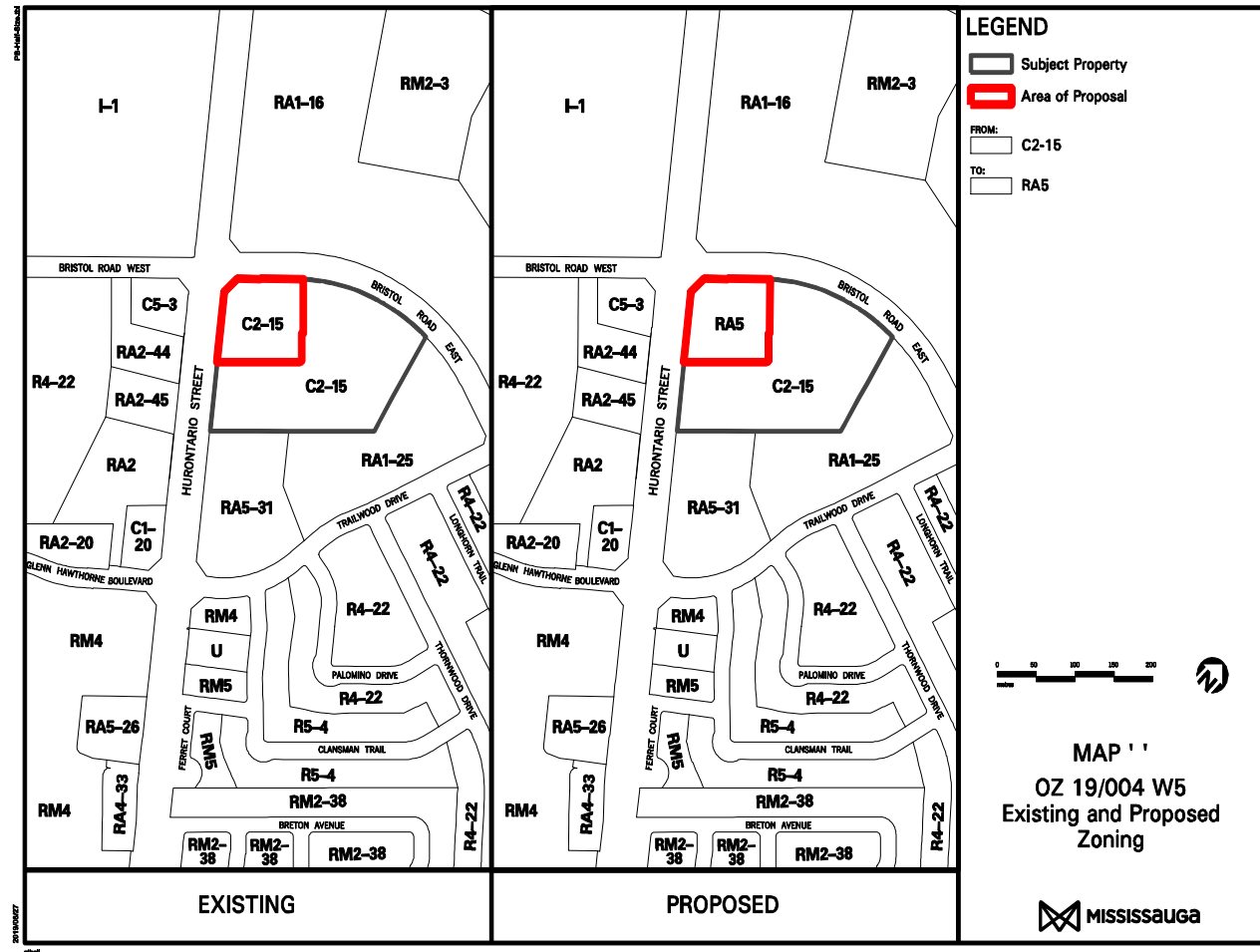
Mississauga Zoning By-law

Existing Zoning

The site is currently zoned **C2-15** (Neighbourhood Commercial), which permits commercial uses including retail store, restaurant, personal service establishment, office and an outdoor garden centre accessory to a retail store.

Proposed Zoning

The applicant is proposing to amend the existing **C2-15** (Neighbourhood Commercial) zone, in order to permit 16 and 25 storey apartment buildings connected by a six storey podium with commercial uses on the ground floor. A maximum FSI of 4.0 and a maximum height of 25 storeys is proposed.



Proposed Zoning Regulations

Zone Regulations	C2-15 Zone Regulations	Proposed Zone Regulations
Maximum Floor Space Index (FSI)	n/a	4.0
Minimum Front and Exterior Side Yards	7.5 m (24.6 ft.)	4.2 m (13.8 ft.)
Minimum setback from parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	3.0 m (9.8 ft.)	0.8 m (2.6 ft.)
Minimum depth of a landscaped buffer abutting a lot line that is a street line	4.5 m (14.8 ft.)	4.2 m (13.8 ft.)
Minimum depth of a landscaped buffer abutting along any other lot line	3.0 m (9.8 ft.)	0 m
Minimum parking space per unit: studio one-bedroom two-bedroom three-bedroom	1.00 1.19 1.36 1.50	1.0
Minimum visitor parking space per dwelling unit	0.20	0.15
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. Further information to be provided to verify the building setbacks as it relates to the severance lines.		

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 this application have been reviewed and summarized in the table below. Only key policies relevant to the application 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 subsection that follows, relevant Mississauga Official Plan policies. 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 4.2)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement. (PPS 4.7)</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>A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation. (PPS 1.6.7.4)</p> <p>Sites with contaminants in land or water shall be assessed and remediated. (PPS 3.2.2)</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>Major Transit Stations</p> <p>Planning will be prioritized for <i>major transit station areas</i> on <i>priority transit corridors</i>, including zoning in a manner that implements the policies of this Plan.</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>For <i>major transit station areas</i> on <i>priority transit corridors</i> or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of <i>major transit station areas</i> in a <i>transit-supportive</i> manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.</p> <p><i>Major transit station areas</i> on <i>priority transit corridors</i> or subway lines will be planned for a minimum density target of:</p> <ol style="list-style-type: none"> 1. 200 residents and jobs combined per hectare for those that are served by subways; 2. 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or 3. 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network. (Growth Plan 2.2.4 1 -3) <p>Within <i>major transit station areas</i> on <i>priority transit corridors</i> or subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited. (Growth Plan 2.2.4.6)</p> <p>All <i>major transit station areas</i> will be planned and designed to be <i>transit-supportive</i> and to achieve <i>multimodal</i> access to stations and connections to nearby <i>major trip generators</i> by providing, where appropriate:</p> <ol style="list-style-type: none"> a. Connections to local and regional transit services to support <i>transit service integration</i>; b. Infrastructure to support <i>active transportation</i>, including sidewalks, bicycle lanes, and secure bicycle parking; and c. Commuter pick-up/drop-off areas. (Growth Plan 2.2.4.8) <p>Within all <i>major transit station areas</i>, development will be supported, where appropriate, by:</p> <ol style="list-style-type: none"> a. Planning for a diverse mix of uses, including second units and <i>affordable</i> housing, to support existing and planned transit service levels; b. Fostering collaboration between public and private sectors, such as <i>joint development</i> projects; c. Providing alternative development standards, such as reduced parking standards; and d. Prohibiting land uses and built form that would adversely affect the achievement of <i>transit-supportive densities</i>. (Growth Plan 2.2.4.9)

Policy Document	Legislative Authority/Applicability	Key Policies
		<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>Housing</p> <p>Upper and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will each develop a housing strategy that: supports the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:</p> <ol style="list-style-type: none"> 1. Identifying a diverse range and mix of housing options and densities, including second units and <i>affordable</i> housing to meet projected needs of current and future residents; and 2. Establishing targets for <i>affordable</i> ownership housing and rental housing; 3. Identifying mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a); 4. Aligns with applicable housing and homelessness plans required under the Housing Services Act, 2011; and 5. Will be implemented through official plan policies and designations and zoning by-laws. (Growth Plan 2.2.6.1) <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>
Greenbelt Plan	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.	There are no natural features on this site. Therefore, the subject lands are not subject to the policies of the Greenbelt Plan.
Parkway Belt West Plan (PBWP)	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.	The Parkway Belt West Plan does not apply to this site.

Policy Document	Legislative Authority/Applicability	Key Policies
Region of Peel Official Plan	<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 existing policies of MOP are consistent with the ROP.</p>	<p>The Regional Official Plan identifies the subject lands as being located within Peel's Urban System. General objectives, 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 proposed application is exempt from Regional approval.</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, 2006, 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.

The subject property is located within an MTSA.

The lands are located within the Hurontario Neighbourhood and are designated **Mixed Use**. The **Mixed Use** designation permits commercial and residential uses.

The applicant is proposing to re-designate the lands to **Residential High Density** to permit 16 and 25 storey apartment buildings connected by a six storey podium with retail and service commercial uses on the ground floor.

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 the 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 4 Vision		Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles.
Chapter 5 Direct Growth	Section 5.1.4 Section 5.1.6 Section 5.1.7 Section 5.3 Section 5.3.5.1 Section 5.3.5.2 Section 5.3.5.3 Section 5.3.5.4 Section 5.3.5.5 Section 5.3.5.7 Section 5.4.4 Section 5.4.5 Section 5.4.7 Section 5.4.13 Section 5.4.14 Section 5.4.15	<p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods.</p> <p>City Structure</p> <p>The City Structure organizes the city into functional areas to establish the framework for planning policies that will guide development. The City Structure is the basis of the following urban hierarchy:</p> <ul style="list-style-type: none"> • Downtown will contain the highest densities, tallest buildings and greatest mix of uses; • Major Nodes will provide for a mix of population and employment uses at densities and heights less than the Downtown, but greater than elsewhere in the City; • Community Nodes will provide for a similar mix of uses as in Major Nodes, but with lower densities and heights; • Corporate Centres will provide for employment uses at densities and heights similar to Major Nodes or Community Nodes; • Neighbourhoods and Employment Areas will accommodate the lowest densities and building heights. Neighbourhoods will focus on residential uses and associated services and facilities; • Special Purpose Areas are unique areas of the city with densities, building heights and mix of uses related to the unique role these areas play within the city <p>Neighbourhoods</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>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.</p> <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>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>

	Specific Policies	General Intent
		<p>Corridors</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</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 transition in height, built form and density to the surrounding lands.</p> <p>Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.</p>
Chapter 7 Complete Communities	<p>Section 7.1.1 Section 7.1.3 Section 7.1.6</p> <p>Section 7.2.1 Section 7.2.2 Section 7.2.9 Section 7.3.2</p>	<p>The official plan supports the creation of complete communities that meet the day-to-day needs of people through all stages in 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 the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.</p> <p>Mississauga will provide opportunities for:</p> <ol style="list-style-type: none"> The development of a range of housing choices in terms of type, tenure and price; The production of a variety of affordable dwelling types for both the ownership and rental markets; and The production of housing for those with special needs, such as housing for the elderly and shelters. <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.</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>
Chapter 9 Build A Desirable Urban Form	<p>Section 9.1.1 Section 9.1.3 Section 9.1.5 Section 9.1.10 Section 9.1.15 Section 9.2.1.6 Section 9.2.1.14 Section 9.2.1.18 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.1.3 Section 9.5.1.9</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. Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p> <p>The City vision will be supported by site development that:</p> <ol style="list-style-type: none"> Respects the urban hierarchy; Utilizes best sustainable practices; Demonstrates context sensitivity, including the public realm; Promotes universal accessibility and public safety; and

	Specific Policies	General Intent
	Section 9.5.2.2	<p>e. Employs design excellence.</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> - Respect the scale and character of the surrounding area; - Minimize overshadowing and overlook on adjacent neighbours; - Preserve mature high quality trees and ensure replacement of the tree canopy; and - Be designed to respect the existing scale, massing, character and grades of the surrounding area. <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.</p> <p>Development should be compatible and provide appropriate transition to existing and planned development by having regard for the following:</p> <ul style="list-style-type: none"> - The size and distribution of building mass and height; - Views, sunlight and wind conditions; - Privacy and overlook. <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.</p> <p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.</p> <p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.</p>
Chapter 11 General Land Use Designations	Section 11.2.5	<p>Lands designated Residential High Density will permit the following use:</p> <p>a. Apartment dwelling.</p>
Chapter 16 Neighbourhoods	Section 16.1.1.1 Section 16.1.1.2 Section 16.8.3.7	<p>For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.</p> <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> <ol style="list-style-type: none"> a. An appropriate transition in heights that respects the surrounding context will be achieved; b. The development proposal enhances the existing or planned development; c. The City Structure hierarchy is maintained; and d. The development proposal is consistent with the policies of this Plan.

	Specific Policies	General Intent
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
Chapter 20 Glossary	Tall Building	<p>Means a building having a height greater than the width of the street on which they front. Tall buildings are defining elements in the city structure; becoming icons and landmarks in the skyline and streetscape. They have a greater opportunity and responsibility to contribute towards defining an area's identity and success. Further, when appropriately sited and designed, tall buildings can accommodate transit supportive densities and facilitate the viability of a successful, well used public transit system.</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), Provincial Policy Statement (2014), 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.

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>52 Kindergarten to Grade 5 22 Grade 6 to Grade 8 27 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Barondale PS</p> <p>Enrolment: 527 Capacity: 444 Portables: 2</p> <p>Bristol Road Middle PS</p> <p>Enrolment: 632 Capacity: 601 Portables: 3</p> <p>Applewood Heights SS</p> <p>Enrolment: 1,193 Capacity: 1,284 Portables: 0</p>	<p>Student Yield:</p> <p>8 Kindergarten to Grade 8 7 Grade 8 to Grade 12</p> <p>School Accommodation:</p> <p>St. Jude</p> <p>Enrolment: 331 Capacity: 280 Portables: 19</p> <p>St. Francis Xavier</p> <p>Enrolment: 1,877 Capacity: 1,500 Portables: 17</p>

7. Community Comments

No community meetings to discuss this development proposal have been held.

The following written comments made by the community will be addressed in the Recommendation Report, which will come at a later date.

- Concern with loss of neighbourhood commercial uses
- Concern with increased traffic and an already busy intersection (Bristol and Hurontario)
- Concern for pedestrian safety

- Concern with the density proposed
- Potential parking issues between the neighbourhood plaza and the residential uses
- The desire to have a grocery store in the neighbourhood plaza

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (May 30, 2019)	<p>There is an existing 400 mm (24.4 in.) diameter water main located on Hurontario Street, and a 600 mm (36.6 in.) diameter water main located on Bristol Road East. To service the site, additional easements or upgrades to the existing municipal services may be required.</p> <p>A satisfactory Functional Servicing Report must be submitted to determine the adequacy of existing services on site. The report dated March 28, 2019 has been received and sent for modelling and may require further revisions.</p> <p>A separate Waste Collection Plan is required to be submitted.</p>
Dufferin-Peel Catholic District School Board (May 16, 2019) and the Peel District School Board (May 23, 2019)	<p>Both School Boards 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>Both School Boards require their standard warning clauses to be placed within the Development Agreement to advise that some of the children from the development may have to be accommodated in temporary facilities or bused to schools.</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 (May 7, 2019)	<p>In the event that the application is approved, the Community Services Department - Park Planning note the following conditions.</p> <p>Community Services indicated that the proposed development is located 740 m (2,427.8 ft.) from Barondale Green (P-356)</p>

Agency / Comment Date	Comments
	<p>which is zoned OS1 and contains a 7x7 soccer field, a community play site and an unlit softball diamond.</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 Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>
<p>City Transportation and Works Department (August 1, 2019)</p>	<p>The Transportation and Works Department has received drawings and reports in support of the above noted applications and the owner has been requested to provide additional technical details and revisions in support of the applications, as follows:</p> <p>Noise Study - The initial Noise Study is to be updated to include the ultimate traffic data from the City of Mississauga as well as to provide a table depicting the range of barrier heights and corresponding mitigated sound levels for the outdoor living areas. Additionally, it shall provide an analysis from nearby stationary noise sources and provide cross sections of any berm/fence combination and supporting calculations of the acoustical modeling.</p> <p>Supporting drawings - All the drawings are to be revised to clearly depict the property limits as well as to ensure the run-off of the property, once redeveloped, is self-contained and that internal roads meet minimum City standards for multi-family developments. Additionally, a Concept Plan is to be provided to show how the site will work on the interim and ultimate condition for the phases of the proposal. Further, the Grading Plan is to clearly show where existing grades are to be matched and refer any existing or proposed easement and the purpose of the same.</p> <p>Private Easements - There is a related Consent application for the establishment of private easements within the site. All the drawings, including the R-Plan supporting this application shall depict any proposed easements or existing easements to remain and the purpose of the same.</p> <p>Functional Servicing (FSR) and Storm Water Management (SWM) Report - The report is to be updated to show the location of the interceptor catchbasin adjacent to Hurontario Street as well as to follow the City of Mississauga Development requirements for water balance calculations. Additionally, the 100-year ponding elevation shall be shown and calculations to support the underground storage tank capacity shall be provided.</p> <p>Environmental - Clarification is required in regards to the ESSQD form indicating a different address than the one assigned for this site. Also, a Letter of Reliance for the Phase I Environmental Site Assessment (ESA), a Phase II ESA and dewatering plan are required. Additionally, a Record of Site Condition (RSC) is to be submitted to Transportation and Works and posted to the Environmental Site Registry. Further, if lands are to be dedicated to the City, conveyance lands shall be reflected in all the supporting reports.</p> <p>Traffic - Revisions to the proposed drop-off and pick-up area are to be made in order to avoid operational conflicts.</p> <p>Municipal Works - Municipal Works will be required to support this development and these works shall form part of the Development Agreement. Detailed design, securities and insurance will be addressed through the Development Agreement. However, the extent of the works has not been satisfactorily determined.</p>
<p>City, Fire Department (May 31, 2019)</p>	<p>The Fire Department has concerns with the proposed fire route and will require revisions to the plan.</p>

Agency / Comment Date	Comments
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> <p>Heritage Planner, Mississauga Arborist, Community Services, City of Mississauga Economic Development, Mississauga Altegra Rogers</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Community Services, Public Art Mississauga, Realty Services Bell Canada Enbridge Gas Trillium Health Centre Canada Post</p>

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 planned character of the area given the project's land use, massing, density, setbacks and building configuration?
- What are the traffic impacts?
- Are the proposed zoning by-law exception standards appropriate
- Confirmation of adequacy of services
- Resolution of the fire route

Development Requirements

There are engineering matters including: grading, 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.

Recommendation Report Detailed Planning Analysis

**Owner: Riowalk Sandalwood Inc.
30 Bristol Road**

Table of Contents

1.	Community Comments.....	2
2.	Updated Agency and City Department Comments	3
3.	<i>Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)</i>	5
4.	Consistency with PPS	5
5.	Conformity with Growth Plan	6
6.	Region of Peel Official Plan.....	6
7.	Mississauga Official Plan (MOP)	7
8.	Revised Site Plan and Elevations.....	8
9.	Zoning.....	11
10.	Bonus Zoning.....	13
11.	"H" Holding Symbol.....	13
12.	Site Plan	14
13.	Conclusions	14

1. Community Comments

Comments from the public were received through written submissions and from the public meeting. Many residents were concerned with the potential increase in traffic and the height and density being proposed. Below is a summary and response to the specific comments heard.

Comment

Concern with increased traffic congestion and pedestrian safety in the area.

Response

A Traffic Impact Study (TIS) was submitted in support of the application. The study investigated the impact of the proposed development on the existing traffic network and concludes that the development will not create undue impacts on the surrounding traffic network. Urban Design staff are satisfied that the pedestrian access and pathways promote a safe environment.

Comment

The proposal is requesting a reduction in the amount of resident parking to be provided.

Response

The applicant is proposing a reduction in required parking on the basis that residents will rely more on public transit given the close proximity to Hurontario Street and the various Miway services currently in the area. The future addition of the Hurontario Light Rail Transit (HuLRT) will provide connections

through Mississauga, Brampton, as well as Milton and the Lakeshore GO lines.

Comment

Concern with increased density and height proposed.

Response

The Mississauga Official Plan contains policies which direct growth to intensification corridors and major transit station areas. This development proposal conforms with both sets of policies. The proposed increase in density and height will reduce the impact of extensive surface parking areas, enhance pedestrian circulation and compliment the adjacent commercial site. In addition, the height and built form provides a transition from the corridor to the adjoining medium and lower density residential uses.

Comment

Concern with the loss of commercial space as a result of the original commercial building not being reconstructed.

Response

Ground floor commercial uses are being proposed in this development and will effectively replace the commercial space that was lost due to fire. The minimum size of the commercial uses to be provided is 1,200 m² (12,917.1 ft²), whereas the size of the demolished building was 1,253.1 m² (13,488.2 ft²).

Comment

The development is too tall and will block views and create privacy concerns.

Response

The proposed location of the apartment buildings are parallel to Hurontario in line with the existing two 24 storey apartment buildings to the south. The portion of the building along Bristol Road East has a maximum height of six storeys and is located approximately 45 metres (147.6 ft.) from the abutting 3 storey townhomes to the north.

Comment

There will be an increase in noise and environmental pollution as a result of the development.

Response

While there may be some disturbances associated with the construction, these impacts will be temporary. In addition, the electrical transformer, garbage and recycling areas are located within the building and will not impact adjacent properties.

Comment

Concern the development will result in a shortage of parking at the adjacent retail centre.

Response

A parking justification study was prepared for the proposed development and concluded that an adequate amount of parking is being proposed to accommodate the proposed development. Overflow parking from the proposal is not expected to impact parking at the adjacent retail plaza. City staff support the proposed parking reduction.

Comment

There is a need for affordable housing units.

Response

The project will add to the existing housing supply in the area by introducing an additional 504 units. The unit mix will contain one, two and three bedroom units and will add more options for people to live within the general Hurontario Street area.

2. Updated Agency and City Department Comments

The applications were circulated to all City departments and commenting agencies on May 1, 2019, with further circulations on June 12, 2020, August 30, 2020, and November 12, 2020. A summary of the original comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

Comments dated January 8, 2021, state that technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance have been satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Stormwater

The Functional Servicing Report and Stormwater Management Report indicate that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious surface area from the proposed development and/or the impact to the receiving Municipal

drainage system, on-site stormwater management controls for the post development discharge is required. The applicant has demonstrated a satisfactory stormwater servicing concept. Water reuse on site is being pursued. Additional information is required to determine if a permanent groundwater management strategy is required for the underground parking garage. Further details related to the stormwater tank, reuse component to meet the water balance requirement, as well as the overall refinement of the stormwater management report can be addressed prior to site plan approval.

Traffic

A Traffic Impact Study (TIS) was provided by Lea Consulting Ltd. in support of the proposed development. The study was reviewed and audited by the City's Transportation and Works Department. Based on the submission dated March 2019, the study complies with the City's TIS guidelines and is deemed satisfactory. The study concludes that the proposed development is anticipated to generate 135 (22 in, 113 out) and 192 (113 in, 79 out) two-way site trips for the weekday AM and PM peak hours in 2024, respectively.

The traffic generated by the proposed development, is expected to operate at acceptable levels of service with minimal impact to existing traffic conditions, area intersections and proposed vehicular access points.

Environmental Compliance

Final copies of the required environmental reports (Phase Two Environmental Site Assessment and Remedial Action Plan) have been received. The results of the Environmental Site Assessments prepared by Soil-Mat Engineers & Consultants

Ltd. indicate that remediation of the site is required and outlines the proposed remediation plan for the property.

Upon completion of the site remediation, a Final Clean-up Report must be submitted to the City confirming the suitability of the site for the intended use. In addition, a Record of Site Condition must be filed in accordance with Ministry of Environment, Conservation and Parks regulations, and all supporting documents must be submitted to the City.

All of the above-mentioned environmental matters will be addressed prior to the lifting of the 'H' holding symbol.

Noise

The evaluation of the noise sources that may have an impact on this development include road, rail (future HuLRT) and air traffic. Noise mitigation will be required, including sound barriers for outdoor living areas, the details of which will be confirmed through the Site Plan process. Potential noise sources that may be generated by the development, including mechanical equipment, will be mitigated through the detailed design of the building at site plan stage.

Other Engineering Matters

Municipal Infrastructure, including but not limited to sanitary sewer works and road works along Bristol Road and Hurontario Street, are required in support of this development. These requirements will be further evaluated as part of the municipal infrastructure detailed design process prior to the lifting of the 'H' holding symbol.

Other site specific details related to internal site grading and servicing connections will be dealt with through the site plan process.

School Accommodations

In comments, dated September 18, 2020 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 if Bill 20 or Bill 51 satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.

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

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

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these

policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

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

4. Consistency with PPS

Section 1.1.3.2 of the PPS requires development to reflect "*densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.*" Section 1.1.3.3 of the PPS states that "*planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock*" and Section 1.1.3.4 of the PPS states that "*appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.*"

Chapter 5 – Direct Growth of Mississauga Official Plan (MOP) indicates that where higher density is proposed, it should be located on sites located along Corridors or in conjunction with existing commercial centres.

Chapter 9 – Build A Desirable Urban Form of MOP indicates that intensification may be directed to Neighbourhoods and Corridors, provided that the design is appropriate and context sensitive to the surrounding area.

In addition, Chapter 7 – Complete Communities contains policies that require developments to be compact in nature to support public health and be designed in a manner that is conducive to overall health and safety. Developments shall provide a range of housing choices in terms of type, tenure and price.

Furthermore, MOP identifies the Hurontario Corridor as an area intended for intensification due to the level of transit servicing the area and the future LRT on Hurontario Street.

The relevant MOP policies in this report are consistent with the PPS.

5. Conformity with Growth Plan

Section 2.2.2.4 b) in the Growth Plan directs municipalities to *"identify the appropriate type and scale of development in intensification areas"*. It states that intensification areas will be planned and designed to *"achieve an appropriate transition of built form to adjacent areas"*. The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

Section 5.4.5 of MOP states that 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.

Section 9.2.1 *Intensification Areas* of MOP states that Intensification Areas are the principal location for future growth and Intensification Corridors and Major Transit Station Areas. They are planned areas within the municipality where the City has identified the appropriate type and scale of development. Section 9.2.10 states that appropriate height and built form transitions will be required between sites and their surrounding areas.

The relevant MOP policies in this report conform with the Growth Plan for the Greater Golden Horseshoe.

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

6. Region of Peel Official Plan

The subject property is located within the Urban System within the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.5 direct development and redevelopment to the Urban System to achieve healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities. A future objective is to achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.

Section 9.1 of MOP (Introduction – Build a Desirable Urban Form) states that urban form refers to the physical layout and design of the city. It addresses the natural and built

environments and influences that lead to successful cities. This section emphasizes where growth will be directed and other areas where limited growth will occur. It envisions that growth will be directed to Intensification Areas comprised of Intensification Area (among others) that will promote a desirable urban form that supports transit.

The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan policies for the Hurontario Neighbourhood Character Area, to permit the designation and add a Special Site policy to permit residential apartment buildings with heights of 18 and 24 storeys connected by a six storey podium including a minimum area of 900 m² (9,687.5 ft²) for retail and service commercial uses located on the ground floor. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***

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

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

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

Directing Growth

The subject site is located in the Hurontario Neighbourhood Character Area, where residential intensification is to generally occur through infilling and the development of existing commercial sites as mixed uses areas. Higher density uses within Neighbourhoods should be directed to Corridors.

The subject site is designated **Mixed Use**, which permits commercial and residential uses. The applicant proposes to redesignate the site to **Residential High Density** to permit an 18 storey and a 24 storey apartment building connected by a six storey podium with ground floor retail and service commercial uses. The proposal meets the objectives of the intensification policies in the Hurontario Neighbourhood Character Area.

Compatibility with the Neighbourhood

Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The site is located within the Hurontario Neighbourhood Character Area. A range of uses is permitted in the neighbourhood, including residential and commercial uses. The surrounding land uses consist of townhomes to the north, apartments to the south, and mixed use abutting the site. The proposed amendment is compatible with the surrounding area.

Services and Infrastructure

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

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site. The site is currently serviced by the following MiWay Transit routes:

- Number 19 and 103 on Hurontario Street
- Number 10 on Bristol Road and Britannia Road
- Number 502, Brampton Zum

There is a transit stop (#1950) located along Hurontario Street at Bristol Road East which will be maintained.

The site abuts an existing commercial plaza which includes retail, service commercial uses and a financial institution. The Frank McKechnie Community Centre and Library is located 850 m (2,789 ft.) east of the property.

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

8. Revised Site Plan and Elevations

The applicant has provided revised site plan and elevations as follows.





Elevations

9. Zoning

The proposed **H-RA5-56 (Apartments - Exception)** is appropriate to accommodate the proposed 18 and 24 storey apartment buildings with an FSI of 4.0 and a total of 510 units.

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

Proposed Zoning Regulations

Zone Regulations	RA5 Zone Regulations	Proposed H-RA5-56 Zone Regulations
Additional Permitted Uses	N/A	Outdoor garden centre accessory to a retail store Restaurant Take-out restaurant Outdoor patio accessory to a restaurant and take-out restaurant Animal care establishment Veterinary clinic Commercial school Recreational establishment Beverage/food preparation establishment
Maximum Floor Space Index (FSI)	2.9	4.0
Maximum gross floor area – apartment zone per storey for each	1 000 m ² (10,764 sq.ft. ²)	750 m ² (8,073 sq.ft. ²)

Zone Regulations	RA5 Zone Regulations	Proposed H-RA5-56 Zone Regulations
storey above 7 storeys for Building 'A' identified on Schedule RA5-56 of this Exception		
Maximum gross floor area – apartment zone per storey for each storey above 10 storeys for Building 'B' identified on Schedule RA5-56 of this Exception	1 000 m ² (10,764 sq.ft. ²)	750 m ² (8,073 sq.ft. ²)
Minimum Front, Exterior, Side and Rear Yard	4.5 m – 7.5 m (14.8 ft. – 24.6 ft.)	In accordance with the Exception Schedule
Maximum encroachment outside the buildable area of a canopy or awning located at the ground floor into a required yard along Bristol Road East	N/A	1.0 m (9.8 ft.)
Maximum encroachment outside the buildable area of a canopy or awning located at the	N/A	3.0 m (9.8 ft.)

Zone Regulations	RA5 Zone Regulations	Proposed H-RA5-56 Zone Regulations
ground floor into a required yard		
Minimum setback from a parking structure completely below finished grade to a front and/or exterior lot line	3.0 m (9.8 ft.)	3.0 m (9.8 ft.)
Minimum setback from a parking structure completely below finished grade to any other lot line	3.0 m (9.8 ft.)	4.0 m (13.1 ft.)
Minimum landscaped area	40% of the lot area	15% of the lot area
Minimum height of mechanical or architectural appurtenances located on the roof of an apartment	6.0 m (19.7 ft.)	7.0 m (22.9 ft.)
Minimum gross floor area – non-residential	N/A	900 m ² (9,687.5 ft ²)
Minimum number of resident parking spaces per studio unit per 1-bedroom unit	1.00 1.18	0.80 0.85

Zone Regulations	RA5 Zone Regulations	Proposed H-RA5-56 Zone Regulations
per 2-bedroom unit per 3-bedroom unit	1.36 1.50	1.0 1.2
Minimum number of shared visitor parking spaces per rental apartment dwelling unit	N/A	0.15
Required number of parking spaces for non-residential uses	As outlined in Table 3.1.1.2 in the Zoning By-law	4.3 parking spaces per 100 m ² of gross floor area non-residential For the visitor component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the following: the greater of 0.15 visitor spaces per unit or Parking required for all non-residential uses, located in the same building or on the same lot as the residential use, except restaurant greater than 220 m ² gross floor area which shall be provided in accordance with the applicable regulations contained in Table 3.1.2.2 of this By-law.
Maximum number		

Zone Regulations	RA5 Zone Regulations	Proposed H-RA5-56 Zone Regulations
of car share parking spaces	N/A	3
Maximum number of tandem spaces permitted	N/A	10% of the required parking spaces

10. Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application.

The subject lands are currently zoned **C2-15** (Neighbourhood Commercial-Exception) which permits retail and service commercial uses, including garden centre and outdoor patio accessory to a restaurant, convenience restaurant or take-out restaurant. The applicant is seeking to permit 18 and a 24 storey apartment buildings connected by a six storey podium and allow for retail and service commercial uses on the ground floor. As the project is larger than 5 000 m² (53,819.6 ft²) in size, it meets the minimum threshold for a Section 37 contribution.

11. "H" Holding Symbol

Should this application be approved by Council, staff recommend the inclusion of an "H" Holding Symbol which can be lifted upon:

- The execution of a Section 37 (Community Benefits) Agreement to the satisfaction of the City
- Receipt of a signed Development Agreement with Municipal Infrastructure Schedules in a form satisfactory to the City of Mississauga, the Region of Peel or any other appropriate authority to capture items including but not limited to municipal infrastructure detailed design, securities, fees, and insurance
- Receipt of any additional technical reports, studies, drawings, to the satisfaction of the City, in support of the municipal infrastructure detailed design, including but not limited to: a Final Clean-up Report confirming that the property meets the applicable MECP standards; an updated geotechnical report outlining backfill and bedding recommendations for any required municipal service
- Receipt of satisfactory grading plan and servicing plans
- Confirmation that the Record of Site Condition has been filed with the Ministry of Environment, Conservation and Parks, together with any supporting documentation
- Temporary Discharge to Storm Sewer commitment letter

12. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. A site plan application has been submitted for the proposed development.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as wind and noise mitigation measures and landscape details including soil volumes.

13. Conclusions

In conclusion, City staff has evaluated the applications to permit an 18 and 24 storey apartment buildings connected by a six storey podium with ground floor retail and service commercial uses against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The site is located in the Hurontario Neighbourhood Character Area on the southeast corner of Hurontario Street and Bristol Road East. Residential intensification in Neighbourhoods is to occur on sites located along Corridors and in conjunction with existing apartment sites or commercial centres. Hurontario Street is designated as an intensification corridor in Mississauga Official Plan. The intersection of Bristol Road East and Hurontario Street is the location of a proposed transit stop for the Hurontario LRT. The subject property was created by severance from the abutting commercial property. The

proposed development is compatible in built form and scale to the surrounding area, enhances the existing development and is consistent with the policies of the Mississauga Official Plan.

The proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved.

K:\PLAN\DEVCONTL\GROUP\WPDATA\PDC Recommendation Report Appendix\OZ
19-004 - 30 Bristol Rd E\Appendix 2 - Recommendation Report OZ 19-004.docx

City of Mississauga

Corporate Report



<p>Date: March 5, 2021</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: BL.09-CIT (All Wards)</p> <hr/> <p>Meeting date: March 29, 2021</p>
---	---

Subject

PUBLIC MEETING INFORMATION REPORT (ALL WARDS)

Proposed City Initiated Amendments to Zoning By-law 0225-2007

File: BL.09-CIT (All Wards)

Recommendation

That the report dated March 5, 2021, from the Commissioner of Planning and Building regarding proposed City initiated amendments to Zoning By-law 0225-2007, under File BL.09-CIT, be received for information.

Background

The purpose of this report is to present proposed amendments to the zoning by-law with respect to definitions and general provisions as they relate to transit terminal and/or transit corridor; proposed amendments to seven site-specific properties in the City; and to hear comments from the public on the proposed changes.

Comments

Staff are considering amendments to the definition of a transit terminal and to the general provisions that apply to a transit terminal and/or transit corridor. The current definition of transit terminal only includes a station for the transfer of transit riders. This definition does not accurately capture all of the necessary infrastructure that may be associated with a higher order transit line. In addition, staff are considering including a reference to a public authority in the definition for transit terminal, similar to the definitions for community centre, sewage treatment plant and library. This would allow the definition to apply only to municipally and provincially operated transit lines.

Further, the zoning provisions that apply to a transit terminal and/or transit corridor only permit their use in certain zones and require compliance with other general provisions. Due to the nature of a transit terminal and/or transit corridor requiring different types of structures and buildings, greater flexibility is required to avoid delays associated with zoning non-compliance. Therefore, staff are considering permitting the use in all zones other than Greenlands and Parkway Belt zones, as well as exempting them from general parking regulations, setbacks to Greenlands zones, setbacks to a Provincial highway right-of-way and the requirement of a Certificate of Occupancy. Review of site plan matters such as landscaped buffers, screening and setbacks would still occur to ensure that any negative impacts are mitigated.

The details of these amendments are outlined in Appendix 1, Part 2 of this report.

Additional amendments are being considered for seven properties on the east side of Kelly Road, south of Truscott Drive in Ward 2. The properties are currently zoned **R1-39** (Detached Dwellings – Typical Lots – Exception). The existing long term care facility (Sheridan Villa) on the adjacent property is also zoned **R1-39**. At the time Zoning By-law 0225-2007 was approved in 2007, Sheridan Villa was rezoned to only permit the long term care facility use. At the same time, the adjacent properties with detached homes on Kelly Road were inadvertently included in the R1-39 zone. Therefore, the adjacent homes are currently in a state of legal non-conforming status under the zoning by-law. To rectify the zoning and restore the original intent, the following properties on Kelly Road are being considered for the **R3** zone (Detached Dwellings – Typical Lots): 1319, 1323, 1329, 1333, 1339, 1343 and 1349 Kelly Road. This zone is consistent with their previous **R4** (Detached Dwelling) zoning under By-law 5500.

Appendix 1, Part 1 contains a location map identifying all of the sites proposed to be rezoned.

LAND USE POLICIES AND REGULATIONS

The relevant policies of Mississauga Official Plan are consistent with the *Provincial Policy Statement* (PPS), *Growth Plan for the Golden Horseshoe* (Growth Plan) and Region of Peel Official Plan (ROP). The *Greenbelt Plan* and *Parkway Belt West Plan* policies do not apply. The proposed amendments to Zoning By-law 0225-2007 are consistent with the PPS and conform to the Growth Plan and the ROP. Appendix 1 contains a detailed analysis of consistency and conformity with Provincial regulations.

Financial Impact

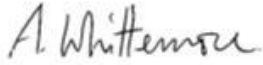
There is no financial impact.

Conclusion

Once the public meeting has been held, the Planning and Building Department will make a recommendation regarding these amendments.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Jordan Lee, Planner

Detailed Information and Preliminary Planning Analysis
City Initiated Zoning By-law Amendment

Table of Contents

1. Locations of Properties for Proposed Zoning By-law Amendments	2
2. Summary of Proposed Zoning By-law Amendments	3
3. Summary of Applicable Policies, Regulations and Proposed Amendments.....	4
4. Next Steps	8

1. Locations of Properties for Proposed Zoning By-law Amendments



2. Summary of Proposed Zoning By-law Amendments

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
Section 1.2: Definitions			
1	Transit Terminal	Add “and/or related infrastructure” Add “operated on or behalf of a public authority ”	Includes other infrastructure components necessary for transit lines; Clarifies that transit terminals will be operated by a public authority including municipal and provincial bodies.
Part 2: General Provisions			
2	2.1.9.10 Transit Terminal and/or Transit Corridor	Amend to remove Part 3	General parking regulations would no longer apply.
3	Table 2.1.9.10 - Transit Terminal and/or Transit Corridor; Line 1.0	Add all zones currently not included in Line 1.0 with the exception of ‘Greenlands’ or ‘Parkway Belt’ zones	Transit facilities and transportation infrastructure are permitted in all land use designations other than Greenlands and Parkway Belt West.
4	Table 2.1.9.10 - Transit Terminal and/or Transit Corridor; Line 2.0	Add 1.1.13, 2.1.17 and 2.1.20	The requirement for a Certificate of Occupancy and the setbacks to Greenlands zones and Provincial highway right-of-way would no longer apply.
Part 13: Zoning Maps			
5	Map 11	R1-39 to R3	Reinstate the original intent of permitting detached homes – 1319, 1323, 1329, 1333, 1339, 1343 and 1349 Kelly Road.

3. Summary of Applicable Policies, Regulations and Proposed Amendments

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 proposed amendments have been reviewed and summarized in the table below. Only key policies relevant to the proposed amendments 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 proposed amendments 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>Healthy, liveable and safe communities are sustained by: promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs; ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs. (PPS 1.1.1 e, f)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs. (PPS 1.1.3.3)</p> <p>A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards including: infrastructure, multimodal transportation systems, public service facilities and waste management systems. (PPS 1.2.1 d)</p> <p>Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs. (PPS</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>1.6.8.1) When planning for corridors and rights-of-way for significant transportation, electricity transmission, and infrastructure facilities, consideration will be given to the significant resources in Section 2: Wise Use and Management of Resources. (PPS 1.6.8.6)</p> <p>Long-term economic prosperity should be supported by: optimizing the long-term availability and use of land, resources, infrastructure and public service facilities; providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people. (PPS 1.7.1 c, g)</p>
<p>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</p>	<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>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>Transit is the first priority for transportation planning and investment. (Growth Plan 3.1)</p> <p>Infrastructure planning, land use planning and infrastructure investment will be co-ordinated to implement this Plan. (Growth Plan 3.2.1.1)</p> <p>Priority will be given to infrastructure investments made by the Province that support the policies and schedules of this Plan. (Growth Plan 3.2.1.3)</p> <p>Public transit will be the first priority for transportation infrastructure planning and major transportation investments. (Growth Plan 3.2.3.1)</p> <p>In planning for the development, optimization, or expansion of existing and planned corridors and supporting facilities, the Province, other public agencies and upper- and single-tier municipalities will: ensure that existing and planned corridors are protected to meet current and projected needs in accordance with the transportation and infrastructure corridor protection policies in the PPS. (Growth Plan 3.2.5.1 b)</p>
<p>Region of Peel Official Plan (ROP)</p>	<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</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>To promote and encourage the increased use of public transit and other sustainable modes of transportation (ROP 5.9.1 General Objectives)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>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>Work with Metrolinx, other Provincial agencies and ministries, area municipalities, and other regions and municipalities in the Greater Toronto and Hamilton Area to implement the Metrolinx Regional Transportation Plan (RTP) and contribute to the ongoing development of the RTP. (ROP 5.9.2.15)</p> <p>Support the implementation and protection of rapid transit corridors, as shown on Schedule G, as well as those additional higher order transit, bus rapid transit or priority transit corridors proposed on Regional roads by the area municipalities or Provincial transit authorities. (ROP 5.9.5.2.1)</p> <p>Work with Metrolinx, other Provincial agencies and ministries, the area municipalities, and adjacent municipalities in the planning and implementation of an inter-regional transit system. (ROP 5.9.5.2.2)</p>

Mississauga Official Plan

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).

Existing Designation

The lands subject to the site-specific rezonings are located within the Clarkson-Lorne Park Neighbourhood Character

Area and are designated **Residential Low Density II**. The **Residential Low Density II** designation permits detached, semi-detached, duplex and triplex dwellings, as well as street townhouses and other forms of low-rise dwellings with individual frontages.

Relevant Mississauga Official Plan Policies

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

	General Intent
Chapter 4 Vision	Mississauga will create a multi-modal city by: promoting transit as a priority for moving people. (Section 4.5)
Chapter 5 Direct Growth	Transit services infrastructure will utilize Corridors to connect Intensification Areas. (Section 5.4.9)
Chapter 8 Create a Multi-Modal City	<p>Much of the transportation system serving Mississauga is under the jurisdiction of other levels of government and agencies. This includes the Federal Government, the Province, Metrolinx, the Region, the Greater Toronto Airports Authority (GTAA) and private agencies, such as Canadian National Railway and the St. Lawrence and Hudson Railway. As such, Mississauga must coordinate and partner with others to create a multi-modal transportation system. (Section 8.1)</p> <p>Mississauga will ensure that transportation corridors are identified and protected to meet current and projected needs for various travel modes. (Section 8.1.9)</p> <p>Transit will be a priority for transportation infrastructure planning and major transportation initiatives. (Section 8.1.11)</p> <p>Mississauga will work with other municipalities, levels of government and agencies to create a well connected, efficient, accessible, multi-modal transportation system (Section 8.1.14)</p> <p>The policies of Mississauga Official Plan apply to all transportation infrastructure under the jurisdiction of the City. Other levels of government and agencies should support the policies of this Plan through their transportation infrastructure investment decisions. (Section 8.1.15)</p> <p>Mississauga will seek to develop and maintain a system of transit services aimed at providing a competitive alternative to the automobile, for access throughout the city and neighbouring municipalities. (Section 8.2.3.1)</p>

	General Intent
	Light rail transit is planned on Hurontario Street as the main north-south spine in Mississauga including service within the Downtown Core area. (Section 8.2.3.5)
Chapter 9 Build a Desirable Urban Form	New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities. (Section 9.1.15)
Chapter 10 Foster a Strong Economy	In cooperation with other levels of government, appropriate agencies and the private sector, Mississauga will ensure that all development will have adequate infrastructure and utilities. (Section 10.6.1) Mississauga will work with utility providers to ensure that networks are established and phased to serve new development in a timely and efficient manner. (Section 10.6.2)
Chapter 11 General Land Use Designations	The following uses will be permitted in all land use designations, except Greenlands and Parkway Belt West unless specifically allowed: j. transit facilities; k. transportation infrastructure. (Section 11.2.1.1) Lands designated Residential Low Density II will permit the following uses: detached dwelling; semi-detached dwelling; duplex dwelling; and triplexes, street townhouses and other forms of low-rise dwellings with individual frontages. (Section 11.2.5.4)
Chapter 19 Implementation	The use of land or a building or structure that does not comply with Zoning By-law but which lawfully existed prior to the approval of the Zoning By-law is a legal non-conforming use. (Section 19.16.1)

Mississauga Zoning By-law

Existing Zoning

The lands subject to the site-specific rezonings are currently zoned **R1-39** (Detached Dwellings – Typical Lots - Exception), which only permits a long-term care building.

Proposed Zoning

Staff are proposing to zone the properties **R3** (Detached Dwellings – Typical Lots) to permit detached dwellings with minimum frontages of 15.0 m (49.2 ft.).

4. Next Steps

Based on the comments received and the applicable Mississauga Official Plan policies, the Planning and Building Department will bring forward a recommendation report to a future Planning and Development Committee (or Council) meeting. It is at this meeting that the members of the Committee (or Council) will make a decision on the proposed amendments.

K:\PLAN\DEV\CONT\L\GROUP\WPDATA\Corporate Reports to PDC\City Wide or Area Specific Reports\BL.09-CIT
– TPSS – JL\Appendix 1 Information Report1.docx

City of Mississauga Corporate Report



Date: March 5, 2021 To: Chair and Members of Planning and Development Committee	Originator's file: CD.03-MEA W11
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: March 29, 2021

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 11)

Meadowvale Village Heritage Conservation District

Zoning By-law Amendments to Permit Permeable Driveways

File: CD.03-MEA W11

Recommendation

That the report dated March 5, 2021, from the Commissioner of Planning and Building regarding zoning by-law amendments to permit permeable driveways on five properties within the Meadowvale Village Heritage Conservation District (HCD) under File CD.03-MEA W11, be received for information.

Background

The purpose of this report is to present and discuss zoning by-law amendments to allow permeable driveways on five properties in the Meadowvale Village HCD. While the Meadowvale Village HCD Plan policies allow permeable materials to be used for driveways, zoning by-law permissions have not been consistently applied to all properties within the Meadowvale Village HCD.

On August 27, 2019, a request to alter 1060 Old Derry Road was brought forward to the Meadowvale Heritage Conservation District Advisory Subcommittee. This property is designated under Part V of the *Ontario Heritage Act* as it forms part of the HCD. The request was to grade and pave the rear and side yards of the property to facilitate parking for the approved use of the building, being a real estate office with an apartment above. The property owner expressed a preference to use crushed gravel, a permeable type of material. While the Meadowvale Village HCD Plan permits permeable paving methods for driveways in the entire HCD, a permeable driveway is not permitted by the property's **C1-13** (Convenience Commercial – Exception) Zone. On September 10, 2019, this same request to alter 1060 Old Derry Road was brought forward to the Heritage Advisory Committee and was subsequently approved.

There have been discussions between city staff, including Heritage Planning, Development and Design, Transportation and Works as well as the Credit Valley Conservation (CVC) regarding potential zoning by-law amendments to permit permeable driveways within the Meadowvale Village HCD. It was subsequently determined that the driveway and permeable parking material zone regulations should be consistently applied to five other properties within the Meadowvale Village HCD.

Comments

MEADOWVALE VILLAGE HERITAGE CONSERVATION DISTRICT PLAN

The Meadowvale Village HCD boundaries are outlined on Appendix 1 of this report. The Meadowvale Village HCD plan was first approved in 1980 and recently updated in 2014. The plan supports the use and installation of permeable paving methods including gravel driveways, which are common within the village.

ZONING BY-LAW 0225-2007

Zoning By-law 0225-2007 currently regulates where permeable driveways and parking areas are permitted and the materials that may be used to construct parking areas and driveways. Permeable parking areas are permitted in the following zones:

- **OS1** and **OS2** (Open Space – Community Park and City Park)
- **G1** and **G2** (Greenlands – Natural Hazards and Natural Features)
- **PB1** and **PB2** (Parkway Belt)

Most residential properties in the Meadowvale Village HCD are zoned **R1-32** (Detached Dwellings – Typical Lot – Exception) and **R1-50** (Detached Dwellings – Typical Lot – Exception). The properties with these Exception Zones are exempt from the provision that requires specific materials to be used for parking areas and driveways. By virtue of this exemption, gravel driveways are permitted on these properties.

ZONING BY-LAW AMENDMENTS

Staff reviewed the 74 properties within the Meadowvale Village HCD with respect to zoning by-law regulations for parking areas and driveway material. Of the 74 properties, 18 properties already have permissions to allow permeable driveways and 47 properties are not subject to the zoning provision restricting driveway materials. There are 4 properties where the permeable driveway permissions are not applicable as only the rear portion of the lots fall within the boundaries of the Meadowvale Village HCD.

Only five properties require zoning by-law amendments to allow permeable driveways by removing restrictions on driveway materials as was applied in the **R1-32** (Detached Dwellings – Typical Lot – Exception) and **R1-50** (Detached Dwellings – Typical Lot – Exception) Zone. These are:

- 7080 Second Line West – **R1-49** (Detached Dwellings – Typical Lots – Exception) Zone
- 985 Old Derry Road – **R8-2** (Detached Dwelling – Garage Control Lots Exception) Zone
- 1056 Old Derry Road – **C1-13** (Convenience Commercial Exception) Zone
- 1060 Old Derry Road – **C1-13** (Convenience Commercial Exception) Zone
- 7005 Old Mill Lane – **U** (Utility) Zone

The five properties are shown on Appendix 2 to this report.

LAND USE POLICIES AND REGULATIONS

The relevant policies of Mississauga Official Plan are consistent with the *Provincial Policy Statement* (PPS), *Growth Plan for the Golden Horseshoe* (Growth Plan) and Region of Peel Official Plan (ROP). The *Greenbelt Plan* and *Parkway Belt Plan* policies do not apply. The proposed amendments are consistent with the PPS and conform to the Growth Plan and the ROP. Appendix 3 contains a detailed analysis of consistency and conformity with Provincial regulations. An official plan amendment is not required to implement these changes.

Financial Impact

Not applicable.

Conclusion

Development and Design staff reviewed all properties within the Meadowvale Village HCD to ensure that permissions for permeable driveways are consistently applied to all properties within the Meadowvale Village HCD. Zoning by-law amendments are being considered for five properties that currently have zoning restrictions on the types of materials that can be used for driveways.

Once public input has been received, and all issues are identified, the Planning and Building Department will be in a position to make recommendations regarding amendments to Zoning By-law 0225-2007 to allow permeable driveways through a driveway material exemption on five properties within the Meadowvale Village HCD.

Attachments

- Appendix 1: Zoning Map of Properties within the Meadowvale Village HCD
- Appendix 2: Location of Properties for Proposed Zoning By-law Amendments
- Appendix 3: Detailed Information and Preliminary Planning Analysis

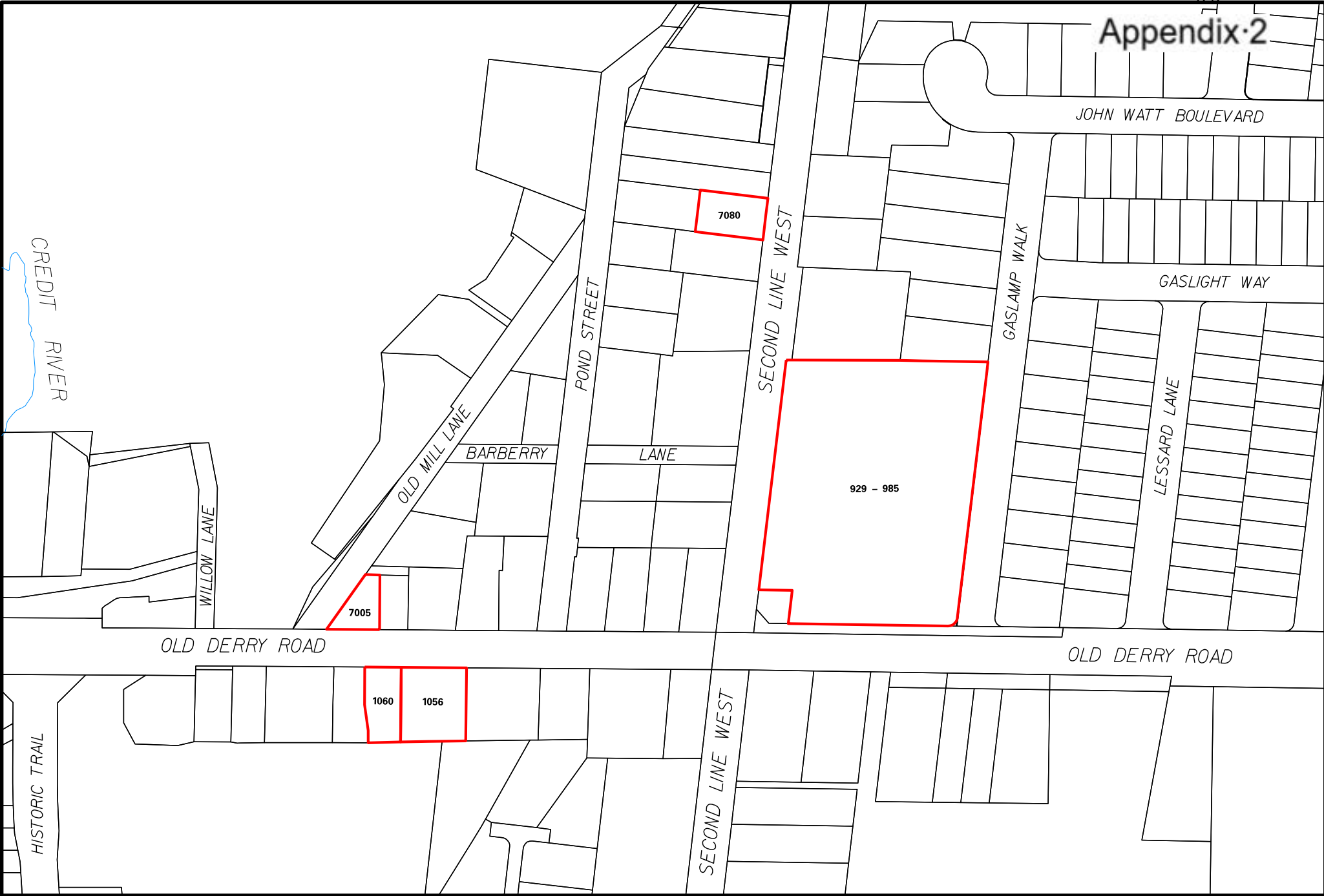


Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building


Prepared by: Stephanie Bacani, Special Projects Planner



A scale bar labeled "Meters" with markings at 0, 50, 100, and 200.



CD.03-MEA LOCATION MAP

 SUBJECT LANDS



Detailed Information and Preliminary Planning Analysis

Meadowvale Village Heritage Conservation District

Table of Contents

1. Summary of Applicable Policies	2
---	---

1. 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 the proposed amendments have been reviewed and summarized in the table below. Only key policies relevant to the amendments

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>	The lands affected by the proposed zoning amendments are located within a settlement area, as identified by the PPS. The proposed amendments would be consistent with the PPS, which states that the Official Plan is the most important vehicle for implementation of the PPS in building strong communities.
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	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)	The lands identified by the proposed zoning amendments are located in the delineated built-up area, as identified by the Growth Plan. The proposed amendments would conform to the Growth Plan, which addresses planning for intensification. The proposed amendments do not address matters of intensification.
Greenbelt Plan	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.	The proposed amendments would not affect any natural heritage system.
Parkway Belt West Plan (PBWP)	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.	The proposed amendments would not affect any lands within the Green System.

Policy Document	Legislative Authority/Applicability	Key Policies
Region of Peel Official Plan (ROP)	<p>The Region of Peel approved MOP on September 22, 2011.</p> <p>The existing policies of MOP are consistent with the ROP.</p>	<p>The lands affected by the proposed zoning amendments are located in the urban system and the built-up area, as identified by the ROP. The proposed amendments conform to the ROP, which directs municipalities to include policies in their official plans that support broader planning objectives such as growth management, protecting the natural environment, housing and transportation. Local issues such as driveway materials are addressed by Mississauga Official Plan and Zoning By-law 0225-2007.</p>

Mississauga Official Plan**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 following policies are applicable in the review of these amendments. In some cases the description of the general intent summarizes multiple policies.

	General Intent
Chapter 5 Direct Growth	<p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6)</p>
Chapter 7 Complete Communities	<p>The heritage policies are based on two principles: a. heritage planning will be an integral part of the planning process; and b. cultural heritage resources of significant value will be identified, protected, and preserved. (Section 7.4.1.1)</p> <p>Mississauga will regulate use and other matters, as appropriate, for heritage preservation through zoning by-laws. (Section 7.4.1.15)</p> <p>Heritage Conservation District Plans will contain the following:</p> <p>e. a description of the alterations or classes of alterations that are minor in nature and that the owner of a property in the heritage conservation district may carry out or permit to be carried out on any part of the property, other than the interior of any structure or building on the property, without obtaining a Heritage Permit. (Section 7.4.3.2)</p>
Chapter 9 Build A Desirable Urban Form	<p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3)</p> <p>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required. (Section 9.2.2)</p> <p>Heritage properties, districts and landscapes create a unique sense of place and local identity. (Section 9.2.4)</p> <p>Opportunities to conserve and incorporate cultural heritage resources into community design and development should be undertaken in a manner that enhances the heritage resource and makes them focal points for the community. (Section 9.2.4.1)</p> <p>Development and open spaces adjacent to significant cultural heritage resources will:</p> <ol style="list-style-type: none"> Contribute to the conservation of the heritage attribute of the resource and the heritage character of the area; Emphasize the visual prominence of cultural heritage resources; and Provide a proper transition with regard to the setting, scale, massing and character to cultural heritage resources. (Section 9.2.4.2)

	General Intent
Chapter 16 Neighbourhoods	<p>Standards for street layout, parking and loading spaces, landscaping, commons, building height and location, size and dwelling unit design, including dwelling unit composition, form, massing, setbacks, and spatial relationship with adjacent buildings, site access, lighting, signage, and screening will meet the requirements of the Zoning By-law. (Section 16.17.2.7)</p> <p>Development will comply with and ensure the protection of the Village elements as stated in the Heritage Character Statement and Heritage Attributes as contained in the Heritage Conservation District Plan. (Section 16.17.2.17)</p>
Chapter 19 Implementation	<p>To ensure that the policies of this Plan are being implemented, the following controls will be regularly evaluated:</p> <p>b. Mississauga Zoning By-law. (Section 19.4.2)</p> <p>The zoning for all properties will conform to this Plan within three years of it coming into force and effect. (Section 19.6.1)</p>