
Planning and Development Committee

Date: April 19, 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, April 16, 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, April 16, 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 29, 2021

4. **MATTERS TO BE CONSIDERED**

4.1. PUBLIC MEETING INFORMATION REPORT (WARD 1)

Potential zoning by-law amendments for the Lakeview West Infill Housing Study area.

4.2. PUBLIC MEETING INFORMATION REPORT (WARD 7)

Official Plan Amendment and Rezoning applications to permit two apartment buildings, 30 and 36 storeys, on a five storey podium with ground floor office and/or retail commercial uses 3420 and 3442 Hurontario Street, southwest corner of Central Parkway West and Hurontario Street.

Address: 3420 and 3442 Hurontario Street

Applicant: 3420 Hurontario St. Inc. and BET Realty Ltd.

File: OZ 20/022 W7

4.3. INFORMATION STATUS REPORT AND REMOVAL OF THE "H" HOLDING PROVISION FROM ZONING BY-LAW 0225-2007 REPORT (WARD 7)

Application to remove the "H" holding provision to permit three mixed use buildings (81, 67 and 21-30 storeys), two new public streets and one private road with public easement on the South side of Burnhamthorpe Road West, west of Confederation Parkway.

Address: 3967-3981 Redmond Road, 448-452 Burnhamthorpe Road West, 465-475 Webb Drive, and 471-513 Soho Avenue

Applicant: Rogers Telecommunications Limited

File: HOZ 18/006 W7

4.4. INFORMATION REPORT (ALL WARDS)

Official Plan Review – Scope of Work for Increasing Housing Choices in Mississauga's Neighbourhoods Study

5. **ADJOURNMENT**

City of Mississauga
Corporate Report



<p>Date: March 26, 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: CD.06-LAK W1</p>
	<p>Meeting date: April 19, 2021</p>

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

Lakeview West Infill Housing Study: Potential Zoning By-law Amendments

File: CD.06-LAK W1

Recommendation

That the report dated March 26, 2021, from the Commissioner of Planning and Building regarding potential zoning by-law amendments for the Lakeview West Infill Housing Study area under File CD.06-LAK W1, be received for information.

Background

On November 20, 2019, Council passed Resolution No. 0270-2019 directing staff to undertake an infill housing study for a portion of the Lakeview West sub-area in the Lakeview Neighbourhood.

WHEREAS most of the properties on Enola Avenue, Shaw Drive, Roosevelt Road and Revus Avenue, north of Lakeshore Road East in the Lakeview Neighbourhood are currently zoned "R3-75", which only permits detached homes;

AND WHEREAS this area is experiencing infill redevelopment pressure as individual property owners apply to the Committee of Adjustment for new residential built forms;

AND WHEREAS it is appropriate for the City to holistically review the residential built form and zoning regulations to ensure orderly development of the area;

NOW THEREFORE LET IT BE RESOLVED that Council direct staff to review the zoning regulations that apply to the residential properties on Enola Avenue, Shaw Drive, Roosevelt Road, and Revus Avenue, north of Lakeshore Road East, currently zoned

"R3-75" and "D", and proceed to a statutory public meeting for potential zoning amendments.

The Council resolution acknowledges that the neighbourhood is currently in a period of transition from the older housing stock to new housing forms consisting primarily of semi-detached homes. Out of 112 properties in the study area, 20 properties are zoned **R3-75** (Detached Dwellings – Typical Lots – Exception) but contain semi-detached homes that were permitted through minor variance at the Committee of Adjustment and/or by the Local Planning Appeal Tribunal (LPAT). The majority of those approvals were obtained in the last ten years. An additional 21 properties in the study area are already zoned to permit semi-detached homes. Between the minor variance approvals and as-of-right zoning, 37% of the properties in the study area are permitted to have semi-detached homes.

Comments

Area of the Lakeview West Infill Housing Study

The properties in the study area are located in a somewhat isolated pocket of low density housing in Ward 1. The study area is bounded to the north by the Lakeshore line of the GO train, to the west by apartment sites and employment lands, to the east by a commercial plaza and a future high density development, and to the south by more apartment sites, commercial properties and Lakeshore Road East.

The majority of the properties are either zoned **R3-75** or **D** (Development), which are the zones subject to the potential amendments. The other zones including **RM1-26** (Semi-Detached - Exception) and **RM2-42** (Semi-Detached – Exception) will not be subject to any amendments, but are included in the study for context and comparison.

Appendix 1, part 2 delineates the area of the study, and identify the current zoning for each property.

Existing Zoning

The majority of properties in the study area are zoned **R3-75**, which permits detached dwellings on lots with minimum lot frontages of 15.0 m (49.2 ft.) and minimum lot areas of 550 m² (5,920 ft²). Maximum height is limited to 9.5 m (31.2 ft.) measured to the peak of a sloped roof and 7.5 m (24.6 ft.) for flat roof dwellings. Dwelling depth is also limited to 20.0 m (65.6 ft.).

There are also two properties zoned **D**, which only permit a building or structure that legally existed on the date of the passing of the Zoning By-law. Those properties currently contain a triplex and fourplex, respectively.

Potential Zoning By-law Amendments

Given the changing nature of the neighbourhood, staff are considering the appropriateness of rezoning properties zoned **R3-75** and **D** in the study area to **RM2-42**. The **RM2-42** zone already applies to four of the properties in the study area and permits the following:

- Detached dwelling in compliance with **R5** (Detached Dwellings – Typical Lots) zone regulations and the following:
 - Maximum height for sloped roof: 9.5 m (31.2 ft.)
 - Maximum height for flat roof: 7.5 m (24.6 ft.)
 - Maximum height of eaves: 6.4 m (21.0 ft.)
 - Maximum dwelling unit depth: 20 m (65.6 ft.)
- Semi-detached dwelling in compliance with the following:
 - Minimum lot area: 200 m² (2,153 ft²)
 - Minimum lot frontage: 6.8 m (22.3 ft.)
 - Maximum height for sloped roof: 9.5 m (31.2 ft.)
 - Maximum height for flat roof: 7.5 m (24.6 ft.)
 - Maximum height of eaves: 6.4 m (21.0 ft.)
 - Maximum dwelling unit depth: 20 m (65.6 ft.)

The maximum height of dwellings and eaves, as well as maximum dwelling unit depth would be the same as the existing **R3-75** zoning.

Appendix 1, parts 3 to 6 demonstrate the massing of existing homes compared to the maximum size of a home under the current **R3-75** zone, as well as sloped and flat roof homes that could be built in accordance with the **RM2-42** zone.

COMMUNITY ENGAGEMENT

A virtual community meeting was held by Ward 1 Councillor Stephen Dasko on October 14, 2020. Seven members of the public were in attendance. Following the community meeting, a survey was sent out to all of the property owners in the study area, asking for their input on potential changes to the Zoning By-law. Fourteen responses were received, with mixed opinions on the potential for permitting semi-detached homes in the area. Out of the fourteen responses, six residents were in favour of semi-detached homes, while the remaining eight were in opposition. There was also no discernible distinction between the responses from the different streets.

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 potential amendments 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

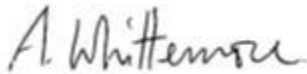
Not applicable.

Conclusion

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 proposed amendments to Zoning By-law 0225-2007 for the Lakeview West Infill Housing Study area.

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

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1. Site Context

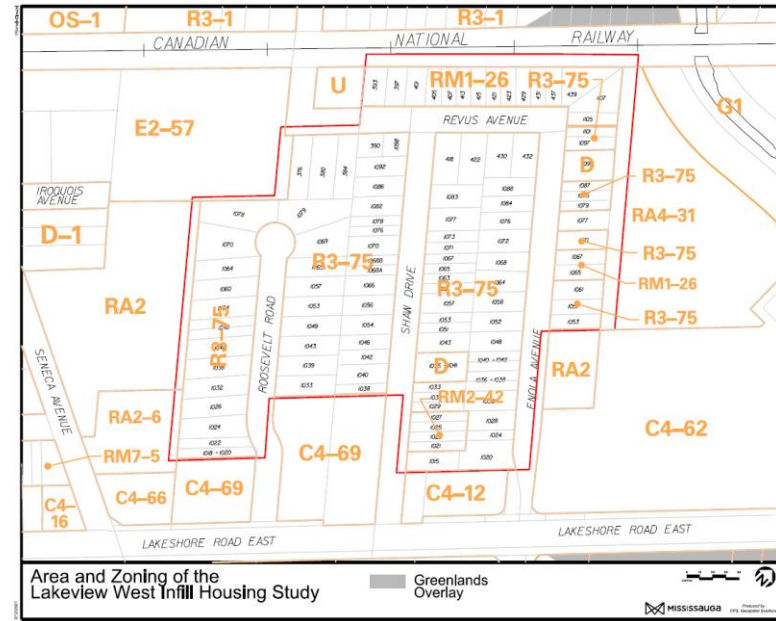
Surrounding Land Uses

The study area of the Lakeview West Infill Housing Study is bounded to the north by the Lakeshore Line of the GO train, to the west by employment and apartment sites, to the south by Lakeshore Road East with commercial and apartment sites, and to the east by a commercial plaza and a future high-density residential development.

Neighbourhood Context

The infill study area is located in the Lakeview Neighbourhood, which was generally developed through plans of subdivision that date back to the 1940s. By 1950, Lakeview had transformed from a rural area into a suburban landscape. Currently, Lakeview is made up of stable residential neighbourhoods characterized by detached and semi-detached housing. Many homes built in the 1950s and 1960s are being renovated today. A typical lot in the study area is approximately 700 m² (7,500 ft²) and has a frontage of 15.2 m (50.0 ft.).

2. Lakeview West Infill Housing Study Area





Aerial of Lakeview West Infill Housing Study

3. Demonstration – Existing Conditions – Typical Lot

LAKEVIEW WEST INFILL HOUSING STUDY

EXISTING CONDITIONS TYPICAL LOT



R3-75 (Detached Dwellings)

4. Demonstration – Maximum Detached House – Existing Zoning

LAKEVIEW WEST INFILL HOUSING STUDY

MAXIMUM DETACHED HOUSE EXISTING ZONING

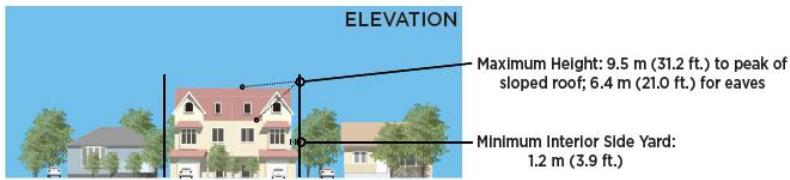
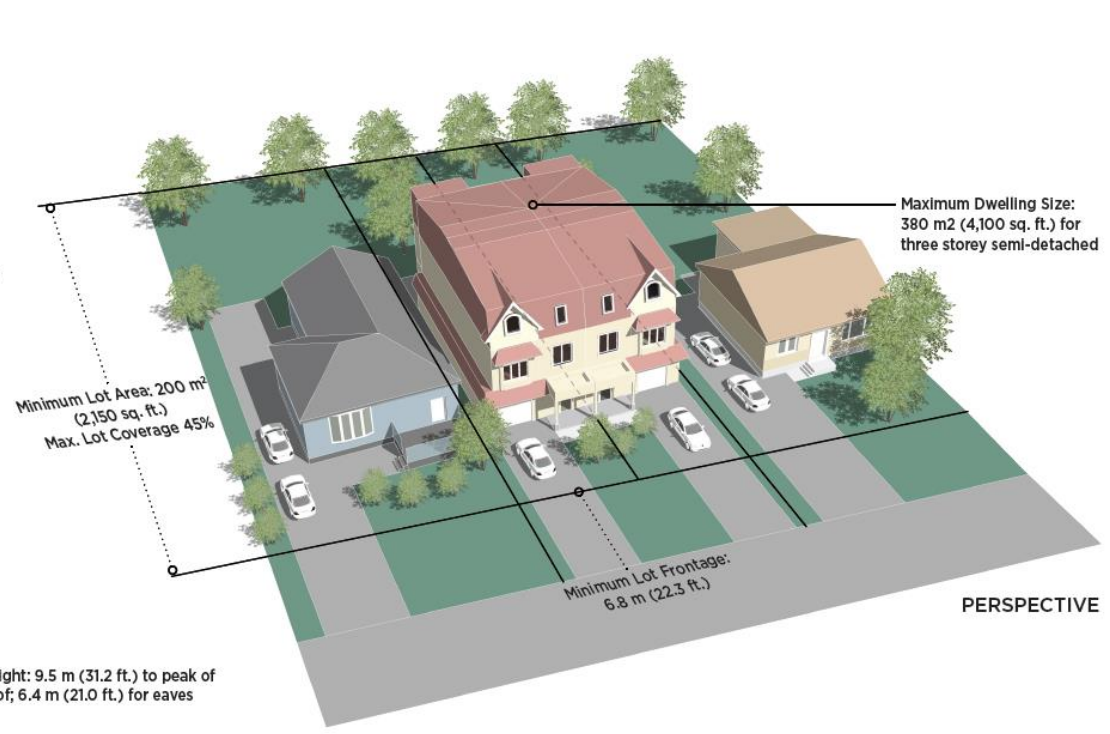
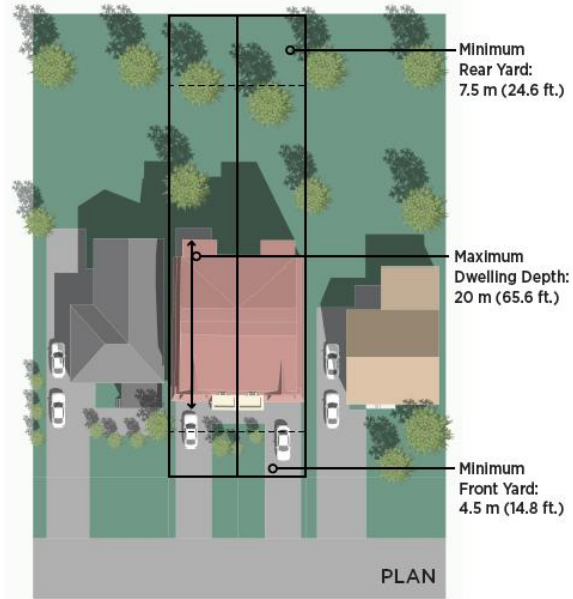


R3-75 (Detached Dwellings)

5. Demonstration – Maximum Semi-Detached Houses

LAKEVIEW WEST INFILL HOUSING STUDY

MAXIMUM SEMI-DETACHED HOUSES



RM2-42 (Semi-Detached)

6. Demonstration – Maximum Semi-Detached Houses – Flat and Sloped Roof

LAKEVIEW WEST INFILL HOUSING STUDY

MAXIMUM SEMI-DETACHED HOUSES FLAT AND SLOPED ROOF



RM2-42 (Semi-Detached)

7. 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 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 proposed amendments will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
<i>Provincial Policy Statement (PPS)</i>	<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>
<i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i>	<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>
<i>Region of Peel Official Plan (ROP)</i>	<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 current Growth Plan (2019) and Amendment No. 1 (2020).

Existing Designation

The lands are located within the Lakeview Neighbourhood and are designated **Residential Low Density II**. The **Residential Low Density II** designation permits detached, semi-detached and duplex dwellings, as well as triplexes, 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 5 Direct Growth	<p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</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>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> <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>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic 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"> a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets (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 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"> a. Respects the urban hierarchy; c. Demonstrates context sensitivity, including the public realm (Section 9.1.10) <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"> a. Respect existing lotting patterns;

	<ul style="list-style-type: none"> b. Respect the continuity of front, rear and side yard setbacks; c. Respect the scale and character of the surrounding area; d. Minimize overshadowing and overlook on adjacent neighbours; e. Incorporate stormwater best management practices; f. Preserve mature high quality trees and ensure replacement of the tree canopy; and g. Be designed to respect the existing scale, massing, character and grades of the surrounding area. (Section 9.2.2.3) <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 Low Density II will permit the following uses:</p> <ul style="list-style-type: none"> a. Detached dwelling; b. Semi-detached dwelling; c. Duplex dwelling; and d. Triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.
Chapter 16 Neighbourhoods	<p>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)</p> <p>To preserve the character of lands designated Residential Low Density I and Residential Low Density II, the minimum frontage and area of new lots will be evaluated in the context of the existing lot pattern in the surrounding area. (Section 16.1.2.1)</p>
Chapter 19 Implementation	<p>To ensure that the policies of this Plan are being implemented, the following controls will be regularly evaluated:</p> <ul style="list-style-type: none"> b. Mississauga Zoning By-law (Section 19.4.2)

Relevant Lakeview Local Area Plan Policies

	General Intent
Chapter 5 Vision	<p>Neighbourhoods in Lakeview are stable and offer a variety of housing choices. It is recognized that some change will occur, and development should provide appropriate transition to the existing stable areas, and protect the existing character and heritage features. (Section 5.0)</p> <p>Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development. (Section 5.1.2)</p> <p>Support complete communities through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of culture, residential and employment opportunities. (Section 5.1.3)</p> <p>Infill and redevelopment in Neighbourhoods will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area. Neighbourhoods are considered to be primarily stable residential areas that may include a commercial centre to serve the surrounding area. South Residential Neighbourhood Precinct, composed of the sub-areas of Lakeview West, Lakeview Village, Creekside and Lakeside, contain a mix of different forms of housing including detached, semi-detached, duplexes, triplexes, quadruplexes, and townhouses. There are also apartment clusters in this area. (Section 5.2.2)</p>

	General Intent
Chapter 6 Direct Growth	<p>Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites. (Section 6.1.1)</p> <p>Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types. (Section 6.1.2)</p> <p>Intensification will be sensitive to the existing character of the residential areas and the planned context. (Section 6.1.3)</p>
Chapter 10 Desirable Urban Form	<p>Development should reflect one to two storey residential building heights and will not exceed three storeys. (Section 10.1.1)</p> <p>Lakeview West has potential for intensification, particularly on the lands east and west of Cooksville Creek. Development should, among other matters, address the following:</p> <ul style="list-style-type: none"> a. Ensure transition to Lakeshore Road East, adjacent stable residential neighbourhoods, and Cooksville Creek; <p>For the development of detached, semi-detached, duplex and triplex dwellings, the following will be addressed, among other things:</p> <ul style="list-style-type: none"> a. New housing within Lakeview should maintain the existing character of the area; and b. Development will fit the scale of the surrounding area and take advantage of the features of a particular site, such as topography contours, and mature vegetation. (Section 10.3.1)

Mississauga Zoning By-law

Existing Zoning

The properties within the Lakeview West Infill Housing Study Area are currently zoned **R3-75** (Detached Dwellings – Typical Lots – Exception), **RM1-26** (Semi-Detached – Exception), **RM2-42** (Semi-Detached – Exception) and **D** (Development). Only properties zoned **R3-75** and **D** will be subject to the proposed amendments.

The **R3-75** zone permits detached dwellings with a minimum lot area of 550 m² (5,920 ft²) and a minimum lot frontage of 15.0 m (49.2 ft.). The maximum height is limited to 9.5 m (31.2 ft.) for a sloped roof and 7.5 m (24.6 ft.) for a flat roof. The maximum height of eaves is 6.4 m (21.0 ft.) and the maximum dwelling unit depth is 20.0 m (65.6 ft.).

The **D** zone permits a building or structure legally existing on the date of the passing of the Zoning By-law and the existing legal use of such building or structure.

Proposed Zoning

City staff are considering rezoning the properties in the Lakeview West Infill Housing Study Area zoned **R3-75** and **D** to **RM2-42**.

The **RM2-42** zone permits either a semi-detached dwelling or a detached dwelling in compliance with the **R5** zone regulations. Regardless of dwelling type, the maximum height is limited to 9.5 m (31.2 ft.) for a sloped roof and 7.5 m (24.6 ft.) for a flat roof. The maximum height of eaves is 6.4 m (21.0 ft.) and the maximum dwelling unit depth is 20.0 m (65.6 ft.).

Proposed Zoning Regulations

Zone Regulations	Existing R3-75 Zone Regulations	Existing D Zone Regulations	Proposed RM2-42 Zone Regulations
Permitted Uses	Detached dwelling	A building or structure legally existing on the date of the passing of Zoning By-law 0225-2007 and the existing legal use of such building or structure	Detached dwelling in compliance with R5 zone regulations; Semi-detached dwelling
Minimum Lot Area	550 m ² (5,920 ft ²) for interior lot; 720 m ² (7,750 ft ²) for corner lot	N/A	200 m ² (2,152 ft ²)
Minimum Lot Frontage	15.0 m (49.2 ft.) for interior lot; 19.5 m (64.0 ft.) for corner lot	N/A	6.8 m (22.3 ft.) for interior lot; 9.8 m (32.2 ft.) for corner lot
Maximum Lot Coverage	35%	N/A	45%
Minimum Front Yard	7.5 m (24.6 ft.) for interior lot; 6.0 m (19.7 ft.) for corner lot; Garage face setback shall be the same as the front yard	N/A	4.5 m (14.8 ft.); Garage face setback of 6.0 m (19.7 ft.)
Minimum Exterior Side Yard	6.0 m (19.7 ft.); Garage face setback shall be same as the exterior side yard	N/A	4.5 m (14.8 ft.); Garage face setback of 6.0 m (19.7 ft.)
Minimum Interior Side Yard	1.2 m (3.9 ft.) + 0.61 m (2.0 ft.) for each additional storey or portion thereof above one storey for interior lot; 1.2 m (3.9 ft.) + 0.61 m (2.0 ft.) for each additional storey above one storey for corner lot	N/A	0.0 m (0.0 ft.) for attached side; 1.2 m (3.9 ft.) for unattached side; 1.2 m (3.9 ft.) for attached garage – unattached side
Minimum Rear Yard	7.5 m (24.6 ft.) for interior lot; 3.0 m (9.8 ft.) for corner lot	N/A	7.5 m (24.6 ft.)

Zone Regulations	Existing R3-75 Zone Regulations	Existing D Zone Regulations	Proposed RM2-42 Zone Regulations
Maximum Height	9.5 m to peak of sloped roof; 7.5 m for flat roof	N/A	9.5 m to peak of sloped roof; 7.5 m for flat roof
Maximum Height of Eaves	6.4 m (21.0 ft.)		6.4 m (21.0 ft.)
Maximum Dwelling Unit Depth	20 m (65.6 ft.)		20 m (65.6 ft.)
Attached Garage	Permitted	N/A	Required
Minimum Parking Spaces	2 spaces	N/A	2 spaces
Maximum Driveway Width	Width of garage door opening(s) plus 2.0 m (6.6 ft.) up to a maximum of 6.0 m (19.7 ft.); if no garage door maximum width of 6.0 m (19.7 ft.)	N/A	5.2 m (17.1 ft.)
Accessory Buildings and Structures	Permitted in accordance with Subsection 4.1.2.	N/A	Permitted in accordance with Subsection 4.1.2.

8. 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 meeting. It is at this meeting that the members of the Committee will make a decision on the proposed amendments.

City of Mississauga
Corporate Report



<p>Date: March 26, 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 files: OZ 20/022 W7</p>
	<p>Meeting date: April 19, 2021</p>

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 7)

Official Plan Amendment and Rezoning applications to permit two apartment buildings, 30 and 36 storeys, on a five storey podium with ground floor office and/or retail commercial uses

3420 and 3442 Hurontario Street, southwest corner of Central Parkway West and Hurontario Street

Owner: BET Realty Limited and 3420 Hurontario Street Incorporated

File: OZ 20/022 W7

Recommendation

That the report dated March 26, 2021, from the Commissioner of Planning and Building regarding the applications by BET Realty Limited and 3420 Hurontario Street Incorporated to permit two apartment buildings, 30 and 36 storeys, on a five storey podium with ground floor office and commercial uses, under File OZ 20/022 W7, 3420 and 3442 Hurontario Street, 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 two apartment buildings, 30 and 36 storeys with ground floor office and/or commercial uses. The applicant is proposing to amend the official plan from **Office and Residential High Density – Special Site 2** to **Residential High Density – Special Site**. The zoning by-law will also need to be amended

Originator's file: OZ 20/022 W7

from **O-10** (Office) and **RA3-20** (Apartments) to **RA5-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 at the southwest corner of Central Parkway West and Hurontario Street within the Downtown Fairview Character Area. The site is currently occupied by a three storey office building and surface parking area.



Aerial image of 3420 and 3442 Hurontario Street.



Applicant's rendering of proposed 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 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

Most 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

Originator's file: OZ 20/022 W7

technical information, review of proposed development 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: Adam Lucas, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: BET Realty Limited and 3420 Hurontario Street Incorporated

3420 and 3442 Hurontario Street

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1. Proposed Development

The applicant proposes to develop the property with two apartment buildings, 30 and 36 storeys, on a five storey podium, consisting of 680 dwelling units and 2,001 m² (21,539 ft²) of ground floor commercial and/or office uses. 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: December 11, 2020 Deemed complete: December 21, 2020
Developer/ Owner:	BET Realty Limited and 3420 Hurontario Street Incorporated
Applicant:	Glenn Schnarr & Associates Inc.
Number of units:	680 units
Proposed Gross Floor Area:	48,435 m ² (521,351 ft ²)
Height:	30 and 36 storeys / 93.7 m (302.3 ft.) and 111.3 m (365.2 ft.)
Floor Space Index:	7.4
Anticipated Population:	1632* *Average household sizes for all units (by type) based on the 2016 Census
Green Initiatives:	<ul style="list-style-type: none"> • Stormwater Retention • Green Roofs • Bicycle Storage

Supporting Studies and Plans

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

- Architectural Drawings
- Shadow Impact Study
- Pedestrian Level Wind Study
- Noise Feasibility Study
- Arborist Report
- Tree Inventory / Preservation Plan
- Planning Justification Report
- Draft Zoning By-law Amendment
- Draft Official Plan Amendment
- Streetscape Feasibility Study
- Traffic Impact Study
- TDM Strategy / Operations and Safety Assessment
- Parking Supply Study
- Functional Servicing Report and Stormwater Management Report
- Phase 1 Environmental Site Assessment
- Housing Report
- Solid Waste Plan
- Urban Design Brief

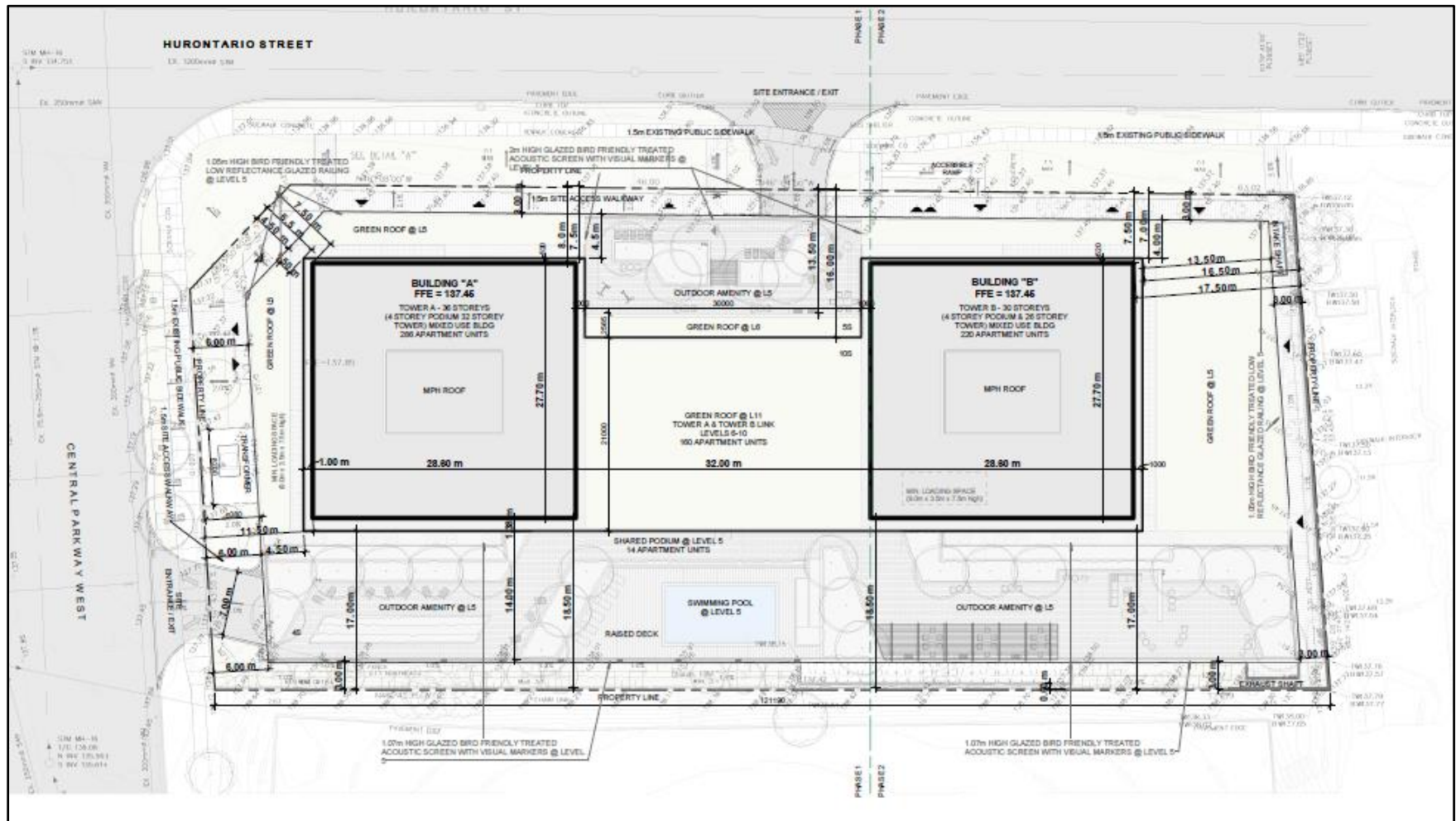
The application was reviewed by the Urban Design Advisory Panel on January 26, 2021. The Urban Design Advisory Panel is an advisory body and makes recommendations to staff for consideration. The Panel's suggestions have been incorporated into staff comments.

Application Status

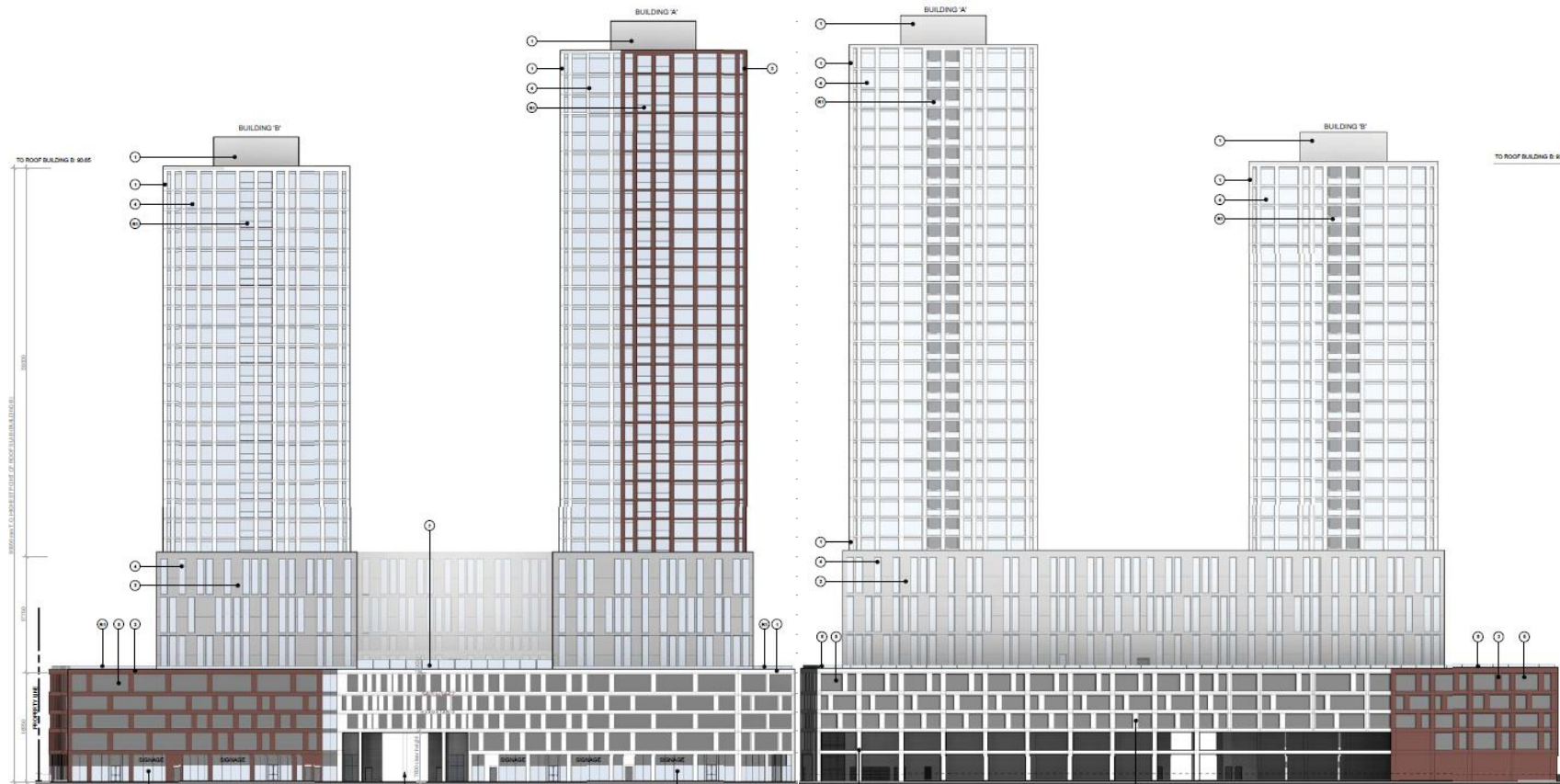
Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments

are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the applications.

A community meeting was held by Ward 7 Councillor, Dipika Damerla, on January 19, 2021. 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.



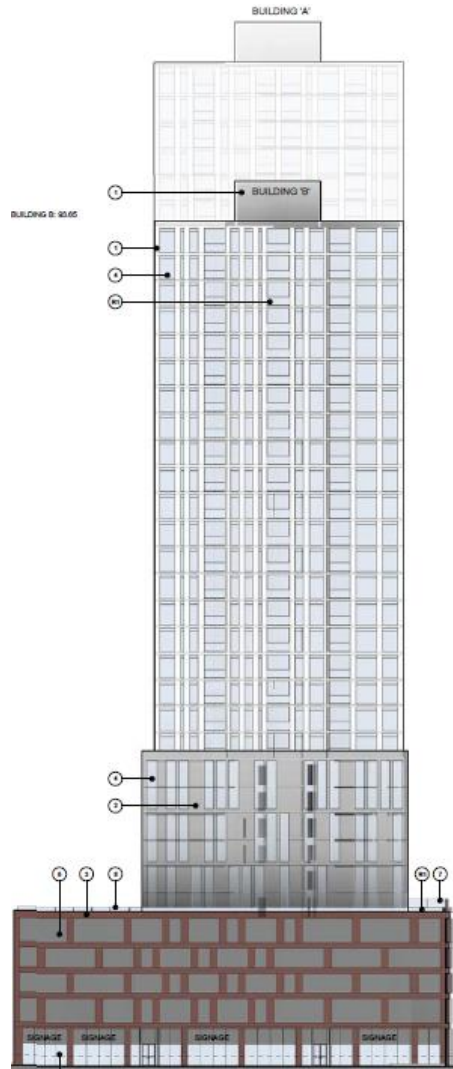
Concept Plan



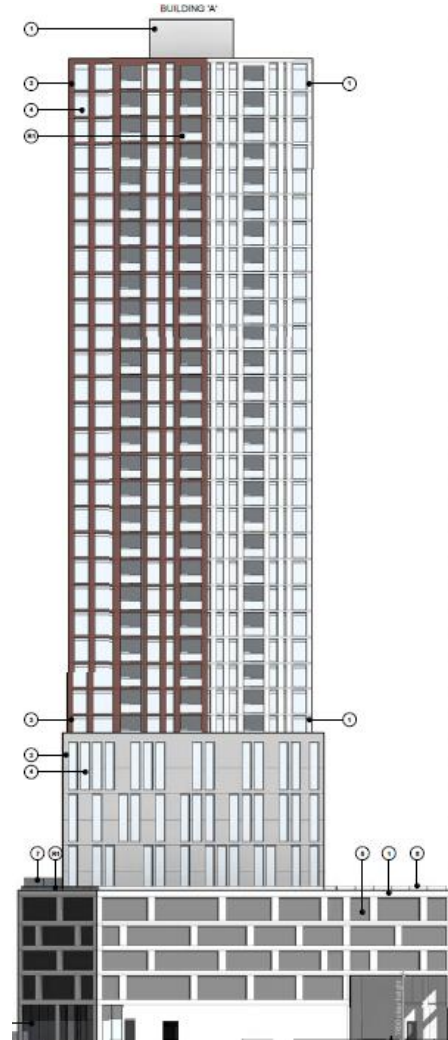
North Elevation

South Elevation

Elevations



East Elevation



West Elevation

Elevations



Applicant's Rendering

2. Site Description

Site Information

The property is located within the Downtown Fairview Character Area and within the Urban Growth Centre of the City, on the southwest corner of Central Parkway West and Hurontario Street. The area contains a mix of low and high rise residential, retail commercial and office uses. The site is currently occupied by a three storey office building and surface parking area.



Aerial Photo of 3420 and 3442 Hurontario Street

Property Size and Use	
Frontages:	109 m (357.6 ft.)
Depth:	42 m (137.8 ft.)
Gross Lot Area:	0.7 ha (1.61 ac.)
Existing Uses:	Three storey office building and surface parking area



Image of existing conditions facing south

Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **O-10** (Office) (southerly half) and **RA3-20** (apartments) (northerly half). **O-10** permits

office and medical office, financial institution, commercial school and veterinary clinic. The maximum building height in the **O** zone is 19.0 m (62.3 ft.) and 6 storeys. **RA3-20** permits an apartment, long-term care building, retirement building and parking required for abutting lands zoned **O-10**. The maximum number of apartment dwelling units is 88 and the maximum building height is 12 storeys.

- November 14, 2012 – Mississauga Official Plan came into force. The subject lands are designated Office and Residential High Density in the Downtown Fairview Character Area.
- May 27, 2020 – City initiated Zoning By-law 0121-2020 that affects all **O** zoned lands in the City that rezoned the southerly half of the subject lands to **O1-10** (Minor Office), which permits the same uses as the previous **O** (Office) zone. The maximum building height in the **O1-10** zone remains unchanged.

3. Site Context

Surrounding Land Uses

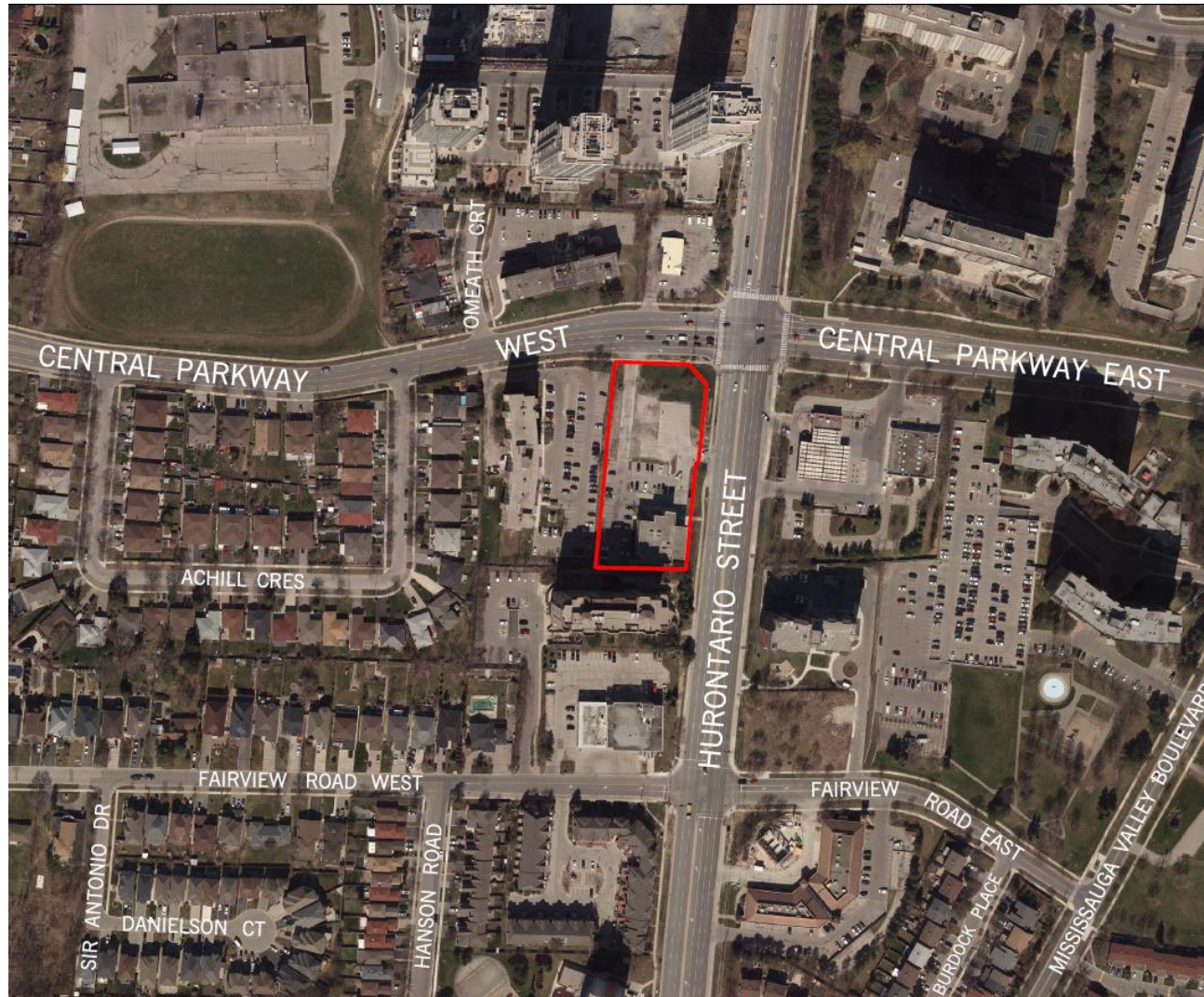
North of the subject land is a one storey building containing a restaurant (with an approved development application for a 36 storey residential building with a five storey podium and ground floor non-residential uses). To the east is an Esso gas station and Tim Hortons restaurant. To the south is a 16 storey apartment building. To the west is an eight storey apartment building with a surface parking area.

The surrounding land uses are:

North: Restaurant
 East: Gas station
 South: Apartment
 West: Apartment

Neighbourhood Context

The subject lands are located in the Downtown Fairview Character Area. The surrounding area contains a number of 6 to 33 storey apartment buildings with a mix of ground related commercial uses along Hurontario Street.



Aerial Photo of 3440 and 3442 Hurontario Street

Demographics

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

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

Other Development Applications

There are six active development applications in the vicinity of the subject lands, as follows:

- SP 13/219 W7 – 30, 38, 44, 50, 58 and 64 Elm Drive West – 35 storey apartment building with ground floor day care use (under construction)

- SP 19/86 W7 – 34 Elm Drive West – 40 storey apartment building (under construction)
- OZ 20/015 W7 – 16 Elm Drive West – zoning by-law amendment application to permit a 12 storey apartment building attached to a permitted 50 storey apartment building
- OZ 20/007 W7 – 3575 Kaneff Crescent – official plan and zoning by-law amendment applications to permit a 29 storey apartment building
- OZ 20/001 W7 – 1 Fairview Road East – official plan and zoning by-law amendment applications to permit a 32 storey apartment building.
- H-OZ 18/002 W7 / SP18-96 W7 – 185 Enfield Place – lifting of 'H' provision and site plan for a 36 storey rental apartment building.

Community and Transportation Services

This application is expected to have minimal impact on existing services in the community.

The area is well served by community facilities such as Stonebrook Park, Kariya Park and a future park at the southeast corner of Kariya Drive and Elm Drive West, Mississauga Valley Park and the Mississauga Valley YMCA Child Care Centre, all within a 0.9 km (0.6 miles) radius of the subject lands. The Mississauga Valley Community Centre is also approximately 1.2 km (0.7 miles) from the subject lands.

The site is approximately 1.0 km (0.6 miles) from the Cooksville GO station, which provides two-way peak train

service and two-way off-peak bus service to downtown Toronto. The site is also located along a future Light Rail Transit (HLRT) line on Hurontario Street, with a future LRT stop approximately 0.5 km (0.3 miles) from the subject land. The following major MiWay bus routes service the site:

- Route 2 – Hurontario
- Route 3 – Bloor
- Route 8 - Cawthra
- Route 19 – Hurontario
- Route 19A - Hurontario-Britannia
- Route 103 – Hurontario Express

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

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
<i>Provincial Policy Statement (PPS)</i>	<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>
<i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i>	<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>
<i>Region of Peel Official Plan (ROP)</i>	<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 conforms to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

Existing Designation

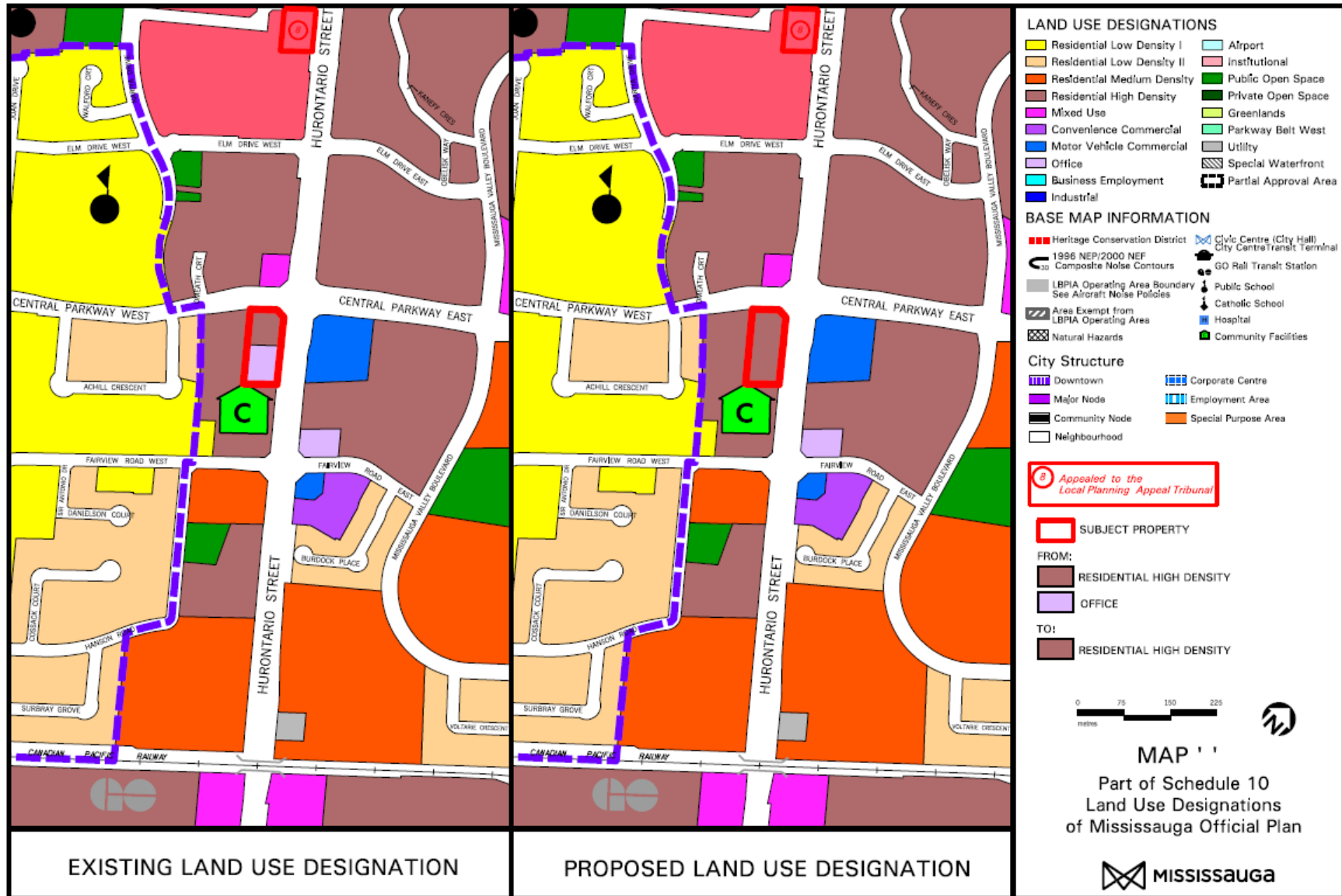
The lands are located within the Downtown Fairview Character Area and are designated **Residential High Density – Special Site 2** and **Office**. The **Residential High Density – Special Site 2** designation permits an apartment dwelling with a maximum of 135 dwelling units and an FSI of 3.75. The **Office** designation permits office and accessory uses.

The subject property is located within a Major Transit Station Area (MTSA).

Proposed Designation

The applicant is proposing to change the designation of the entire property to **Residential High Density – Special Site** to permit an apartment building having a maximum height of 36 storeys and an FSI of 7.4. The applicant will need to demonstrate consistency with the intent of MOP and shall have regard for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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



Excerpt of Downtown Fairview 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 5 Direct Growth	<p>Most of Mississauga's future growth will be directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities. (S.5.1.4 and 5.1.6)</p> <p>The Downtown is an Intensification Area. (S.5.3.1.3)</p> <p>The Downtown will achieve a minimum gross density of 200 residents and jobs combined per hectare. The City will strive to achieve a gross density of between 300 to 400 residents and jobs combined per hectare. (S.5.3.1.4)</p> <p>Development applications within the Downtown proposing a change to the designated land use, which results in a significant reduction in the number of residents or jobs that could be accommodated on the site, will not be permitted unless considered through a municipal comprehensive review. (S.5.3.1.5)</p> <p>The Downtown will achieve an average population to employment ratio of 1:1, measured as an average across the entire Downtown. (S.5.3.1.6)</p> <p>The Downtown will develop as a major regional centre and the primary location for mixed use development. The Downtown will contain the greatest concentration of activities and variety of uses. (S.5.3.1.9)</p> <p>Development in the Downtown will be in a form and density that achieves a high quality urban environment. (S. 5.3.1.11)</p> <p>The Downtown will be developed to support and encourage active transportation as a mode of transportation. (S. 5.3.1.13)</p> <p>Where Corridors run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence. (S.5.4.2)</p> <p>Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses orientated towards the Corridor. (S.5.4.3)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area. (S.5.4.4)</p>

	<p>General Intent</p> <p>Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building heights or until such time as alternative building heights area determined through planning studies. (S.5.4.8)</p> <p>A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these areas will be permitted in all areas. (S.5.5.7)</p> <p>Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged. (S.5.5.8)</p>
<p>Chapter 7 Complete Communities</p>	<p>Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga. (S.7.1.1)</p> <p>In order to create a complete community and develop a built environment supportive of public health, the City will:</p> <ul style="list-style-type: none"> a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses; b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking; c. encourage environments that foster incidental and recreational activity; and d. encourage land use planning practices conducive to good public health. (S.7.1.3) <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (S.7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (S.7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> a. The development of a range of housing choices in terms of type, tenure and price; b. The production of a variety of affordable dwelling types for both the ownership and rental markets; and, c. The production of housing for those with special needs, such as housing for the elderly and shelters. (S.7.2.2)
<p>Chapter 9 Build A Desirable Urban Form</p>	<p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. (S.9.1.2)</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (S.9.1.5)</p> <p>A high quality, compact urban built form will be encouraged to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of Intensification Areas form of surrounding areas. (S.9.2.1.4)</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas. (S.9.2.1.10)</p>

	General Intent
	<p>Principal streets should have continuous building frontage that provide continuity of built form from one property to the next with minimal gaps between buildings. (S.9.2.1.17)</p> <p>Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. (S.9.2.1.21)</p> <p>Development will face the street and have active facades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections (9.2.1.23, 24 and 25)</p> <p>Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired. (S.9.2.1.28)</p> <p>Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape. (S.9.2.1.29)</p> <p>Development should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk. (S.9.2.1.31 and 32)</p> <p>Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure natural surveillance from public areas. (S.9.2.1.37)</p> <p>Private open space and/or amenity areas will be required for all development. (S.9.3.5.5)</p> <p>Residential developments of a significant size, except freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users. (S.9.3.5.6)</p> <p>Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be considered. (S.9.3.5.7)</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: natural hazards, the size and distribution of building mass and height, front, side and rear yards, the orientation of buildings, structures, and landscapes on a property, views, the local vernacular and architectural character as represented by the rhythm, textures, and building materials, privacy and overlook, and function and use of buildings, structures and landscapes. (S.9.5.1.1 and 2)</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. (S.9.5.1.3)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimate conditions are mitigated. (S.9.5.1.9)</p> <p>New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures that attractiveness of the thoroughfare. (S.9.5.1.11)</p> <p>Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by: a) providing walkways</p>

	General Intent
	that are connected to the public sidewalk, are well lit, attractive and safe; b) fronting walkways and sidewalks with doors and windows and having visible active uses inside; c) avoiding blank walls facing pedestrian areas; and d) providing opportunities for weather protection, including awnings and trees.(S.9.5.2.2) Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by: a) street trees and landscaping, and relocating utilities, if required; b) lighting; c) weather protection elements; d) screening of parking areas; e) bicycle parking; f) public art; and g) street furniture. (S.9.5.2.5)
Chapter 10 Foster a Strong Economy	Mississauga's success in attracting office development is an asset to the economy. Current office development is concentrated within the Corporate Centres, however, the Downtown and Employment Areas also have considerable office development. Promoting office development in the Downtown is of particular importance to the City in order to support higher order transit and create a lively mixed use live/work area. (10.2)
Chapter 11 General Land Use Designations	Lands designated Residential High Density will permit an apartment dwelling. (S.11.2.5) Lands designated Office will permit major office, secondary office and accessory uses. (S.11.2.7)
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 site is zoned **O1-10** (Office) (southerly half) and **RA3-20** (Apartments) (northerly half). **O-10** permits office and medical office, financial institution, commercial school and veterinary clinic. The maximum building height in the **O** zone is 19.0 m (62.3 ft.) and 6 storeys. **RA3-20** permits an apartment, long-term care building, retirement building and parking required for abutting lands zoned **O1-10**. The maximum number of apartment dwelling units is 88 and the maximum building height is 12 storeys.

Proposed Zoning

A rezoning is proposed from **RA3-20** (Apartments) and **O1-10** (Office) to **RA5-Exception** (Apartments) to permit two towers, 36 storeys 111.35 m (365.3 ft.), and 30 storeys 93.65 m (307.3 ft.) high, containing 680 dwelling units and ground floor retail commercial and/or office uses.

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

Proposed Zoning Regulations

Zone Regulations	RA5 Zone Regulations	Proposed Amended RA5 Zone Regulations
Additional Permitted Uses	n/a	Restaurant Take-out Restaurant
Maximum Floor Space Index (FSI)	2.9	7.4
Maximum Height	77.0 m (252.6 ft.) and 25 storeys	111.3 m (365.2 ft.) and 36 storeys
Minimum Exterior Side Yard	For that portion of the dwelling with a height : less than or equal to 13.0 m (42.7 ft.): 7.5 m (24.6 ft.) Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.): 8.5 m (27.9 ft.) Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.): 9.5 m (31.2 ft.) Greater than 26.0 m (85.3 ft.): 10.5 m (34.4 ft.)	For that portion of the dwelling with a height : less than or equal to 13.0 m (42.7 ft.): 7.0 m (23.0 ft.) Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.): 7.5 m (24.6 ft.) Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.): 7.5 m (24.6 ft.) Greater than 26.0 m (85.3 ft.): 7.5 m (24.6 ft.)
Minimum Interior Side Yard	For that portion of the dwelling with a height :	For that portion of the dwelling with a height :

Zone Regulations	RA5 Zone Regulations	Proposed Amended RA5 Zone Regulations
	less than or equal to 13.0 m (42.7 ft.): 4.5 m (14.8 ft.) Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.): 6.0 m (19.7 ft.)	less than or equal to 13.0 m (42.7 ft.): 3.0 m (9.8 ft.) Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.): 3.0 m (9.8 ft.)
Minimum Rear Yard	For that portion of the dwelling with a height : less than or equal to 13.0 m (42.7 ft.): 7.5 m (24.6 ft.) Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.): 10.0 m (32.8 ft.)	For that portion of the dwelling with a height : less than or equal to 13.0 m (42.7 ft.): 3.0 m (9.8 ft.) Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.): 3.0 m (9.8 ft.)
Minimum number of parking spaces	1.25 resident spaces per one-bedroom unit 1.4 resident spaces per two-bedroom unit 1.3 resident spaces per three-bedroom unit 0.20 visitor spaces per unit	0.9 resident spaces per one-bedroom unit 1.0 resident spaces per two-bedroom unit 1.3 resident spaces per three-bedroom unit 0.15 visitor spaces per unit

Zone Regulations	RA5 Zone Regulations	Proposed Amended RA5 Zone Regulations
	Per 100 m ² of gross floor area – non residential 3.2 – 16	Per 100 m ² of gross floor area – non residential 4.3
Minimum setback of from surface parking area or aisles to any other lot line	4.5 m (14.8 ft.)	0.6 m (2.0 ft.)
Minimum setback from a waste enclosure/loading area to a street line	10.0 m (32.8 ft.)	n/a – as per concept plan
Minimum landscaped area	40% of the lot area	n/a – as per concept plan
Minimum amenity area	5.6 m ² (60.3 ft ²) / dwelling unit	4.6 m ² (49.5 ft ²) / dwelling unit
Minimum percentage of total required amenity area to be provided in one contiguous area	50%	0% - as per concept plan
Minimum amenity area to be provided outside at grade	55.0m ² (592.0 ft ²)	n/a - as per concept plan
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

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.

Based on the current proposal, the City is seeking to ensure that at a minimum, 63 dwelling units be affordable to middle income households.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
	Chris Hadfield Public School	Camila Senior Public School	T.L. Kennedy Secondary School
57 Kindergarten to Grade 6 17 Grade 7 to Grade 8 13 Grade 9 to Grade 12	Enrolment: 630 Capacity: 672 Portables: 0	Enrolment: 654 Capacity: 655 Portables: 0	Enrolment: 841 Capacity: 1,275 Portables: 0

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
	St. Philip Elementary School	Father Michael Goetz Catholic School
12 Kindergarten to Grade 8 10 Grade 9 to Grade 12	Enrolment: 282 Capacity: 441 Portables: 0	Enrolment: 1,131 Capacity: 1,593 Portables: 0

6. Community Questions and Comments

A community meeting was held by Ward 7 Councillor, Dipika Damerla on January 19, 2021. Approximately 8 residents attended the meeting virtually.

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.

- How long will it take for the proposed building to be completed?
- Will the existing three storey office building remain on the property after construction is complete?
- Does the City conduct air quality studies when new apartments are proposed?
- When will the buildings be constructed?

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 22, 2021)	<p>Existing 300 mm (11.8 in.) diameter water mains are located on Hurontario Street and Central Parkway West.</p> <p>Existing 250 mm (9.8 in.) diameter sanitary sewers are located on Hurontario Street and Central Parkway West.</p> <p>For the residential apartment, the region will provide front-end collection of garbage and recyclable materials.</p> <p>For the commercial units, waste collection will be required through a private waste hauler.</p> <p>Prior to approval, a satisfactory functional servicing report is required to determine the adequacy of the existing services for the proposed development.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (January 6, 2021)	<p>Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment, and, as such, the school accommodation condition as required by the City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p>
City Community Services Department Park Planning Section (January 25, 2021)	<p>The proposed development is approximately 275 m (902 ft.) from Stonebrook Park (P-087), zoned OS1 (Open Space - Community Park) and includes a bridge, playsite, two unlit tennis courts and a parking lot. The site is also 285 m (935 ft.) from Bella Vista Park (P-232), zoned OS1 (Open Space - Community Park) and includes two basketball courts, a multi-pad and a play site.</p> <p>This development proposal will have no significant impact to Mississauga Valley Community Centre and Library.</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p> <p>The streetscape feasibility drawings propose a 2 m (6.6 ft.) wide tree corridor for the trees in sod along Central Parkway</p>

Agency / Comment Date	Comments
Forestry Section (January 12, 2021)	<p>West, whereas a 3 m (9.8 ft.) corridor for trees is required.</p> <p>The applicant shall provide a cost estimate representing 100% of the owner's total cost for streetscape and boulevard works for the frontages on Central Parkway W. Once approved, the Cost Estimate is to be included under Schedule G of the Agreement.</p>
Fire Prevention (January 25, 2021)	<p>It does not appear that the fire hydrant coverage requirements of by-law 1036-81 are met for the Southwest portion of the building., Private hydrants may be be required if coverage requirements are not met.</p>
Economic Development Office (March 16, 2021)	<p>On December 11, 2019 Council approved the Economic Development Strategy 2020-2025 (GC-0652-2019). The new Economic Development Strategy has three Core Economic Priorities. "Develop Distinctive Places" is one of three core priorities of which the main component of this economic priority is Mississauga's Downtown. The Downtown is considered an Economic Growth Centre. A key priority for the city is to attract office development to the downtown and to deliver employment to anchor higher order transit development in proximity to both GO stations and LRT stops.</p> <p>The subject lands are within walking distance to both a future LRT stop at Central Parkway (0 m), as well as a major mobility hub at Cooksville GO station (600 m) and are located in an area of the city that is deemed an intensification area (Official Plan - Schedule 2). Official Plan Sections 10.2.1 and 10.2.3 have identified intensification areas as locations for both major and secondary office. Maintaining employment at this location is supported by Mississauga's Official Plan under Sections 5.1.3, 5.1.4, 5.1.6. There is a distinction in the Official Plan as it relates to retail versus employment (Section 10). For the purposes of your proposal employment is deemed to be anything other than retail.</p> <p>Section 5.3 of the Official Plan requires a Downtown Population to Employment Ratio of 1:1. As such, any consideration of additional residential permissions on these lands should be incorporated as a mixed use development with a mix of at grade retail, employment and residential. To achieve Section 5.3.1.6 of the Official Plan, the goals of the growth plan, as well as the Provincial Policy Statement, we recommend that office be incorporated within the podium of the proposed development. We request that you retain the existing square footage of the office that is to be demolished and add this into the square footage of the building. Given the increase of the residential population and pursuant to Section 5.3, we request that you contribute towards the Downtown's 1:1 ratio and provide additional office in the proposed building within the podium. Please include office above the first floor within the podium.</p> <p>We request that you expand the uses to maintain medical offices at this location as well as to include personal service uses and financial institutions to serve the local community in addition to the uses that you are proposing.</p>
City Transportation and Works Department (February 25, 2020)	<p><u>Stormwater</u></p> <p>A Functional Servicing and Stormwater Management Report prepared by C.F. Crozier & Associates Inc., dated November 2020, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure, and/or on-site stormwater management controls.</p> <p>The applicant is proposing to construct a new internal storm sewer to service the development lands, accommodate adjacent external flows, and maintain the existing outlet to the City's infrastructure, as well as implementation of on-site stormwater management controls for post-development discharge.</p>

Agency / Comment Date	Comments
	<p>The applicant is required to provide further technical information to demonstrate:</p> <ul style="list-style-type: none"> • The feasibility of the proposed private storm sewer; • How groundwater will be managed on site; and • That there will be no impact to the City's existing drainage system. <p><u>Traffic</u> A Traffic Impact Study (TIS), prepared by C.F. Crozier & Associates Inc., dated October 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; • Turning Movement Diagrams to evaluate the internal site circulation and access points; • Review the driveway access to ensure both Hurontario Street, Central Parkway West and the internal driveways can operate efficiently; and • Address any traffic concerns from the community related to the proposed development. <p><u>Environmental Compliance</u> Phase One ESA (project 02*2742), dated September 30, 2020, prepared by Bruce Brown Associates Limited has been received. The report does not recommend further investigation.</p> <p>A Record of Site Condition is required to be filed for the property in accordance with MECP regulations.</p> <p>The applicant is required to submit the following information as part of subsequent submissions:</p> <ul style="list-style-type: none"> • A reliance letter for the Phase One ESA • The Temporary Discharge to Storm Sewer Commitment Letter • Wells Decommissioning Confirmation Letter <p><u>Noise</u> An Acoustical Feasibility Study prepared HGC Engineering Ltd., dated November 17, 2020, was submitted for review. The Noise Study evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic, the nearby commercial property, and mechanical equipment of other residential buildings in the vicinity. Further information from the applicant is required in order to assess how noise levels from road traffic and stationary sources may affect this development.</p> <p><u>Engineering Plans/Drawings</u></p>

Agency / Comment Date	Comments
	The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which need to be revised as part of subsequent submissions, in accordance with City Standards
Other City Departments and External Agencies	<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"> - Metrolinx - Alectra Utilities - Community Services – Public Art Coordinator - Greater Toronto Airport Authority

Development Requirements

Matters including grading, engineering, servicing, stormwater management and streetscape upgrades will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

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:

- Does the proposal contribute to the achievement of an average population to employment ratio of 1:1 in the Downtown?
- Are the proposed zoning by-law exception standards appropriate?
- Does the podium provide appropriate activation along the Hurontario Street and Central Parkway West frontages?
- Is the proposal compatible with the character of the area given the project's land use, massing, density, setbacks and building configuration?
- Is the re-designation of office lands appropriate?

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 26, 2021</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's file: H-OZ 18/006 W7</p>
<p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Meeting date: April 19, 2021</p>

Subject

INFORMATION STATUS REPORT AND REMOVAL OF THE "H" HOLDING PROVISION FROM ZONING BY-LAW 0225-2007 REPORT (WARD 7)

Application to remove the "H" holding provision to permit three mixed use buildings (81, 67 and 21-30 storeys), two new public streets and one private road with public easement 3967-3981 Redmond Road, 448-452 Burnhamthorpe Road West, 465-475 Webb Drive, and 471-513 Soho Avenue, South side of Burnhamthorpe Road West, west of Confederation Parkway

Owner: Rogers Telecommunications Limited

File: H-OZ 18/006 W7

Recommendation

That the report dated March 26, 2021, from the Commissioner of Planning and Building outlining the details of the proposed development and recommending approval of the removal of the "H" holding provision application from the text of By-law 0225-2007 and the "H" symbol from the zoning map, under File H-OZ 18/006 W7, Rogers Telecommunications Limited, 3967-3981 Redmond Road, 448-452 Burnhamthorpe Road West, 465-475 Webb Drive, and 471-513 Soho Avenue, be adopted and that the Planning and Building Department be authorized to prepare the by-law for Council's passage.

Background

The current zoning for the subject lands came into force and effect on May 11, 2015, as part of LPAT settlement approval of By-law 0050-2013 relating to the Rogers lands. This approval zoned the subject lands H-CC2-5, with the "H" provision requiring the execution of a Development Agreement before the holding provision can be removed from the site.

The current official plan and zoning by-law permissions for the site allow for unlimited height and density and a mix of residential and commercial uses.

Appendix 1 provides detailed information on the area context, proposed development and planning regulations.

Upon removal of the "H" holding provision, the lands are to be developed for three mixed use buildings (81, 67 and 21-30 storeys), two new streets (Soho Avenue and Redmond Road) and one private road with public easement (Fitzroy Road).

Comments

Section 36 of the *Planning Act* provides the legislative framework for a municipality to add and remove an "H" holding provision. A formal public meeting is not required; however notice of Council's intention to pass the amending by-law must be given to all landowners within 120 m (400 ft.) to which the proposed amending by-law would apply. Notice was given to all affected landowners by pre-paid first class mail for this application.

The conditions for removing the "H" holding provision will be fulfilled as follows:

- The owner will execute and enter into a Development Agreement, satisfactory to The Corporation of the City of Mississauga, addressing and agreeing to, amongst other things, the installation or placement of all required municipal works, municipal walkways, land dedications and the provision of required securities.

This agreement must be complete and approved by Council prior to Council's approval of the by-law to remove the "H" holding symbol.

It is anticipated that the Development Agreement will be finalized and brought to Council in spring/summer 2021, and then the by-law may follow to remove the "H" holding provision. The development agreement will address the installation of the streetscape (street trees, unit paving, benches, waste receptacles, street lighting) abutting the development along Burnhamthorpe Road West and Webb Drive, new public roads and their associated streetscape for Soho Avenue and the extension of Redmond Road, and public easement across Fitzroy Road (private road), along with the provision of securities to ensure the required works are completed.

Financial Impact

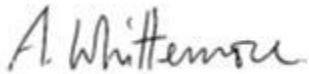
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

The conditions to remove the "H" holding provision will soon be satisfied. The "H" holding provision can be removed from the by-law and the "H" holding symbol can be removed from the zoning map once the Development Agreement has been executed.

Attachments

Appendix 1: Detailed Information



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

Prepared by: Jonathan Famme, Development Planner

Detailed Information

Owner: Rogers Telecommunications Limited

3967-3981 Redmond Road, 448-452 Burnhamthorpe Road West,

465-475 Webb Drive, and 471-513 Soho Avenue

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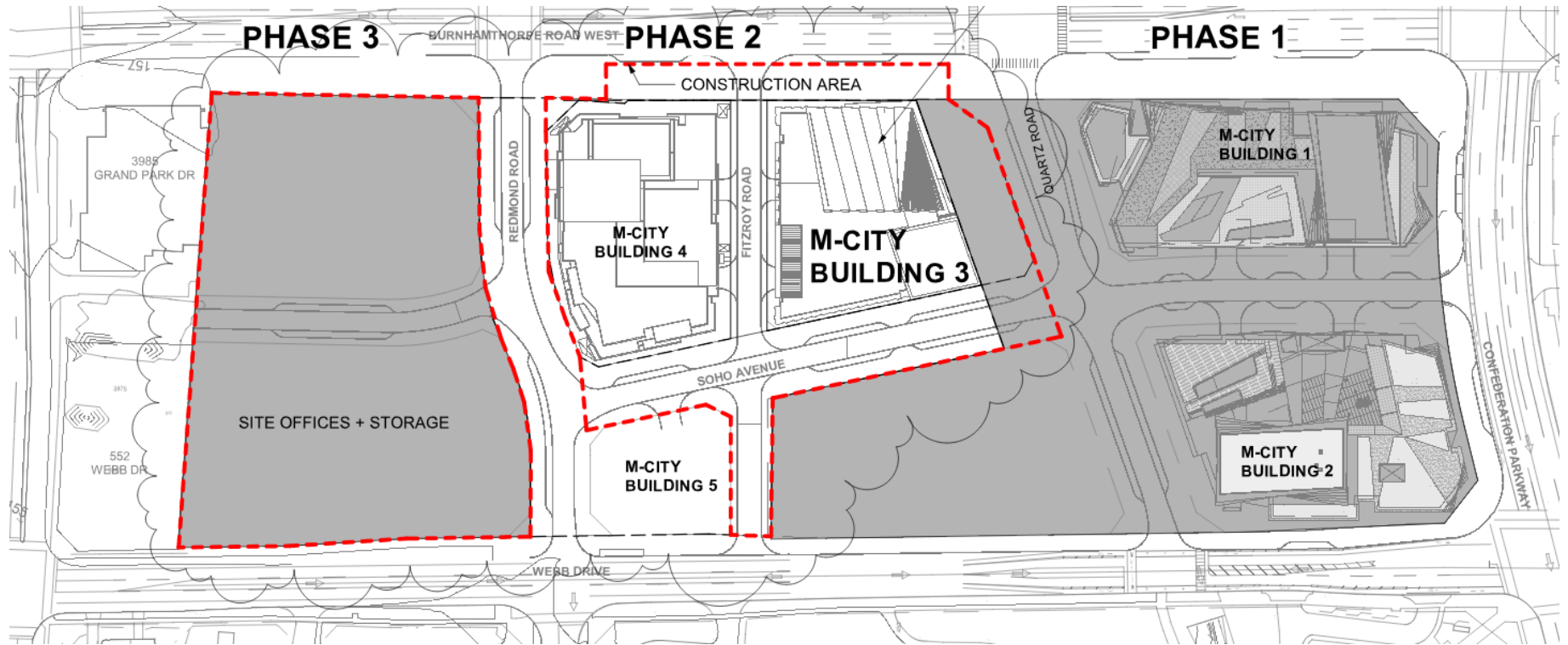
1. Proposed Development

The applicant proposes to develop the lands with three mixed use buildings (81, 67 and 21-30 storeys), two new public streets and a private road with public easement. The official plan and zoning by-law permit the proposed development, and an application is only required to lift the “H” Holding Symbol from the Zoning to allow for building permit issuance. As a condition of the Removal of the “H” Holding Symbol, the applicant will reconstruct the Burnhamthorpe Road West and Webb Drive streetscapes abutting the development, and construct the extension of Redmond Road from Webb Drive to Burnhamthorpe Road West, and Soho Avenue as new public roads.

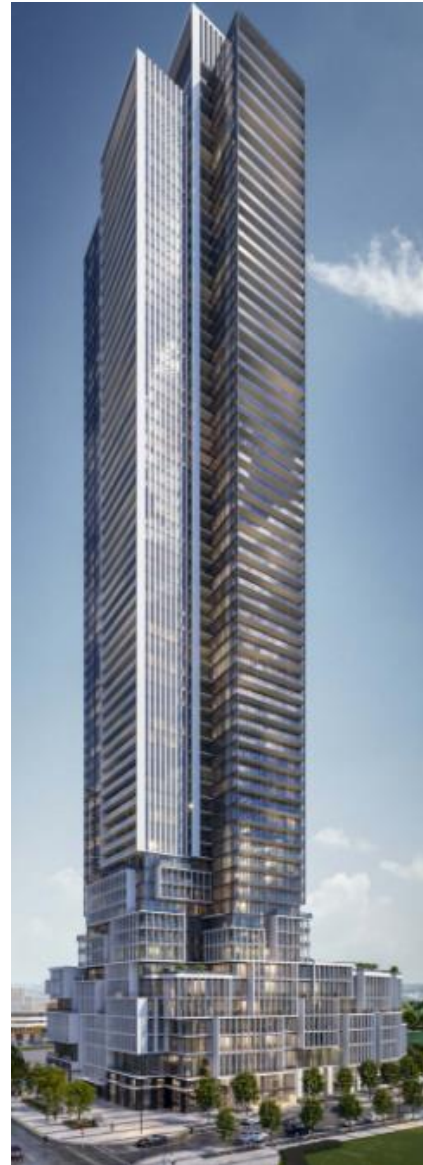
Development Proposal	
Application submitted:	Received: December 19, 2018 Deemed complete: January 9, 2019
Developer/ Owner:	Rogers Telecommunications Limited
Applicant:	Urban Capital
Number of units:	949 units (M3) 954 units (M4) TBD (M5)
Existing Gross Floor Area:	Vacant

Development Proposal				
Proposed Residential Gross Floor Area:	66 643 m ² (717,339 ft ²) (M3) 62 230 m ² (669,838 ft ²) (M4) TBD (M5)			
Proposed Commercial Gross Floor Area:	827 m ² (8,902 ft ²) (M3 retail) 1 722 m ² (18,535 ft ²) (M3 office) 661 m ² (7,115 ft ²) (M4) TBD (M5)			
Height:	81 storeys (M3) 67 storeys (M4) 21-30 storeys (M5)			
Floor Space Index:	15.2 (M3) 12.02 (M4) TBD (M5)			
Indoor Amenity Area:	1 399 m ² (15,059 ft ²) (M3) 1 577 m ² (16,974 ft ²) (M4) TBD (M5)			
Outdoor Amenity Area:	1 367 m ² (14,714 ft ²) (M3) 1 760 m ² (18,944 ft ²) (M4) TBD (M5)			
Anticipated Population:	2,078* (M3) 2,089* (M4) TBD (M5) *Average household sizes for all units (by type) based on the 2016 Census			
Parking:	Required	Provided		
	(M3)	(M4)	(M3)	(M4)
Resident spaces	949	954	819	811
Visitor/retail spaces	142	143	142	143
Total	1,091	1,097	961	954

Concept Plan and Renderings



Master Concept Plan



Renderings

2. Site Description

Site Information

The property is located within the Downtown Core, south of Burnhamthorpe Road West and west of Confederation Parkway. The subject lands are currently vacant.



Aerial Photo of 3967-3981 Redmond Road,
448-452 Burnhamthorpe Road West,
465-475 Webb Drive, and 471-513 Soho Avenue

Property Size and Use	
Frontage:	Approx. 162 m (531 ft.)
Depth:	Irregular - Approx. 150 m (492 ft.)
Gross Lot Area:	2.03 ha (5.01 ac.)
Existing Uses:	Vacant



Image of existing conditions facing south from
Burnhamthorpe Road West

3. Site Context

Surrounding Land Uses

The area contains a mix of high density residential apartments, mixed use buildings, Bud Cleary Park, and low density residential dwellings.

The surrounding land uses are:

- North: detached dwellings, urban townhomes, Parkside Village sales centre, and 42 and 48 storey towers with ground floor retail
- East: future park and linear park, two 61 storey towers with ground floor retail, and office tower
- South: three apartment towers (27, 13, and 23 storeys), Bud Cleary Park, and detached dwellings

West: vacant phase 3 of M-City, 28 storey mixed use building and 48 storey apartment building

Neighbourhood Context

The subject property is located in southwest corner of the Downtown Core, which is evolving from a suburban car-oriented centre into a vibrant, urban downtown that serves as the commercial, business and cultural centre of Mississauga. The Downtown Core consists of high density residential developments, office buildings, mixed use developments, parks, post-secondary institutional and cultural facilities, civic uses and recreational and entertainment uses developed around the periphery of the Square One Shopping Centre. The Downtown is developing with mixed use buildings and smaller more walkable blocks with a focus on the pedestrian experience.

Additional investment is being made to public transit in the Downtown, including the Light Rail Transit (LRT) system along Hurontario Street and through the core. The Bus Rapid Transit (BRT) system serves the Downtown Core connecting it with areas to both the east and west. The focus for local and interregional public transit is in the area of Rathburn Road West and Station Gate Road consists of the City Centre Transit Terminal and GO station. The Downtown Core will develop as a key mobility hub within the Greater Toronto Area given the ongoing commitment to public transit infrastructure and the extensive number of transit supportive development projects.



Aerial Photo of 3967-3981 Redmond Road,
448-452 Burnhamthorpe Road West,
465-475 Webb Drive, and 471-513 Soho Avenue

Other Development Applications

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

- Phase 1 of project – directly east and abutting subject lands - File HOZ 17/002 W7, SP 17-50 W7 and SP 17-162 W7 – 3980 Confederation Parkway – applications for two 61 storey condominium apartment towers with a total of 1,575 units and 3,638 m² (39,159 ft²) of ground floor retail. This phase also includes to future park blocks totaling 0.8 ha (2 acres). The “H” Holding Symbol was removed May

22, 2019, and the towers are under construction under a conditional permit. The site plan applications are close to final approval.

- Southwest corner of Burnhamthorpe Road West and Grand Park Drive - File OZ 15/006 W7 – 3900-3980 Grand Park Drive – application for 25 storey apartment building was refused by Council in March 2019, the decision was subsequently appealed by the owner and an LPAT hearing was held March 8, 2021 (decision pending).

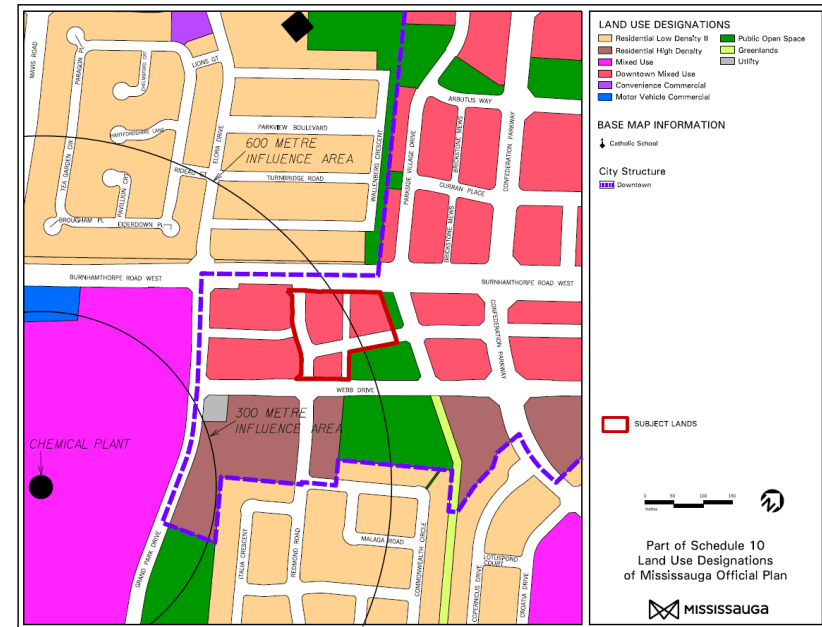
4. Summary of Regulations and Proposed Amendments

Mississauga Official Plan

Existing Designation

The lands are located within the Downtown Core and are designated **Downtown Mixed Use**. The **Downtown Mixed Use** designation permits all forms of high density residential development, offices, retail commercial uses, civic and cultural facilities, hotel and conference facilities, restaurants, entertainment facilities, community infrastructure and parkland.

(Note: There is no change to the Official Plan or designations)



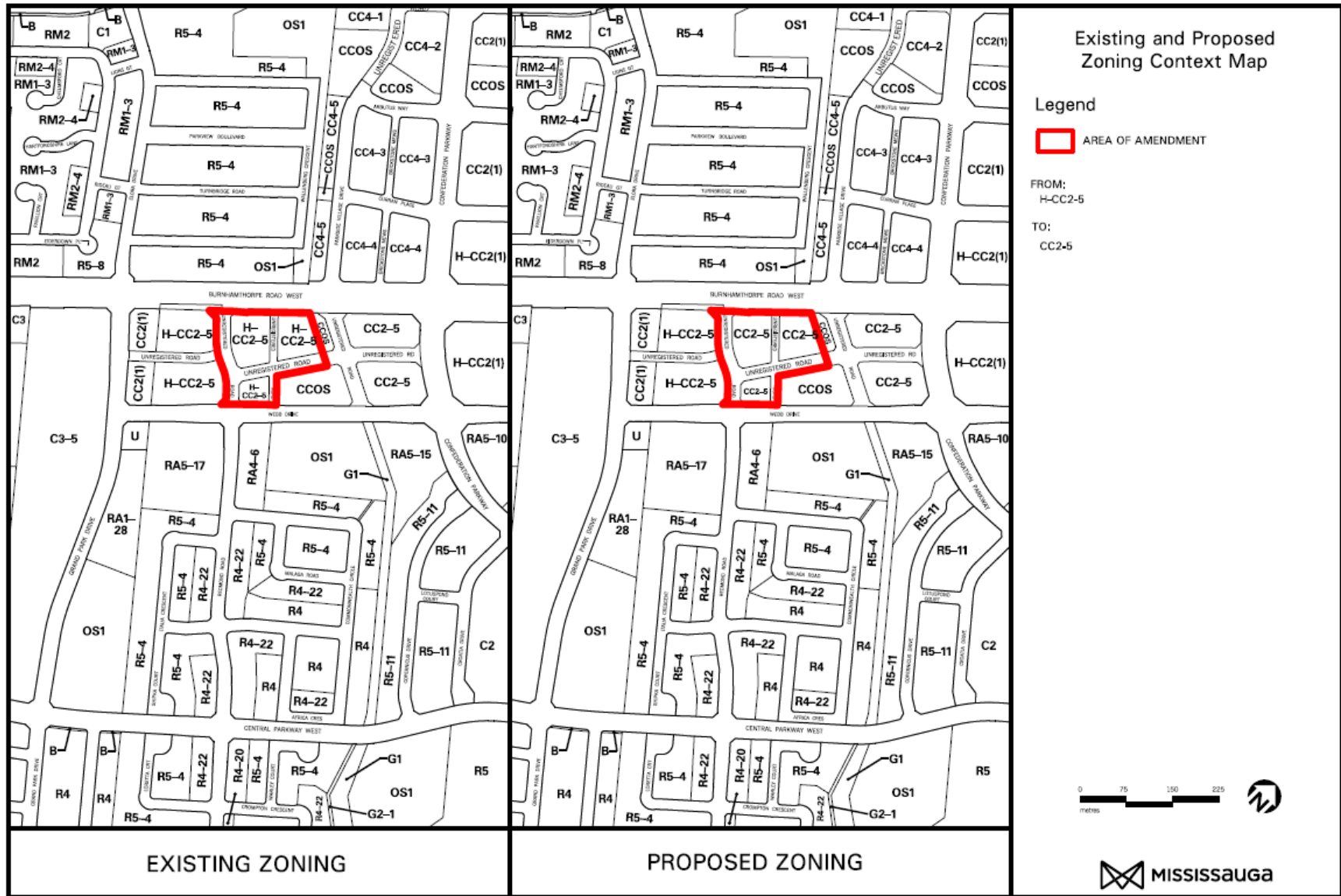
Excerpt of Downtown Core Character Area

Mississauga Zoning By-law

Existing Zoning

The subject property is currently zoned **H-CC2-5** (Downtown Core – Mixed Use Exception), which restricts development until an executed servicing and development agreement is entered into for all required municipal works including streetscape improvements, provision of parkland, and posting of securities.

Once the “H” holding provision is lifted, **CC2-5** permits apartment dwellings, long-term care dwellings and retirement dwellings, offices, medical offices, restaurants and retail commercial uses.



Excerpt of Zoning Map 22

City of Mississauga Corporate Report



<p>Date: April 5, 2021</p>	<p>Originator's files: CD.06- INC</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>Meeting date: April 19, 2021</p>

Subject

Official Plan Review – Scope of Work for Increasing Housing Choices in Mississauga’s Neighbourhoods Study”

Recommendation

That Council endorse the scope of work contained in the report titled, “*Official Plan Review – Scope of Work for Increasing Housing Choices in Mississauga’s Neighbourhoods Study*” from the Commissioner of Planning and Building, dated April 5, 2021.

Executive Summary

- Bill 108, *More Homes, More Choice Act, 2019*, which received Royal Assent on June 6, 2019, introduced changes to the *Planning Act* requiring municipal Official Plans to contain policies allowing up to two additional residential units in conjunction with a single detached, semi-detached or rowhouse primary dwelling.
- The City is required to comply with the changes made by Bill 108 through Official Plan, Zoning By-law or other regulatory changes. However, the City may include policy direction to address a variety of planning compatibility and fit issues in existing neighbourhoods.
- The *2020 Provincial Policy Statement* (in force May 1, 2020) also encourages planning authorities to permit and facilitate a range and mix of housing options, including new development as well as residential intensification, to respond to current and future needs. Housing options can mean a range of housing types such as garden suites and duplexes, as well as housing arrangements such as co-ownership housing and co-operatives.
- The cost of ground-related homes in Mississauga has climbed in recent years and there are limited opportunities to add new supply given the City’s lack of greenfield

land.

- Several cities in Canada and the U.S. have adopted new polices to implement gentle forms of infill in neighbourhoods. Recent Council, Committee of Adjustment and Local Planning Appeal Tribunal (LPAT) decisions have also allowed for more types of infill in neighbourhoods.
- This report proposes a study to bring the City's Official Plan into conformity with the Provincial requirements and look at other possibilities to increase the supply of ground-related housing units. Public consultation is an important component of the scope of work.

Background

The City is currently undertaking its decennial update to its Official Plan. As part of this review, staff are examining neighbourhood land-use polices to ensure they conform to current provincial regulations and are appropriate given the evolving practices in the planning field. Staff's review will focus on Official Plan polices and high-level recommendations, however, it is expected that the public consultation process may identify possible zoning changes to be considered by Council at a later time. As a point of reference, 81% of Mississauga's total residential land area is designated for low-density housing forms.

The Province has recently changed some of its polices to be more permissive of neighbourhood infill. Amendments to the Planning Act and Provincial Policy Statement require all municipalities in Ontario to permit three dwelling units in detached, semi-detached and rowhouse forms along with expanded permissions allowing a range of housing arrangements such as co-ownership. Although several of the regulatory changes are mandated by the Province, the City has broad authority over implementation.

In addition to the provincial legislative changes, there has been a growing movement across North America to re-examine the planning designations in neighbourhoods to increase opportunities for new residents. The conversations on diversity and inclusion that accelerated in 2020 have further elevated this issue. Cities like Minneapolis, Portland and Sacramento (pending) have undertaken the most prominent changes by essentially eliminating single-family zoning.

In Canada, affordable housing advocacy groups and development industry associations have been increasingly requesting municipalities reassess their neighbourhood infill policies.¹ Cities such as Ottawa, Toronto, London, Vancouver, and Edmonton have also begun to review ways to increase housing diversity in neighbourhoods. Most of their scopes of work aim to add density while maintaining development scale and community attributes. Public consultation is an important component of these reviews, as cities must balance a number of complex issues around housing supply, affordability, community character and servicing.

At the February 5th, 2020 Planning and Development Committee meeting, staff also received direction to assess the consolidation of low density categories to reduce the number of rezonings for lot size variations. This would also be reviewed as part of this study.

Comments

1. What Does Increasing Housing Choices in Neighbourhoods Mean?

Increasing housing choices in neighbourhoods refers to re-examining planning permissions to expand the range of low-rise housing forms and tenures permitted in residential neighbourhoods. This may include different built forms being located next to each other, such as detached houses, townhouses and triplexes. Or more ownership/rental options within a dwelling. At present, the mixing of uses and tenures tends to be most prevalent in older areas of cities. Areas of Port Credit for example currently have this mix.

In general, Official Plan and zoning by-laws across North America evolved in the post war period to be more restrictive of what could be built in neighbourhoods. An emphasis was placed on what is there, not what could be there. This led to more homogeneous housing types and household groups (e.g. income and race in some cases) within an area. More restrictive permissions meant that adding more variety of built forms and tenures required Official Plan and/or zoning amendments or Committee of Adjustment applications.

Table 1 shows different implementation approaches of gentle intensification and Appendix 1 provides more detail on the different housing types and arrangements. For example, the City may wish to implement the approach of limiting changes to the exterior of residential buildings and/or total building envelope to complement existing neighbourhood context. This approach could be done through various housing types like duplexes or housing arrangements like co-ownership.

¹ The Future of Housing in the GTHA The Impact of Land Use Policy by BILD and Malone Given Parsons (2018): <https://bildgta.ca/Assets/Land-Use-Study-Commentary-BILD.pdf>

Table 1: Types of Neighbourhood Infill





	Implementation Approach	Considerations (also see Appendix 1)	Prov. Mandated
A	<p><i>Additional Accessory Residential Units (ARUs) on a lot</i></p>  <p>Garage Conversion (Vancouver, B.C.)</p>	<ul style="list-style-type: none"> Includes garage conversions, laneway houses, garden suites, and coach houses being constructed on a lot with an existing dwelling. Some ARU forms may be limited due to context. 	Yes
B	<p><i>More units within the same building envelope</i></p>  <p>Triplex (Portland, Oregon)</p>	<ul style="list-style-type: none"> Involves allowing more separations in dwellings. For example, building looks like a single-detached unit from the outside but is a duplex (2 units) or triplex (3 units) on the inside. Most of the units are rental tenure. Minimal visual impact on exterior. These are currently permitted in Mississauga in certain areas. Involves allowing more of these types in areas where they currently are not permitted. 	Yes
C	<p><i>More ownership units in a building envelope</i></p>  <p>Co-ownership home for sale by Solterra Co-Housing Ltd. (Barrie)</p>	<ul style="list-style-type: none"> Allowing more ownership structures such as co-operatives, shared ownership, home share and lodging in a dwelling. Minimal visual impact on exterior. 	Yes
D	<p><i>Legal second units</i></p>	<ul style="list-style-type: none"> Mississauga's zoning currently permits second units. 	Yes

Table 1: Types of Neighbourhood Infill			
	Implementation Approach	Considerations (also see Appendix 1)	Prov. Mandated
	 <p>2 Bedroom Basement Apartment (Mississauga, www.mississauga4sale.com)</p>	<ul style="list-style-type: none"> • Mississauga Official Plan to be amended to reflect in-force zoning. • Second units may need to be re-defined as internal ARUs. 	
E	Same type of units but at higher density	<ul style="list-style-type: none"> • Involves being more permissive on minimum lot sizes. For example, permitting 40 foot lot single detached dwellings in areas zoned for 50+ foot lot singles. 	No, previous PDC direction
F	Expand range of housing types where currently not permitted	<ul style="list-style-type: none"> • Involves allowing some combination of more semi-detached, row housing, and small apartments in areas where they are not permitted. • Would need to be compatible with the existing physical character. 	No, being looked at as part of OP Review

Many of the neighbourhood infill approaches shown in the above table already exist in Mississauga. This may be through existing polices (secondary suites), Council approval of development applications, Committee of Adjustment decisions or LPAT orders. From 2014 to 2019, Mississauga's neighbourhoods averaged approximately 400 new gentle intensification type of units per year. Approximately 165 of them were new legal secondary suites in the form of basement apartments.

In Mississauga, as with many cities, neighbourhood infill currently tends to occur in areas with a combination of vacant or underutilized land, wider lots and older houses. The exception to this being secondary suites which tend to occur City-wide. The recent Lakeview West Infill Housing Study is an example of a form of gentle intensification in a specific area along Lakeshore Road East.

2. Why are Cities Looking at Increasing Housing Choices in Neighbourhoods?

There is demand for more ground-related housing

While high-rise apartment units located within nodes and corridors can meet the needs of many Mississauga residents, they are not an ideal built form for everyone. Residents looking for ground-related forms typically value unit size, outdoor space, proximity to schools and community services as key attributes. The pandemic has seen many residents place an even greater weight on these features. This has helped push the average resale detached home price in Mississauga to \$1.4 million. Furthermore, the per square foot sale price of a high-rise apartment in Mississauga is about 40% higher than a wood frame ground-related unit. This makes it expensive for families to purchase a large high-rise apartment unit.

The present demographics of the region has also resulted in more households looking for ground-related housing than there are units available, which is a key factor pushing up house prices. The peak age of the baby boom cohort in the Toronto metropolitan area is currently about 57 years old and the peak age of millennials is about 32 years old.² As a result, there is a large group of empty nester households that are not yet ready to downsize at the same time as a large 30+ group is looking for ground-related housing in neighbourhoods. Explained differently, houses in older neighbourhoods (built before 2006) have an average occupancy of about 3.3 people compared to newer neighbourhoods (built after 2016) that have an average occupancy of about 4.1 people.

When considering seniors, 68% of Mississauga's population 65-84 years of age live in low-density units. Staff would like to explore if smaller ground related housing options were available in their existing neighbourhoods would seniors be more likely to downsize, freeing up larger units for growing families.

It has the potential to create units affordable to middle-income families

The City's Housing Strategy: Making Room for the Middle showed the supply of affordable housing options available for middle-income households has become increasingly limited in recent years. For example, while teachers, nurses, and social workers may have been able to afford townhouses in Mississauga in the early 2010s, this is would be difficult today with condominium townhouses averaging \$755,000. Middle-income households often struggle to afford market housing but also earn too much to qualify for housing assistance. Action #2 – *Review Development Standards and Requirements* and #8 – *Investigate Infill Opportunities of the Strategy* are a few of the actions endorsed by Council to remove barriers to affordable housing for middle-income households.

Some forms of neighbourhood intensification are likely to result in more affordable units than may currently exist in the neighbourhood. For example, in the case of a vacant lot within a

² 2016 Census of Canada, Toronto Census Metropolitan Area.

neighborhood, a new 2,500 square foot detached building split into a rental triplex will likely provide units affordable to middle-income households whereas the current policy regime and market tends to create an expensive 2,500 square foot house for a single family. The option for shared ownership structures are also likely to make ownership units more affordable.

It is important to note that not all units created through gentle intensification are necessarily going to be affordable - this was observed in municipalities who have recently explored or implemented gentle intensification. For example, a new and modern townhouse may sell for the same price as the old bungalow it replaced. However, certain benefits of intensification, such as the efficient use of services, not growing in greenfield areas, and protecting agricultural lands, may still apply.

Use of existing municipal services

Between 2011 and 2016 the population in Mississauga's Official Plan designated neighbourhoods declined by about 2,000 people. While population declines are not uniform to every neighbourhood, there are likely opportunities for new residents to move in and make use of existing capacity in school, park, road, water and wastewater infrastructure. At a high level, staff will assess neighbourhood infill from a regional growth management perspective. i.e. if adding infill units in existing urban areas is more cost efficient than expanding greenfield development areas. The Region of Peel is currently undertaking some of this work as part of the Municipal Comprehensive Review.

3. Gentle Intensification Units are Expected to be a Modest Share of the City's Future Growth

Notwithstanding the strong demand for more ground related units, any change to the City's neighbourhood infill policies are not expected to lead to large shifts in the number of infill units created each year. For instance, property owners can currently apply for infill through a development application but as mentioned earlier, in the last five years approximately 400 new gentle intensification type of units per year have materialized City-wide. Mississauga's planning policies also prevent "block busting" in order to discourage large land consolidations in low density areas.

In addition, small-scale developers generally favour selling a new neighbourhood unit to a single property owner for ownership purposes in order to obtain immediate income, rather than for a rental income stream. The study will therefore examine approximately how many new units may be expected from gentle intensification should policies be amended and the most likely locations.

4. There are Many Implementation Considerations that Will Need to be Considered as Part of the Study

As part of the consultation process with City and regional departments, development stakeholders and members of the public, staff expect many implementation challenges will be discussed. This will likely include:

- General community character being affected
- Affordability considerations
- Height, setback, and lot coverages consistent with existing community characteristics
- How servicing and parking can be addressed
- Impact on trees within neighbourhoods
- Affect on property values
- Treatment of unit typologies under the *Development Charges Act*
- Recent LPAT and Committee of Adjustment Decisions
- Building and fire code issues
- Construction impacts

Examining neighbourhood infill policies is a complex undertaking as there are many interdependencies with other priorities and regulations. As such, consultation will be an important part of the study. Staff are proposing to provide Council with a report explaining the benefits and challenges of gentle intensification and what approaches are most feasible and where.

5. The Study will Consider Existing Local, Regional and Provincial policies

The following key Provincial policy directions will be considered:

- *Planning Act, 1990 (changes from Bill 108, More Homes, More Choices Act, 2019)*: Municipalities are directed to permit up to two additional residential units on lots containing a detached house, semi-detached house or rowhouse and in an accessory building. This means that municipalities must permit a total of three residential units for each property that has a detached house, semi-detached house or rowhouse, providing the lot size, location and servicing infrastructure permit it.

Mississauga's current Official Plan (Policy 11.2.5.8 through MOPA13) and Zoning By-Law (Subsection 4.1.20) permits second units. This Scope of Work intends to develop policies to align with Provincial direction and permit the third unit in Mississauga's context.

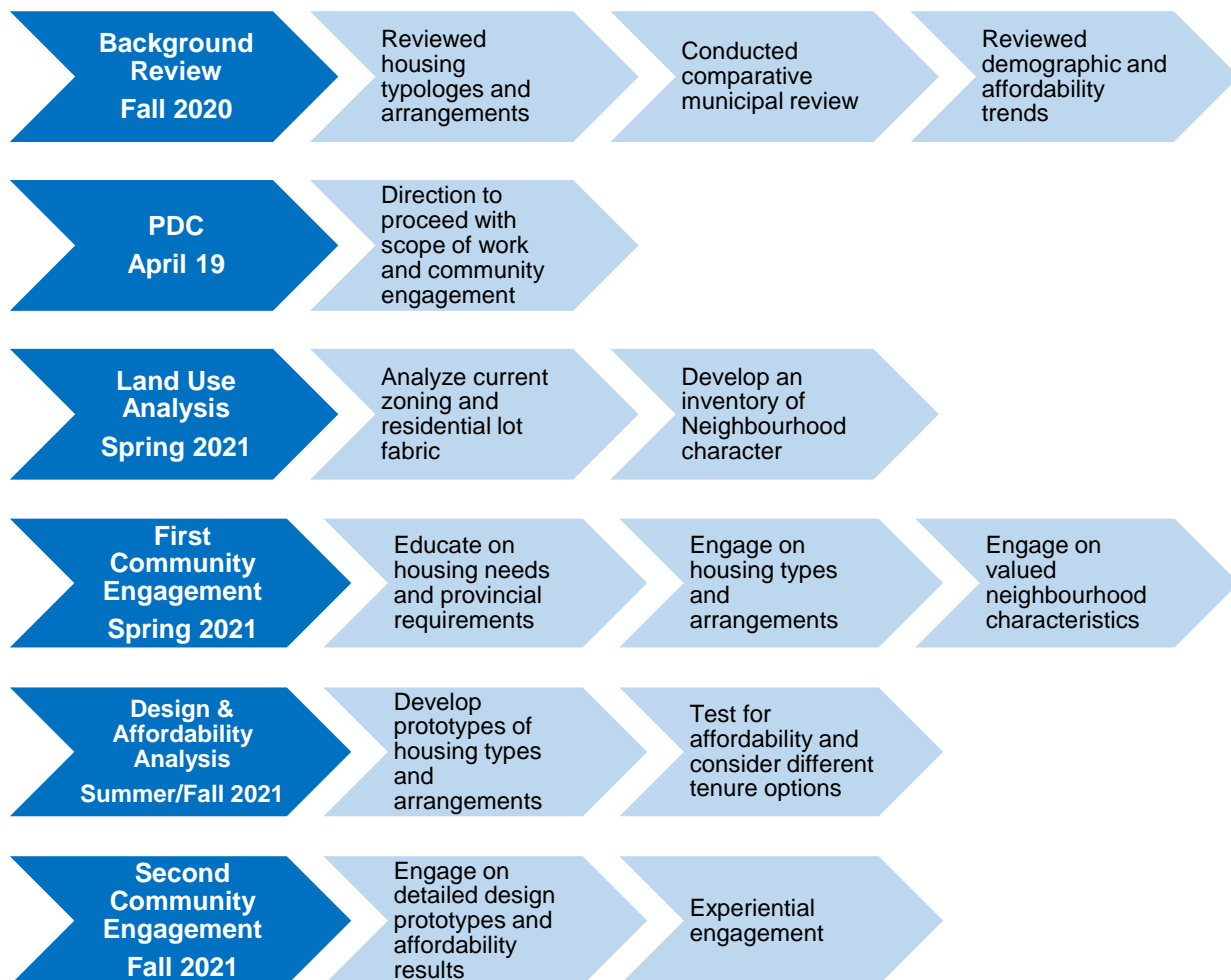
- *Provincial Policy Statement, 2020*: Municipalities are required to provide for an appropriate mix of "housing options" and densities, and permit all forms of residential intensification. "Housing options" is defined as various housing types such as traditional low-rise dwellings as well as multiplexes, additional residential units (e.g. coach houses, garden suites, and laneway suites), and multi-residential buildings. It is also defined as

housing arrangements such as life lease housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes, affordable housing, housing for people with special needs and housing related to employment, institutional or educational uses.

These Provincial policy directions are also outlined in the Housing Research Brief as part of the Official Plan Review): https://yoursay.mississauga.ca/official-plan-review/news_feed/research-briefs-now-available

6. The Proposed Scope of Work

Below is the proposed Scope of Work for the Increasing Housing Choices in Neighbourhood Study. Milestones are listed on the left and tasks/objectives are on the right. The Scope of Work will coincide with the Official Plan Review engagement.





Strategic Plan

The need for affordable housing originated from the Strategic Plan 'Belong' Pillar. More specifically, the Strategic Action 1: Attract and keep people in Mississauga through an affordable housing strategy.

Engagement and Consultation

Two non-statutory engagements are planned to consult on this project. One is proposed for the Spring and the second is planned for the Fall of this year according to key milestones of the Scope of Work. These engagement sessions will be an opportunity to educate the community on the various housing types being explored and how they may be able to provide more housing choice across the City. They will also be an opportunity to receive feedback from the community on opportunities and challenges to implementing these gentle intensification forms in Mississauga's neighbourhoods. Between the engagements, there will be additional opportunities for the community to provide feedback through council reporting and online engagement tools.

Financial Impact

An external consultant will need to be retained to help illustrate what gentle intensification built forms could look like and how they could be integrated into the existing community. Staff have set an upper limit of \$100,000 but this work will probably cost much less. The source of funding is from the Growth Management (Official Plan) Capital Project.

Financial impacts of implementing gentle intensification will also be explored in detail and brought for Council's consideration in future reporting.

Conclusion

This report provides a Scope of Work for the City to align with Provincial policies to implement more housing options in municipalities while also addressing a variety of planning compatibility and fit issues in Mississauga's Neighbourhoods. This work will culminate in recommended changes to Mississauga's Official Plan and considerations for implementing zoning to provide

more housing choices across the City. Staff will be reporting back to Council with updates throughout the process.

Attachments

Appendix: 1 – Housing Typology and Comparative Review



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

Prepared by: Elizabeth Bang, Planner, Paulina Mikicich, Manager, and Jason Bevan, Director, City Planning Strategies

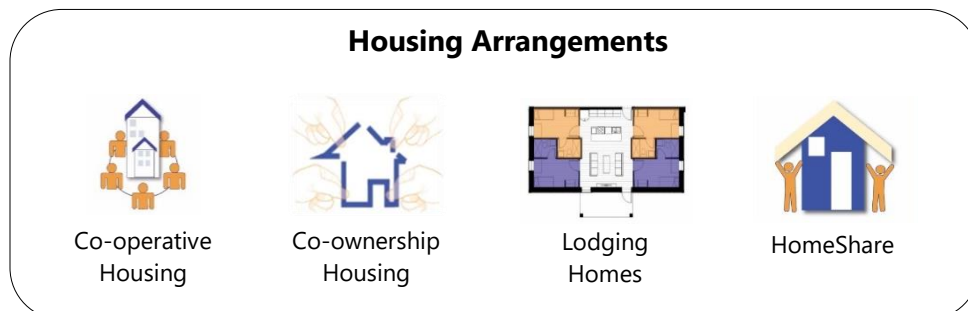
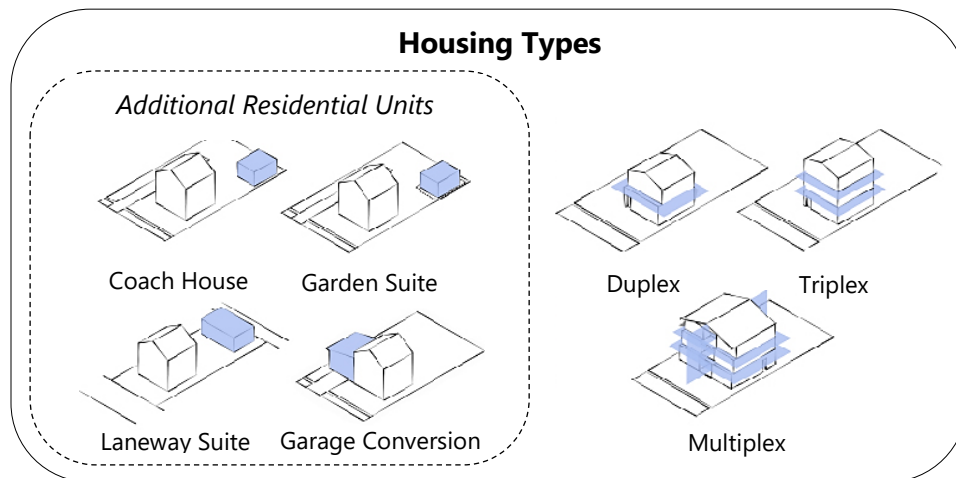
Appendix 1: Housing Typology and Comparative Review



Context

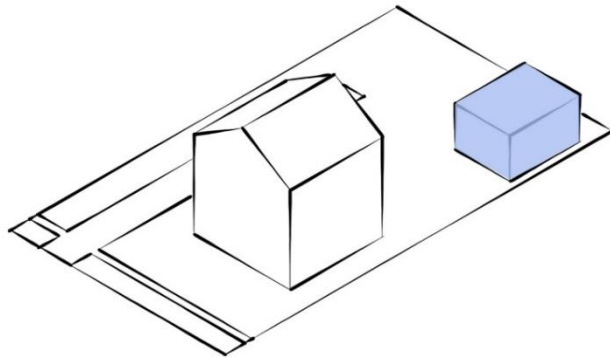
One of the main goals of Mississauga’s “Making Room for the Middle” Housing Strategy is to close the missing middle gap. This will allow middle-income residents to remain housed in and new middle-income residents to move to the City. **One way to achieve this objective is by providing more diverse housing choices in the City’s neighbourhoods.** More diverse housing choices can be implemented by permitting and encouraging different housing types and/or arrangements.

This appendix is organized into **three sections** that show the different housing types and arrangements that will be considered while conducting the work plan. It also notes current municipalities that are implementing them to address the growing demand for more diverse housing choices in their neighbourhoods. These typologies and arrangements are context-specific and tied to neighbourhoods’ character, lot sizes and locations, and building and servicing specifications.



1- Additional Residential Units

A. Coach House



A **coach house** is an additional residential unit that is self-contained and must have separate cooking, sleeping and bathroom facilities. It is generally accessory to, but detached from, the main unit.

General Description

- Limited in size (building footprint and height) to ensure it is identifiable as accessory to the main unit and allows sufficient amenity space for all permitted units on the lot.
- Has minimal street visibility and impact on the character of the neighbourhood.
- Direct pedestrian access to the public road and may be serviced from the main unit.

City of Ottawa Example

Reasons for Implementing

- Provides a discreet way to achieve affordable housing goals and increase density in neighbourhoods where there are existing services and infrastructure.
- Opportunity for property owners to downsize or for family members to find housing within their neighbourhood.

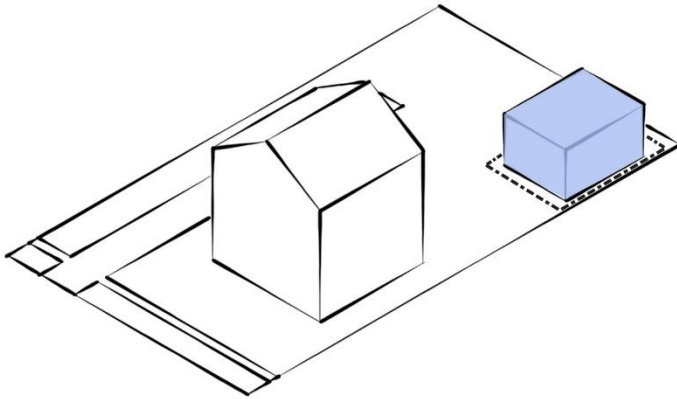
Policy Framework

- The City's Official Plan (OP) permits a coach house on lots containing a detached, semi-detached, linked detached, duplex or townhouse dwelling. The OP and Zoning By-law contain policies and performance standards to ensure a coach house remains accessory to the main unit and the size, location and design fits the neighbourhood character.
- Not permitted on lots with other additional units such as a garden suite or a secondary unit.
- Intended as rental units and cannot be severed from the main unit.
- No parking requirements for coach houses.



An example of a coach house
(UpFrontOttawa.com)

B. Garden Suites



Garden suites are also referred to as “granny suites” and “tiny houses”. They are commonly used in rural settings like farms, but are becoming more permitted in neighbourhoods to provide temporary affordable housing options. Ontario’s planning legislation requires they are a temporary use for 20 years maximum.

General Description

- Temporary structure according to the by-law in place within the jurisdiction.
- Limited in size (building footprint and height) to ensure it is clearly identifiable as secondary to the main unit and to allow for sufficient amenity space for all permitted units on the lot.
- Has minimal street visibility and impact on the overall character of the neighbourhood. Can be mobile or pre-fabricated.
- Temporarily serviced from the main unit.

City of Ottawa Example

Reasons for Implementing

- Needed to provide more housing choices for people over 65 years old who can live independently or those with disabilities.
- Providing more temporary housing choices for temporary tenants, such as farm workers, students, young adults and caregivers.

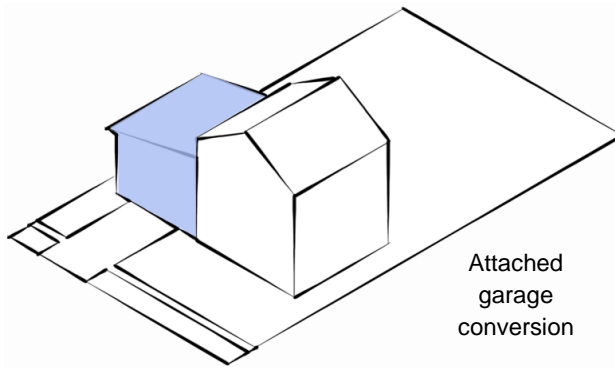
Policy Framework

- A temporary use by-law permits one garden suite per lot on lots with a detached dwelling, linked-detached dwelling or a semi-detached dwelling. It must be in the rear yard and can only occupy 35% of the yard’s area.
- Does not require additional parking or driveway provisions other than the ones that already exist on the lot.



Portable garden suite (from aehdeschaine/Flickr)

C. Garage Conversions



A **garage conversion** involves converting the ancillary garage into a residential unit. Ontario policies have permitted this in garages that are ancillary to a detached, semi-detached, or rowhouse for a number of years. It has been up to municipalities to permit the use in zoning. Converting garages into livable space can provide more affordable housing options in neighbourhoods.

General Description

- An attached or detached garage is converted to a residential unit after the municipality reviews the alteration. The conversion often requires specific fire, insulation, ventilation, and heating requirements, for example, to be met.
- Attached garage conversion shares servicing with the main unit.
- Has its own entrance accessed at street level.

General Examples

- Permissions for garage conversions vary by municipality. For example, they are permitted in Toronto and Ottawa but depend on multiple factors such as fire restrictions, zoning, and parking.
- Photos show a garage conversion to living space in Vancouver and Los Angeles.



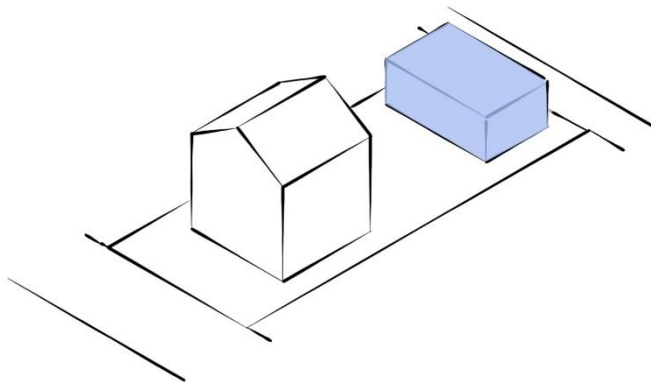
Detached garage conversion into living space in Vancouver, British Columbia. Photograph from the Ottawa Citizen.



Garage conversion into a studio apartment (Los Angeles, California). Photograph by Roberto Garcia Photography.



D. Laneway Suites



A **laneway suite** is similar to a coach house because it is a self-contained unit located at the rear of the lot. It is also accessory to and detached from the main unit. What makes it different than a coach house is that they are located along a public lane.

General Description

- Non-severable, permanent structures that remain under the same ownership as the main house. Generally intended for rental purposes or for use by family members.
- Generally serviced from the main unit but some municipalities have provided services through the public lane.
- Has minimal street visibility and impact on the overall character of the neighbourhood.

City of Toronto Example

Reasons for Implementing

- Provide more opportunities for people to live in ground-oriented housing and be closer to where they work, shop, and play.
- Improve the City's urban lanes to be more green, liveable, and safe.
- Increase the supply of rental housing and provide housing options for different life stages.

Policy Framework

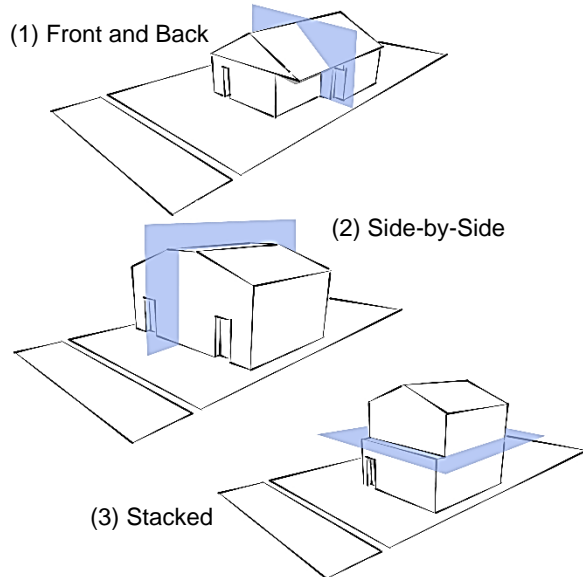
- In 2018, used a pilot project to permit laneway suites in residential zones within Neighbourhood designated areas. The as-of-right permission was extended to the entire City in 2019.
- Zoning by-law has specific use regulations related to the size, location and other design elements in order to align with the existing neighbourhood character.
- No parking requirements, but mandates providing two bicycle spaces in the suite.



Laneway Suites in Toronto

2- Housing Types

A. Duplexes



A **duplex** is a building with two separate units on one lot. Several municipalities allow different variations of this typology depending on their context. The diagrams on the left show the variations.

For example, Vancouver defines duplexes to include (1), (2), and (3), and Toronto and Mississauga mainly defines them as (3). It is important to note that many municipalities do not consider detached houses with a secondary suite as a duplex.

General Description

- Building is divided into two units with separate entrances and is serviced.
- Can be for both the rental and ownership.

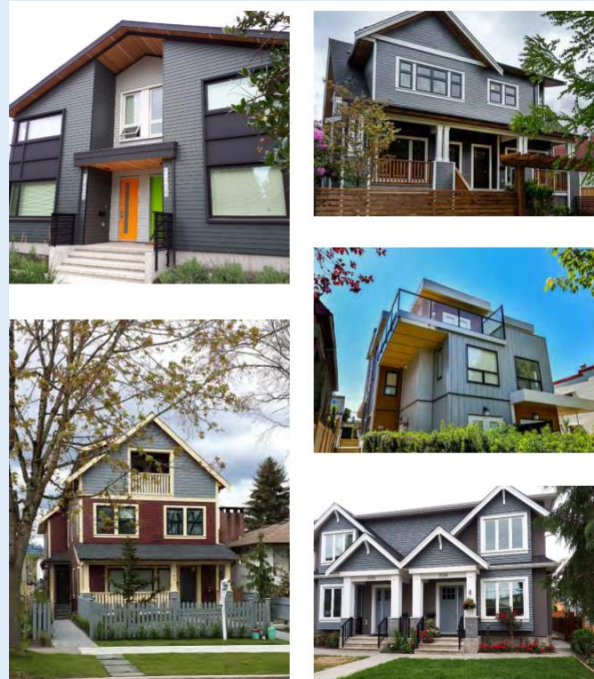
City of Vancouver Example

Reasons for Implementing

- Need more housing options between single-family homes and one/two bedroom condominium apartments.

Policy Framework

- In 2018, Council approved duplexes in most residential one-family zones. This was only for new constructions.
- Duplexes can have up to two secondary suites and those with a certain lot area must have at least one secondary suite.
- Duplexes cannot be combined with laneway units in order to maintain neighbourhood character.

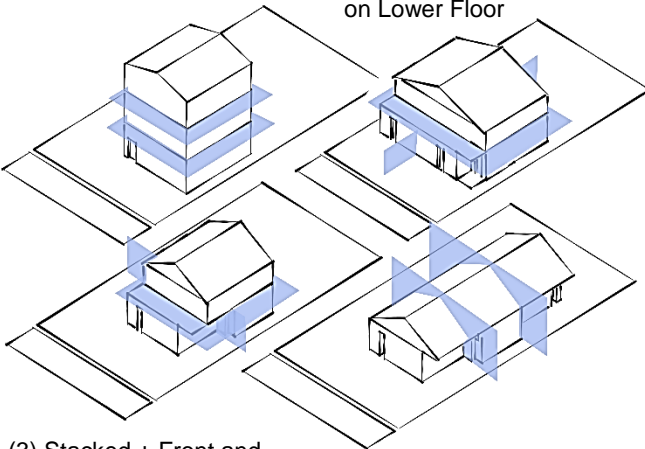


Duplexes in Vancouver built in a range of configurations

B. Triplexes

(1) Stacked

(2) Stacked + Side-by-Side
on Lower Floor



(3) Stacked + Front and
Back on Lower Floor

(4) Front and Back

A **triplex** contains three separate dwelling units on one lot. They are either stacked on consecutive floors or side-by-side (see the variations in the left diagram). Mississauga’s Zoning By-law defines triplexes as a building divided horizontally and/or vertically into three separate dwelling units. Each unit either has their own entrance to the street or is accessed by a common entrance.

General Description

- Building is divided into three units with separate entrances and metered services.
- Can be for both rental and ownership.

City of Portland Example

Reasons for Implementing

- Boost affordable housing within neighbourhoods and lower housing costs by eliminating parking requirements.
- Promote age-friendliness by requiring “visitable” (accessible) units for seniors and people with mobility impairments.
- Protect greenspaces.

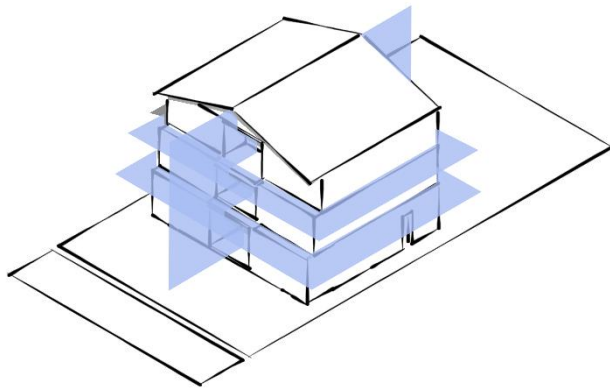


Triplexes, Portland, Oregon (from Sitaline Institute)

Policy Framework

- Residential Infill Project (RIP) recommended permitting a broad range of housing typologies, including triplexes, subject to size and scale regulations. Council adopted changes to its comprehensive plan and zoning in August 2020, with it taking effect in August 2021.
- Defines a triplex as a structure on one lot with three primary dwelling units. Each unit must share a wall or floor/ceiling with at least another unit. This makes many triplex configurations possible in different kinds of residential zones.
- Design guidelines maintain neighbourhoods’ character and scale.

C. Multiplexes



Multiplexes contain four or more units within a building. They differ from apartment buildings by their lower height. They are found in many old inner-urban neighbourhoods within cities across North America. The units are typically stacked and accessed through a common entrance.

General Description

- Building divided into four or more attached units with separate entrances that are accessed through a common entrance.
- Can provide multiple affordable units in different sizes.

City of Hamilton Example

Reasons for Implementing

- Providing medium to high-density residential development along transit lines and arterial roads.
- Smooth the transition between traditional residential areas and commercial, mixed-use, and transit-oriented areas.

Policy Framework

- Multiplexes are permitted in the City's Urban Hamilton Official Plan, more specifically in the Neighbourhood, certain Commercial and Mixed Use, and Transit Oriented Corridor Zones.
- Although a permitted use in Neighbourhood Zones, most multiplexes are implemented in certain Commercial and Mixed Use Zones, and along transit lines and arterial roads.



Multiplexes in Hamilton

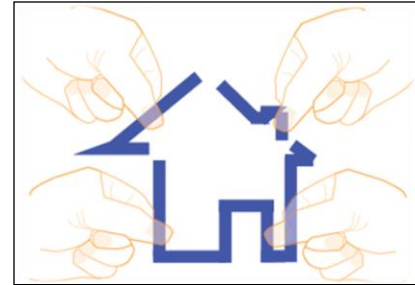
3- Housing Arrangements

A. Shared Accommodations

Co-ownership housing, HomeShare, and lodging houses are examples of providing more affordable housing by having different people share the same accommodations. No physical changes to the exterior are made.

Co-ownership Housing

- Two or more people own and live in a home together. They have a dedicated personal space, share one kitchen and living room, and equally share upkeep.
- Can provide homeownership opportunities for seniors, young adults, and other middle-income earners that are priced out of neighbourhoods.
- More efficiently uses the existing housing stock.



Lodging Houses

- A property owner rents rooms to tenants who share a kitchen, bathroom, and living room.
- Provides an affordable housing option for students, temporary workers, and professionals (e.g. long-term care workers, single professionals, etc.)
- Building and fire codes must be met.
- The City of Waterloo permits them to provide more affordable low-density housing to students. A rental licensing by-law requires property owners register the rental units.
- In Mississauga, lodging houses are defined as a house where more than three rooms are rented out. They are currently not permitted as-of-right.



HomeShare

- Two or more unrelated individuals share housing for their mutual benefit. Seniors that are property owners are matched with students or younger workers seeking affordable housing.
- In May 2018, the City of Toronto implemented Toronto HomeShare. Social workers match seniors with post-secondary students seeking affordable housing. The student provides a dedicated amount of time per week of companionship and/or help with light household tasks in exchange for reduced rent.



B. Co-operative Housing



Co-operatives are corporate entities that are member owned and operated, although the members do not own equity in the property. The members elect a Board of Directors and each member has a vote towards the co-operative's operations as well as maintenance. For public co-operatives in particular, large amounts of government funding for the initial construction costs are needed.

The City of Mississauga only regulates the built form of co-operatives through the OP and Zoning By-law. Peel has 18 Regional and 14 Federal Co-operatives, and about two-thirds of these are in Mississauga.

The Co-Operative Housing Federation of Canada notes about half of co-operative households are single parent with child occupants and 20% are immigrants. In Ontario, there are currently approximately 550 co-operatives totalling 44,200 units.

General Description

- Typically apartment buildings or townhouse complexes.
- Each member rents a fully self-sufficient unit (bedrooms, bathroom, and kitchen).
Some co-operatives have shared common areas like large kitchens or living spaces.

City of Mississauga Example

The Mississauga Lom Nava Co-operative (5955 Glen Erin Drive) was established in 1989 and is a 78-unit townhouse complex with 2 to 4 bedroom townhomes. The co-operative provides both market and subsidized rental units.



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